

## 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:** Thursday 15 February 2024  
**Time:** 9:30 am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## Traffic, Speed Limit and Road Closure Hearings Panel

### *Te Pae mo ngaa take Huarahi*

### OPEN AGENDA

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#### 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

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Amy Viggers  
*Mana Whakahaere*  
Governance Lead

**5 February 2024**

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## **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.

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

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**1 Apologies – *Tono aroha***

**2 Confirmation of Agenda – *Whakatau raarangi take***

The Committee to confirm the agenda.

**3 Declaration of Interest – *Tauaakii whaipaaanga***

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:** 15 February 2024

**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 5 December 2023

<b>Report Status</b>	<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 held on 5 December 2023 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 5 December 2023



## Traffic, Speed Limit and Road Closure Hearings Panel

### *Te Pae mo ngaa take Huarahi*

### OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Committee Room 1 and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 5 December 2023 at 9.30am.

#### PRESENT

##### Members

Cr Anna Casey-Cox (via Audio Visual Link)  
 Cr Ewan Wilson (Acting Chair)  
 Cr Geoff Taylor  
 Cr Louise Hutt  
 Cr Maxine van Oosten (via Audio Visual Link)

##### In Attendance

Cr Moko Tauariki  
 Gordon Naidoo - City Transport Unit Director  
 Martin Parkes - Public Transport & Urban Mobility Manager  
 Robyn Denton – Network & Operations Manager  
 Matthew Leach – Relationship & Engagement Lead  
 Aditya Mitta – Operations Engineer

##### Governance Staff

Amy Viggers – Governance Lead  
 Arnold Andrews and Keryn Phillips – Governance Advisors

#### Procedural Motion

**Resolved:** (Cr Wilson/Cr Taylor)

That the Traffic, Speed Limit and Road Closure Hearings Panel approves Cr Wilson to undertake the role of Chair for the duration of this meeting in the absence of Cr Donovan.

#### 1. **Apologies – *Tono aroha***

**Resolved:** (Cr Hutt/Cr Taylor)

That the apologies for full absence for Deputy Mayor O’Leary and Cr Donovan are accepted.

#### 2. **Confirmation of Agenda – *Whakatau raarangi take***

**Resolved:** (Cr Taylor/Cr Hutt)

That the agenda is confirmed.

#### 3. **Declarations of Interest – *Tauaakii whaipanga***

No members of the Council declared a Conflict of Interest.

**4. Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 17 October 2023**

**Resolved:** (Cr Wilson/Cr van Oosten)

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 17 October 2023 as a true and correct record.

**5. Parking Restrictions and Traffic Bylaw Changes**

**Ross Hyland** spoke to his submission and outlined his concerns as a property owner on Anglesea street and submitted that the Anglesea project was unnecessary.

Network Operations Engineer spoke to the report and costs associated with Climate Emergency Response Fund (CERF) and Low-Cost Low Risk (LCLR) projects. Staff responded to questions from Elected Members in relation to the Anglesea project: carparks, safety issues, bus stop facility, distance from 370 Anglesea Street and the existing bus stop, patronage of bus users in the area, upgraded opportunities for bus infrastructure, raised pedestrian crossing, existing street crossing, detailed statistics of pedestrians crossing, improved movement for patrons in the proposed project, capacity of the proposed pedestrian refuge; safety audit process, accident reporting data and Waka Kotahi funding.

**Resolved:** (Cr Wilson/Cr van Oosten)

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
Anson Avenue	Improve traffic safety at intersection by: <ul style="list-style-type: none"> <li>Installation of 5m 'No Stopping' restriction outside #32 Anson Avenue.</li> </ul>
Caro Carpark, Caro Street	Support HCC Business Services team, to improve Fleet Services by: <ul style="list-style-type: none"> <li>Installation of 7m 'P60 – At All Times' restriction</li> <li>Rescinding 'P60 – At All Times' restriction</li> <li>Rescinding 'Carshare – At All Times' restriction</li> </ul>
Collins Road	Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by: <ul style="list-style-type: none"> <li>Installation of 35m 'No stopping' restriction starting outside #6 Collins Road (Melville School) and ending outside #20 Collins Road (Gallagher Aquatics Centre).</li> </ul>
Ellicott Road	Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by: <ul style="list-style-type: none"> <li>Installation of 230m 'No stopping' restriction starting outside #66 Ellicott Road and ending outside #88 Ellicott Road.</li> <li>Rescinding 16m 'P120 - Mon - Fri' time restriction parking starting outside #74 Ellicott Road and ending outside #76 Ellicott Road.</li> <li>Rescinding 121m 'no stopping' parking restriction outside #88 Ellicott Road and ending outside #76 Ellicott Road.</li> <li>Rescinding 92m 'no stopping' parking restriction outside #66</li> </ul>

	Ellicott Road and ending outside #74 Ellicott Road.
Hillcrest Road	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> <li>• Installation of 65m 'Bus Stop' restriction outside #85 Hillcrest Road (St Johns College).</li> <li>• Installation of 20m 'No Stopping' restriction outside #85 Hillcrest Road (St Johns College).</li> <li>• Installation of 25m 'No Stopping' restriction outside #85 Hillcrest Road (St Johns College).</li> <li>• Installation of 10m 'No Stopping' restriction outside #85 Hillcrest Road (St Johns College).</li> <li>• Installation of 30m 'No Stopping' restriction starting outside #86 and ending outside #90 Hillcrest Road.</li> <li>• Installation of 20m 'Bus Stop' restriction starting outside #86 and ending outside #90 Hillcrest Road.</li> <li>• Installation of 10m 'No Stopping' restriction starting outside #90A and ending outside #90 Hillcrest Road.</li> <li>• Installation of 20m 'Bus Stop' restriction outside #92 Hillcrest Road.</li> <li>• Installation of 20m 'No Stopping' restriction starting outside #94 and ending outside #96 Hillcrest Road.</li> <li>• Rescinding 94.5m 'Bus Stop Only' restriction between #85 Hillcrest Road (ST JOHN'S COLLEGE).</li> <li>• Rescinding 30m 'Bus Stop Only' restriction between #96 - #98 Hillcrest Road.</li> <li>• Rescinding 30m 'No Stopping' restriction between #85 Hillcrest Road (ST JOHN'S COLLEGE).</li> <li>• Rescinding 80m 'No Stopping' restriction outside #84E and #96 Hillcrest Road.</li> </ul>
Kairokiroki Drive	<p>Gazette restrictions resulting from a new Capital Development Project by:</p> <ul style="list-style-type: none"> <li>• Installation of 175m 'No Stopping' restriction starting outside #230 Peacockes Road, at Kairokiroki Drive/Peacockes Road Roundabout, and ending outside #138 Peacockes Road.</li> <li>• Installation of 295m 'No Stopping' restriction starting outside #266 Peacockes Road and ending outside #274B Peacockes Road.</li> </ul>
Masters Avenue	<p>Improve Meteor Bus services by:</p> <ul style="list-style-type: none"> <li>• Installation of 15m bus stop outside #63 Masters Avenue.</li> </ul>
Te Ipukura Street	<p>Improve traffic operations and safety for a new road vested with Council, resulting from a Private Development project by:</p> <ul style="list-style-type: none"> <li>• Installation of 1150m 'No Stopping' restriction, on starting outside #300 Ruakura Road and ending at the cul-de-sac end of Te Ipukura Street.</li> <li>• Installation of 1150m 'No Stopping' restriction, starting opposite #300 Ruakura Road and ending at the cul-de-sac end of Te Ipukura Street.</li> </ul>
Te Rapa Road	Provide unrestricted access to a property and improve sight distance

	by:
	<ul style="list-style-type: none"> <li>Installation of 20m 'No Stopping' restriction outside #711 - #721 Te Rapa Road.</li> </ul>

c) approves the following changes to the Traffic Bylaw 2021 registers:

i. Cycle Path Register

Location	Description	Priority
Collins Road	(ii) <u>Cycle path on north side of Collins Road, starting outside Melville High School and progressing 30m east.</u> (iii) <u>Cycle path on south side of Collins Road, starting outside #25 Collins Road and progressing 30m east.</u>	Nil
Ellicott Road	(ii) <u>Cycle path on North side of Ellicott Road, starting outside #74 Ellicott Road and progressing 35m west.</u> (iii) <u>Cycle path on South side of Ellicott Road, starting outside #73 Ellicott Road and progressing 35m west.</u>	Nil
Horsham Downs Road	i. <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing <del>60m</del> 230m North.</u> ii. <u>Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing <del>70m</del> 170m North.</u>	Nil
Kairokiroki Drive	i. <u>Cycle Path on the East Side of Kairokiroki Drive, starting 150m South of Cobham Drive intersection. Progressing 350m in South direction.</u> ii. <u>Cycle Path on the West Side of Kairokiroki Drive, starting at the intersection with Cobham Drive and progressing 510m in South direction.</u> iii. <u>Cycle Path on the South Side of Kairokiroki Drive, starting outside #261 Peacockes Road and progressing 70m West to Peacockes Road underpass.</u> iv. <u>Cycle Path on the North Side of Kairokiroki Drive, starting outside of #245 Peacockes Road and progressing 90m West to the Peacockes Road underpass.</u> v. <u>Cycle Path on North side of Kairokiroki Drive, starting outside #230 Peacockes Road progressing 80m in West direction.</u> vi. <u>Cycle Path on South side of Kairokiroki Drive starting outside #266 Peacockes Road progressing 80m in West direction.</u>	Nil

ii. Special Vehicle Lanes Register – Part 1: Cycle Lanes Register

Location	Description
Kairokiroki Drive	i. <u>Southbound direction Cycle Lane from the intersection with Cobham Drive, progressing 150m on Kairokiroki Drive in South direction.</u> ii. <u>Northbound direction Cycle Lane starting at a point 120m South of intersection with Cobham Drive and finishing at the intersection of Cobham Drive.</u> iii. <u>Bi-Directional Cycle Lane starting outside #245 Peacockes Road, progressing 420m along Kairokiroki Drive in North Direction.</u>

	<p>iv. <u>Bi-Directional Cycle Lane starting outside #261 Peacockes Road, progressing 470m along Kairokiroki Drive in North Direction.</u></p> <p>v. <u>Bi-Directional Cycle Lane on North side of Kairokiroki Drive, starting 80m West of the roundabout, outside of 230 Peacockes Road progressing 130m West towards 138 Peacockes.</u></p> <p>vi. <u>Bi-Directional Cycle Lane on South side of Kairokiroki Drive, starting 80m West of the roundabout, outside of 266 Peacockes Road progressing 130m West.</u></p>
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iii. Special Vehicle Lanes Register – Part 2: Bus Lanes Register

Location	Description
<u>Kairokiroki Drive</u>	<p>i. <u>'Bus Lane At All Times' on Kairokiroki Drive progressing 900m in Northbound direction starting outside #245 Peacockes Road and ending at the intersection with Cobham Drive.</u></p> <p>ii. <u>'Bus Lane At All Times' on Kairokiroki Drive progressing 770m in Southbound direction starting at the intersection with Cobham Drive and ending outside #261 Peacockes Road.</u></p>

d) notes that staff will report to the next meeting of the Panel on the recommendations for Storey Avenue.

**Motion:** (Cr Taylor/Cr Wilson)

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

a) does not approve the changes to parking restrictions and controls as set out in the table below:

Anglesea Street	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"><li>• Installation of 15m 'bus stop' restriction outside #392 Anglesea Street.</li><li>• Installation of 115m 'No Stopping' restriction outside #373 - #413 Anglesea Street.</li><li>• Rescinding 30m 'CBD zone Parking 8am -8pm Mon-Sat' outside #392 - #404 Anglesea Street.</li><li>• Rescinding 70m 'CBD Zone Parking 8am -8pm Mon-Sat' outside #383 - #413 Anglesea Street.</li><li>• Rescinding 16m 'No Stopping' restriction outside #409 - #413 Anglesea Street.</li><li>• Rescinding 30m 'No Stopping' restriction outside #373 - #383 Anglesea Street.</li><li>• Rescinding 15m 'bus stop' restriction outside #370 Anglesea Street.</li></ul>
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b) requests staff report to the Infrastructure and Transport Committee concerning the project.

**Amendment:** (Cr van Oosten/Cr Casey-Cox)

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

a) approves the changes to parking restrictions and controls as set out in the table below:

Anglesea Street	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> <li>• Installation of 15m 'bus stop' restriction outside #392 Anglesea Street.</li> <li>• Installation of 115m 'No Stopping' restriction outside #373 - #413 Anglesea Street.</li> <li>• Rescinding 30m 'CBD zone Parking 8am -8pm Mon-Sat' outside #392 - #404 Anglesea Street.</li> <li>• Rescinding 70m 'CBD Zone Parking 8am -8pm Mon-Sat' outside #383 - #413 Anglesea Street.</li> <li>• Rescinding 16m 'No Stopping' restriction outside #409 - #413 Anglesea Street.</li> <li>• Rescinding 30m 'No Stopping' restriction outside #373 - #383 Anglesea Street.</li> <li>• Rescinding 15m 'bus stop' restriction outside #370 Anglesea Street.</li> </ul>
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**The Amendment was put.  
The Amendment was declared carried.**

**Cr Taylor and Cr Wilson dissenting.**

**The Amendment became the Substantive Motion.**

**Resolved:** (Cr van Oosten/Cr Casey-Cox)

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

a) approves the changes to parking restrictions and controls as set out in the table below:

Anglesea Street	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> <li>• Installation of 15m 'bus stop' restriction outside #392 Anglesea Street.</li> <li>• Installation of 115m 'No Stopping' restriction outside #373 - #413 Anglesea Street.</li> <li>• Rescinding 30m 'CBD zone Parking 8am -8pm Mon-Sat' outside #392 - #404 Anglesea Street.</li> <li>• Rescinding 70m 'CBD Zone Parking 8am -8pm Mon-Sat' outside #383 - #413 Anglesea Street.</li> <li>• Rescinding 16m 'No Stopping' restriction outside #409 - #413 Anglesea Street.</li> <li>• Rescinding 30m 'No Stopping' restriction outside #373 - #383 Anglesea Street.</li> <li>• Rescinding 15m 'bus stop' restriction outside #370 Anglesea Street.</li> </ul>
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**The Substantive Motion was put.  
The Substantive Motion was declared carried.**

**Cr Taylor and Cr Wilson dissenting.**

**Motion:** (Cr Taylor/Cr Wilson)

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

a) does not approve the changes to parking restrictions and controls as set out in the table below:

Horsham Downs Road	Support CLIMATE EMERGENCY RESPONSE FUND (CERF) – TRANSPORT CHOICES project by: <ul style="list-style-type: none"><li>• Installation of 15m ‘Bus Stop’ restriction outside #44 Horsham Downs Road.</li><li>• Installation of 15m ‘Bus Stop’ restriction outside #55 - #57 Horsham Downs Road.</li><li>• Installation of 15m ‘Bus Stop’ restriction outside #44 Horsham Downs Road.</li></ul>
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b) requests staff report to the Infrastructure and Transport Committee concerning the project.

**Amendment:** (Cr Hutt/Cr van Oosten)

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

a) approves the changes to parking restrictions and controls as set out in the table below:

Horsham Downs Road	Support CLIMATE EMERGENCY RESPONSE FUND (CERF) – TRANSPORT CHOICES project by: <ul style="list-style-type: none"><li>• Installation of 15m ‘Bus Stop’ restriction outside #44 Horsham Downs Road.</li><li>• Installation of 15m ‘Bus Stop’ restriction outside #55 - #57 Horsham Downs Road.</li><li>• Installation of 15m ‘Bus Stop’ restriction outside #44 Horsham Downs Road.</li></ul>
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**The Amendment was put.  
The Amendment was declared carried.**

**Cr Taylor and Cr Wilson dissenting.**

**The Amendment became the Substantive Motion**

**Resolved:** (Cr Hutt/Cr van Oosten)

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

a) approves the changes to parking restrictions and controls as set out in the table below:

Horsham Downs Road	Support CLIMATE EMERGENCY RESPONSE FUND (CERF) – TRANSPORT CHOICES project by: <ul style="list-style-type: none"><li>• Installation of 15m ‘Bus Stop’ restriction outside #44 Horsham Downs Road.</li><li>• Installation of 15m ‘Bus Stop’ restriction outside #55 - #57 Horsham Downs Road.</li></ul>
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	<ul style="list-style-type: none"><li>• Installation of 15m 'Bus Stop' restriction outside #44 Horsham Downs Road.</li></ul>
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**The Substantive Motion was put.**  
**The Substantive Motion was declared carried.**

**Cr Taylor dissenting.**

**6. Hamilton City Speed Limit Changes**

Network and Safety Operations Manager took the report as read.

**Resolved:** (Cr Wilson/Cr Hutt)

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:

<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>	<b>Road Name</b>	<b>Extent of Speed Limit</b>	<b>Date comes into Force</b>
NA	60	Kairokiroki Drive	Between Wairere Drive and to the end of Kairokiroki Drive.	Upon completion of construction works
60	40	Peacockes Lane	Between Peacockes Road to #15 Peacockes Lane	Upon completion of construction works
60	40	Peacockes Road	Between #211 Peacockes Road and #361 Peacockes Road.	Upon completion of construction works
NA	40	Te Ipukura Street	Full length	Upon completion of construction works
60	40	West Brooke Place	Full length	Upon completion of construction works
60	40	Western Lea Drive	Full length	Upon completion of construction works

Traffic, Speed Limit and Road Closure Hearings Panel 5 DECEMBER 2023 - OPEN

**7. Hamilton City Safer Schools Speed Limit Changes**

Network and Safety Operations Manager took the report as read.

**Resolved:** (Cr Wilson/Cr Taylor)

That the Traffic, Speed Limit and Road Closure Hearings Panel

- a) receives the report; and
- b) approves the changes to speed limits listed in Attachment 1 of this report for schools within Hamilton City be reflected in the National Speed Limits Register to come into effect on 29 April 2024.

**The meeting was declared closed at 10.52am.**

# Council Report

Item 5

**Committee:** Traffic, Speed Limit and Road Closure Hearings Panel

**Date:** 15 February 2024

**Author:** Robyn Denton

**Authoriser:** Tania Hermann

**Position:** Network and Systems Operations Manager

**Position:** Executive Director, Infrastructure Operations (Acting)

**Report Name:** Hamilton City Safer School Speed Limit Changes

**Report Status**

*Open*

## Purpose - *Take*

1. 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 around schools in accordance with the 2022 Hamilton Speed Management Plan.

## 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 comes into Force
40	30	Emmerson Place	Full Length	29 April 2024
40	30	Oku Close	Full Length	29 April 2024

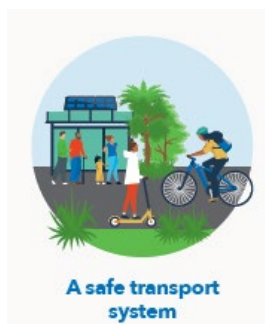
## Executive Summary - *Whakaraapopototanga matua*

3. On [29 June 2022](#) Council repealed the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022.
4. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by NZ Transport Agency Waka Kotahi (NZTA) 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.

5. 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.
6. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Council's commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
7. The speed limit changes proposed in this report are all associated with schools and a reduction of speed limits to 30km/h in these locations in accordance with the 2022 Speed Management Plan and requirements of the Land Transport Rule: Setting of Speed Limits 2022.
8. The majority of the speed limit changes were approved at the 5 December 2023 Traffic, Speed Limits and Road Closure Panel meeting. It has since been determined that two streets were missed off the list of recommendations as set out below:
  - i. Emmerson Place – for Te Kura Kaupapa Māori o Te Ara Rima
  - ii. Oku Close – for St Johns College
9. Changes to the physical road environment to support the reduced speed limits have been delivered via the Low Cost Low Risk – Road to Zero programme in the 2023/24 year and an ongoing focus on safety improvements to the crossing facilities for the schools is proposed for the 2024/27 Long-Term Plan.
10. The work receives 51% co-investment from Waka Kotahi NZ Transport Agency.
11. Staff propose the speed limit change to come into effect on 29 April 2024 to coincide with the start of Term 2 of the school calendar.
12. 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*

13. 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.
14. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Council's commitment to road safety and reducing harm on the transport network as shown in the following outcome:

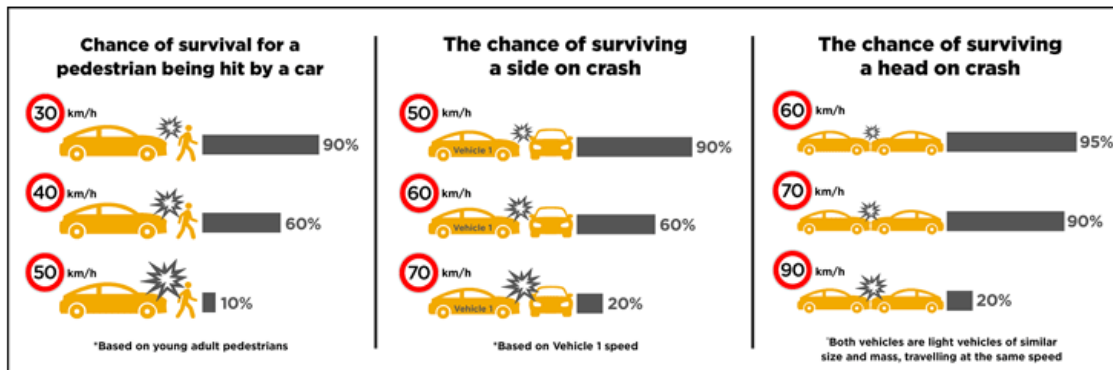


*The 'Safe Transport System' objectives states that no one should be injured or killed while moving around Hamilton Kirikiriroa.*

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

15. 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.

16. Under Council's 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.
17. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved.



18. 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.
19. The following key stakeholders were consulted in the development of the 2022 Speed Management Plan:
- Waka Kotahi NZ Transport Agency (Waka Kotahi)
  - New Zealand Police
  - The Automobile Association (AA)
  - The Road Transport Association (RTA)
  - Bike Waikato
  - NZ Foundation for the Blind
  - Generation Zero
  - Living Streets
  - Age Concern Hamilton
20. 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.
21. 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.
22. The following **principles** guide the application of speed management within Hamilton:
- the speed environment around schools at school times at the start and end of the school day will be 30km/h;
  - where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
  - residential local roads will be constructed for a 40km/h environment;
  - new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
  - 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.
23. 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.
24. 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.
25. The National Speed Limit Register (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.
26. 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.
27. 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.
28. The proposed changes to the speed limits in this report will be recorded in the NSLR.
29. The [5 December 2023](#) Traffic, Speed Limits and Road Closures Hearings Panel approved the Hamilton City Safer Schools Speed Limit Changes. The speed limit changes were for all associated with schools and a reduction of speed limits to 30km/h and will come into effect on 29 April 2024.
30. Two cul-de-sacs were missed off the list of recommendations in the 5 December 2023 report and these are addressed in the report below.

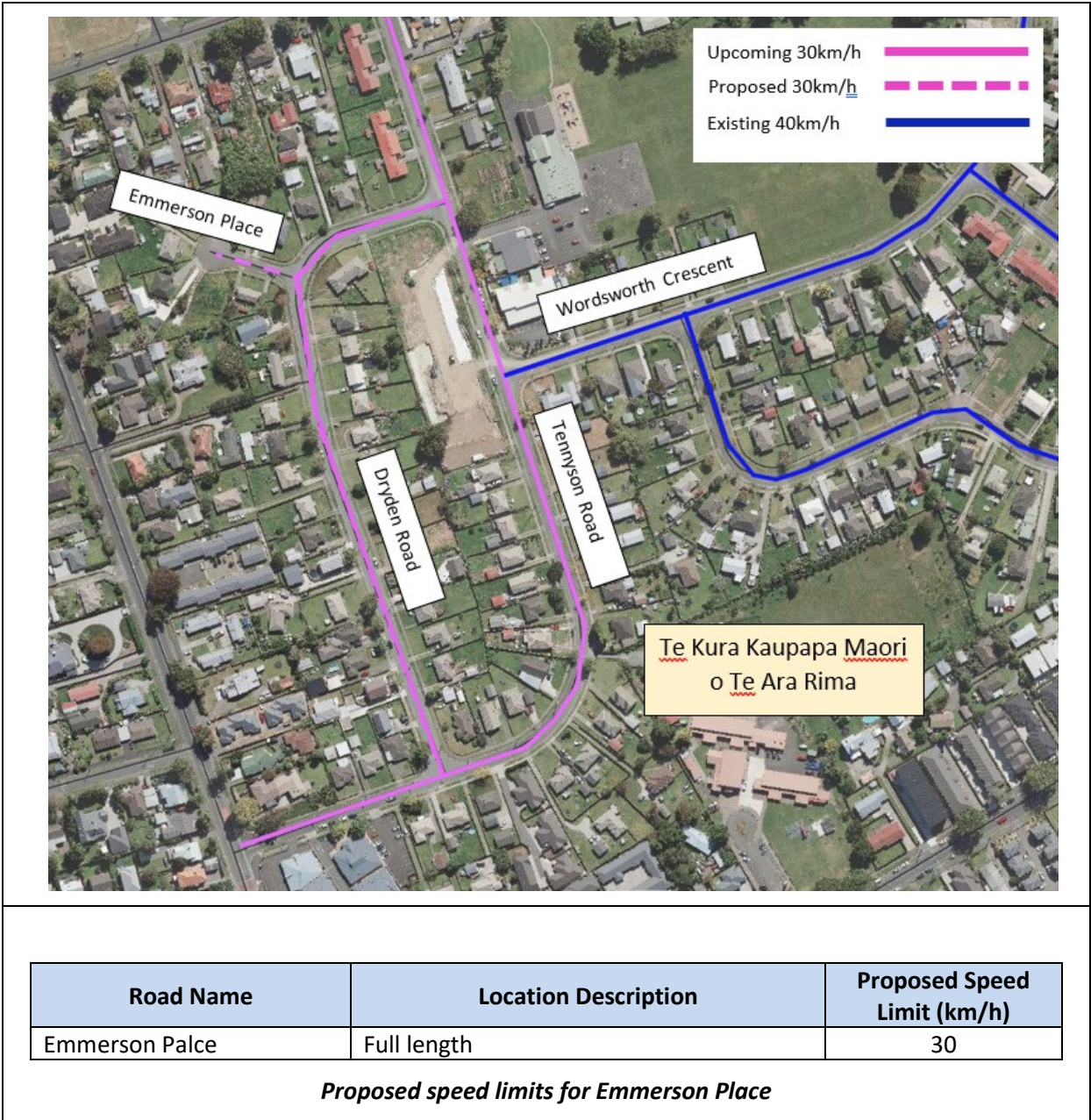
## Proposed Speed Limit Changes

31. Consultation with the adjacent properties has been undertaken for those accessing the sections of road where the speed limit change has been proposed and no responses were received.
32. Details of the specific changes to speed limits are detailed below:

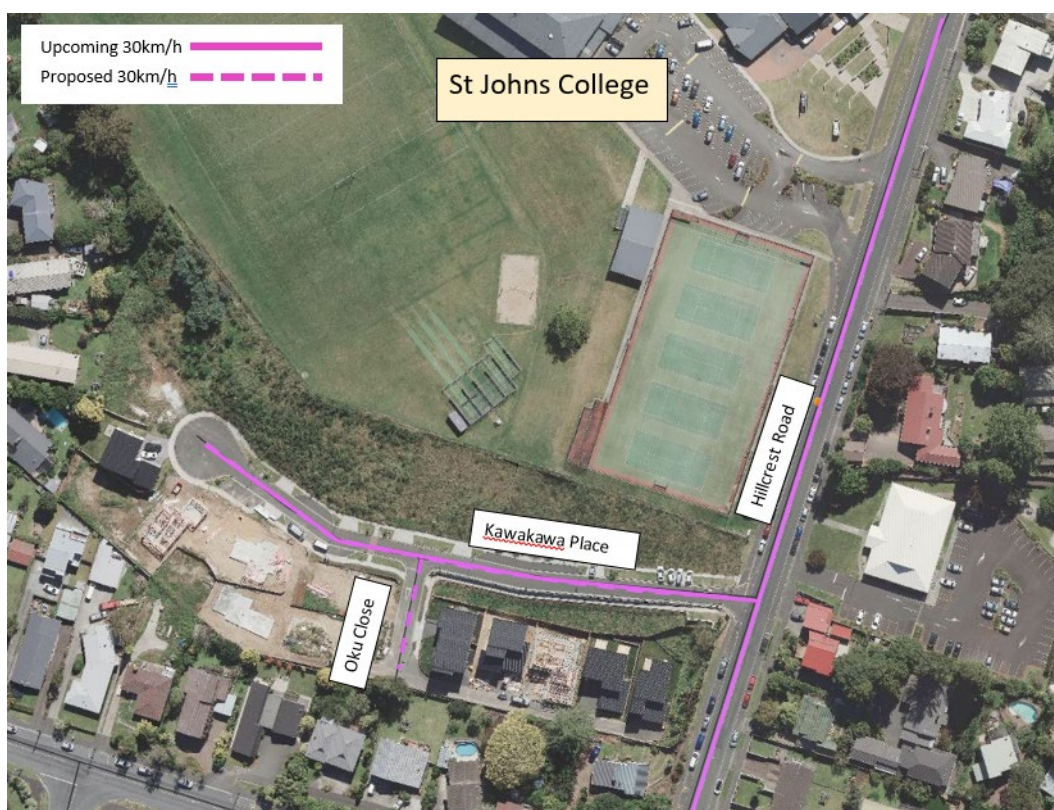
Road Name	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Principles (ref. clause 23 above)
Emmerson Place	40	30	vi
Oku Close	40	30	vi



33. The image below shows the extent of proposed speed limit changes for Emmerson Place:



34. The image below show the extent of proposed speed limit changes for Oku Close:



Road Name	Location Description	Proposed Speed Limit (km/h)
Oku Close	Full length	30

***Proposed speed limits for Oku Close***

#### **Financial Considerations - *Whaiwhakaaro Puutea***

35. There is no additional signage required to implement these changes and therefore no additional costs will be incurred as a result of making these changes.
36. If the speed limit changes are not approved for these two locations then additional signage will be required at an estimated cost of \$1,500. This would be funded from the 2023/24 Low Cost Low Risk – Road to Zero programme for school speed limit changes.
37. Staff costs for the preparation of this report and oversight of the speed limits changes in NSLR are covered from within existing Transport Operational budgets.

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

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



## Climate Change Impact Statement

- 39. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
- 40. 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.
- 41. The proposed lower speed limits support people walking and biking safely in their local community and thereby reduce the short trips taken in vehicles currently.

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 42. 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').
- 43. 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.
- 44. The recommendations set out in this report are consistent with that purpose.

### Social

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

### Economic

- 46. No specific economic considerations were identified in the development of this report in relation to the proposed changes to speed limits.

### Environmental

- 47. 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

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

### Risks – *Tuuraru*

- 49. There are risks associated with negative feedback from the community if the recommendations of this report are not approved due to the additional signage that would be required.

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

### Significance

- 50. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation in this report has a low level of significance.

### Engagement

- 51. Specific consultation has been completed for the proposed speed limit change to gain community feedback alongside consultation with key stakeholders.

52. 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***

There are no attachments for this report.

# Council Report

Item 6

**Committee:** Traffic, Speed Limit and Road Closure Hearings Panel

**Date:** 15 February 2024

**Author:** Aditya Mitta

**Authoriser:** Tania Hermann

**Position:** Network Operations Engineer

**Position:** Executive Director,  
Infrastructure Operations  
(Acting)

**Report Name:** Parking Restrictions and Traffic Bylaw Changes

<b>Report Status</b>	<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;
  - approves the changes to parking restrictions and controls as set out in the table below:

Location	Amendments to current restrictions
Aberdeen Drive	<ul style="list-style-type: none"> <li>Rescinding of 15m bus stop restriction outside #66 Aberdeen Drive.</li> <li>Installation of 15m 'Parking - P15 - 8:00am - 6:00pm - Mon - Sun' outside #66 Aberdeen Drive</li> </ul>
Aquila Crescent	<ul style="list-style-type: none"> <li>Installation of 40m 'No Stopping' restriction between #62 - #64 Aquila Crescent.</li> </ul>
Butler Place	<ul style="list-style-type: none"> <li>Installation of 10m 'No Stopping' restriction outside #1 Butler Place.</li> <li>Installation of 10m 'No Stopping' restriction outside #2 Butler Place.</li> </ul>
Bruce Avenue	<ul style="list-style-type: none"> <li>Gazette existing 20m 'Parking - P10 -8:00am-6:00pm - Mon-Fri' restrictions opposite #55 - #59 Bruce Avenue.</li> <li>Gazette existing 20m 'Parking - P10 -8:00am-6:00pm - Mon-Fri' restrictions opposite #61 Bruce Avenue.</li> <li>Rescinding 41m 'Parking - P10 -8:00am-6:00pm - Mon-Fri' restrictions opposite #55 - #61 Bruce Avenue.</li> </ul>
Cardrona Road	<ul style="list-style-type: none"> <li>Installation of 50m 'No Stopping' restriction between #15 - #24 Cardrona Road.</li> </ul>

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Churchill Avenue	<ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping' restriction outside #42 Churchill Avenue.</li> <li>• Installation of 10m 'No Stopping' restriction outside #2 Stokes Crescent.</li> </ul>
Collingwood Street	<ul style="list-style-type: none"> <li>• Installation of 30m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside Wintec in Collingwood Street.</li> <li>• Installation of 25m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside #127 Collingwood Street.</li> <li>• Installation of 50m 'No Stopping' restriction between #127 and #100 Collingwood Street.</li> <li>• Installation of 5m 'No Stopping' restriction outside Wintec in Collingwood Street.</li> <li>• Rescinding 66.5 m 'No Stopping' restriction between #127 and #100 Collingwood Street.</li> <li>• Rescinding 19 m 'No Stopping' restriction outside Wintec in Collingwood Street.</li> <li>• Rescinding 17m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside Wintec in Collingwood Street.</li> <li>• Rescinding 11.5m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside #133 Collingwood Street.</li> </ul>
Commerce Street	<ul style="list-style-type: none"> <li>• Rescinding of 15m bus stop restriction outside #47 - #53 Commerce Street.</li> </ul>
Duke Street	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #74 Higgins Road.</li> <li>• Installation of 15m 'No Stopping' restriction outside #69B Higgins Road.</li> <li>• Installation of 10m 'No Stopping' restriction outside #71 Higgins Road.</li> <li>• Installation of 15m 'No Stopping' restriction outside #76 Higgins Road.</li> <li>• Installation of 15m 'No Stopping' restriction outside #89 Duke Street.</li> </ul>
Earthmovers Crescent	<ul style="list-style-type: none"> <li>• Installation of 135m 'No Stopping' restriction outside #33 - #37 Earthmover Crescent.</li> <li>• Installation of 15m 'No Stopping' restriction outside #36 Earthmover Crescent.</li> <li>• Installation of 15m 'No Stopping' restriction outside #32 - #36 Earthmover Crescent.</li> <li>• Installation of 35m 'No Stopping' restriction outside #6/30 - #32 Earthmover Crescent.</li> <li>• Installation of 20m 'No Stopping' restriction outside #1/30 - #6/30 Earthmover Crescent.</li> <li>• Installation of 25m 'No Stopping' restriction outside #1/30 - #28 Earthmover Crescent.</li> <li>• Installation of 25m 'No Stopping' restriction outside #26 - #28</li> </ul>

	<p>Earthmover Crescent.</p> <ul style="list-style-type: none"> <li>• Installation of 30m 'No Stopping' restriction outside #24 - #26 Earthmover Crescent.</li> </ul>
Gallagher Drive	<ul style="list-style-type: none"> <li>• Installation of 20m 'No Stopping' restriction outside #10-16 Gallagher Drive.</li> <li>• Installation of 25m 'No Stopping' restriction outside #36 Gallagher Drive.</li> <li>• Rescinding 14m 'No Stopping' restriction outside #36 Gallagher Drive.</li> </ul>
Gibson Avenue	<ul style="list-style-type: none"> <li>• Installation of 25m 'No Stopping' restriction outside #40C - #40D Gibson Road.</li> </ul>
Grange Avenue	<ul style="list-style-type: none"> <li>• Installation of 15m bus stop restriction outside #9 Grange Avenue</li> <li>• Rescinding of 15m bus stop restriction outside #29 Grange Avenue</li> <li>• Rescinding of 12m bus stop restriction outside #3 -#1B Grange Avenue</li> </ul>
Grantham Street	<ul style="list-style-type: none"> <li>• Installation of 30m 'No Stopping' restriction outside #150 Grantham Street.</li> <li>• Installation of 15m 'No Stopping' restriction outside #16 Tisdall Street.</li> </ul>
Higgins Road	<ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping' restriction outside #74 Higgins Road.</li> <li>• Installation of 20m 'No Stopping' restriction outside #69B Higgins Road.</li> <li>• Installation of 15m 'No Stopping' restriction outside #71 Higgins Road.</li> <li>• Installation of 5m 'No Stopping' restriction outside #76 Higgins Road.</li> </ul>
Hector Drive	<ul style="list-style-type: none"> <li>• Installation of 150m 'No Stopping' restriction between #25 Hector Drive and Summerset Rototuna.</li> <li>• Installation of 190m 'No Stopping' restriction between #38 - #20 Hector Drive.</li> <li>• Rescinding 354.5 m 'No Stopping' restriction between #20 - #25 Hector Drive.</li> </ul>
Jellicoe Drive	<ul style="list-style-type: none"> <li>• Installation of 6m 'Parking - Mobility Card holders – P120' restriction outside #4 Jellicoe Drive.</li> </ul>
Kaimiro Street	<ul style="list-style-type: none"> <li>• Installation of 20m 'No Stopping' restriction outside #20 Kaimiro Street.</li> <li>• Installation of 15m 'No Stopping' restriction outside #13 Kaimiro Street.</li> </ul>
Kelvin Place	<ul style="list-style-type: none"> <li>• Installation of 50m 'No Stopping' restriction between #17 - #22 Kelvin Place.</li> <li>• Installation of 15m 'No Stopping' restriction between #13 - #15 Kelvin Place.</li> </ul>

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Kimbrae Drive	<ul style="list-style-type: none"> <li>• Installation of 15m bus stop restriction outside Rototuna Junior and Senior High School on Kimbrae Drive for School Days between the hours of 8:00AM – 9:00AM and 3:00PM – 5:00PM.</li> <li>• Installation of 15m bus stop restriction opposite Rototuna Junior and Senior High School on Kimbrae Drive for School Days between the hours of 8:00AM – 9:00AM and 3:00PM – 5:00PM.</li> </ul>
King Street	<ul style="list-style-type: none"> <li>• Rescinding 185m 'Parking – P60 – 8:00AM – 6:00PM – Mon-Sun' restriction between #23 - #49 King Street.</li> <li>• Installation of 175m 'Parking – P60 – 8:00AM – 6:00PM – Mon-Sun' restriction between #23 - #47 King Street.</li> <li>• Installation of 10m 'Parking – P15 – 8:00AM – 6:00PM – Mon-Sun' restriction between #47 - #49 King Street.</li> </ul>
Knighton Road	<ul style="list-style-type: none"> <li>• Installation of 20m 'No Stopping' restriction outside #145 Knighton Road.</li> </ul>
Lake Road	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #99 Lake Road.</li> <li>• Installation of 10m 'No Stopping' restriction outside #101 Lake Road.</li> </ul>
London Street	<ul style="list-style-type: none"> <li>• Installation of 30m 'Parking - P120 – 8:00AM – 6:00PM – Mon-Sun' restriction between #165 and #171 London Street.</li> <li>• Installation of 10m 'No Stopping' restriction between #165 and #171 London Street.</li> <li>• Rescinding 18.5m 'No Stopping' restriction between #165 and #171 London Street.</li> <li>• Rescinding 25m 'P120, 8:00AM-6:00PM, Mon-Sun' time restriction parking between #165 - #171 London Street.</li> </ul>
MacDonald Road	<ul style="list-style-type: none"> <li>• Rescinding of 15m bus stop restriction outside 42 MacDonald Road.</li> </ul>
McKenzie Place	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #1 McKenzie Place.</li> <li>• Installation of 20m 'No Stopping' restriction outside #4 Saxon Woods Drive.</li> </ul>
Perclo Place	<ul style="list-style-type: none"> <li>• Installation of 60m 'No Stopping' restriction starting between #7 - #13 Perclo Place.</li> </ul>
Rimu Street	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #35 Rimu Street.</li> <li>• Installation of 15m 'No Stopping' restriction outside #29 Rimu Street.</li> <li>• Installation of 45m 'No Stopping' restriction between #36 - #1/32 Rimu Street.</li> <li>• Rescinding 11m 'No Stopping' restriction outside #35 Rimu Street.</li> </ul>
River Road	<ul style="list-style-type: none"> <li>• Installation of 20m 'No Stopping' restriction outside # 659 - #667 River Road.</li> <li>• Installation of 20m 'No Stopping' restriction opposite #659 -</li> </ul>

	<p>#667 River Road.</p> <ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping' restriction opposite #657 - #659 River Road.</li> <li>• Installation of 15m 'Bus stop' restriction opposite #659 River Road.</li> <li>• Rescinding 15m 'Bus stop' restriction opposite #667 River Road.</li> </ul>
Saxon Woods Drive	<ul style="list-style-type: none"> <li>• Installation of 30m 'No Stopping' restriction between #5 - #7 Saxon Woods Drive.</li> <li>• Installation of 10m 'No Stopping' restriction outside #1 McKenzie Place.</li> <li>• Installation of 15m 'No Stopping' restriction outside #4 Saxon Woods Drive.</li> </ul>
Seddon Road	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #35 Rimu Street.</li> <li>• Installation of 15m 'No Stopping' restriction outside #29 Rimu Street.</li> <li>• Rescinding 11m 'No Stopping' restriction outside #35 Rimu Street</li> </ul>
Stokes Crescent	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #42 Churchill Avenue.</li> <li>• Installation of 20m 'No Stopping' restriction outside #2 Stokes Crescent</li> </ul>
Takahe Street	<ul style="list-style-type: none"> <li>• Installation of 60m 'No Stopping' restriction between #3 - #4 Takahe Street.</li> </ul>
Te Rapa Road	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping' restriction outside #442 - #446 Te Rapa Road.</li> </ul>
Timatanga Road	<ul style="list-style-type: none"> <li>• Installation of 140m 'No Stopping' restriction opposite #10 - #15 Timatanga Road.</li> <li>• Installation of 115m 'No Stopping' restriction outside #5 - #15 Timatanga Road.</li> <li>• Rescinding 105m 'No Stopping' restriction outside #11 - #15 Timatanga Road.</li> <li>• Rescinding 105m 'No Stopping' restriction opposite #11 - #15 Timatanga Road.</li> </ul>
Tuhikaramea Road	<ul style="list-style-type: none"> <li>• Rescind 160m 'No Stopping' restriction outside #19 - #39 Tuhikaramea Road.</li> <li>• Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road.</li> <li>• Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road.</li> <li>• Rescind 126m 'No Stopping' restriction outside #68B - #82 Tuhikaramea Road.</li> <li>• Rescind existing 12.5m bus stop outside #68B Tuhikaramea Road.</li> <li>• Rescind 51m 'No Stopping' restriction outside #94 - #100</li> </ul>

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	<p>Tuhikaramea Road.</p> <ul style="list-style-type: none"> <li>• Rescind existing 12m bus stop outside #104 Tuhikaramea Road.</li> <li>• Installation of 310m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road.</li> <li>• Installation of 35m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road.</li> <li>• Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road.</li> <li>• Rescind 83m 'No Stopping' restriction outside #134B - #150 Tuhikaramea Road.</li> <li>• Rescind existing 12m bus stop outside #150 Tuhikaramea Road.</li> <li>• Rescind 41m 'No Stopping' restriction outside #150 - #152 Tuhikaramea Road.</li> <li>• Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road.</li> <li>• Rescind 30m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road.</li> <li>• Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road.</li> <li>• Rescind 503m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.</li> <li>• Installation of 510m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.</li> </ul>
Vialou Street	<ul style="list-style-type: none"> <li>• Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street.</li> <li>• Rescinding 35m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street</li> </ul>
Victoria Street	<ul style="list-style-type: none"> <li>• Installation of 10m 'Mobility card holders – P120' restrictions between #331 and #325 Victoria Street.</li> <li>• Rescinding 6m 'Mobility card holders –P120' restrictions outside #331 Victoria Street.</li> <li>• Rescinding 5.5m 'No Stopping' restriction outside #325 Victoria Street.</li> <li>• Installation of 10m 'Parking - P120 – 8:00am – 6:00pm – Mon – Sun' between #1030 - #1026.</li> <li>• Rescinding 27m 'Parking -P120 – 8:00am – 6:00pm – Mon – Sun' between #1030 - #1026.</li> </ul>
Vesty Avenue	<ul style="list-style-type: none"> <li>• Rescinding of 15m bus stop restriction outside #10 Vesty Avenue.</li> </ul>
Winders Road	<ul style="list-style-type: none"> <li>• Installation of 25m 'No Stopping' restriction outside #12 Winders Road.</li> <li>• Installation of 25m 'No Stopping' restriction outside #18</li> </ul>



	Winders Road.
Wellington Street	<ul style="list-style-type: none"> <li>Rescinding of 15m bus stop restriction outside #86 - #88 Wellington Street.</li> </ul>
Yeats Crescent	<ul style="list-style-type: none"> <li>Installation of 10m 'No Stopping' restriction outside #1 Butler Place.</li> <li>Installation of 10m 'No Stopping' restriction outside #2 Butler Place.</li> <li>Installation of 30m 'No Stopping' restriction between #20 - #24 Yeats Crescent.</li> </ul>

c) approves the following changes to the Traffic Bylaw 2021 registers:

i. Cycle Path Register – between streets

Street Name (Start Location)	Street Name (End Location)	Description	Length	Priority
<u>Aquila Crescent</u>	<u>Farringdon Avenue</u>	<u>Between #83 and #85 Aquila Crescent and #74 and #78 Farringdon Avenue.</u>	<u>70</u>	<u>Nil</u>
<u>Aquila Crescent</u>	<u>Mosslea Court</u>	<u>Between #64 and #66 Aquila Crescent and #10 and #12 Mosslea Court.</u>	<u>70</u>	<u>Nil</u>
<u>Borman Road</u>	<u>Raupo Place</u>	<u>Between #216 and #218 Borman Road and #14 and #18 Raupo Place.</u>	<u>65</u>	<u>Nil</u>
<u>Borman Road</u>	<u>Waltham Place</u>	<u>Between #10 and #12 Waltham Place and Borman Road.</u>	<u>40</u>	<u>Nil</u>
<u>Borman Road</u>	<u>Welwyn Place</u>	<u>Between #7 and #10 Welwyn Place and Borman Road.</u>	<u>35</u>	<u>Nil</u>
<u>Foxbury Court</u>	<u>Mosslea Court</u>	<u>Between #9 and #11 Foxbury Court and #7 and #9 Mosslea Court.</u>	<u>70</u>	<u>Nil</u>
<u>Foxbury Court</u>	<u>Satchmo Place</u>	<u>Between #12 and #14 Foxbury Court and #7 and #9 Satchmo Place.</u>	<u>70</u>	<u>Nil</u>
<u>Hector Drive</u>	<u>Keerangi Place</u>	<u>Between #26 and #28 Hector Drive and #16 and #18 Keerangi Place.</u>	<u>70</u>	<u>Nil</u>
<u>Kimbrae Drive</u>	<u>Keerangi Place</u>	<u>Between #5 Kimbrae Drive and #35 Keerangi Place.</u>	<u>55</u>	<u>Nil</u>
<u>Pembroke Street</u>	<u>Fow Street</u>	<u>Between #65 and #73 Pembroke Street and Hamilton West School Street and #16 Fow Street.</u>	<u>185</u>	<u>Nil</u>
<u>Sirius Crescent</u>	<u>Mercury Court</u>	<u>Between #28 and #30 Sirius Crescent and #17 and #24 Mercury Court.</u>	<u>70</u>	<u>Nil</u>
<u>Stoneleigh Drive</u>	<u>Kinnaird Place</u>	<u>Between #35 and #37 Stoneleigh Drive and #6 and #8 Kinnaird Place.</u>	<u>50</u>	<u>Nil</u>
<u>Teatree Close</u>	<u>Oolong Court</u>	<u>Between #20 and #31 Teatree Close and #7 and #9 Oolong Court.</u>	<u>60</u>	<u>Nil</u>

ii. Special Vehicle Lanes Register – Part 1: Cycle Lanes Register

Location	Description
Borman Road	<del>(i) — Eastbound cycle lane from a point 50 metres east of the intersection with Resolution Drive, progressing 1100 metres to the intersection with Gordonton Road.</del>

	<p><del>(ii) Westbound cycle lane from the intersection with Gordonton Road, progressing 1100 to a point 50 metres east of the intersection with Resolution Drive.</del></p> <p>(i) Eastbound cycle lane from a point 50 metres east of the intersection with Resolution Drive, progressing 1400 metres to the intersection with Kimbrae Drive.</p> <p>(ii) Westbound cycle lane from the intersection with Kimbrae Drive, progressing 1400 to a point 50 metres east of the intersection with Resolution Drive.</p> <p>(v) Eastbound cycle lane 550m from intersection with Gordonton Road, progressing to the intersection with Gordon Road</p> <p>(vi) Westbound cycle lane from the intersection with Gordonton Road, progressing until a point 550m west.</p>
Grey Street	(v) Northbound cycle lane from the intersection with Te Aroha Street progressing 100 metres north to the intersection with <u>Boundary Claudelands Road</u> .
Peachgrove Road	<p><del>(iii) Northbound Cycle Lane starting 35m from roundabout with Boundary Road, progressing 1200m north to roundabout with Clarkin Road</del></p> <p><del>(iv) Southbound Cycle Lane starting from roundabout with Clarkin Rd progressing 1180m south to 50m from roundabout with Boundary Road.</del></p>
River Road	<del>(viii) Northbound Cycle Lane from opposite the intersection of Comries road, progressing 290m north to opposite the intersection of Queenwood Avenue</del>
<u>Taahunui Rise</u>	<p>(i) <u>Southbound Cycle Lane starting from ramp with shared footpath section, progressing 330m south to opposite the intersection with Lucina Rise</u></p> <p>(ii) <u>Northbound Cycle Lane starting from intersection with Lucina Rise progressing 330m north to ramp with shared footpath section</u></p>
<u>Waireka Road</u>	<p><del>(iii) Eastbound Cycle Lane from intersection with Ennion Rise progressing 850m east to intersection with Kauri Point Drive</del></p> <p><del>(iv) Westbound Cycle Lane from intersection with Kauri Point Drive progressing 818m west to intersection with Ennion Rise</del></p>

iii. Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)

Location	Description
<u>Memorial Drive</u>	<p>1. <u>Installation of 25m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u></p> <p>2. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u></p> <p>3. <u>Installation of 90m 'All Day Paid Parking' restriction on the</u></p>

	<u>Eastern Side of Memorial Drive outside Memorial Park.</u> 4. <u>Installation of 35m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u>
<u>Norton Road</u>	1. <u>Installation of 120m 'All Day Paid Parking' restriction on the Northern Side of Norton Road outside Boyes Park.</u> 2. <u>Installation of 165m 'All Day Paid Parking' restriction on the Southern Side of Norton Road outside Seddon Park.</u>
Rostrevor Street	3. <u>Installation of 90m 'All Day Paid Parking' restriction on the Northern Side of Rostrevor Street outside Hinemoa Park.</u> 4. <u>Installation of 105m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside Boyes Park.</u>

- d) notes that staff will report to the next meeting of the panel on the recommendations for Storey Avenue.




### 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 bus stops; and
  - ii. changes to a register of the Traffic Bylaw:
    - a) Special Vehicle Lanes Part 1: Cycle Lanes Register.
    - b) Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking)
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, cycle paths, bus lanes and transit lanes; 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 Councils commitment to road safety and providing genuine travel choices on the transport network.

 <p>A safe transport system</p>	<p>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.</p>
 <p>Genuine travel choices</p>	<p>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.</p>
 <p>Inclusivity</p>	<p>Providing a range of transport options to make access to and within the city available for all is important, if everyone in our city is to meet their needs and thrive.</p>

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.

### Resolutions from previous meetings - Storey Avenue - Traffic Calming & Speeds

14. An update on the results of the speed limit change and traffic calming works was provided to the 5 December 2023 meeting of the Traffic, Speed Limit and Road Closures Hearings Panel. It was proposed at a further update with recommendations for additional traffic calming works would be presented to this committee meeting.
15. At the time of drafting of this report, staff are still undertaking consultation with residents and the Woodworkers Guild.
16. A recommendation for improvements and results of consultation will be presented at the March 2024 Panel meeting.

### Parking Restriction Changes

17. 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**.
18. 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.
19. 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.

### Proposed parking changes on Wiltshire Drive – ‘No Stopping’ Restriction

20. A request for no stopping restriction to be installed outside #24 - #26 Wiltshire Drive and #43 Wiltshire Drive has been received from a road user (customer) to address their concerns with issues of parked vehicles obstructing sight lines and creating safety hazard for road users.
21. The site was visited by Traffic and Safety Engineers and at the time it was felt that there was no need for ‘no stopping’ restriction to be installed and that a ‘no stopping’ could result in increased operating speeds of through traffic. It was not recommended by the Engineers and the customer was informed of this decision.
22. After further discussion with the customer, and their ongoing concerns, staff undertook to complete consultation with the residents that would be affected by the installation of the no stopping restrictions and to report the outcome to this Panel.
23. Staff consulted on the following proposal based on the request from the customer:
  - i. Install 30m ‘No Stopping’ restriction between #24 - #26 Wiltshire Drive.
  - ii. Install 20m ‘No Stopping’ restriction outside #43 Wiltshire Drive.
24. A copy of the consultation plan for the proposed parking restriction changes are shown in the image below:



25. Upon consultation, the following feedback was received.

#	Feedback received	Staff response
i	<p>An owner (resident) of one of the affected properties submitted the following feedback:</p> <ol style="list-style-type: none"> <li>Whilst the proposal will increase visibility for vehicles, it also opens up the opportunity for speeding which is already an issue in the street. The speed bumps and reduced speed to 40kmph have not had an impact on our street. Whilst visibility will increase, so too will the speeding due to not having to slow for vehicles parked on the roadside.</li> <li>We are surprised a speed bump was not in fact installed outside of the mentioned properties at #24, #26 and #43 which would have helped. I constantly witness speedsters on this corner.</li> <li>Given your proposal on this stretch of Wiltshire Drive, will you be doing the same outside the other corners on the street eg. #8, #11 and #19 at the beginning of the street and #36, #38,</li> </ol>	<p>Staff acknowledged feedback received.</p> <ol style="list-style-type: none"> <li>Installation of a no stopping restriction at the location requested by the customer would result in increased operating speeds of through traffic and was not recommended by the Engineers.</li> <li>Scope for installation of speedbump at the location was not considered by staff due to funding constraints. This request will be added to our database for future consideration</li> <li>Traffic and Safety Engineers do not recommend installation of no stopping restrictions outside other corners of the street due to a</li> </ol>

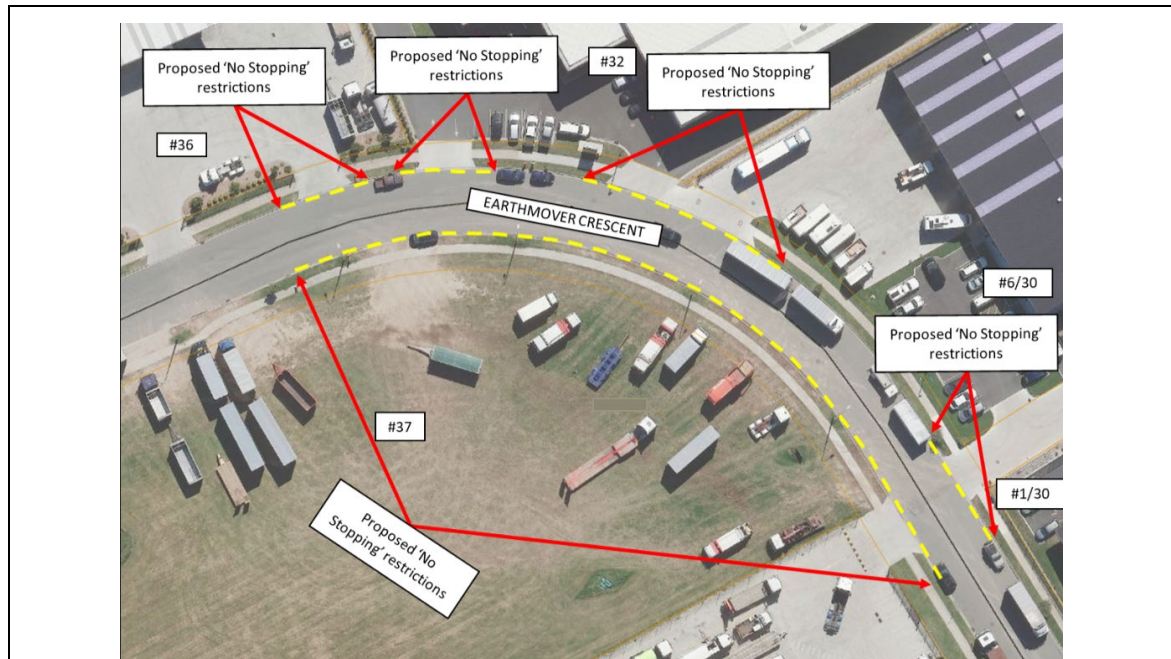


	#61 and #63 further down the street?	concerns associated with potential increase in operating speeds.
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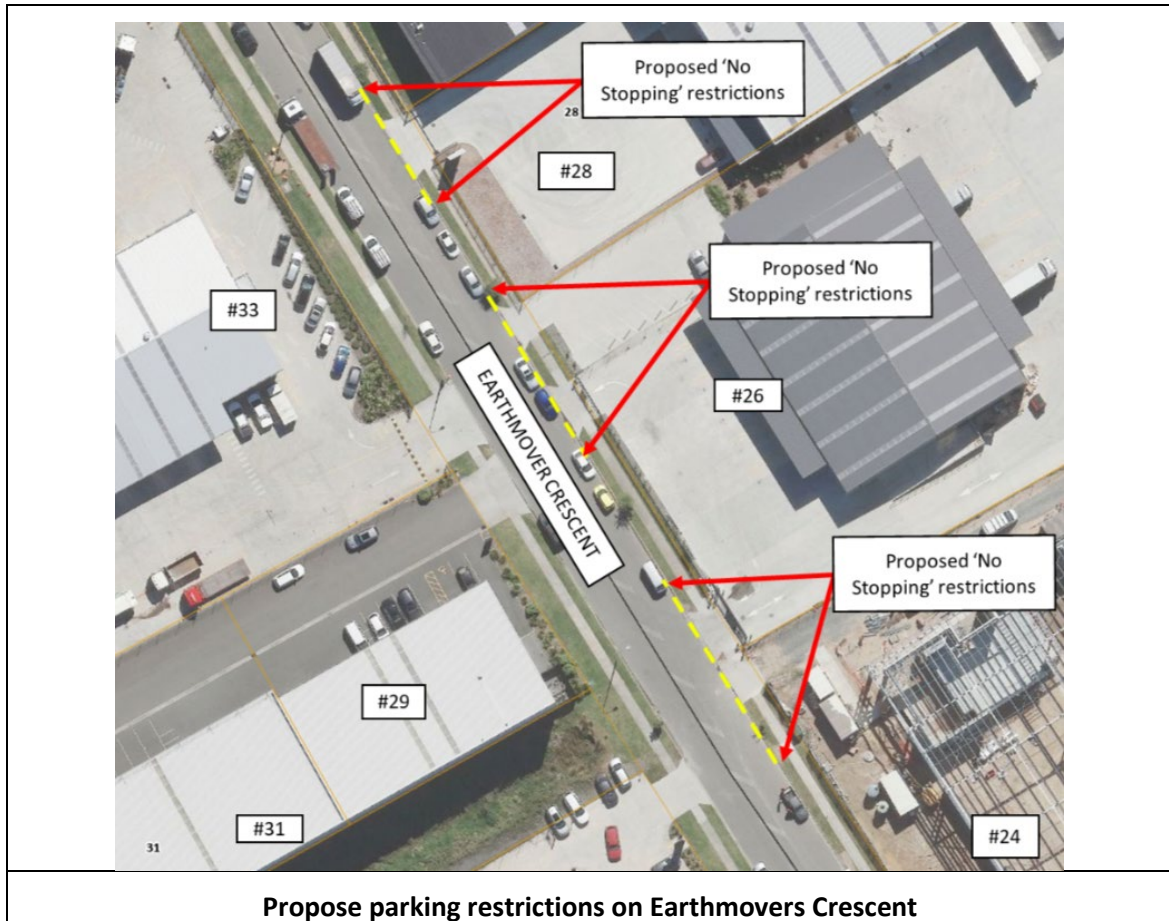
26. Wiltshire Drive is a residential street with a 40km/h speed limit. The section of the road under investigation has a geometric layout with no intersections, two reverse curves and a carriageway width of 9.5m between kerbs. Staff believe installation of No Stopping restrictions are likely to increase operating speeds on this section of road.
27. Based on the feedback received and the initial assessment by staff it is not recommended that the requested No Stopping restrictions be installed.

### **Proposed parking changes on Earthmovers Crescent – ‘No Stopping’ Restriction**

28. A request for no stopping restrictions to be installed on Earthmovers Crescent has been received from business owners from #26 and #32 Earthmover Crescent to address concerns with issues of large vehicles parked in the road corridor creating safety risks and obstructing access to properties.
29. The site was visited, and the extent of no stopping restriction was identified in liaison with business and property owners to provide unobstructed access to the property.
30. A copy of the proposed parking restriction changes is shown in the images below:



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31. Upon consultation, four submissions were received.

#	Feedback received	Staff response
i	A submission expressed their support and requested for installation of parking restrictions outside #29 Earthmovers Crescent.	Staff acknowledged feedback received and a consultation on a proposal for parking restriction outside #29 is in progress, and a recommendation will be presented at an upcoming Hearings Committee.
ii	A submission expressed an objection to the proposal and requested for a site meeting to address their queries.	<p>Staff scheduled an onsite meeting with affected properties.</p> <p>A representative from the four properties who had made submissions attended the meeting.</p> <p>The proposal was explained, and queries were answered.</p> <p>The initial objections were withdrawn and businesses expressed support for the proposed parking restriction changes.</p>
iii	A submission expressed their support on the proposal without any objections.	Staff acknowledged response received.

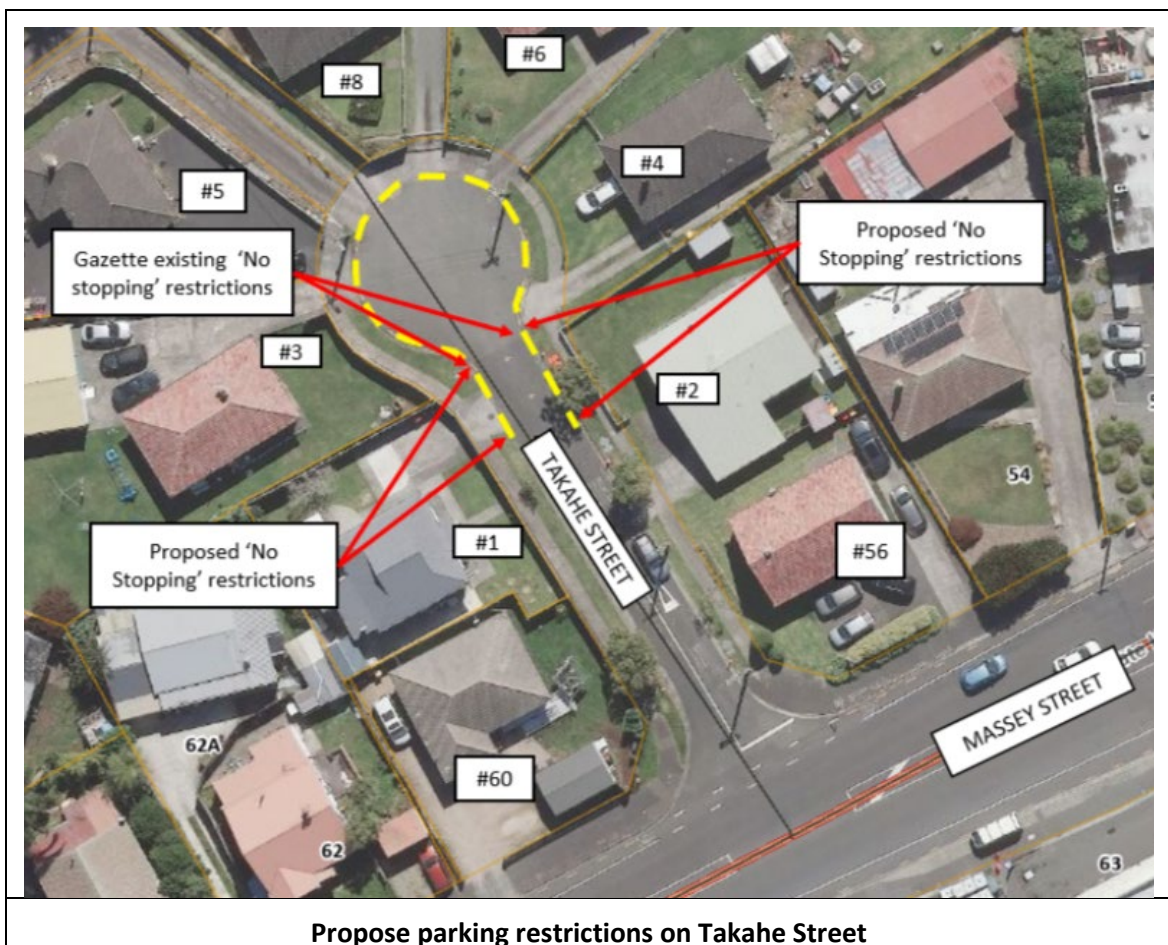


iv	A submission received requested for additional information on the extent of the proposed no stopping outside their property.	Requested information was provided to the feedback submitter.
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32. Approval of the parking changes as illustrated in the image above is recommended.

### **Proposed parking changes on Takahe Street – ‘No Stopping’ Restriction**

33. A request for no stopping restriction to be installed outside #1 Takahe Street has been received from the property owner to address their concerns with issues of parked vehicles obstructing access to their property.
34. The site was visited and the extent of no stopping restriction was identified that would provide unobstructed access to the property.
35. The following restrictions were proposed and consultation undertaken with affected residents:
- gazette existing ‘No Stopping at all times’ restriction on the cul-de-sac between #3 - #4 Takahe Street.
  - extend existing ‘No Stopping at all times’ restriction on Takahe Street outside #2 and #2 Takahe Street.
36. A copy of the proposed parking restriction changes are shown in the image below:



37. Upon consultation, two submissions were received.

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#	Feedback received	Staff response
i	A resident on the street submitted their feedback expressing objection to the proposal.  They did not state any reason for their objection.	Staff acknowledged feedback received.
ii	A business operator requested for installation of no yellow stopping lines along the full length of one side of Takahe Street.	Staff explained to the business operator that installation of a yellow no stopping lines along one side of Takahe Street may increase operating speeds.  The business operator subsequently expressed their support for the proposal without any further amendments.

38. Approval of the parking changes as illustrated in the image above is recommended.

#### **Proposed parking changes on Tuhikaramea Road – ‘No Stopping’ Restriction**

39. Road resurfacing works on Tuhikaramea Road between its intersection with Jasmine Avenue and Kahikatea Drive created an opportunity to review the roadmarking layouts with a view to improve the cycle facilities and to complete changes to bus stop locations along this corridor.

40. Road works begin late 2023, and included:

- i. widening the existing cycle lanes to 1.8m width;
- ii. removing the flush median; and
- iii. installing a 0.6m wide buffer between the cycle and traffic lanes.

41. The width of new traffic lanes will be reduced up to 3.0m as a traffic calming measure to reduce traffic operating speeds.

42. The cycle lane improvements result in removal of on street parking at the following locations:

- i. At the intersection with Jasmine Avenue: the width of existing shoulder is insufficient to accommodate car parking. Vehicles currently parked at this location encroach into the existing cycle lane.
- ii. On the curve near Latter-Day Saints Church: widening of the existing flush median is required to provide safe turning movements for vehicles and mitigate through traffic to swerve into the cycle lane which creates a safety risk.
- iii. Outside certain driveways: to improve sightlines and safety for properties access, and to provide better visibility of approaching cyclists;
- iv. bus stops: a change in bus service results in removing redundant bus stop restriction, and installation of no stopping lines where applicable.

43. Consultation on the proposal commenced in November 2023 through letters to key stakeholders including residents of affected properties on Tuhikaramea Road. Nine responses were received, three of which were from the same address.

44. Information on the feedback received and staff response during the consultation is presented below:

	Feedback received	Staff response
i	<b>Section 1: Jasmine Avenue to #59 Tuhikaramea Road</b>	
	<p>Three residents expressed their objection to the proposals.</p> <p>Two residents from Section 2 also objected to the Section 1 proposals.</p> <p>(a) concerns were expressed for loss of on street parking.</p> <p>(b) no evidence that cycle lanes are needed.</p> <p>(c) One respondent cites their tenants are female nurses at the hospital working late shifts and it is not safe for them to walk alone at night.</p>	<p>Staff noted the presence of in-fill housing with lack of capacity for parking demands of their residents and acknowledged their need for on street parking.</p> <p>Residents should not currently be parking where they obstruct the existing cycle lane.</p> <p>Staff amended the proposal to end the no stopping restrictions outside #45 Tuhikaramea Road, which previously ended outside #49 Tuhikaramea Road.</p> <p>Whilst parking is available further away on Jasmine Road, this requires residents to cross Tuhikaramea Road.</p> <p>By increasing cycle safety further, people may be encouraged to cycle for short journeys. It will be difficult to encourage cycling if cycle lanes are of a poor standard.</p> <p>A balanced approach has been taken between providing on street parking for infill housing and to improve safety of cycle users.</p> <p>The plans have been re-examined, however, to ensure a safe cycle lane free from obstruction, installation of no stopping restriction is necessary as proposed. The length of proposed 'No Stopping' has however now been reduced.</p>
	<p>Biking Hamilton was supportive of the proposals as the cycle lane is frequently blocked at this location forcing cyclists into the path of fast moving vehicles.</p>	<p>Staff acknowledged feedback received.</p>
ii	<b>Section 2: #59 to #77 Tuhikaramea Road</b>	
	<p>Two objections were received for this section however the objections refer to Sections 1 and 3.</p> <p>(a) Concerns raised are there would be nowhere for lawn mowing contractors</p>	<p>The proposed 'No Stopping' lines on this section are across the driveways and one to</p>

## Item 6

	(and other trades people) to park their vehicles.	two metres each side. Parking is still being maintained alongside the grass verges.  In view of the strong sentiment against any further 'no stopping' restrictions it is recommended to remove these proposals as parking rarely takes place across the driveways and immediate approaches.  Refer to Section 1, i. above.
iii.	<b>Section 3: Latter-Day Saints Church to #104A Tuhikaramea Road</b>  One resident raised concern over loss of parking.	This resident is on the opposite side to the proposed restrictions and due to the traffic island there is very limited on street parking on this section of Tuhikaramea Road.
iv.	<b>Section 4: #95 to #104A Tuhikaramea Road</b>  No responses were received for this section.	It is recommended that the proposed installation of additional 'no stopping' restrictions be approved.
v.	<b>Section 5: #132 to #143 Tuhikaramea Road</b>  Three letters of support were received from property #132.	It is recommended that the proposal to install additional 'No Stopping' lines across the driveway of #132 Tuhikaramea Road be approved.
ii	Other issues raised but not directly linked to the scheme:	The existing difficulties of residents and their visitors including trades people finding a safe on street park was raised by many of the objectors. There has been considerable infill housing on the Sections 1 – 3 resulting in a high demand for on street parking.
iii	NZ Police, emergency services and cycle action groups have not been consulted.	Comments noted.

45. As a result of the feedback, amended proposals were created for Sections 1, Section 2 and Section 3 to reduce the impact by narrowing the cycle lanes and buffers therefore reducing the extent of the proposed loss of parking.
46. This resulted in the length of proposed 'No Stopping' lines on Section 1 being reduced by 40 metres and Section 3 reduced by 45 metres.
47. Illustrations for the revised proposal on changes to parking restriction are presented below:
  - i. Section 1: between Jasmine Avenue to #65 Tuhikaramea Road;
  - ii. Section 2: between #65 and #77 Tuhikaramea Road;
  - iii. Section 3: between Latter-Day Saints Church and #104A Tuhikaramea Road;



- iv. Section 4: between #104 and #122 Tuhikaramea Road; and
- v. Section 5: between #132 and #143 Tuhikaramea Road.



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**Section 2: between #65 and #77 Tuhikaramaea Road**



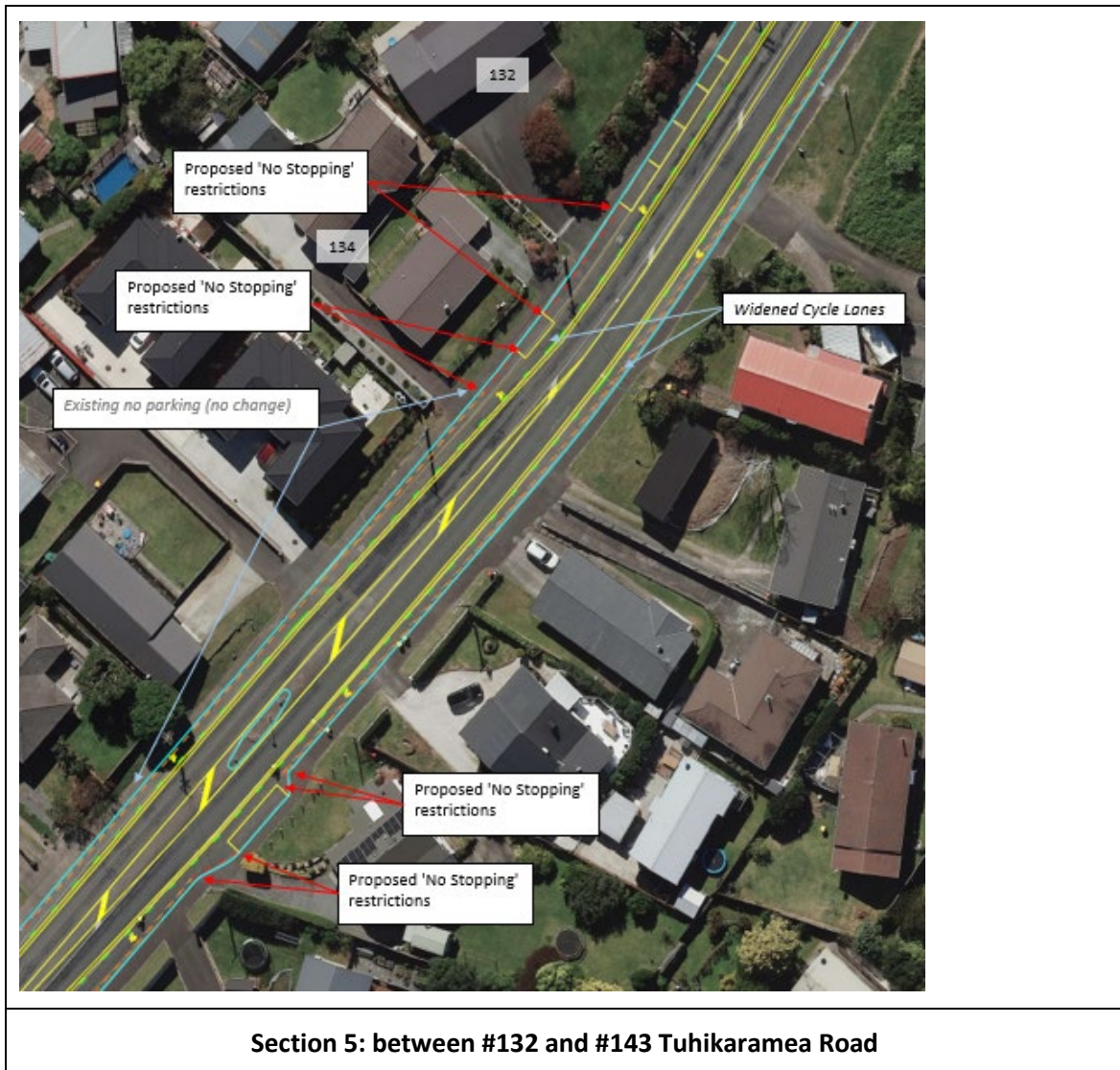


**Section 3: between Latter-Day Saints Church and #104A Tuhikaramaea Road**



**Section 4: between #104 and #122 Tuhikaramaea Road**





48. Final consultation on the amended proposals is still to be undertaken at the time of writing this report. As the proposals are a reduction in the extent of No Stopping measures it is considered unlikely that there will be any additional objections to those already expressed. A verbal update will be provided at the meeting on the final outcome of this round of consultation.
49. The amended proposals will still permit standard width cycle lanes with a safety buffer zone (hatched road markings) between the cycle lane and traffic lanes on several lengths of Tuhikaramaea Road. The issue of parked vehicles blocking the cycle lane at Jasmine Avenue intersection will be reduced.
50. While the road resurfacing work has been completed, the additional No Stopping restrictions will not be installed until this matter has been finalised through this Traffic Panel meeting.
51. Approval of the parking changes as illustrated in the images above is recommended.

#### **Low Cost Low Risk (LCLR) Programme**

52. Council has an ongoing focus to provide a transport network that helps everyone to connect to people and places in safe, accessible, and smart ways. We have adopted 'Vision Zero' as a philosophy for road safety, meaning we aim to achieve zero deaths and serious injury within our city.

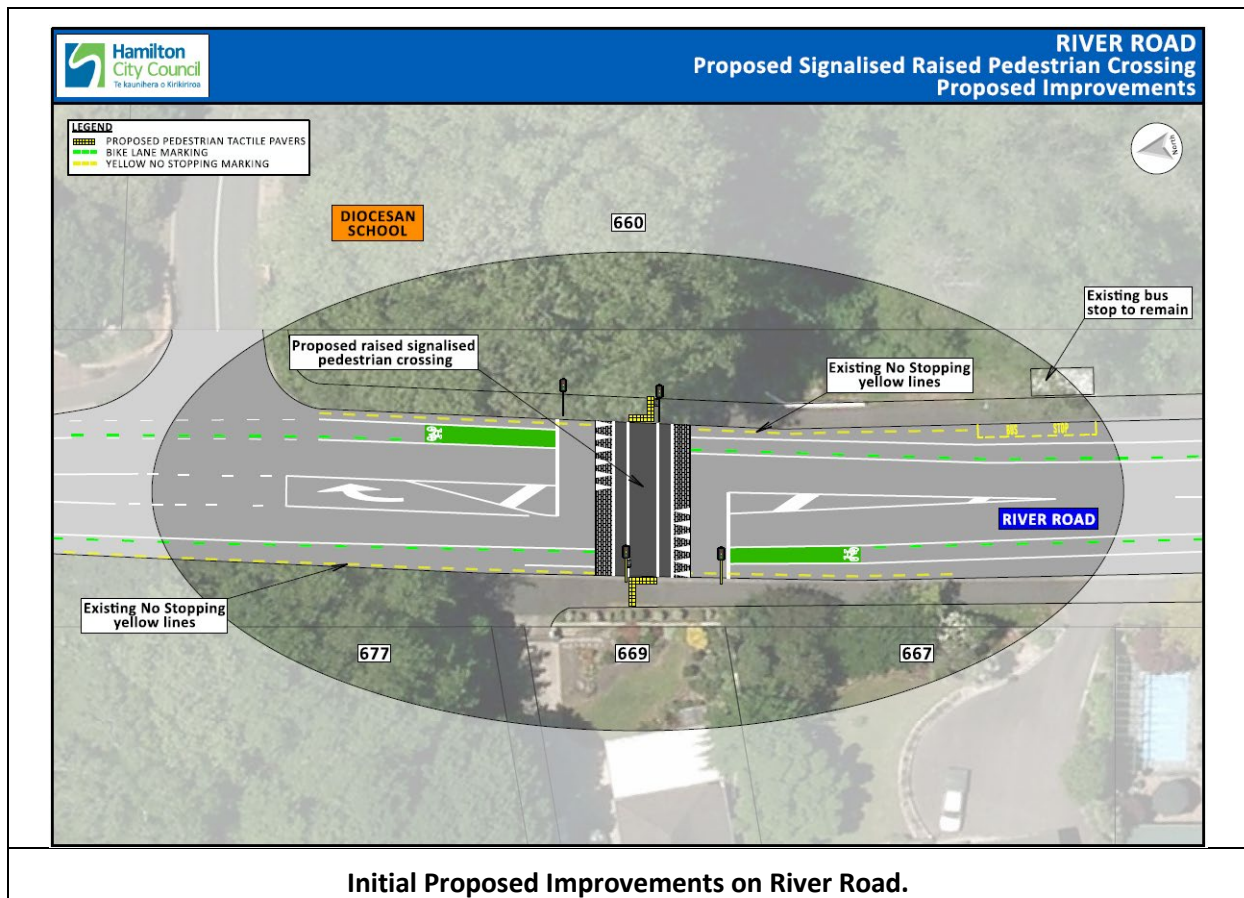


53. These proposed projects are part of our Low Cost Low Risk programme which aligns with Waka Kotahi NZ Transport Agency and the national 'Road to Zero' strategy, which places human wellbeing at the heart of our road transport planning; by reducing vehicle speeds at an intersection and reducing the crash severity.
54. The projects aim to reduce deaths and serious injuries, improve the safety of roads and make it easier for pedestrians and cyclists to get around, whilst providing infrastructure to enable a more enjoyable public transport system. The paired crossings and off-road shared paths support Hamilton's Biking and Micro-mobility Strategic Network Plan and any future improvements to the biking network.
55. The programme for 2023/24 was approved at the [7 March 2023](#) meeting of the Infrastructure and Transport Committee.

**LCLR – Safety Improvements on River Road – Raised Signalised Pedestrian Crossing.**

56. Safety improvements are proposed on River Road near Waikato Diocesan School to help make the area more accessible and safer for people walking and biking – including students from the school.
57. The planned improvements align with the introduction of a variable 30km/h speed limit for this section of River Road that will operate during school drop off and pick up times from 29 April 2024 as resolved at the [5 December 2023](#) Traffic, Speed Limit and Road Closures Hearings Panel meeting.
58. The key safety issues identified at the intersection relate to:
  - i. Lack of safe crossing near the school for students accessing bus stops and residential streets.
  - ii. Trend of vehicles approaching at undesirable speeds near school zone.
59. River Road is an arterial road with 14500 vehicles per day average daily traffic (based on traffic survey in September 2023). The average operating speeds of vehicles is 55km/h outside the school, which is well above the safe systems recommended speed where active users are crossing the roads - especially outside schools.
60. This is a well-used location for crossing River Road as it provides a link between the school and school buses as well as a safe crossing location for those using the bus stops for public transport services.
61. The improvements proposed in the initial design were:
  - i. replacing the existing pedestrian island outside #669 River Road with a new raised crossing with traffic signals
  - ii. installing pedestrian tactile pavers on the footpath to help people with low or impaired vision to identify where they can safely cross the street.
  - iii. additional green surfacing in the existing bike lanes on the approach to the crossing.

62. A copy of the plan for the proposed traffic restriction changes is shown below:



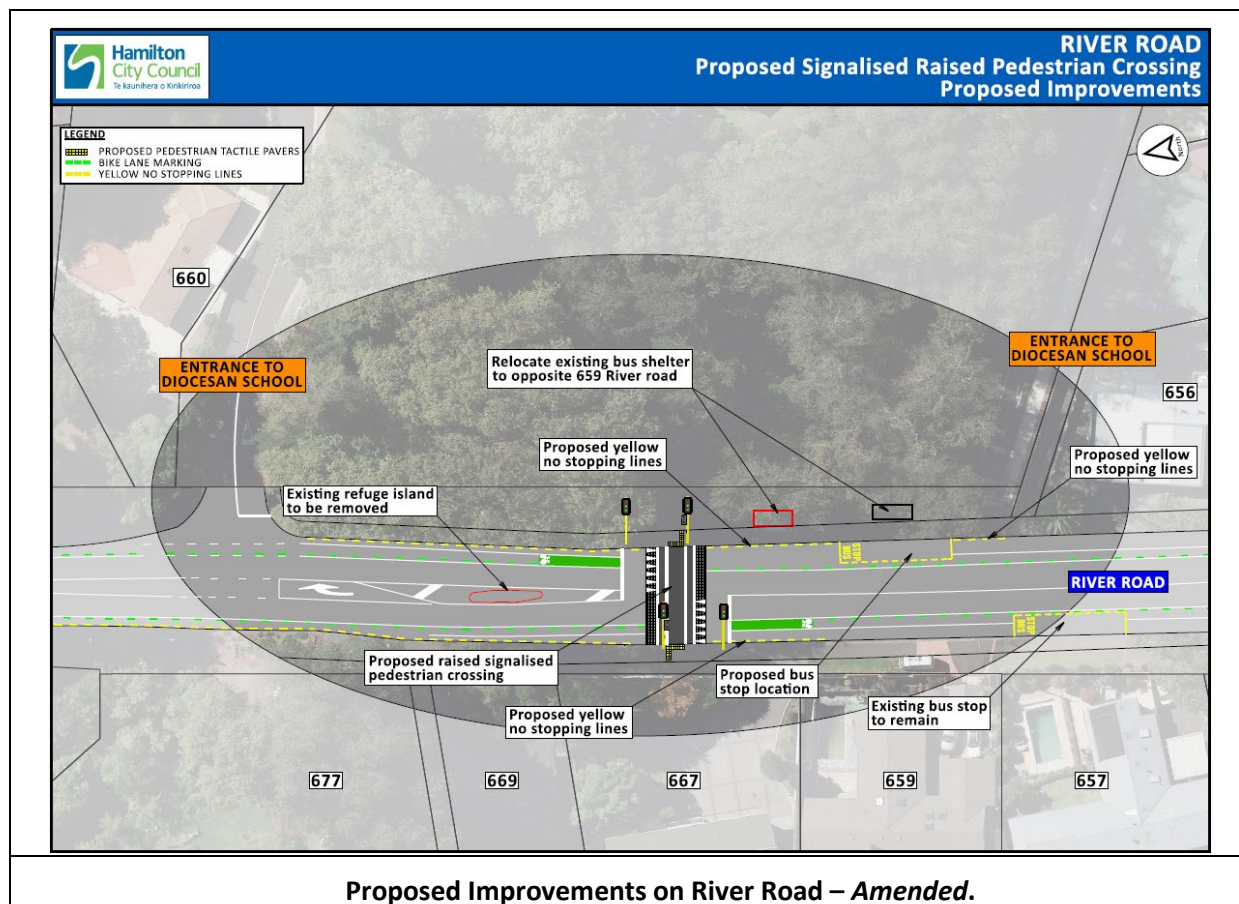
63. Staff consulted on the proposed changes with affected property and business owners in October and November 2023. Information on the feedback received and staff response during the consultation is presented below:

#	Feedback received	Staff response
i	The resident supports signal crossing without raised platform.	Staff provided the customer with information explaining the need for the Raised Safety Platform (RSP) and provided them with information on design and function of a Raised Safety Platform.
ii	Waikato Regional Council and Waikato Diocesan School expressed support improving safety and providing crossing facility for the students.	Staff acknowledged feedback received.
iii	NZ Police advised to put warning signs at this location because of the probability of accidents and high vehicle usage.	Staff explained the location for advance warning and explained the benefits of this safety improvements.
iv	Living Streets, other major stakeholders did not express any objections.	No response required.
v	Heavy Haulage Association enquired about the ramp profile for the crossing.	Staff responded with details on the height and grade for the ramp on the proposed

		raised platforms which will be constructed to accommodate heavy vehicles and will have the flatter grades (approach and departure) to reflect this.
vi	Go Eco support the crossing but raised concerns regarding the proposed location for the crossing and large queue during peak hours to turn right onto the Diocesan School entrance.	Staff acknowledged response received. The concerns expressed were presented to the engineers working on the design.
vii	HCC Parks and Recreation Team indicated the presence of notable trees near the proposed worksite and recommended to move the crossing away from tree root protection zone.	Staff acknowledged response received. The concerns expressed were presented to the engineers working on the design.
viii	Feedback from Fire and Emergency NZ (FENZ): I think the location is fine - a lot of students use this area to cross. If possible could you please consider a level crossing? That would ensure that there is limited delay in traversing it. If you consider this and the proposed Glen Lynn crossing - they both add time to the travel down River Rd. As we are putting delays in all of our north south corridors perhaps we could consider providing a clear road along River Rd? At present there is congestion at the Clarkin Rd intersection which could be compounded by having another stop also there could be issues with hidden queues down the hill coming into the crossing heading south.	<p>The use of a raised crossing at this location is considered necessary for safety and this is primarily for students outside a school. The ramp gradient will be gentler than the "typical" raised platform (1:20 instead of 1:15 for the approach and 1:20 departure) to reflect the size, speed and volume of vehicles on River Road.</p> <p>Although a further crossing is planned near Glen Lynne Avenue – this is almost 2km from this proposed site and still subject to approvals</p>

64. As a result of the feedback received an alternate location for the proposed crossing was identified further along River Road (south of the initial proposal). This location addresses the concerns identified during consultation and provides more space for vehicles turning right into the school entrance while waiting for the gap in the southbound traffic.
65. The amended improvement proposal following initial consultation was:
- Removal of existing pedestrian traffic island outside #669 River Road and installation of a new raised safety platform with signalised crossing outside #667 River Road.
  - Removal of on-street car parking outside #667 River Road and extension of 'No Stopping' parking restriction.
  - Relocation of an existing bus stop from opposite #667 River Road to opposite #659 River Road
  - Installation of pedestrian tactile pavers on the footpath to improve safety for people with low or impaired vision to cross the road.
  - Extension of green surfacing for the existing bike lanes on the approach to the new crossing.

66. A copy of the amended proposal is shown below:



67. Staff consulted on the amended proposal with affected property and business owners in November and December 2023.
68. Staff organised a site meeting with residents on 19 December 2023 to discuss their concerns and to explain the purpose of the raised pedestrian crossing. Information on the feedback received and staff response during that meeting is presented below:

#	Feedback received	Staff response
i	<p>A resident proposed new crossing location further away from Waikato Diocesan school near Clarkin Road and raised the following concerns:</p> <ul style="list-style-type: none"> <li>a. the road is narrow for a RSP at the proposed location outside #667 River Road and is surrounded by large trees.</li> <li>b. Drainage issues for stormwater causing flooding during a heavy rainfall event.</li> </ul>	<p>The narrow road width is desirable as there is a maximum distance allowed for pedestrian crossings and this location minimises the amount of work required.</p> <ul style="list-style-type: none"> <li>a. It was agreed with the resident at the site meeting that the raised signalised crossing can remain at the proposed location outside #667 River Road.</li> <li>b. Stormwater design is included in the project scope and works shall include mitigation measures to address flooding and stormwater drainage issues.</li> </ul>
ii	<p>Feedback was also received regarding issues outside the scope of the project works but relating to the location of the proposal including:</p>	

ii	<ul style="list-style-type: none"> <li>a. road marking for a new road layout following a reseal work were not consulted on prior to installation.</li> <li>b. school buses parking in the traffic lanes create an unsafe environment and create challenge for safe and unrestricted property access.</li> <li>c. flood events resulting in costly insurance claims and premium increases further near #655 River Road.</li> <li>d. Right turning traffic movement of vehicles exiting the school gate near #656 River Road resulting in several near misses.</li> </ul>	<ul style="list-style-type: none"> <li>a. Staff will liaise with property owners on a revised road layout which will be developed and implemented in early 2024</li> <li>b. Staff shall liaise with the school and school bus operator to identify mitigation measures and reinforce the need for safe and considerate parking practices.</li> <li>c. This matter is being investigated by the Roding Maintenance contractor and they will provide information once investigations are completed.</li> <li>d. Staff will liaise with the school to develop ways to reduce this risk.</li> </ul>
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69. Other feedback received during the consultation process and staff responses are presented below:

#	Feedback received	Staff response
i	A resident expressed their objection to the installation of the proposed raised platform near #645 River Road. They expressed; it is not required. They have been living on River Road for a long time and have never seen any incidents there.	<ul style="list-style-type: none"> <li>Staff acknowledged feedback received and informed the resident that a safety audit will be undertaken as part of project works.</li> <li>Raised safety platforms are considered necessary to ensure pedestrian safety at a facility such as this.</li> </ul>
ii	Waikato Regional Council and the Waikato Diocesan School support improving safety and providing crossing facility for the students.	Staff acknowledged feedback received.
iii	Living Streets, other major stakeholders expressed no objections.	Staff acknowledged feedback received.

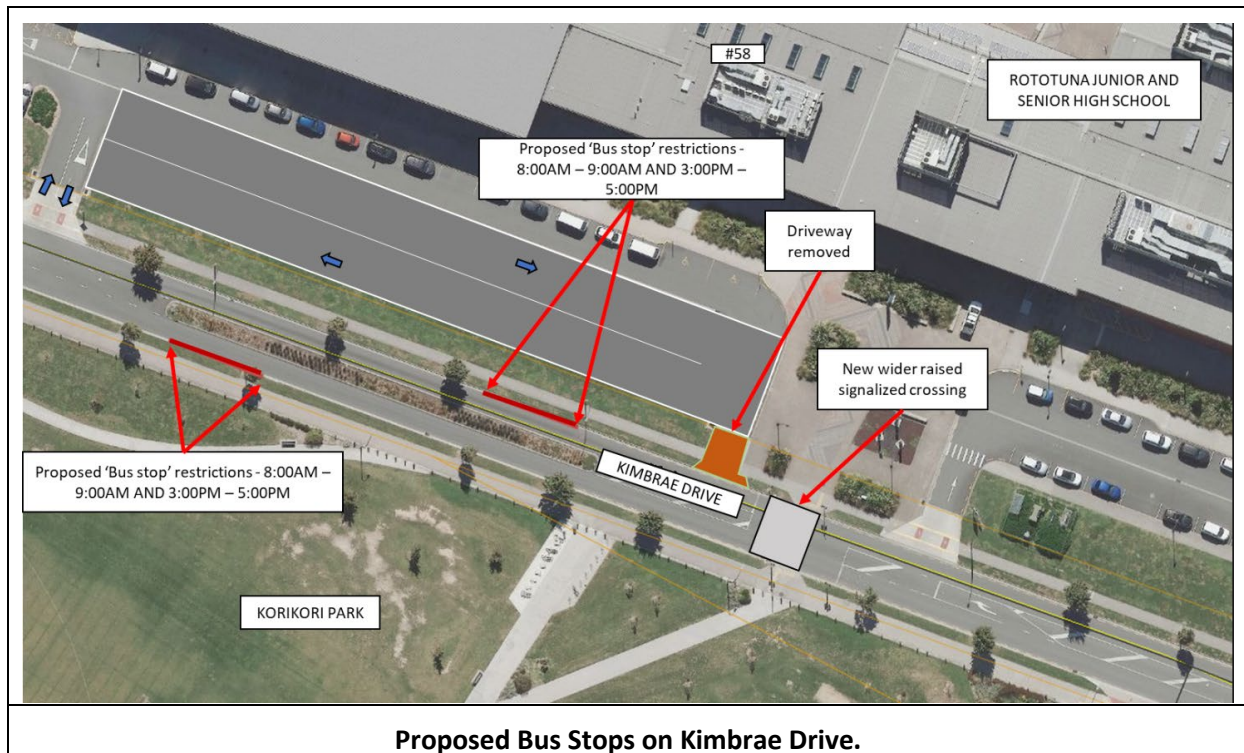
70. Construction works for this project are scheduled to start in early 2024 and it is recommended that the proposed parking restrictions be approved.

#### **LCLR – Public Transport Improvements on Kimbrae Drive – Proposed Bus Stops.**

71. Students of Rototuna Junior and Senior High School use existing bus stops near Sommerset Retirement Village to access Number 4, Number 16 and Rototuna Circular (RC) bus services which operate on Kimbrae Drive. The school does not monitor these bus stops for the safety of students and these bus stops do not have the capacity for high number of students during peak operating periods.
72. A request was received from Rototuna Junior and Senior High School and Waikato Regional Council (WRC) for installation of new additional bus stops directly outside the school on Kimbrae Drive to improve service and safety for students using the buses.



73. Staff consulted on a proposal for paired in-lane bus stops near existing central traffic islands outside the school. These new bus stops will be located near a signalised pedestrian crossing and is safe for students crossing the road. The presence of central traffic islands will prevent dangerous passing manoeuvres while the bus is stationary and improve safety for all road users. The work also ties in with improvements that the school are in the process of implementing as part of their building expansion works.
74. The location for the proposed bus stops is shown in the plan below:



75. Rototuna Junior and Senior High School provided their feedback in support of this proposal and committed to monitor the safety of students at the proposed new bus stops outside the schools during school pick-up times.
76. Waikato Regional Council (WRC) propose to operate bus services from these new in-lane bus stops based on demand before and after school only and buses will not stop during other times. Minor delays are expected during school pick up and drop off only and no traffic delays expected for traffic flow during other times of the day. The existing bus stops further east on Kimbrae Drive outside Summerset Rototuna retirement village will remain unchanged.
77. It is therefore proposed that these two sites are signed as being School Stops and the hours of operation will only be on school days between 8:00AM – 9:00AM and 3:00PM – 4:00PM.
78. WRC and the school requested Council's support to begin operation of bus service at the proposed bus stops from February 2024.
79. Approval of proposed changes as shown in images above is recommended.

#### **LCLR – Safety Improvements for Fow Street and Pembroke Street – Proposed Shared Path**

80. Construction of a new shared path connecting Fow Street and Pembroke Street is proposed to complete a missing connection on the walking and cycling network that provides a direct link to Hamilton West School from the existing traffic signals on Pembroke Street.
81. This section is currently grass and the proposed concrete shared path will provide better all weather access for students and become a more appealing route for people walking and cycling.

82. This project works include:

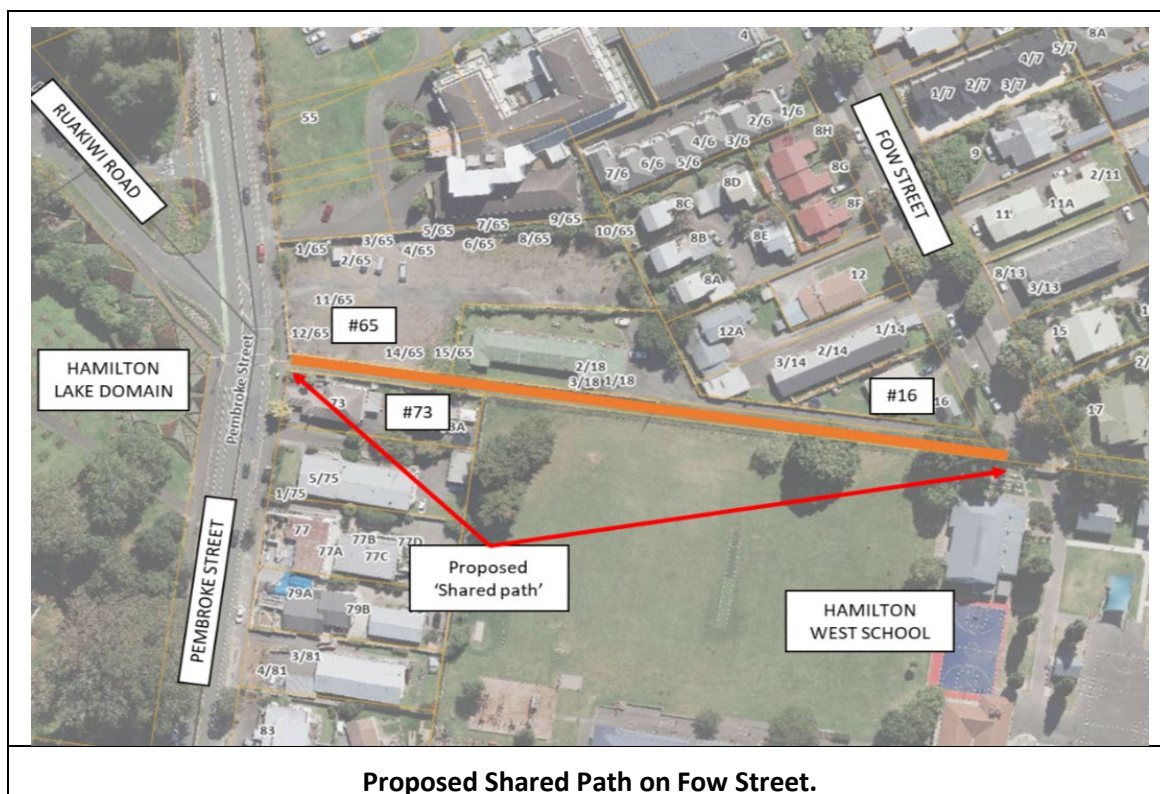
- i. Installing a new 3m wide concrete shared path connecting Fow Street and Pembroke Street.
- ii. Relocating an existing pedestrian gate for the school on Fow Street for better serviceability of students, in response to a request raised by the school.
- iii. Installing staples at both ends of the proposed shared path to restrict unwanted vehicle access.
- iv. Improvements to an existing pedestrian only entrance for the school to address an issue of students trespassing into an adjacent property.
- v. Removing a tree outside #18 Fow Street to address concerns raised by resident and in line with a recommendation from an arborist.

83. The proposed shared path will increase pedestrian usage for an already well desired path.

84. The shared path will be clearly signposted to provide adequate direction to people moving between Fow Street and Pembroke Street and discourage pedestrians using adjacent driveways.

85. The gradient of the proposed shared path will be sloped to mitigate the risk of storm water draining into adjacent properties.

86. The location of the proposed footpath is shown below:



87. Staff consulted on the proposal with adjacent properties in October and November 2023. Information on the feedback received and staff response during the consultation is presented below:



## Item 6

#	Feedback received	Staff response
i	<p>A resident who lives next to the alleyway is opposed to the shared path.</p> <p>The resident has advised the alleyway attracts unwanted activity, particularly with the slope of the path and the vacant lot adjacent to the path. The resident has also witnessed people jumping over his fence next to the gate that is generally kept closed by Ham West School.</p> <p>The concern is that extending and widening the existing path will encourage further unwanted activity and reduce privacy.</p>	<p>Staff reached agreement with Hamilton West School to make the school gate/fence flush with the resident's fence. This would remove the gap that gives people the ability to boost themselves over the fence.</p> <p>The design of the shared path will retain approximately 0.7m of grass berm between the path and fence. The resident declined the offer of planting/landscaping to discourage people from coming up to the fence.</p> <p>Installation of 'barriers / staples' either end of the path and improved signage are intended to reduce unwanted activity.</p>
ii	<p>A resident expressed conditional support for the proposed shared path and requested information dimension of the grass berm adjacent to the shared path for provide landscaping.</p>	<p>Staff provided the requested information to the customer and addressed their concerns.</p>
iii	<p>A resident expressed their concerns regarding</p> <ol style="list-style-type: none"> <li>trespassing of pedestrians on to an adjacent driveway and the need for directional signs to guide pedestrians using the proposed shared path.</li> <li>risk of an overhanging tree falling over.</li> <li>stormwater drainage into adjacent property.</li> </ol>	<p>Staff liaised with the resident and informed:</p> <ol style="list-style-type: none"> <li>project works includes directional signs to guide pedestrians.</li> <li>Project works now include removal of a tree outside #18 Fow Street as per a recommendation from an arborist.</li> <li>Project works include stormwater drainage for the proposed shared path.</li> </ol>
iv	<p>Hamilton West School expressed their support for the project.</p> <p>The school requested Council staff to consider relocation of an existing pedestrian access gate closer to the proposed shared path to improve access for students and mitigate the risk of crashes between vehicles and pedestrians crossing the road.</p>	<p>Project scope includes relocation of the pedestrian only access gate closer to the shared path to address the safety concerns raised by the school.</p>

88. Construction works for this project are scheduled to start in early 2024.

89. Changes to the **Cycle Paths Register** are recommended to formalise the use of this facility and are included in [paragraph 97](#) of the report for approval for the completion of this project.

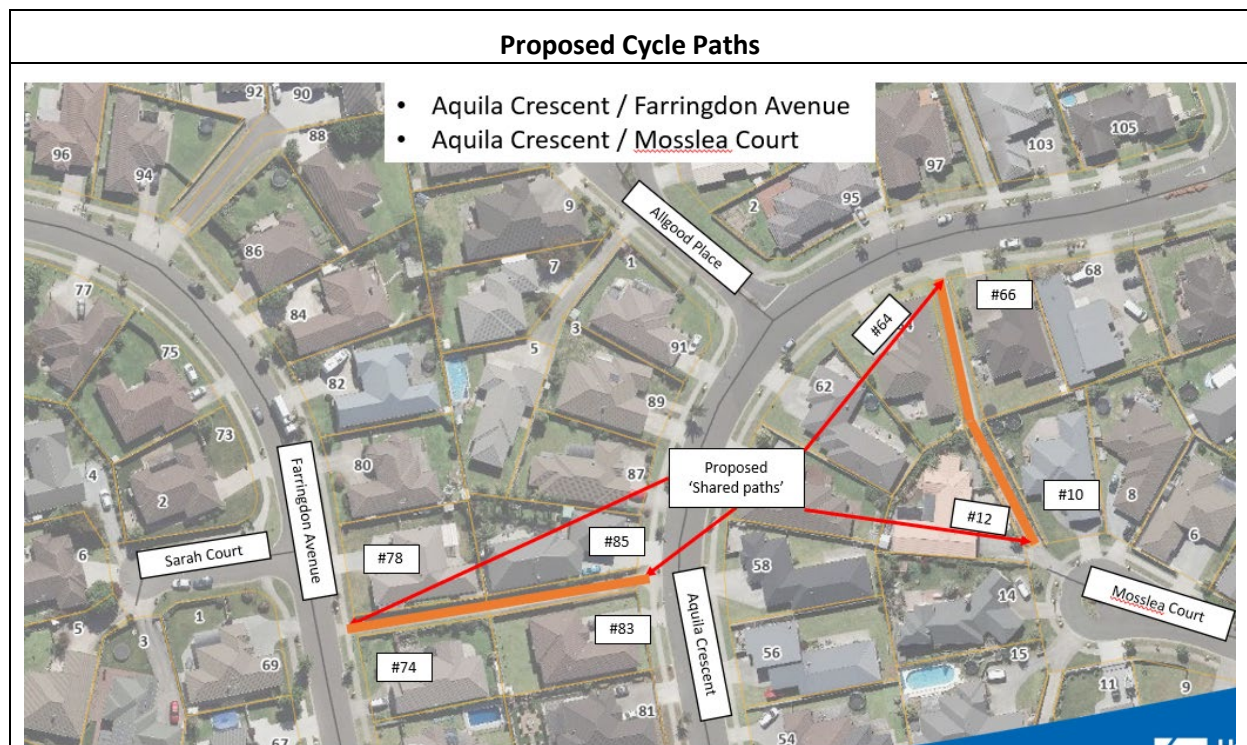
### Traffic Bylaw Changes

90. 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).

91. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- Special Vehicle Lanes – Part 1: Cycle Lanes Register
  - Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)

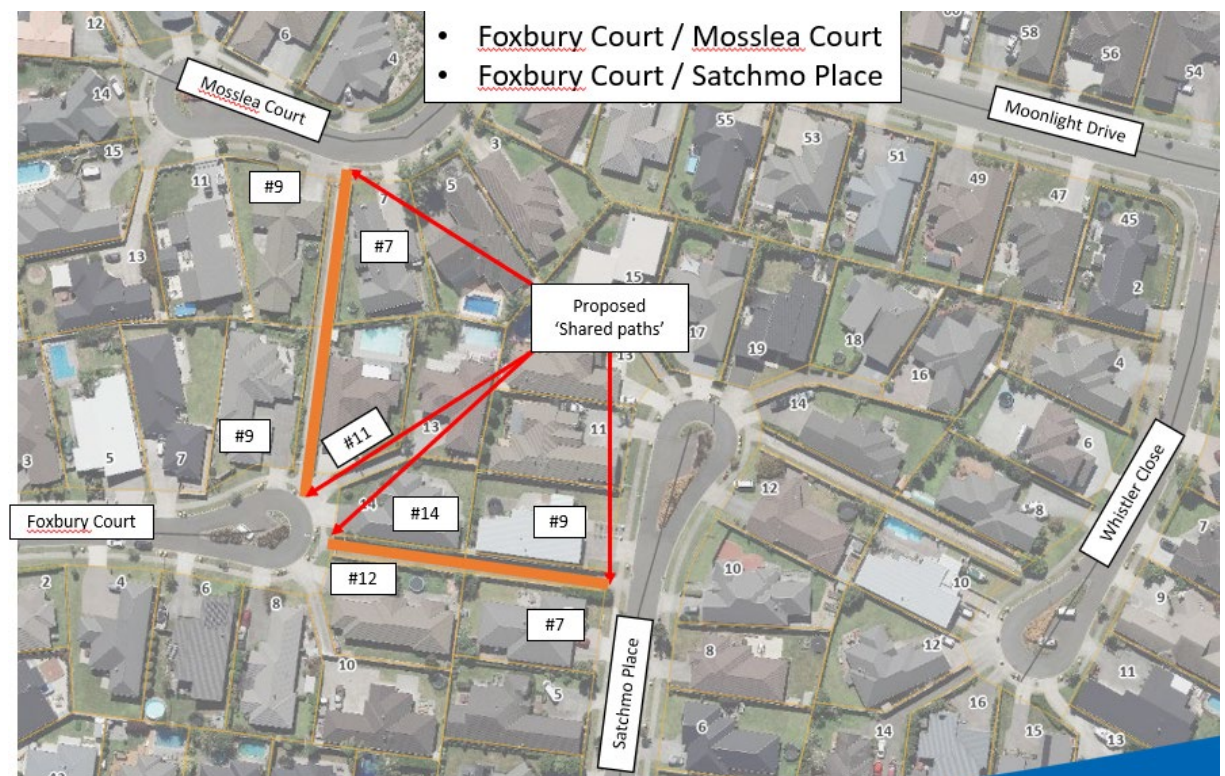
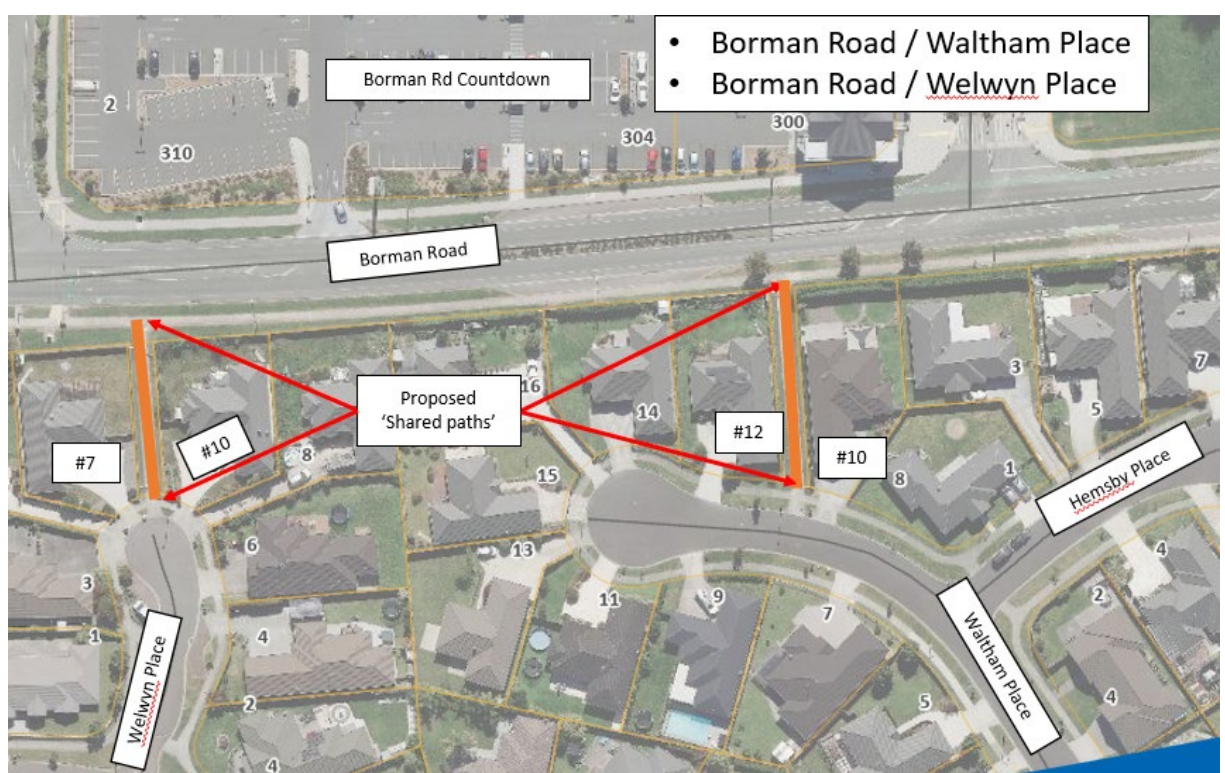
### Cycle Paths Register

92. 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’.
93. The Cycle Paths Register is proposed to be updated by making the following changes which are underlined and marked in red.
94. It has been determined that there is currently no register in the Traffic Bylaw for paths that connect between streets. When considering the issues raised during consultation on the proposed shared path between Fow Street and Pembroke Street it was felt that there would be value in assessing these paths to ensure that they are safe for shared use and listing them the Traffic Bylaw.
95. An audit of paths connecting streets is underway, and staff have identified the following cycle paths for inclusion in the Cycle Paths Register to record and formalise these.
96. Illustrations of cycle paths identified are in illustrations below:

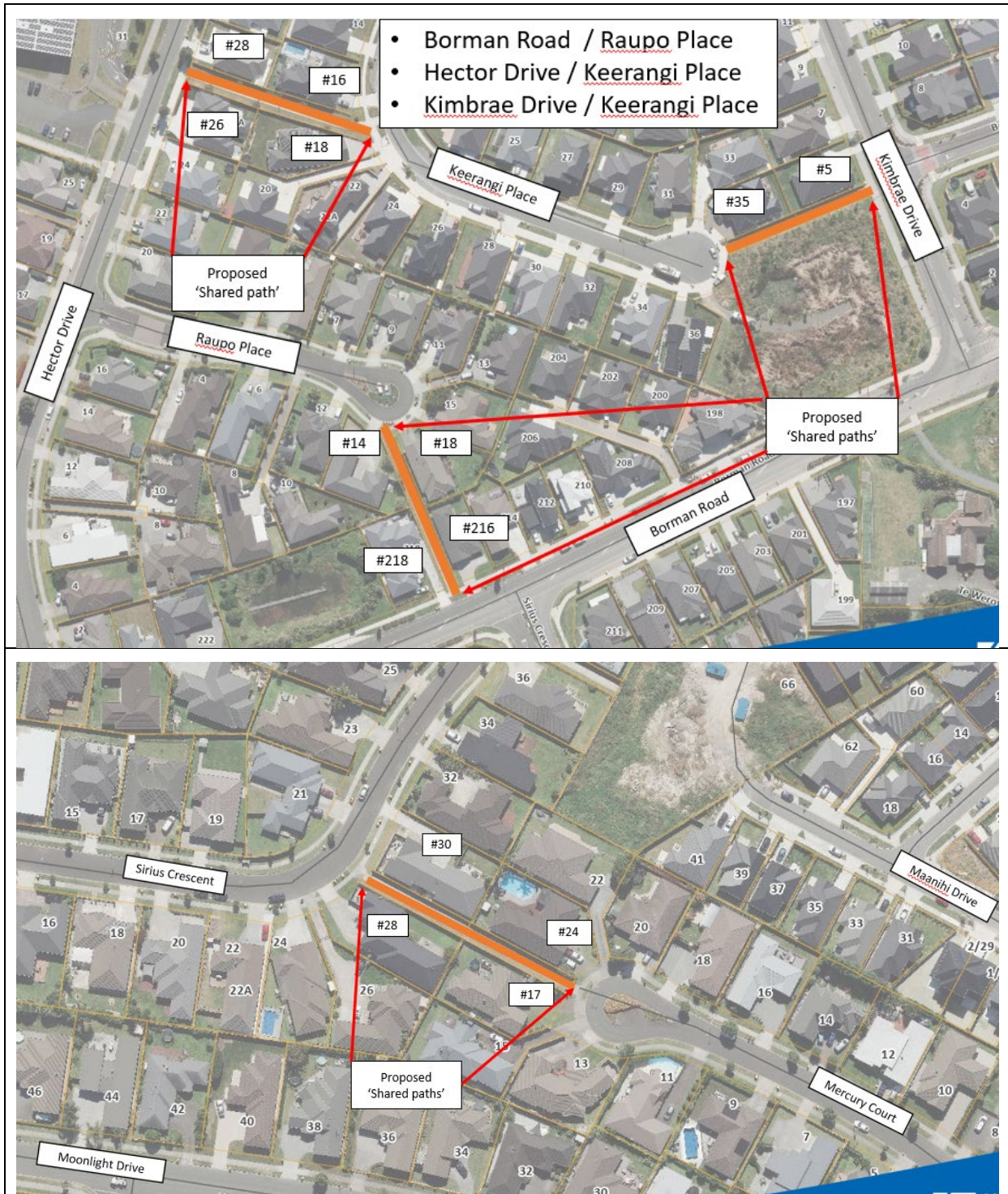




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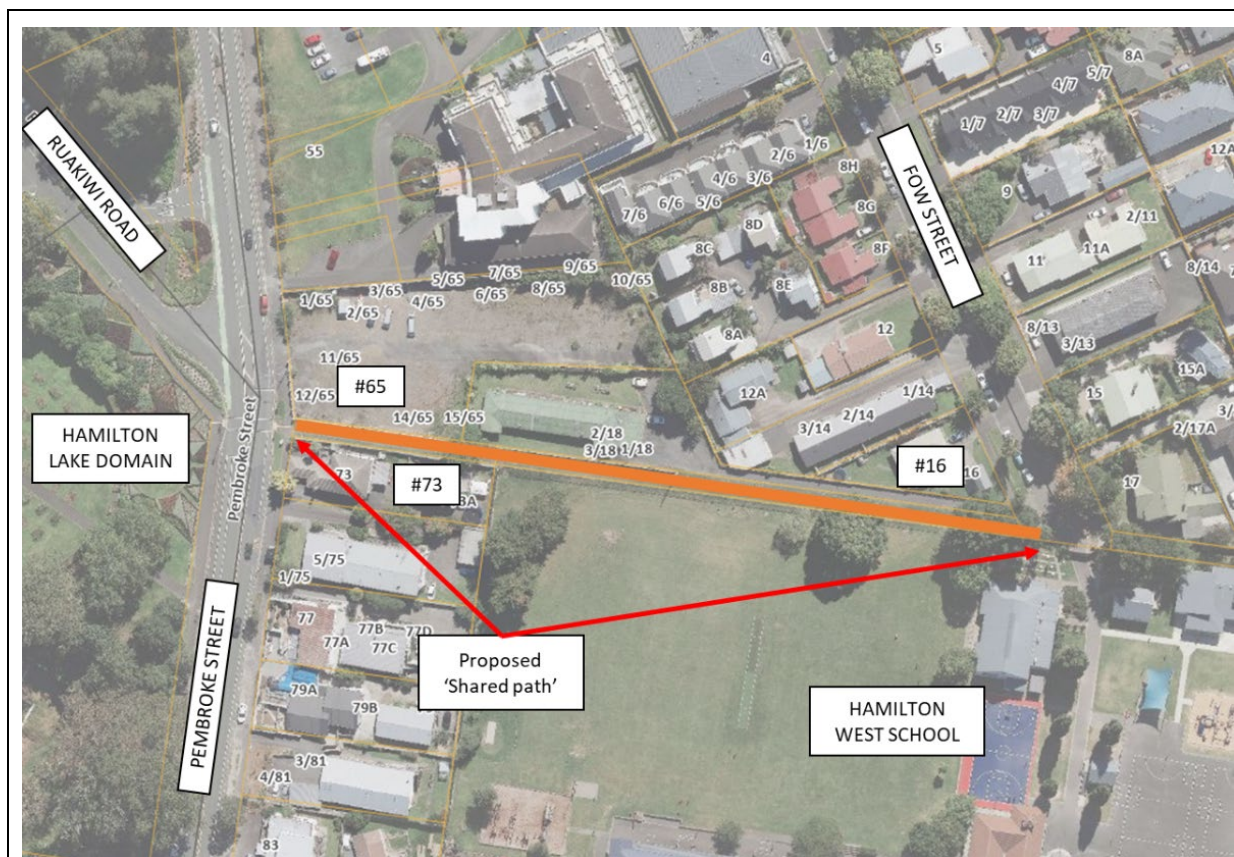




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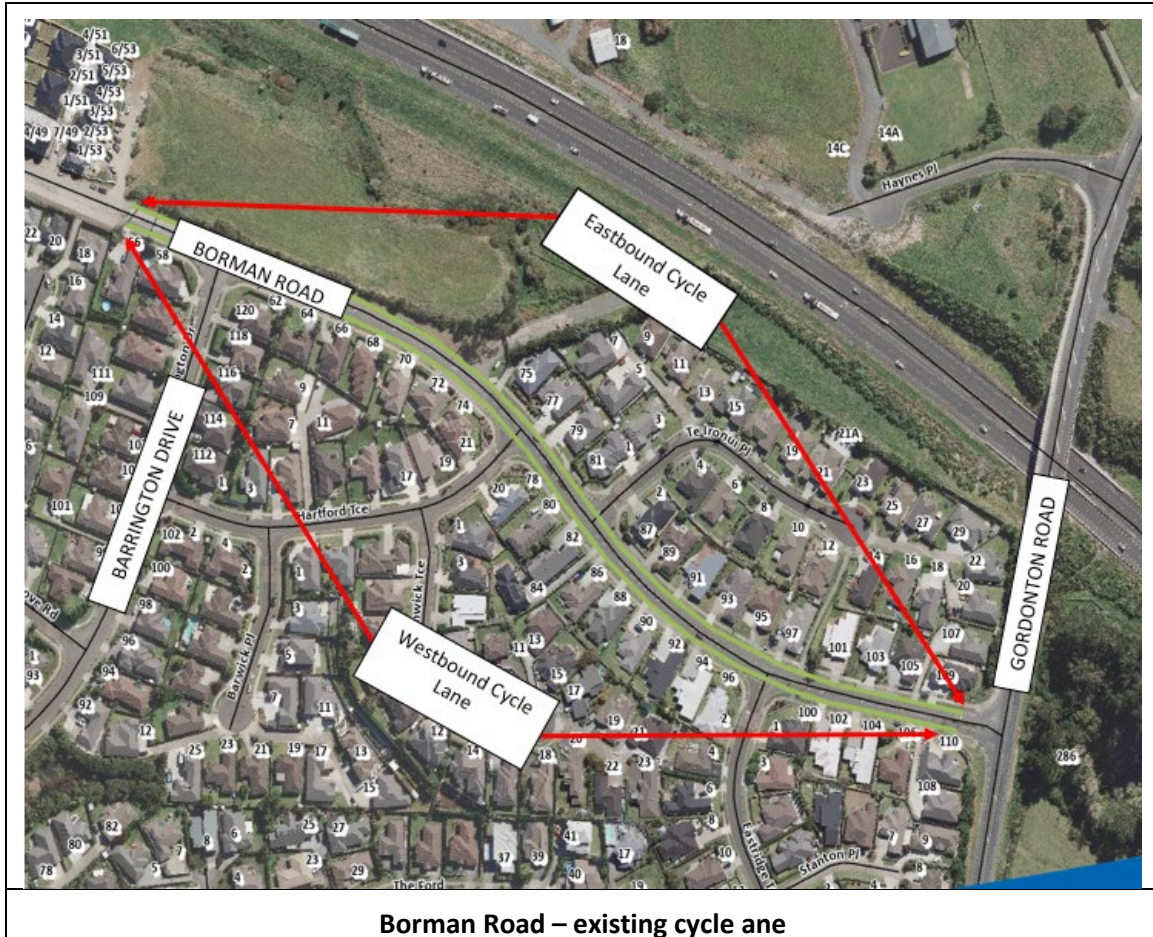
97. Changes to the **Cycle Paths Register** are recommended to include the above sites which connect between streets along with the LCLR – Safety Improvements for Fow Street and Pembroke Street – Proposed Shared Path outlined earlier in the report.

### Cycle Path Register – Part 2 – Connecting Streets

Street Name (Start Location)	Street Name (End Location)	Description	Length	Priority
<a href="#">Aquila Crescent</a>	<a href="#">Farringdon Avenue</a>	Between #83 and #85 Aquila Crescent and #74 and #78 Farringdon Avenue.	70	Nil
<a href="#">Aquila Crescent</a>	<a href="#">Mosslea Court</a>	Between #64 and #66 Aquila Crescent and #10 and #12 Mosslea Court.	70	Nil
<a href="#">Borman Road</a>	<a href="#">Raupo Place</a>	Between #216 and #218 Borman Road and #14 and #18 Raupo Place.	65	Nil
<a href="#">Borman Road</a>	<a href="#">Waltham Place</a>	Between #10 and #12 Waltham Place and Borman Road.	40	Nil
<a href="#">Borman Road</a>	<a href="#">Welwyn Place</a>	Between #7 and #10 Welwyn Place and Borman Road.	35	Nil
<a href="#">Foxbury Court</a>	<a href="#">Mosslea Court</a>	Between #9 and #11 Foxbury Court and #7 and #9 Mosslea Court.	70	Nil
<a href="#">Foxbury Court</a>	<a href="#">Satchmo Place</a>	Between #12 and #14 Foxbury Court and #7 and #9 Satchmo Place.	70	Nil
<a href="#">Hector Drive</a>	<a href="#">Keerangi Place</a>	Between #26 and #28 Hector Drive and #16 and #18 Keerangi Place.	70	Nil
<a href="#">Kimbrae Drive</a>	<a href="#">Keerangi Place</a>	Between #5 Kimbrae Drive and #35 Keerangi Place.	55	Nil
<a href="#">Pembroke Street</a>	<a href="#">Fow Street</a>	Between #65 and #73 Pembroke Street and Hamilton West School Street and #16 Fow Street.	185	Nil
<a href="#">Sirius Crescent</a>	<a href="#">Mercury Court</a>	Between #28 and #30 Sirius Crescent and #17 and #24 Mercury Court.	70	Nil
<a href="#">Stoneleigh Drive</a>	<a href="#">Kinnaird Place</a>	Between #35 and #37 Stoneleigh Drive and #6 and #8 Kinnaird Place.	50	Nil
<a href="#">Teatree Close</a>	<a href="#">Oolong Court</a>	Between #20 and #31 Teatree Close and #7 and #9 Oolong Court.	60	Nil

### Special Vehicle Lanes – Part 1: Cycle Lanes Register

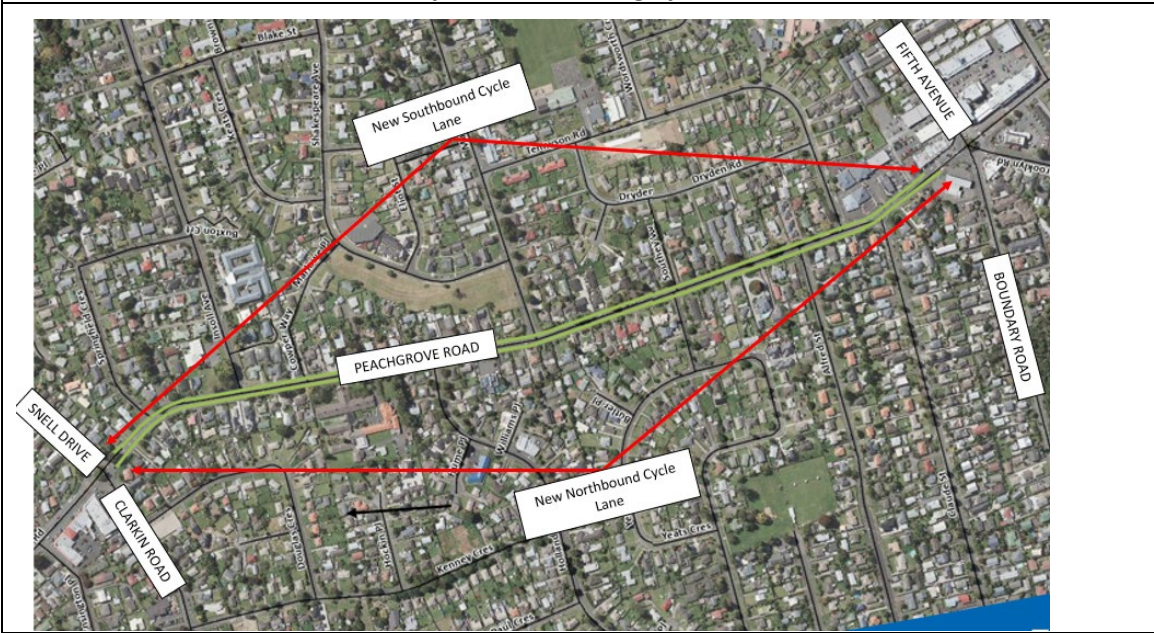
98. A cycle lane is a longitudinal strip within a roadway that is reserved for the use of cycles and transport devices. They operate 24 hours, seven days per week (unless otherwise stated).
99. An audit of the Traffic Bylaw registers for cycle lanes in comparison to that which is already marked on the road network is underway. The following locations have been identified as requiring an update in the Traffic Bylaw to update the Cycle Lane Register.
100. Illustrations of cycle lane identified are in illustrations below:







Grey Street – existing cycle lane

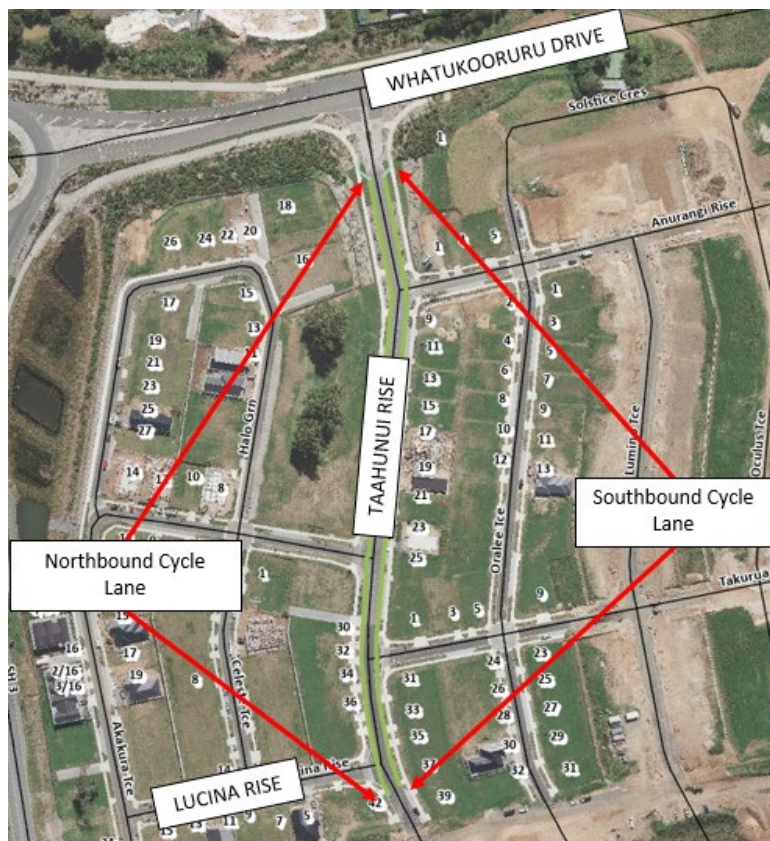


Peachgrove Road – existing cycle lane



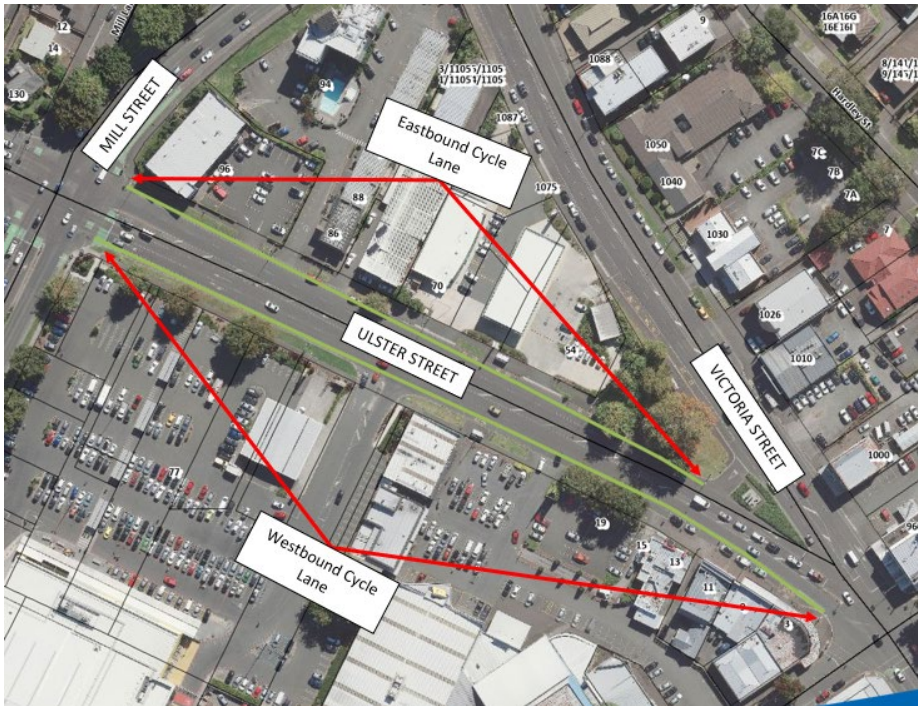


River Road - existing cycle lane

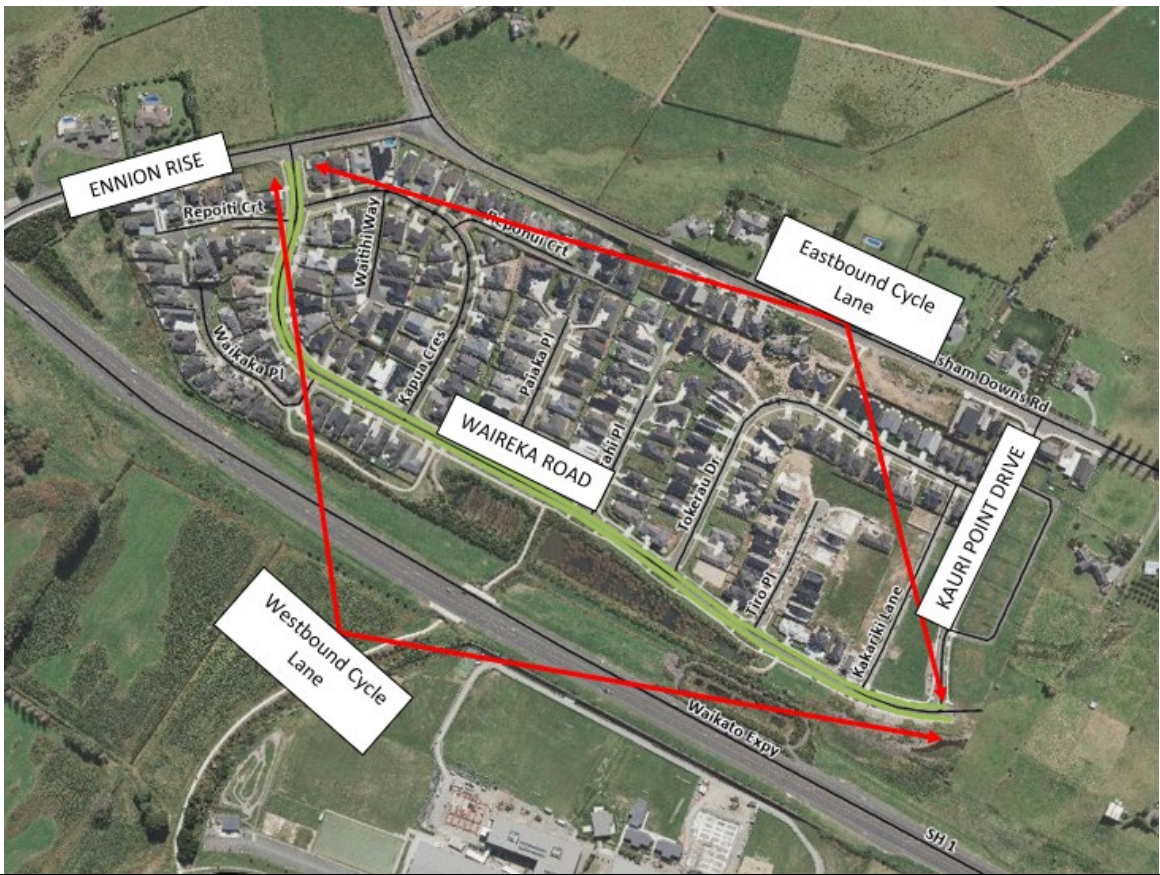


Taahunui Rise – existing cycle lane





Ulster Street – existing cycle Lane



Waireka Road – existing cycle Lane

101. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description
Borman Road	<p><del>(iii) Eastbound cycle lane from a point 50 metres east of the intersection with Resolution Drive, progressing 1100 metres to the intersection with Gordonton Road.</del></p> <p><del>(iv) Westbound cycle lane from the intersection with Gordonton Road, progressing 1100 to a point 50 metres east of the intersection with Resolution Drive.</del></p> <p>(iii) Eastbound cycle lane from a point 50 metres east of the intersection with Resolution Drive, progressing 1400 metres to the intersection with Kimbrae Drive.</p> <p>(iv) Westbound cycle lane from the intersection with Kimbrae Drive, progressing 1400 to a point 50 metres east of the intersection with Resolution Drive.</p> <p>(vii) Eastbound cycle lane 550m from intersection with Gordonton Road, progressing to the intersection with Gordon Road</p> <p>(viii) Westbound cycle lane from the intersection with Gordonton Road, progressing until a point 550m west.</p>
Grey Street	(v) Northbound cycle lane from the intersection with Te Aroha Street progressing 100 metres north to the intersection with <u>Boundary Claudelands Road</u> .
Peachgrove Road	<p><u>(iii) Northbound Cycle Lane starting 35m from roundabout with Boundary Road, progressing 1200m north to roundabout with Clarkin Road</u></p> <p><u>(iv) Southbound Cycle Lane starting from roundabout with Clarkin Rd progressing 1180m south to 50m from roundabout with Boundary Road.</u></p>
River Road	<u>(viii) Northbound Cycle Lane from opposite the intersection of Comries road, progressing 290m north to opposite the intersection of Queenwood Avenue</u>
<u>Taahunui Rise</u>	<p>(iii) <u>Southbound Cycle Lane starting from ramp with shared footpath section, progressing 330m south to opposite the intersection with Lucina Rise</u></p> <p>(iv) <u>Northbound Cycle Lane starting from intersection with Lucina Rise progressing 330m north to ramp with shared footpath section</u></p>
Ulster Street	<p>(i) Northbound cycle lane <del>from the intersection with Mill Street</del> <u>starting 50m East of the intersection with Abbotsford Street</u>, progressing <del>1405 metres</del> <u>1175m</u> to the intersection with Te Rapa Road.</p> <p>(ii) Southbound cycle lane from the intersection with Te Rapa Road, proceeding <del>1317 metres to the intersection with Mill Street</del> <u>1145m to 45m West of the intersection with Abbotsford Street.</u></p> <p>(iii) <u>Eastbound Cycle Lane 50m East of the intersection with Abbotsford Street and proceeding 180m to the intersection with Mill Street.</u></p>

	(iv) <u>Westbound Cycle Lane from the intersection with Mill Street, proceeding 195m to 35m East of the intersection with Abbotsford Street.</u>
<u>Waireka Road</u>	(iii) <u>Eastbound Cycle Lane from intersection with Ennion Rise progressing 850m east to intersection with Kauri Point Drive</u> (iv) <u>Westbound Cycle Lane from intersection with Kauri Point Drive progressing 818m west to intersection with Ennion Rise</u>

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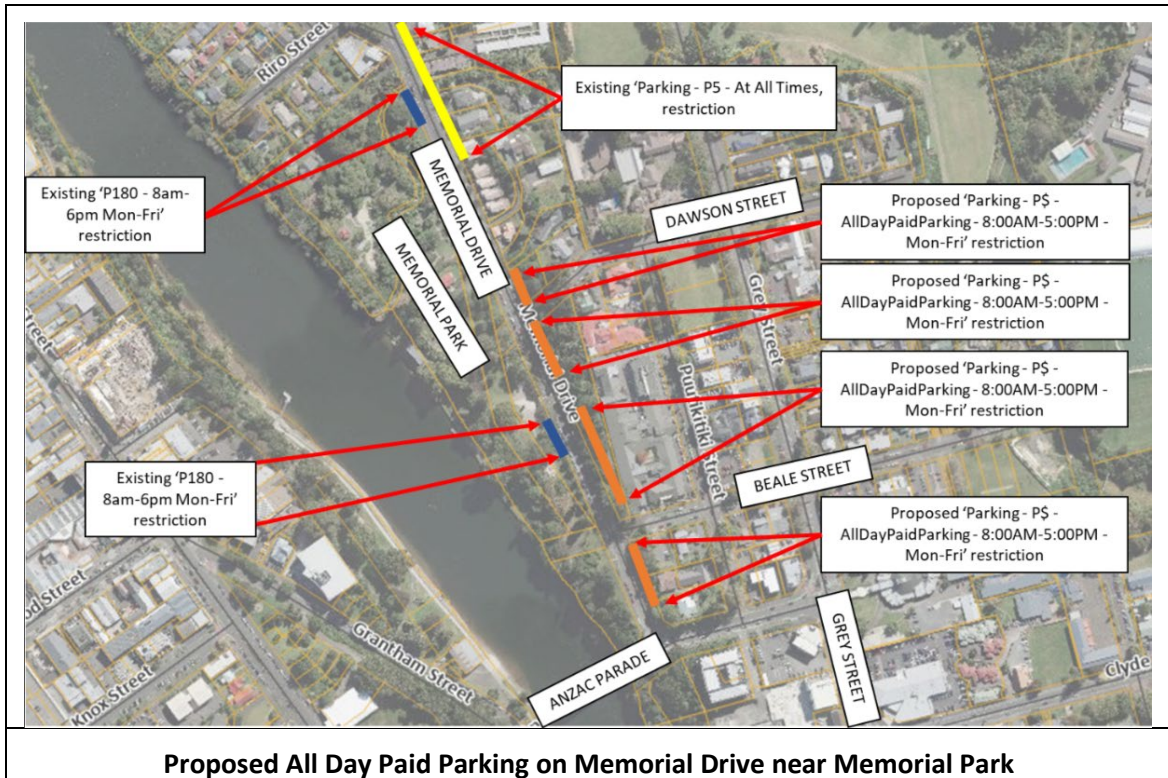
### All Day Paid Parking Register

102. In the ongoing rollout of All Day Paid Parking in the central city it is proposed that long stay parking with a \$6 per day fee for three streets (five sites) be approved at the following locations:
- i. Memorial Drive – outside Memorial Park.
  - ii. Norton Road – between Seddon Road and Tristram Street.
  - iii. Rostrevor Street – between Seddon Road and Tristram Street.
103. These locations currently have unrestricted parking and are being highly utilised by road users for on street parking during business operating hours.
104. The proposed locations for All Day Paid Parking in the Central City aligns with Hamilton Parking Policy 2022 approved at Infrastructure Operations Committee on [09 August 2022](#).
105. An FAQ page on the Hamilton City Council website providing information on the use and operation of the All Day Paid Parking has been developed and can be viewed [here](#).
106. Consultation with Hamilton Central Business Association (HCBA) on the proposals was underway at the time of drafting of the report. Several questions had been asked about the operation of the existing All Day Park Parking areas and responses have been provided. A verbal update on the final outcome will be provided at the meeting.
107. Councils H3 and Parks & Recreation units have also been consulted as these locations are all adjacent to their facilities. They are supportive of the changes noting that when there are large events on at the various facilities parking is limited / removed as part of the temporary traffic management requirements.
108. The details of the proposed All Day Paid Parking sites are provided below.

### Memorial Drive

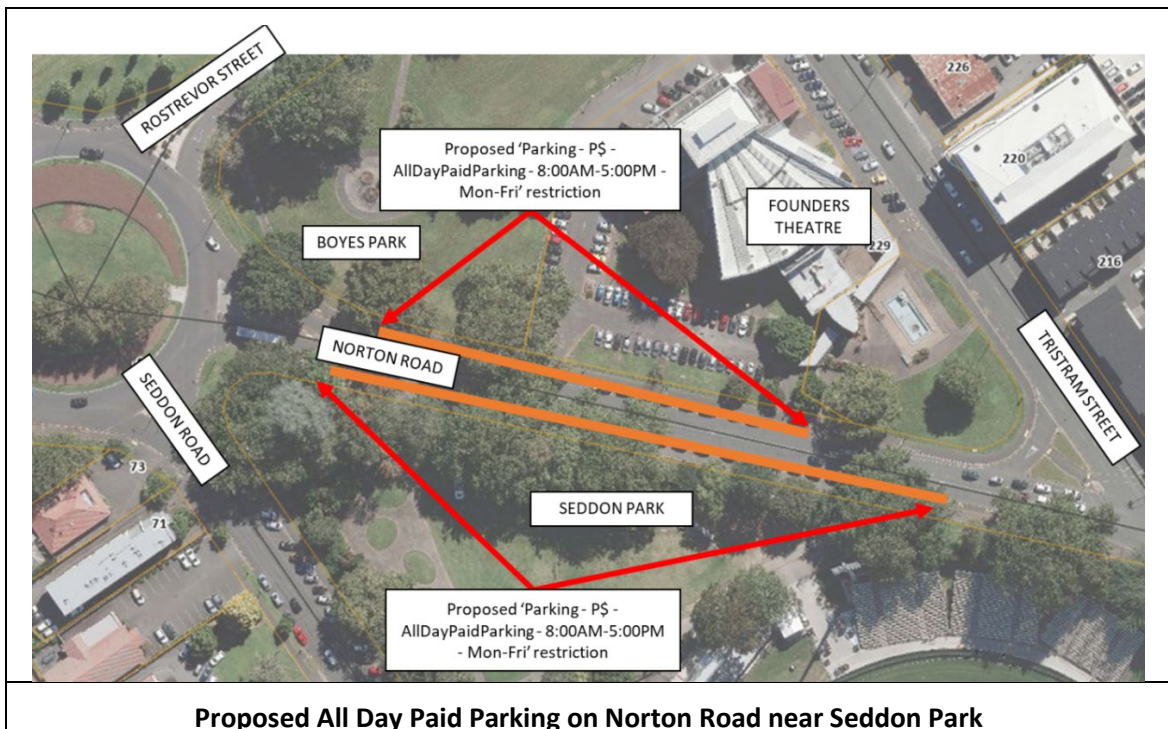
109. The proposed changes will remove free unrestricted parking on the east side of Memorial Drive opposite to Memorial Park and create approximately 35 carparking spaces with an All Day Paid Parking restriction.
110. No changes are proposed to the existing parking bays with an existing time restriction.
111. The proposed All Day Paid Parking for Memorial Drive is shown in the image below:





#### Norton Road

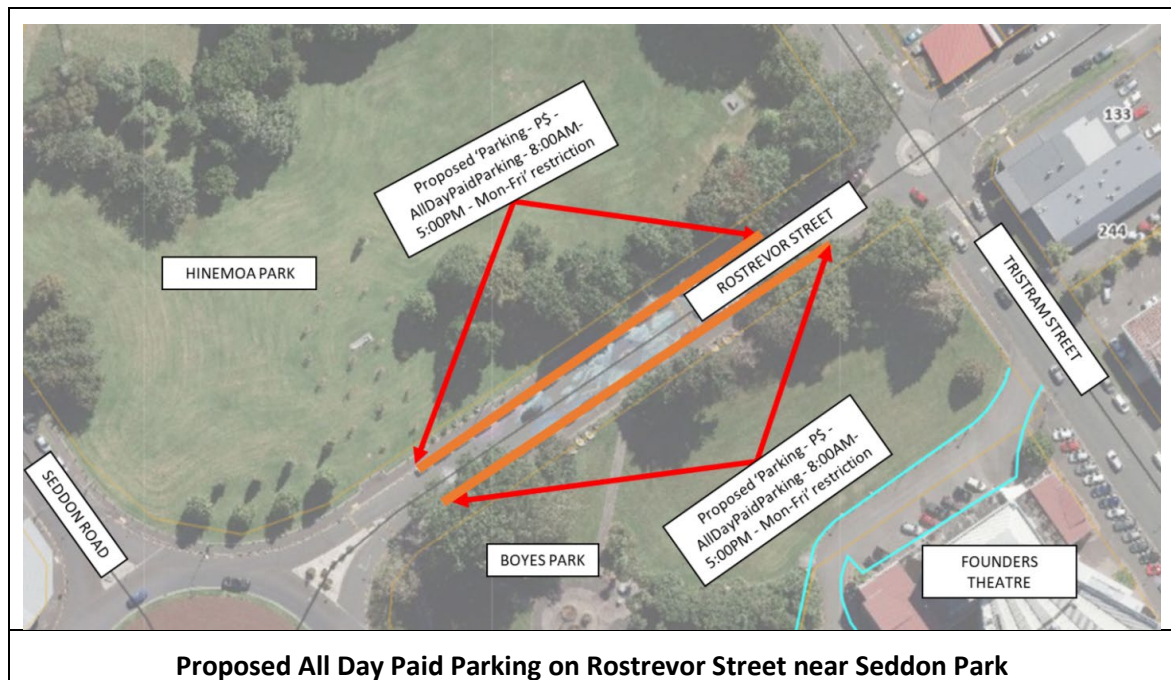
112. The proposed changes create approximately 48 carparking spaces with an All Day Paid Parking restriction on Norton Road between Seddon Road and Tristram Street.
113. The proposed All Day Paid Parking for Norton Road is shown in the image below:



#### Rostrevor Street

114. The proposed changes create approximately 32 carparking spaces with an All Day Paid Parking restriction on Rostrevor Street – between Seddon Road and Tristram Street.

115. The proposed All Day Paid Parking for Rostrevor Street is shown in the image below:



116. The 'CBD Commuter' (All Day Paid Parking) Register is proposed to be updated by making the following changes which are underlined and marked in red color font.

iii. Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking)

Location	Description
<u>Memorial Drive</u>	<ol style="list-style-type: none"> <li>1. <u>Installation of 25m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u></li> <li>2. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u></li> <li>3. <u>Installation of 90m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u></li> <li>4. <u>Installation of 35m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u></li> </ol>
<u>Norton Road</u>	<ol style="list-style-type: none"> <li>1. <u>Installation of 120m 'All Day Paid Parking' restriction on the Northern Side of Norton Road outside Boyes Park.</u></li> <li>2. <u>Installation of 165m 'All Day Paid Parking' restriction on the Southern Side of Norton Road outside Seddon Park.</u></li> </ol>
Rostrevor Street	<ol style="list-style-type: none"> <li>3. <u>Installation of 90m 'All Day Paid Parking' restriction on the Northern Side of Rostrevor Street outside Hinemoa Park.</u></li> <li>4. <u>Installation of 105m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside Boyes Park.</u></li> </ol>



### Financial Considerations - *Whaiwhakaaro Puutea*

117. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- i. 2023/24 City Transportation Operations and Parking Activity budgets for general changes.
  - ii. The proposed All Day Paid Parking has revenue budgeted in the current Long-Term Plan. The estimated revenue from the new All Day Paid Parking areas proposed in this report, is expected to be approximately \$11,000 per month once there has been full uptake of all the parking sites.
  - iii. 2023/24 Low Cost Low Risk Programme – Road to Zero and Walking & Cycling improvements for the projects listed below:
    - a) Safety Improvements on River Road – Raised Signalised Pedestrian Crossing.
    - b) Safety Improvements for Fow Street and Pembroke Street – Proposed Shared Path.
    - c) Public Transport Improvements on Kimbrae Drive – Proposed Bus Stops.
    - d) Public Transport Improvements – Meteor Route changes
    - e) Public Transport Improvements on Grange Avenue – Relocation of a bus stop

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

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

### Climate Change Impact Statement

119. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
120. 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 and improved safety are expected to result in reduced emissions and encourage an increasing number of people walking and biking.

### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

121. 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').
122. 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.
123. The recommendations set out in this report are consistent with that purpose.

### Social

124. 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

125. 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

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

## Cultural

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

## Risks - *Tuuraru*

128. 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 driveways safely from residential and commercial properties, and for waste collection activities.
  - iii. introduction of additional cycle path and cycle lane facilities provides safe and accessible provisions for all ages and abilities.
  - iv. Introduction of All Day Paid Parking is required to contribute to the parking revenue budgeted in the current Long Term Plan.

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

### Significance

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

### Engagement

131. As outlined throughout the report, staff have consulted on the projects listed and have provided feedback on the consultation for each section.
132. Community views and preferences are already known through the consultation that has been undertaken prior to the preparation of this report through presentation of reports and through approvals via Council Committee processes.

## Attachments

Attachment 1 - Illustrations of proposed traffic restrictions changes

Attachment 2 - Schedule of proposed traffic restrictions changes changes

# Traffic, Speed Limit and Road Closure Hearings Panel

## Proposed Parking Restriction Changes

February 2024



D-5021606

Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel – February 2024

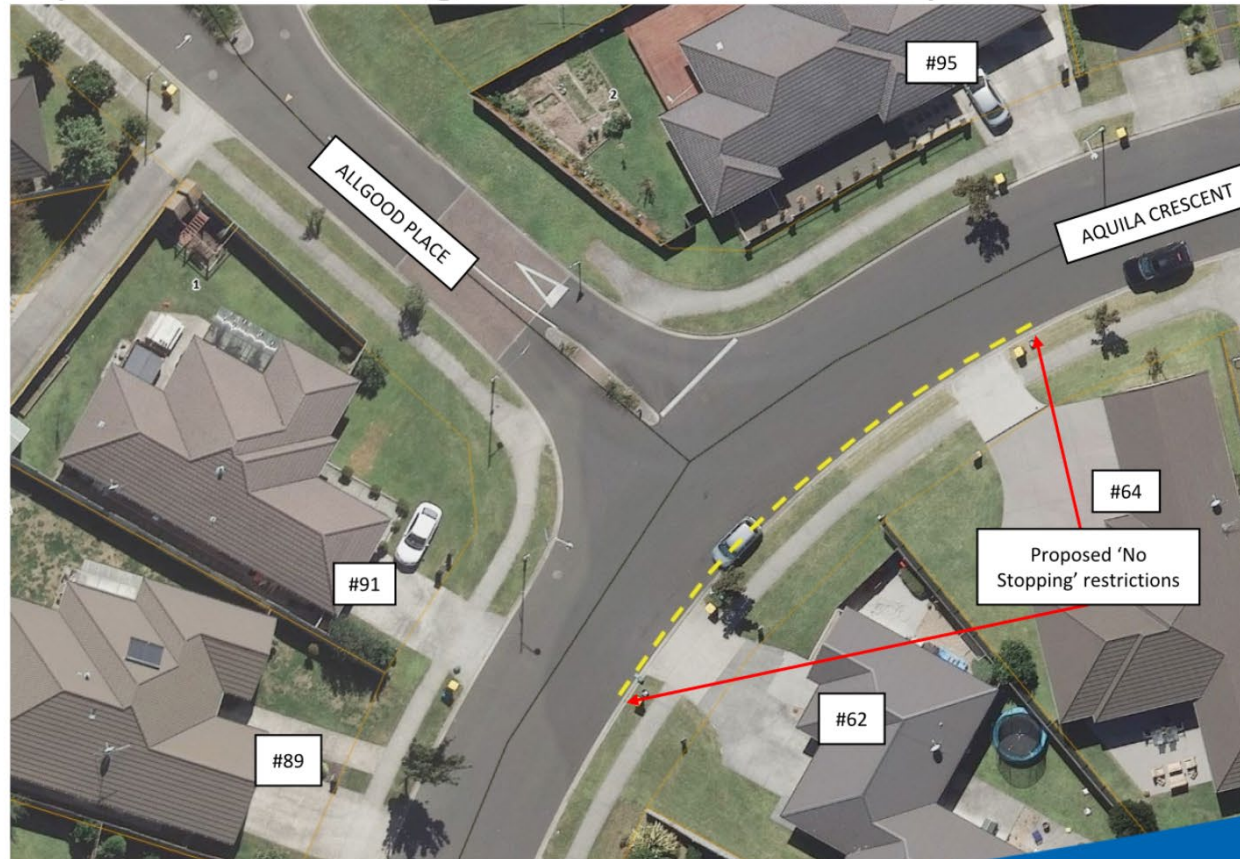
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## Proposed Parking Restriction Changes

- Aquila Crescent
- Butler Place & Yeats Crescent
- Bruce Avenue
- Cardrona Road
- Churchill Avenue & Stokes Crescent
- Collingwood Street
- Duke Street
- Duke Street & Higgins Road
- Earthmover Crescent
- Gallagher Drive
- Gibson Road
- Grantham Street
- Hector Drive
- Jellicoe Drive
- Kaimiro Street
- Kelvin Place
- King Street
- Knighton Road
- Lake Road
- London Street
- McKenzie Place & Saxon Woods Drive
- Perclo Place
- Rimu Street & Seddon Road
- Takahe Street
- Te Rapa Road
- Timatanga Road
- Tuhikamea Road
- Vialou Street
- Victoria Street
- Winders Road

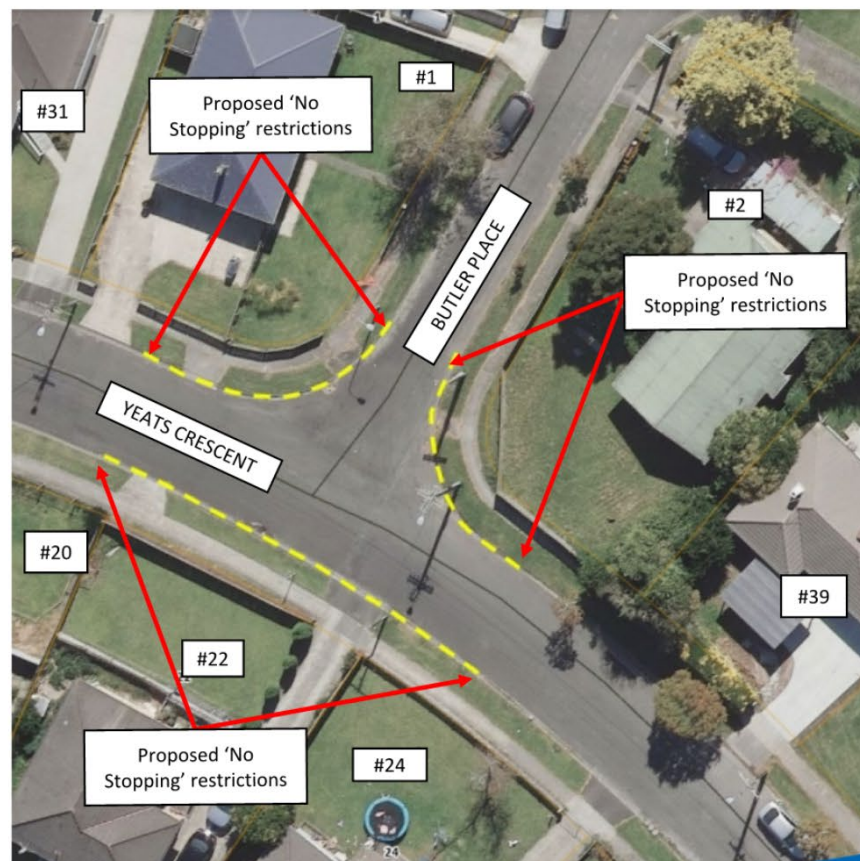


## Proposed Parking Restriction – Aquila Crescent





## Proposed Parking Restriction – Butler Place & Yeats Crescent

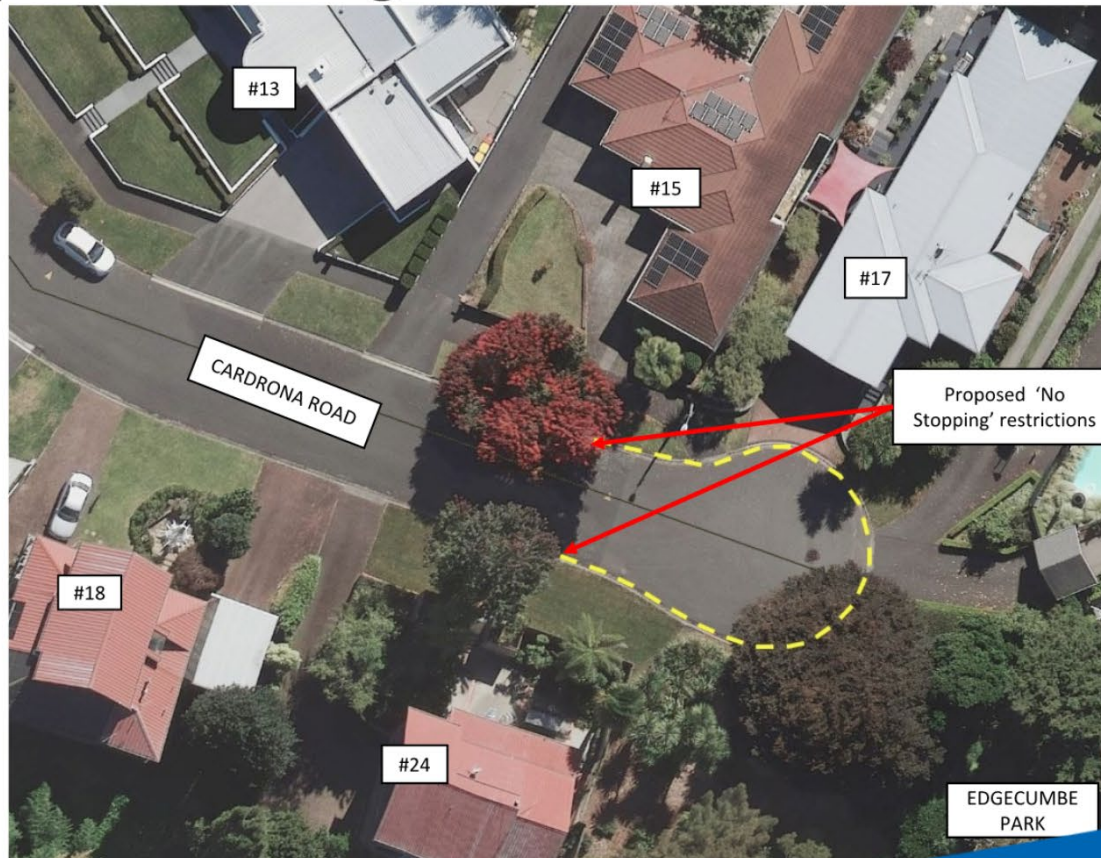


## Gazette existing Parking Restriction – Bruce Avenue

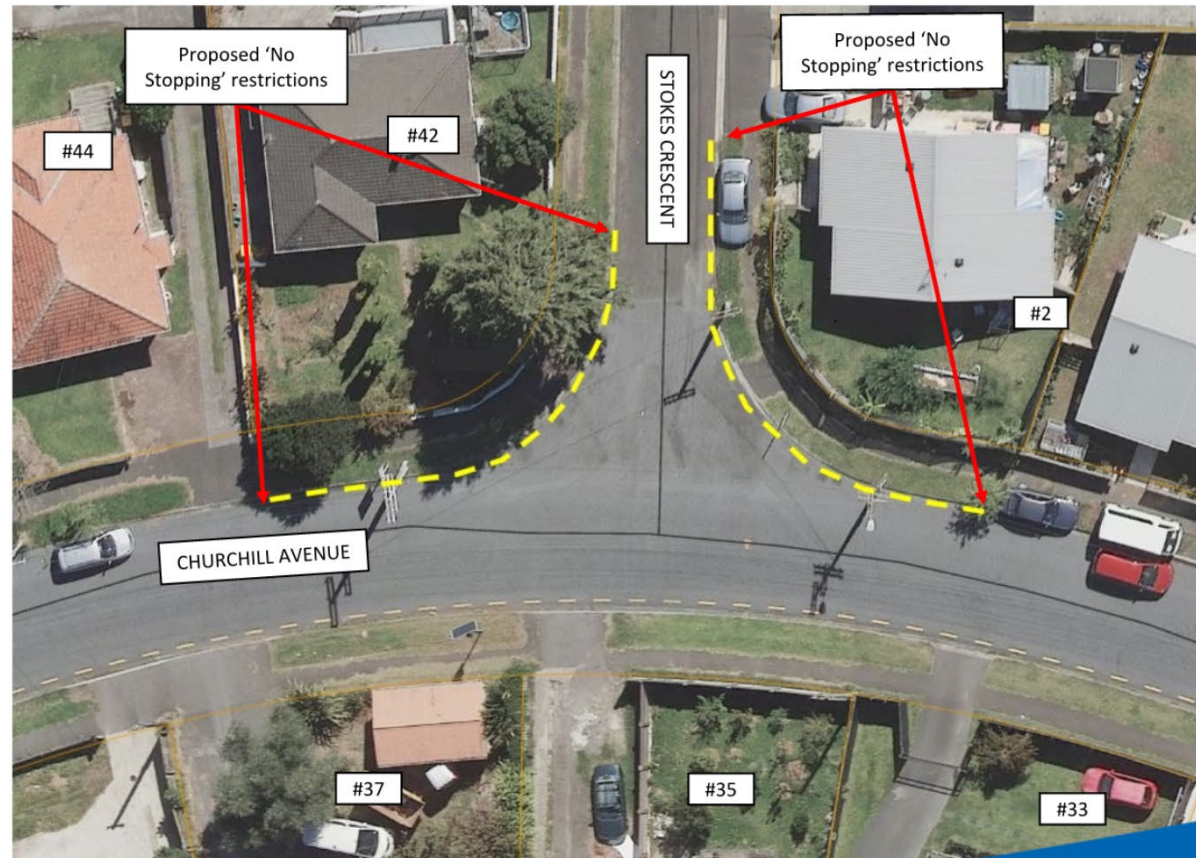




## Proposed Parking Restriction – Cardrona Road

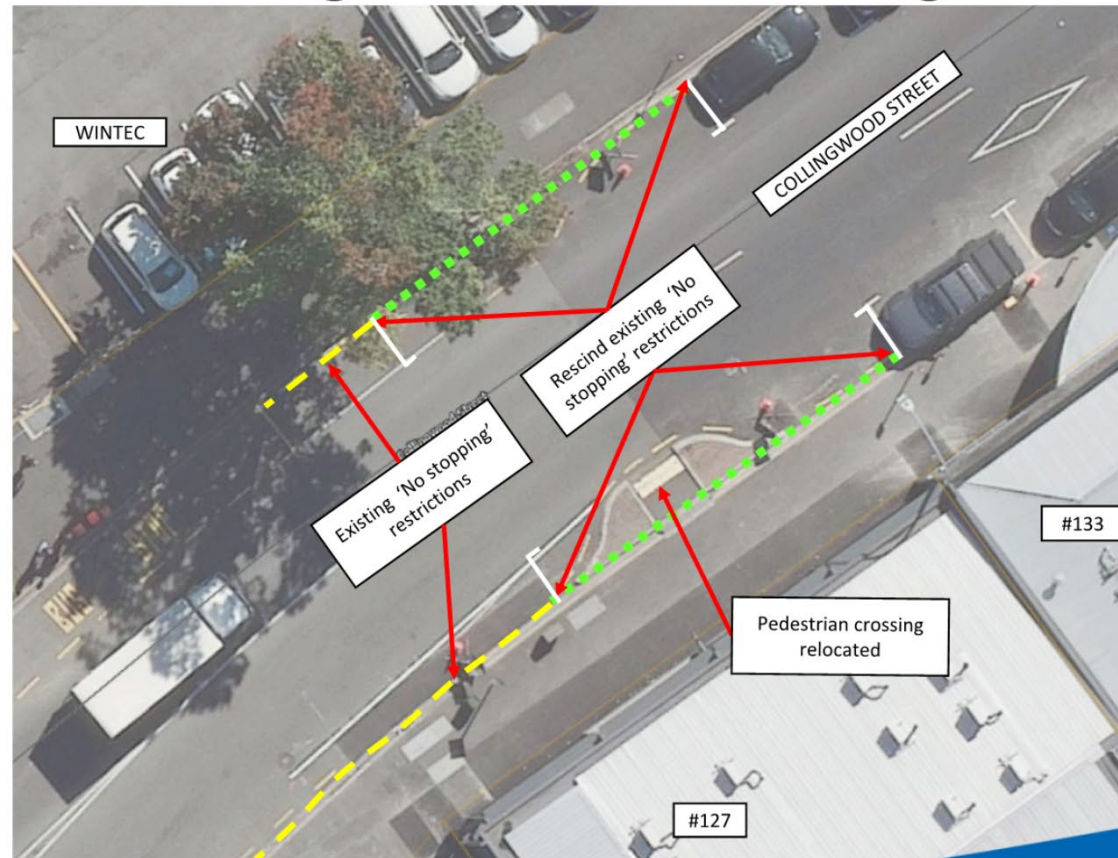


## Proposed Parking Restriction – Churchill Avenue & Stokes Crescent



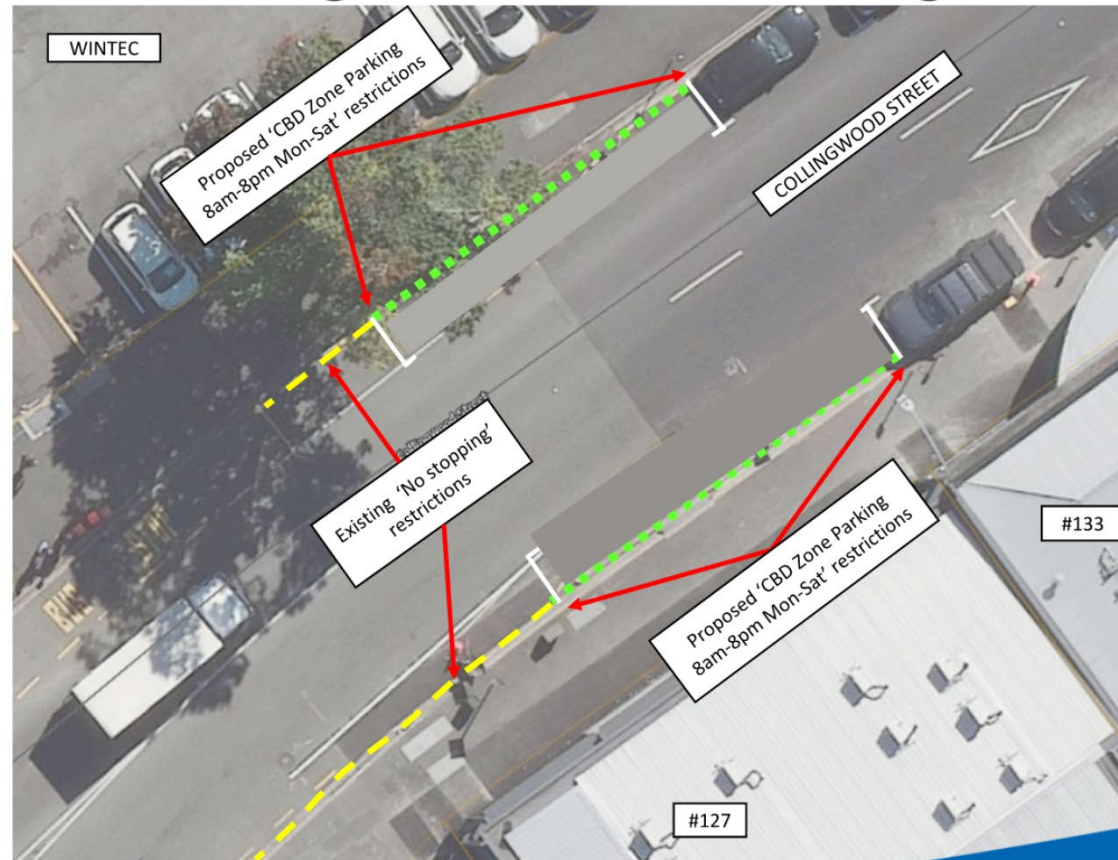


## Proposed Parking Restriction – Collingwood Street





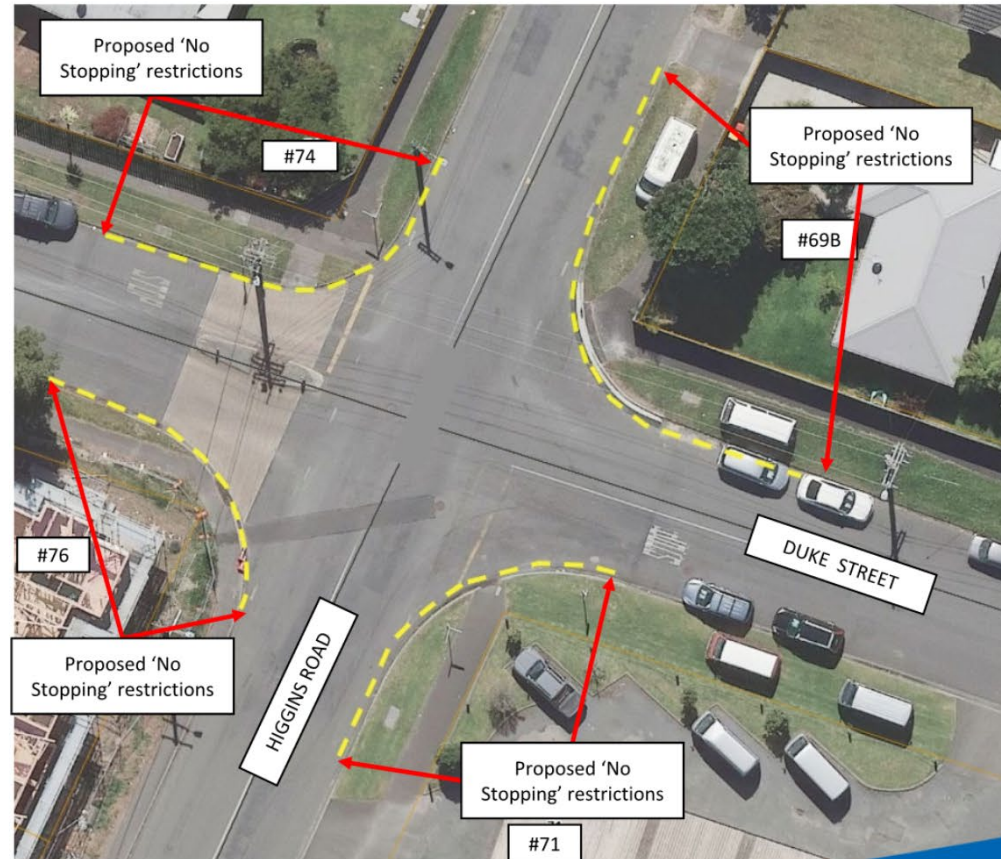
## Proposed Parking Restriction – Collingwood Street



# Proposed Parking Restriction – Duke Street

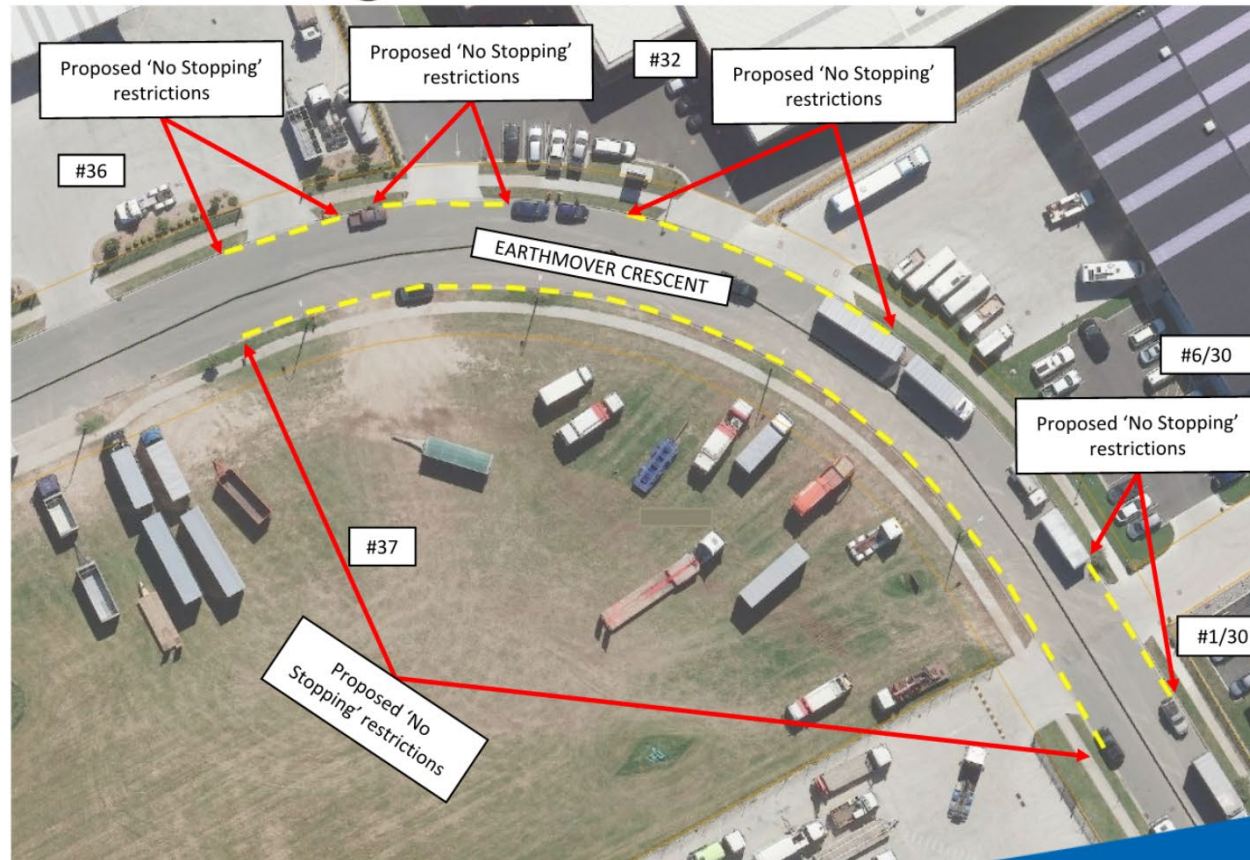


## Proposed Parking Restriction – Duke Street & Higgins Road



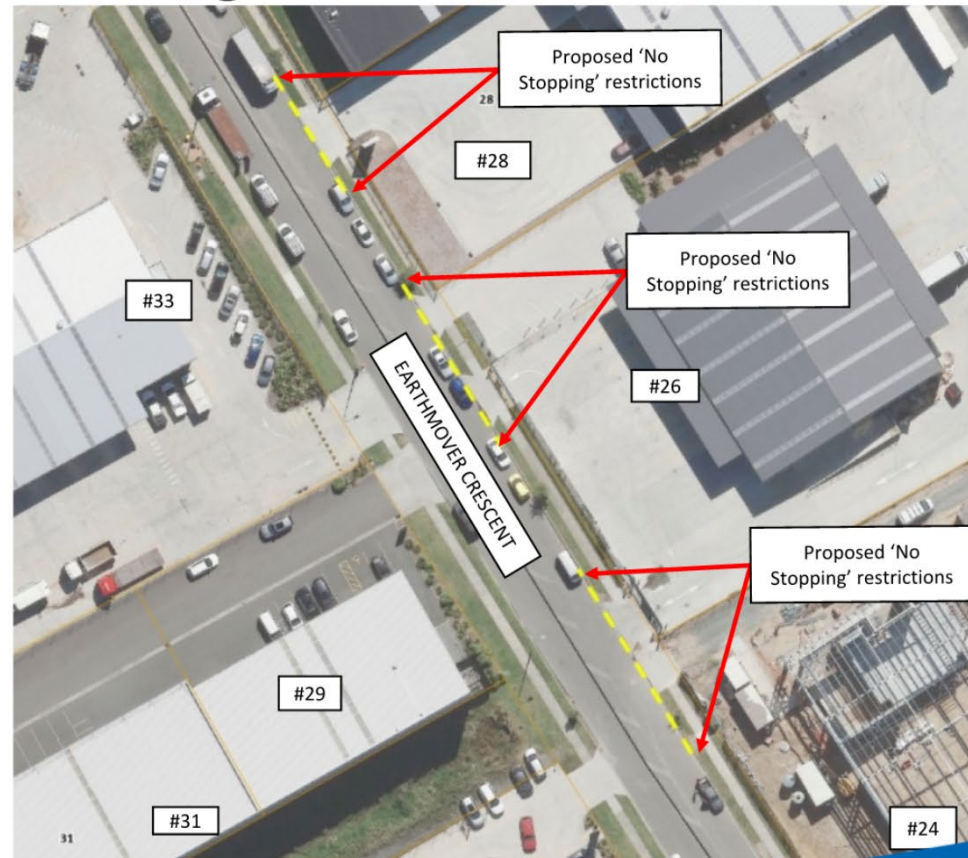


# Proposed Parking Restriction – Earthmover Crescent





# Proposed Parking Restriction – Earthmover Crescent



## Proposed Parking Restriction – Gallagher Drive

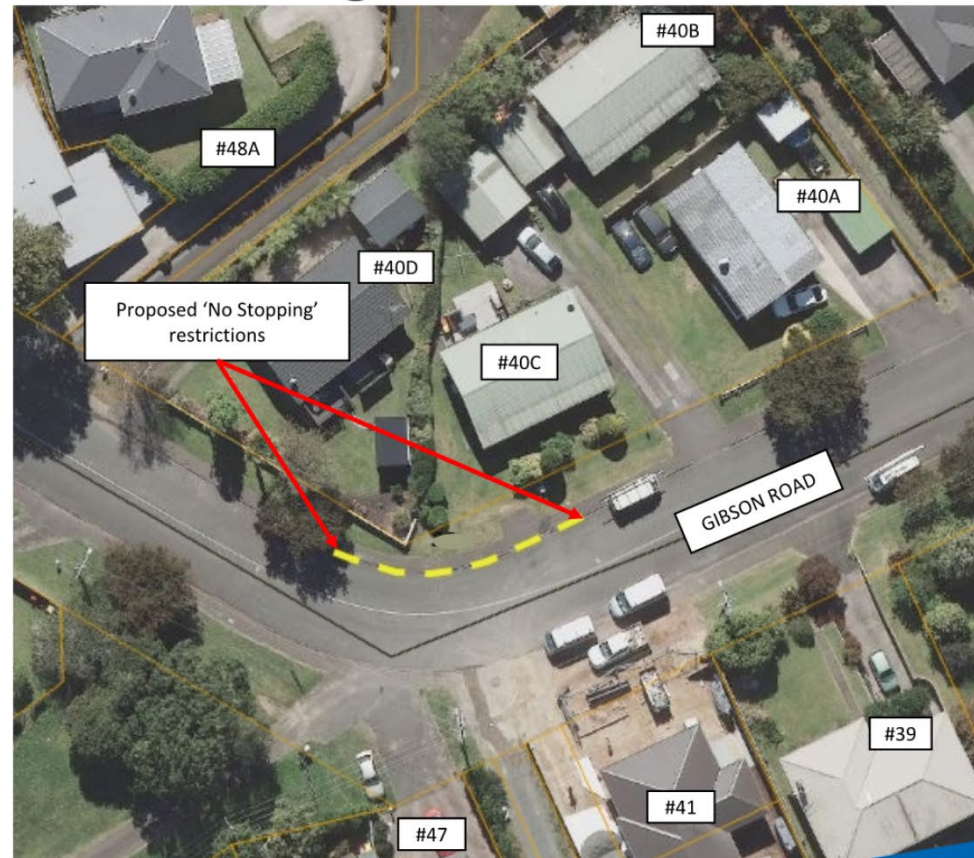


## Proposed Parking Restriction – Gallagher Drive



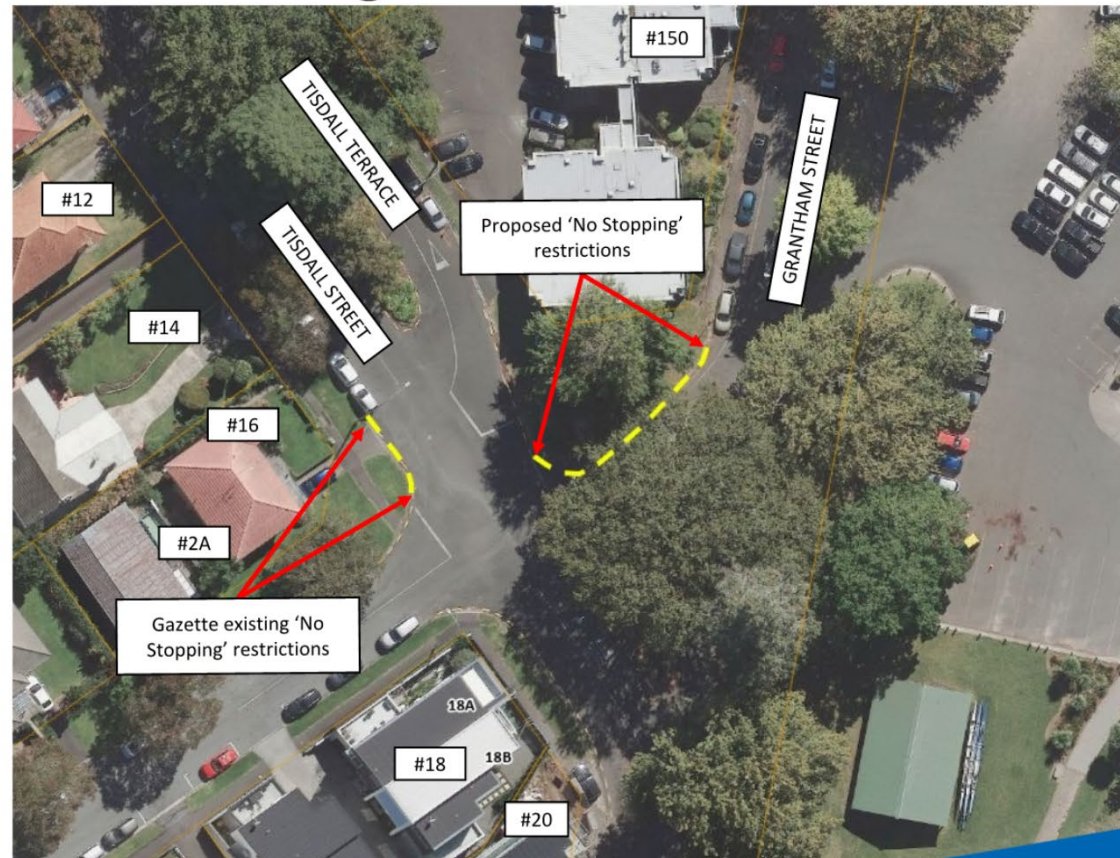


# Proposed Parking Restriction – Gibson Road

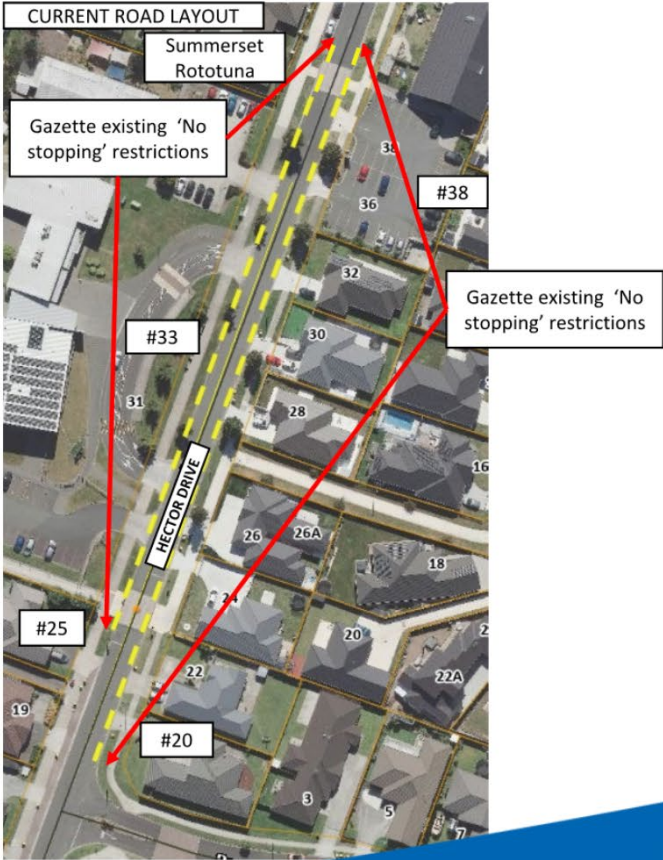




## Proposed Parking Restriction – Grantham Street

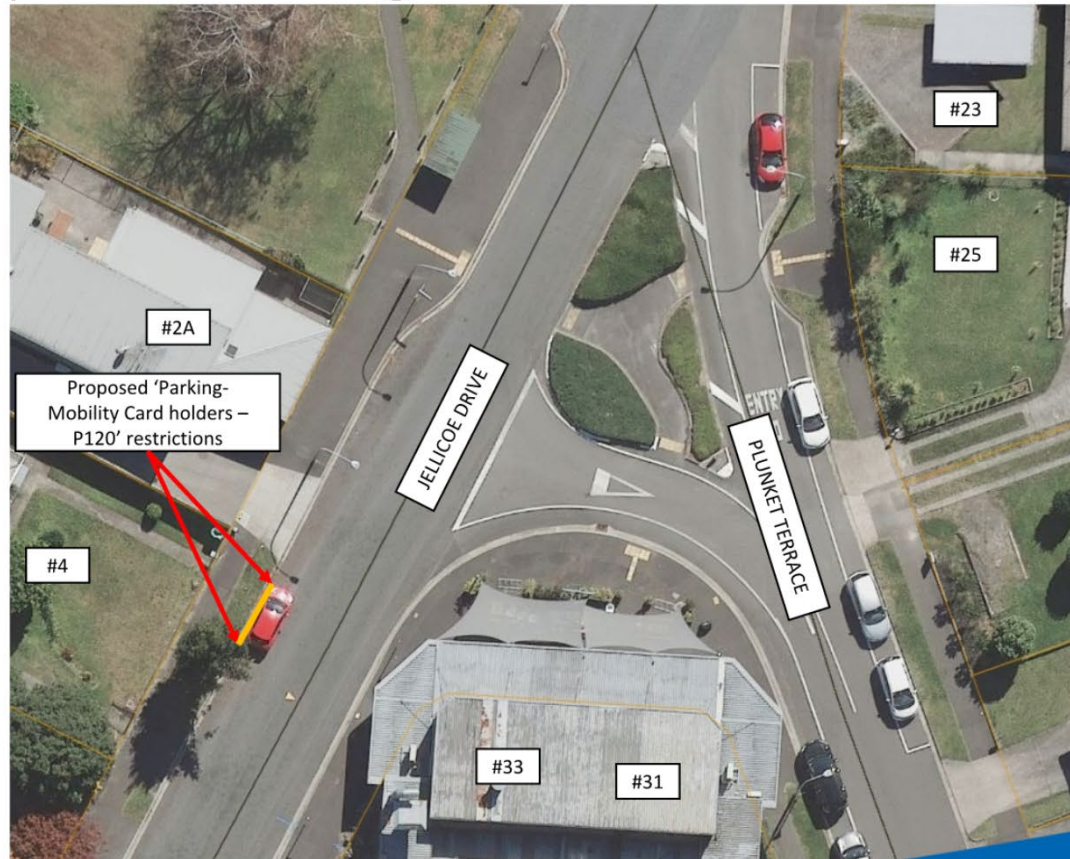


# Gazette existing Parking Restriction – Hector Drive

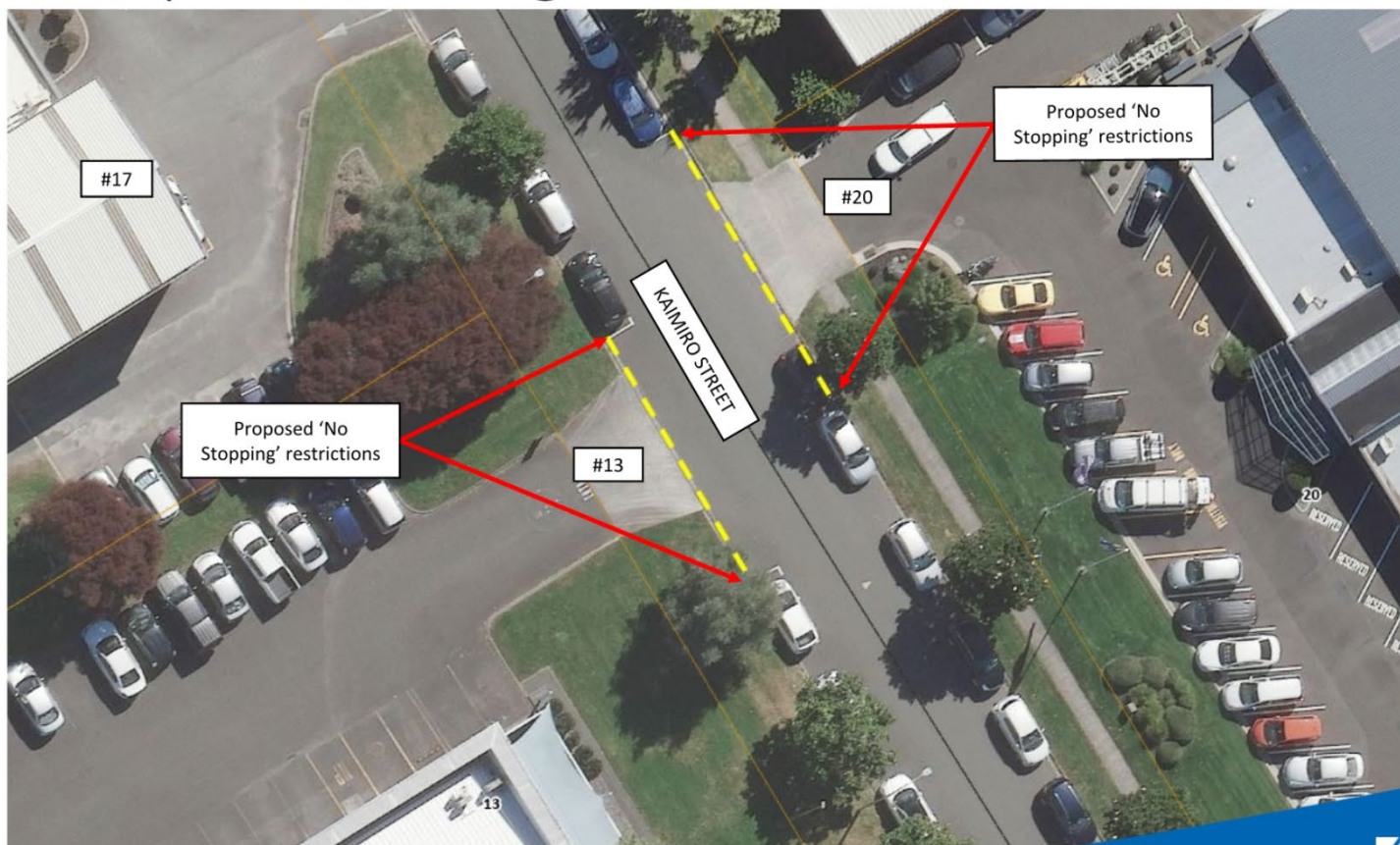




## Proposed Parking Restriction – Jellicoe Drive

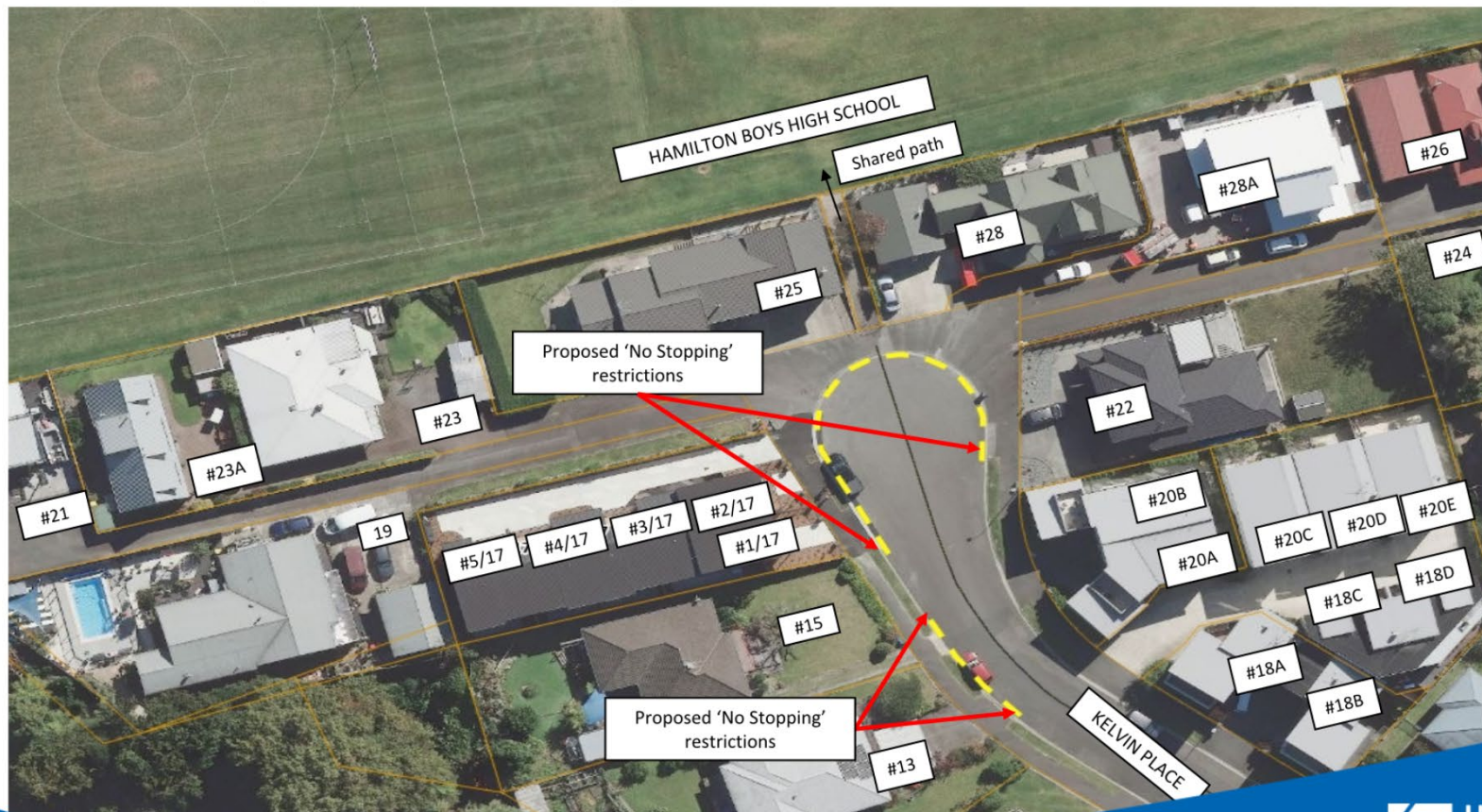


# Proposed Parking Restriction – Kaimiro Street



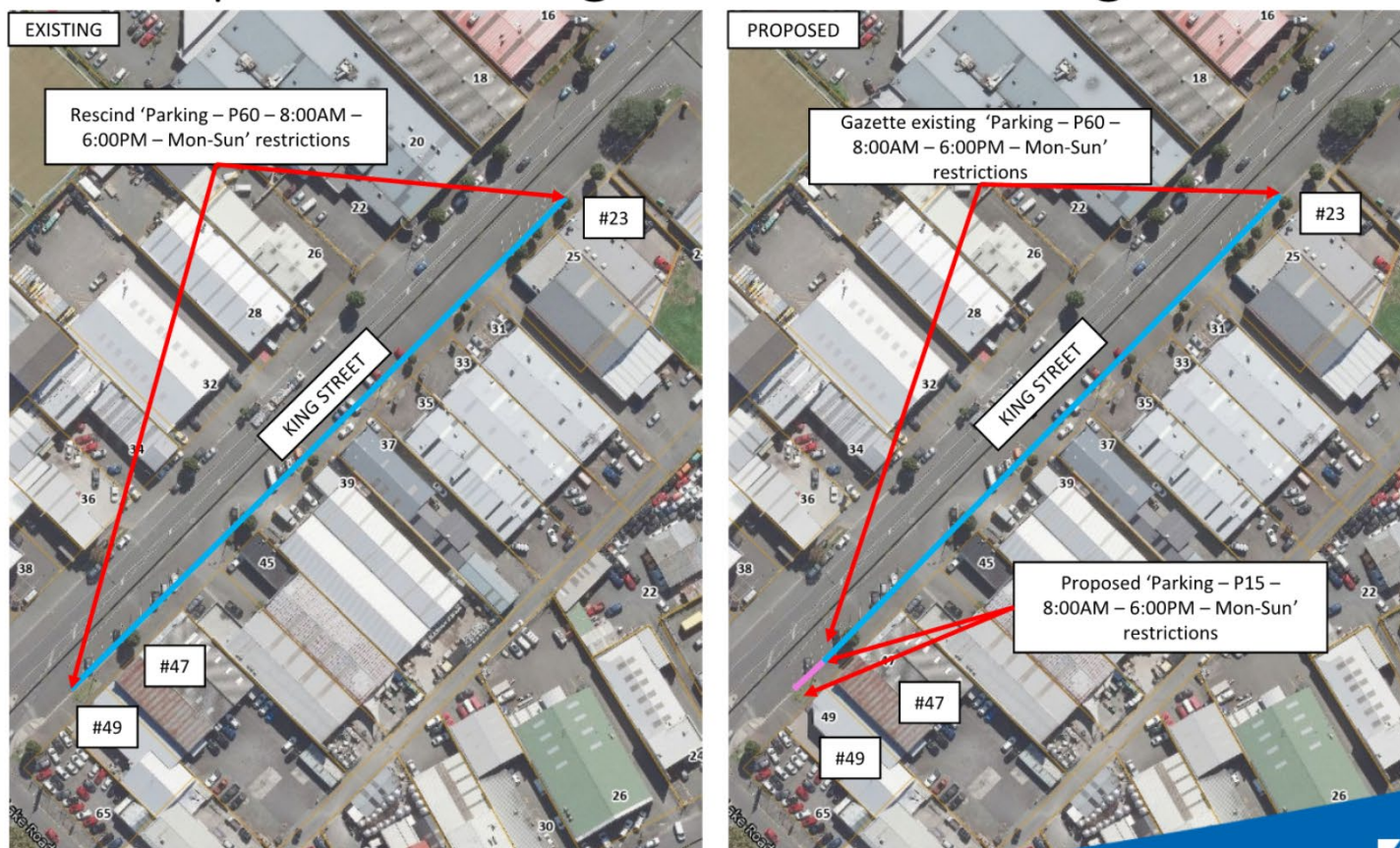


## Proposed Parking Restriction – Kelvin Place

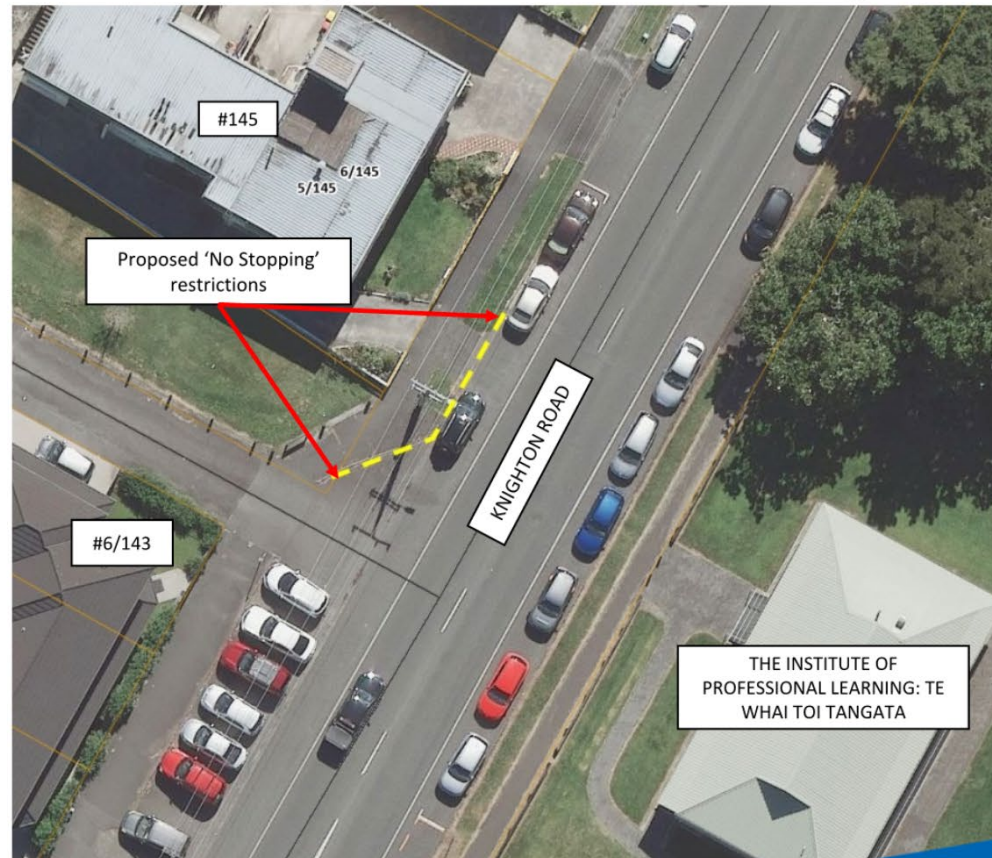




# Proposed Parking Restriction – King Street

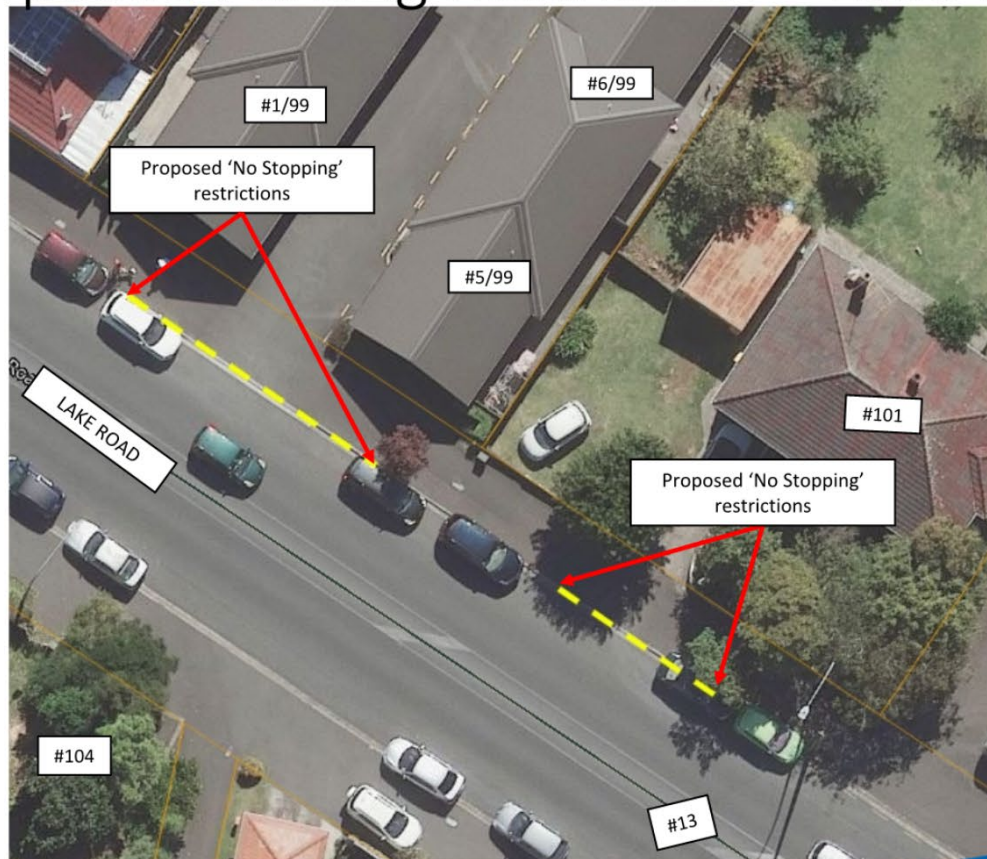


## Proposed Parking Restriction – Knighton Road

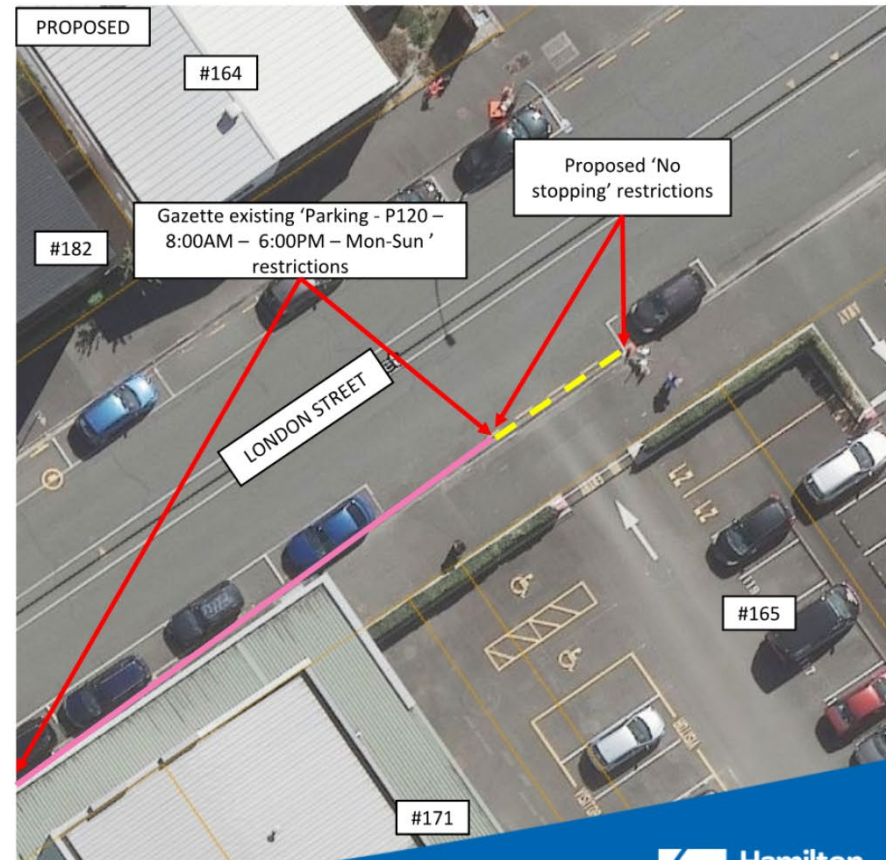
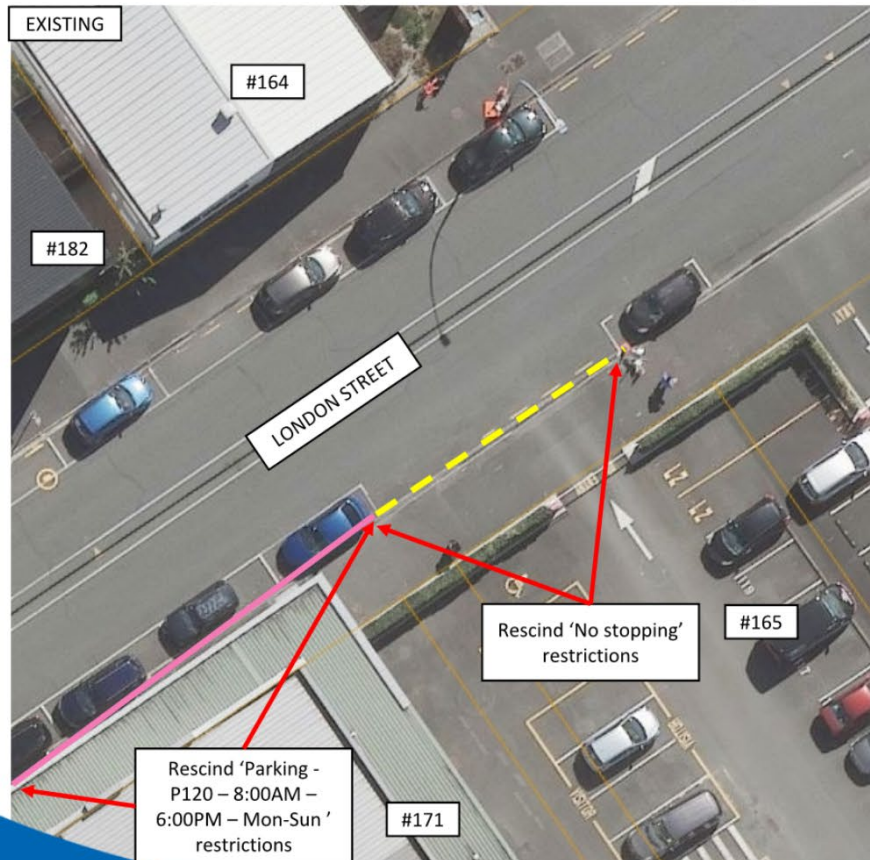




## Proposed Parking Restriction – Lake Road

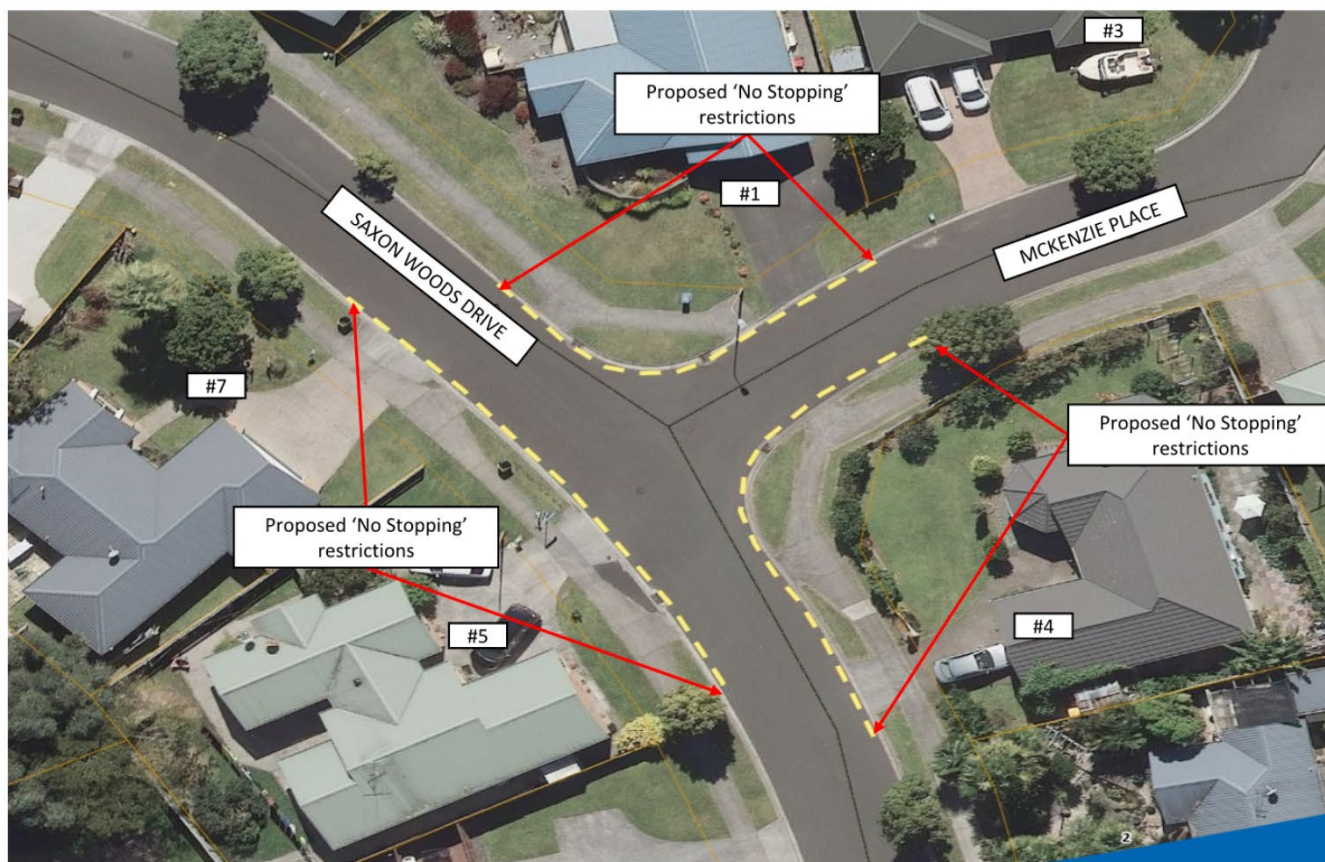


## Proposed Parking Restriction – London street



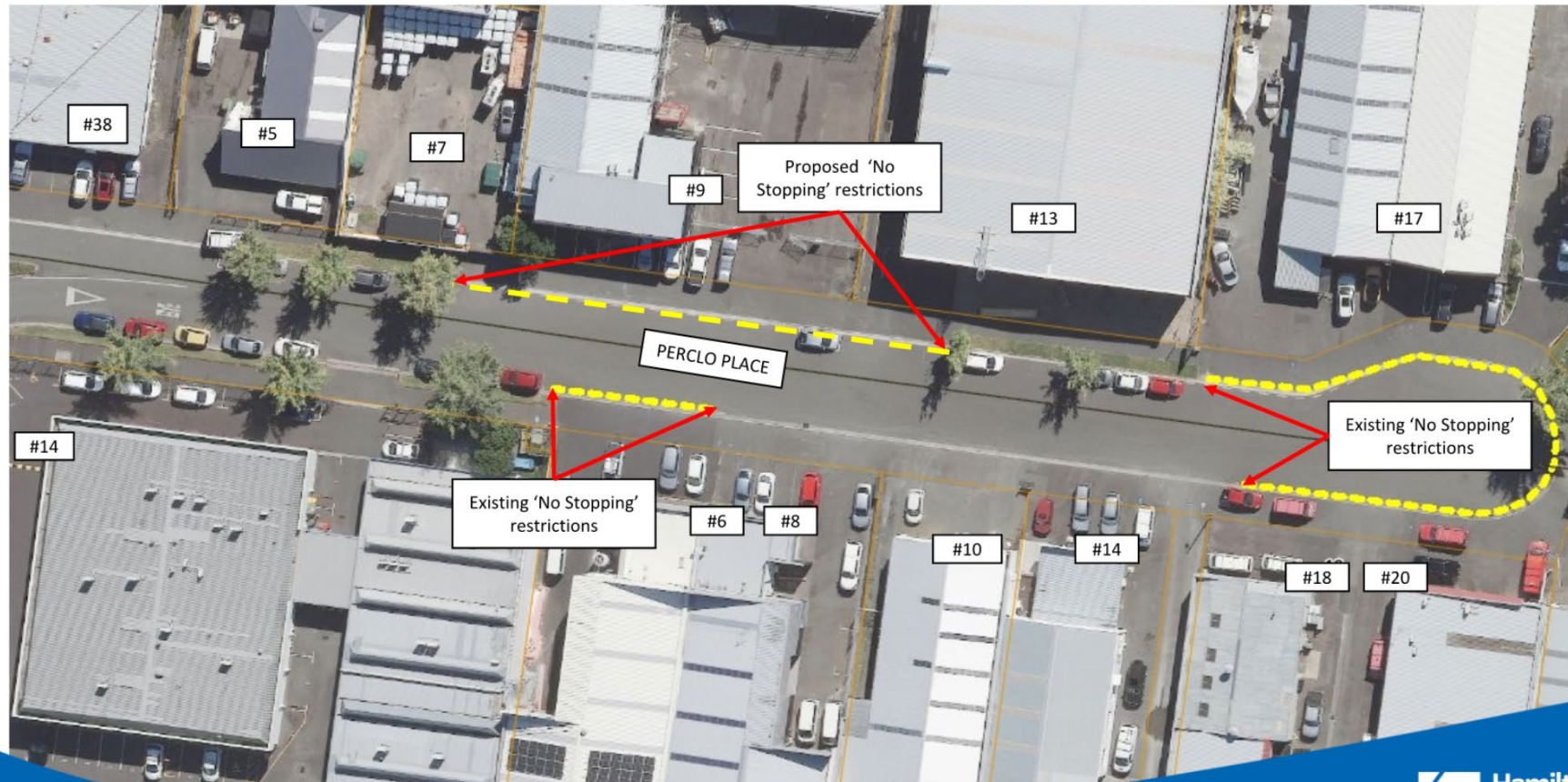


## Proposed Parking Restriction – McKenzie Place & Saxon Woods Drive

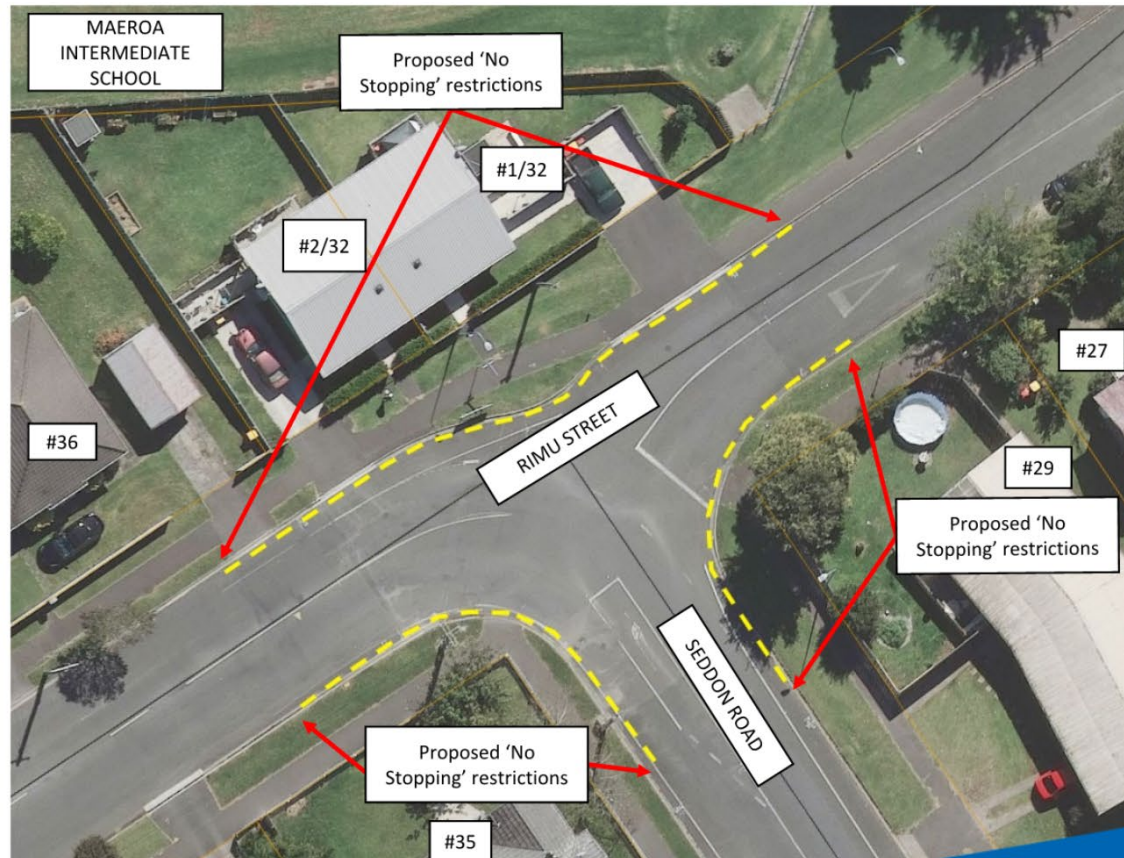




# Proposed Parking Restriction – Perclo Place

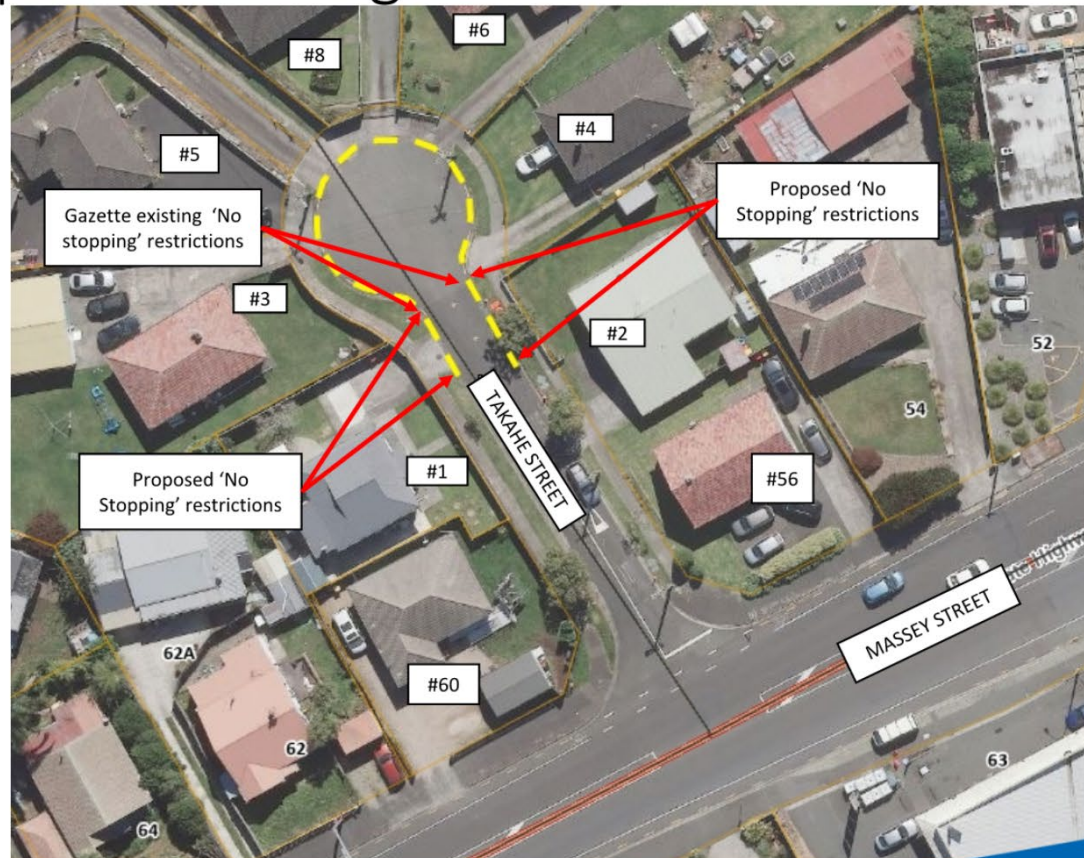


## Proposed Parking Restriction – Rimu Street & Seddon Road





## Proposed Parking Restriction – Takahe Street

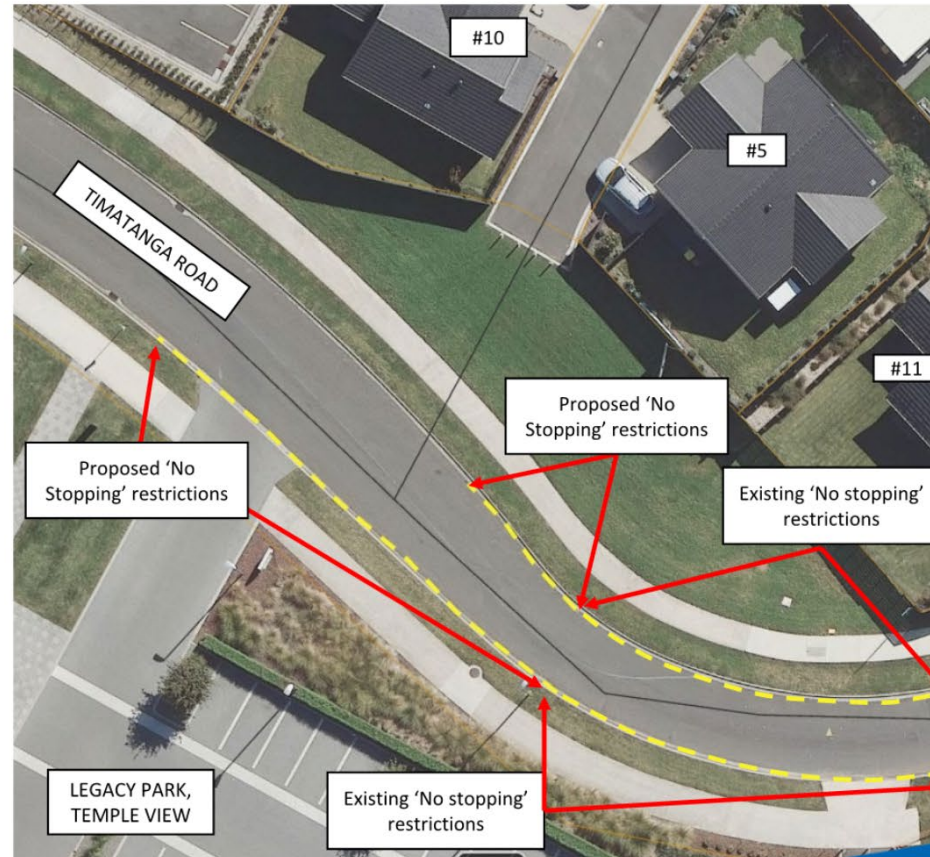




# Proposed Parking Restriction – Te Rapa Road

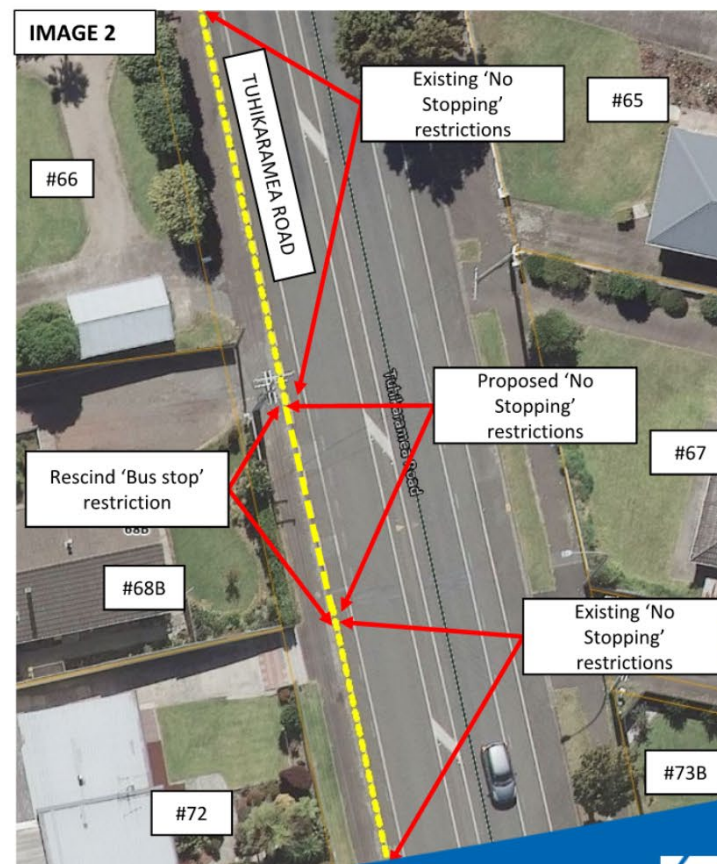
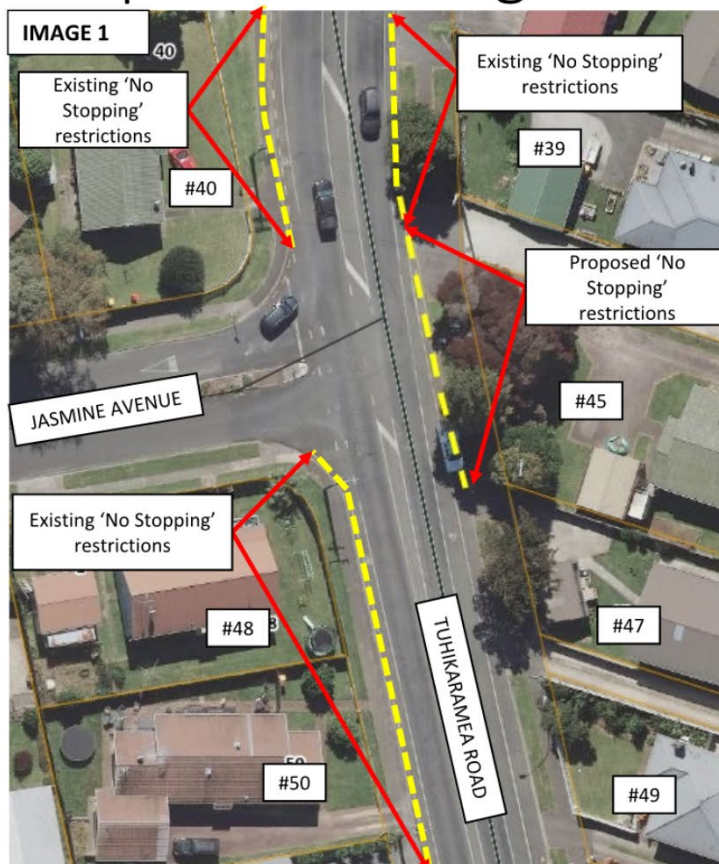


# Proposed Parking Restriction – Timatanga Road



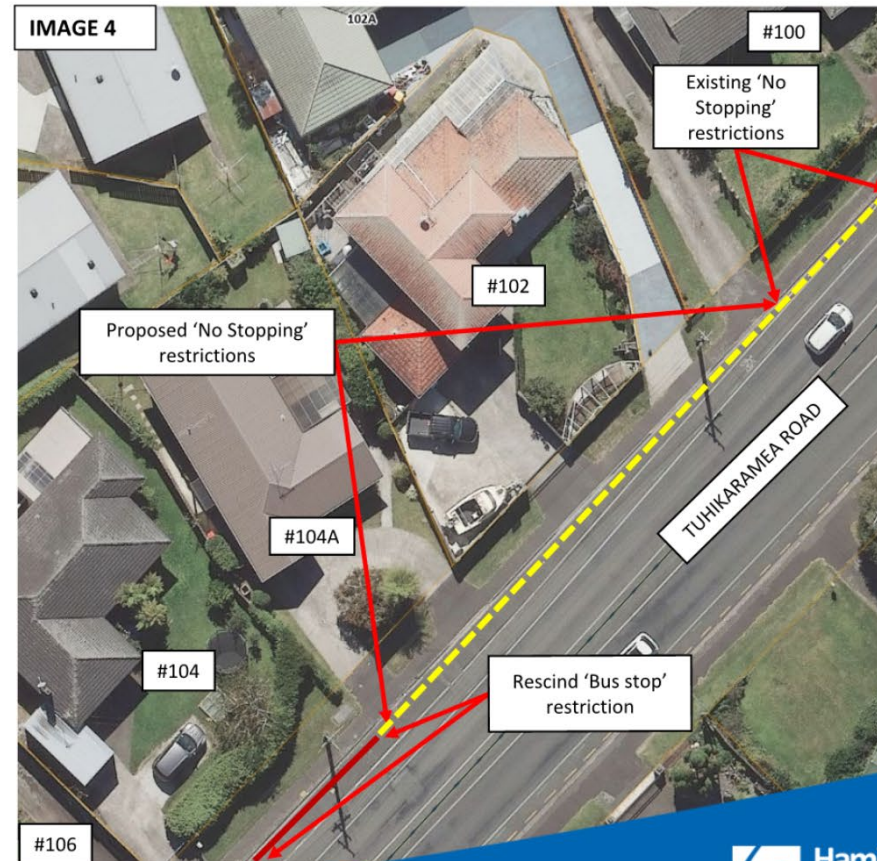
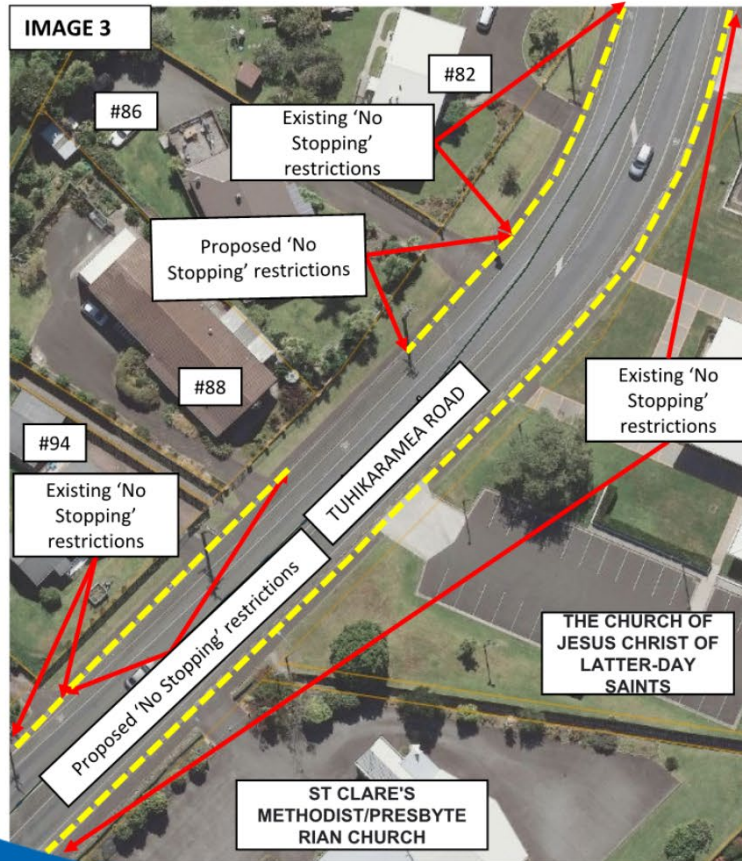


# Proposed Parking Restriction –Tuhikaramea Road



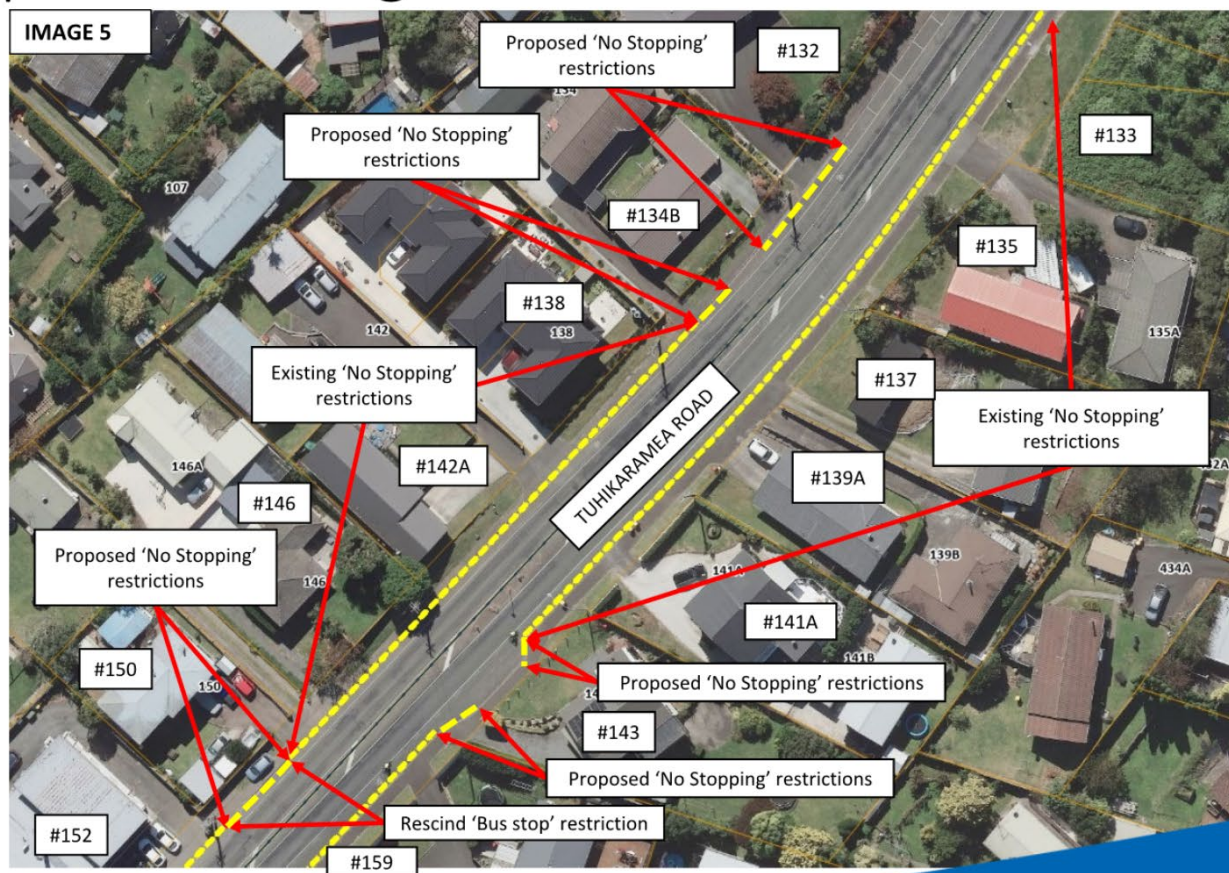


## Proposed Parking Restriction –Tuhikaramea Road

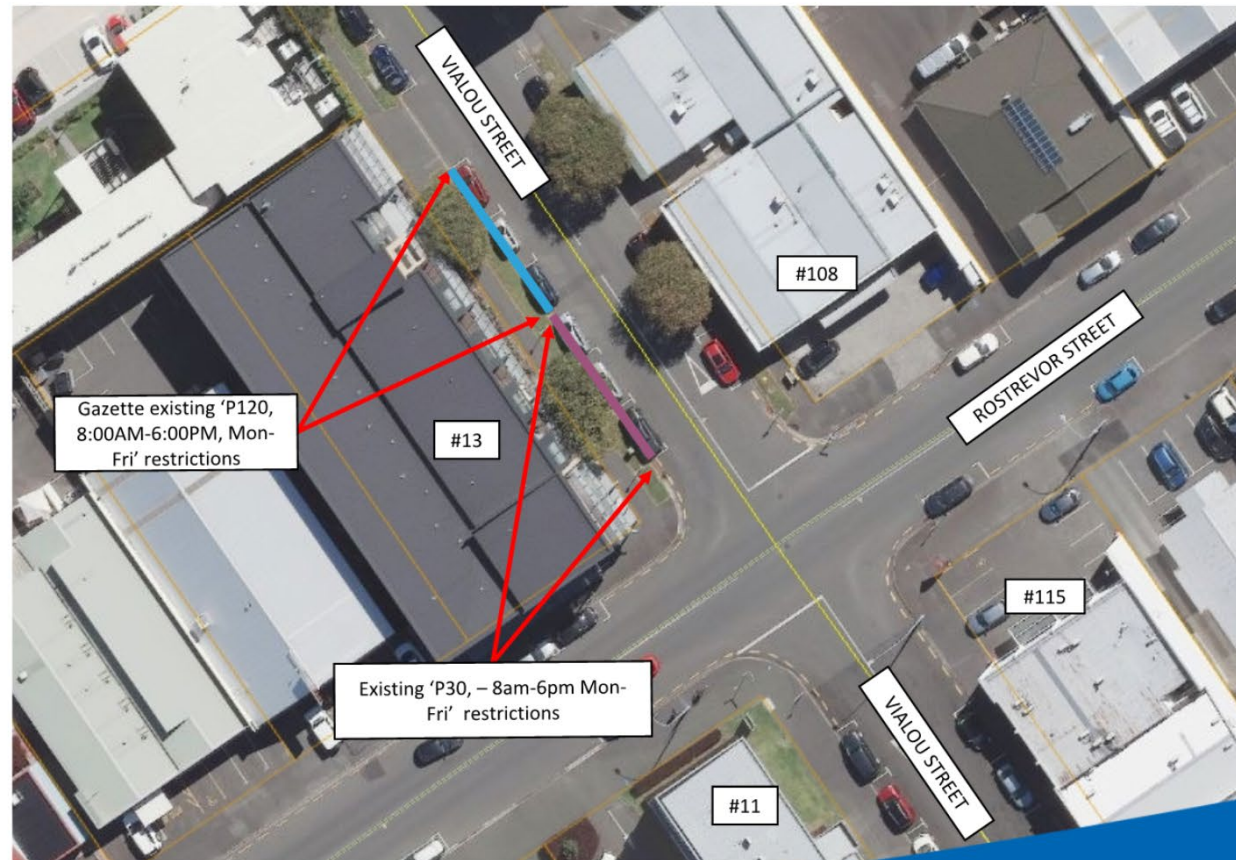




# Proposed Parking Restriction –Tuhikaramea Road

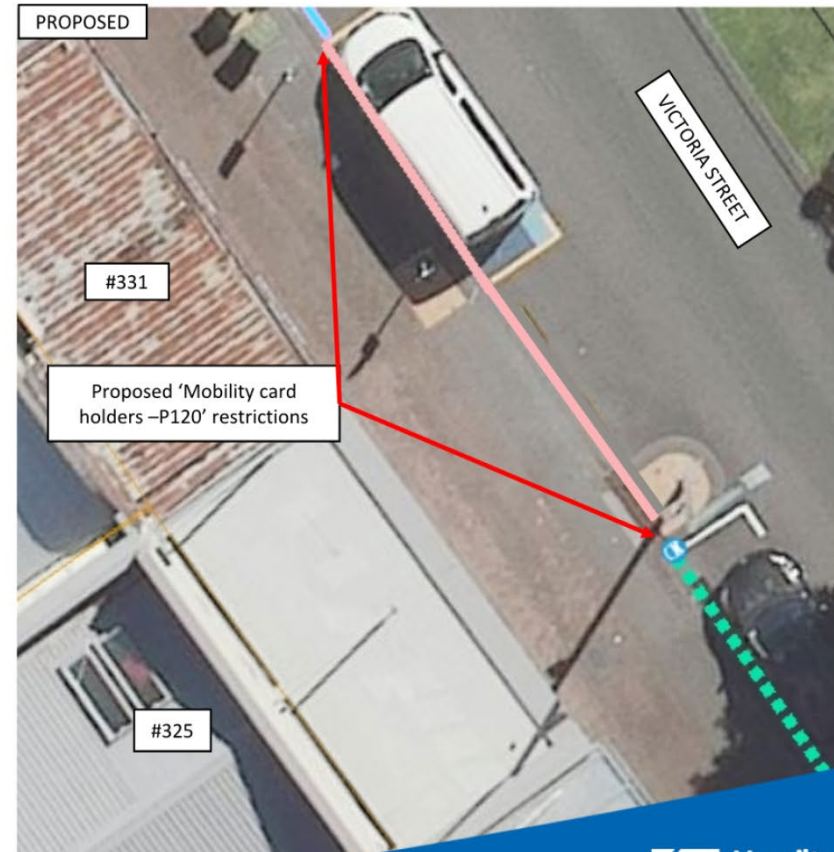
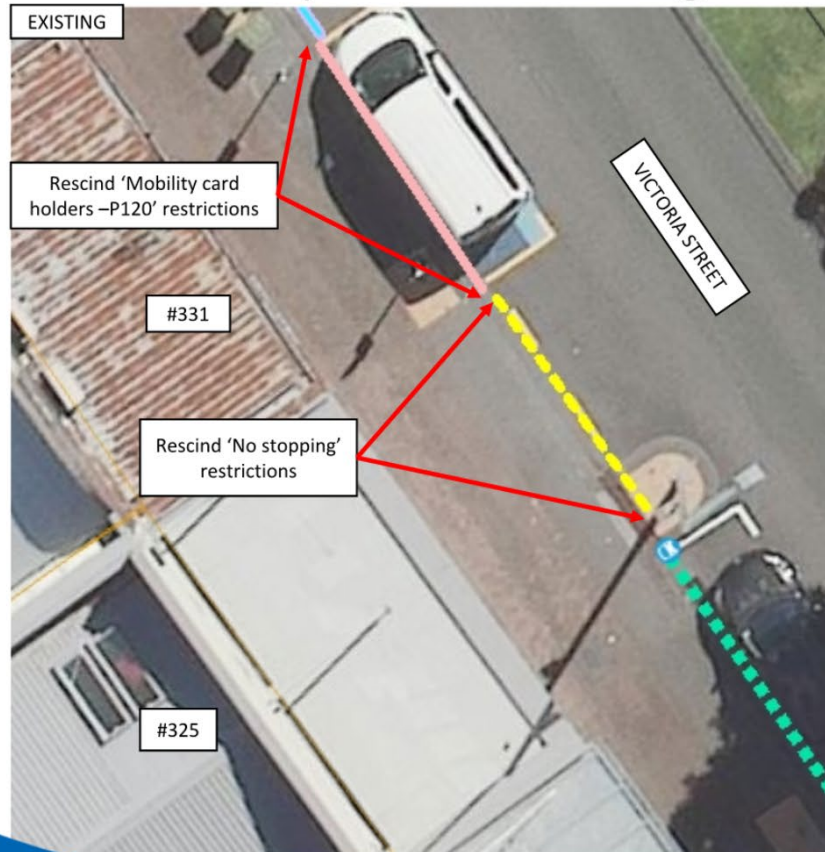


# Gazette existing Parking Restriction – Vialou Street

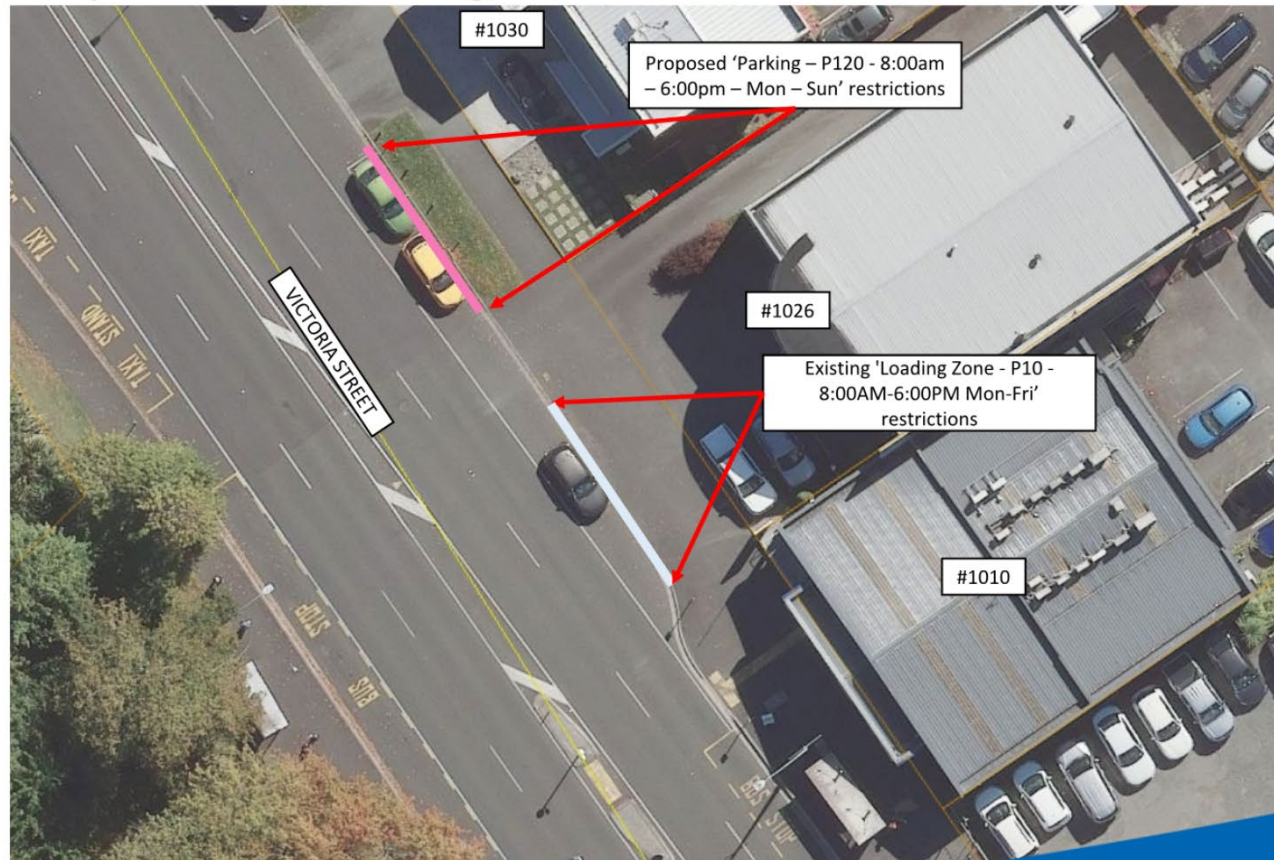




# Proposed Parking Restriction – Victoria Street



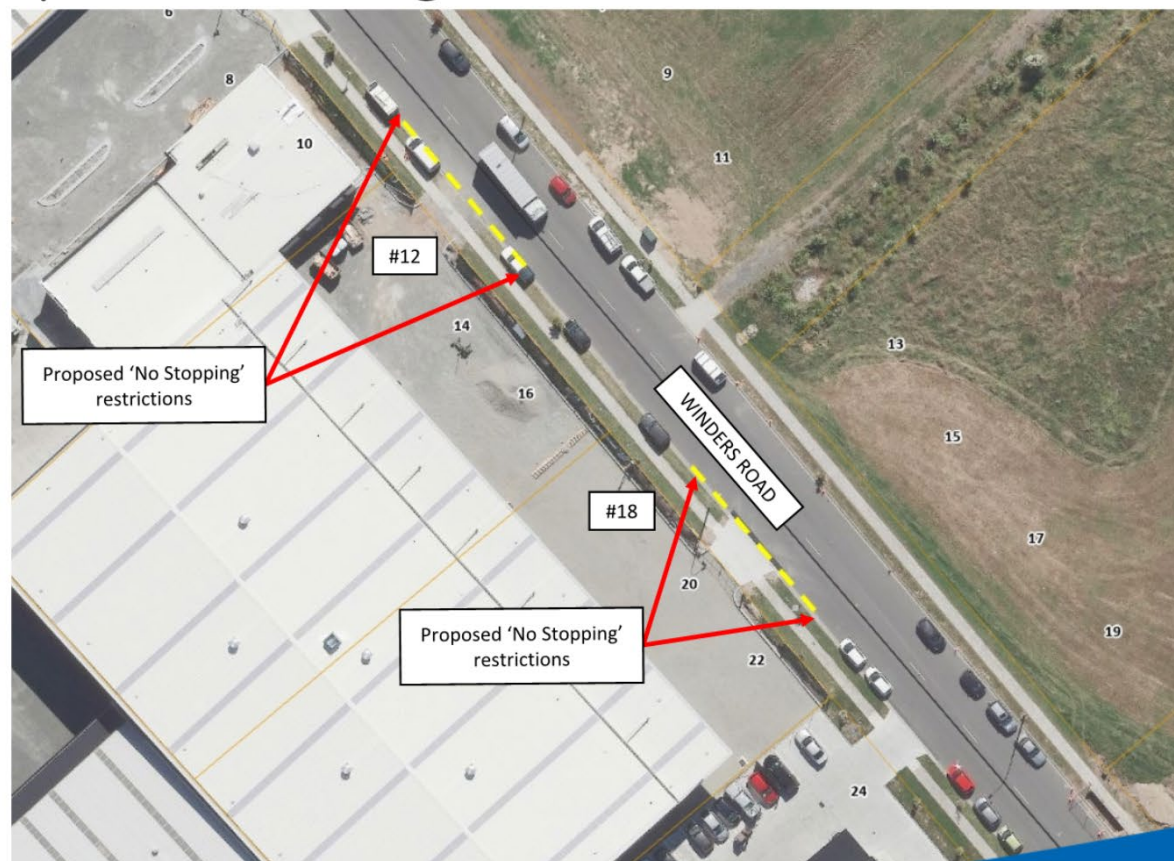
## Proposed Parking Restriction – Victoria Street



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel – February 2024



## Proposed Parking Restriction – Winders Road





# Proposed Parking Restriction Changes

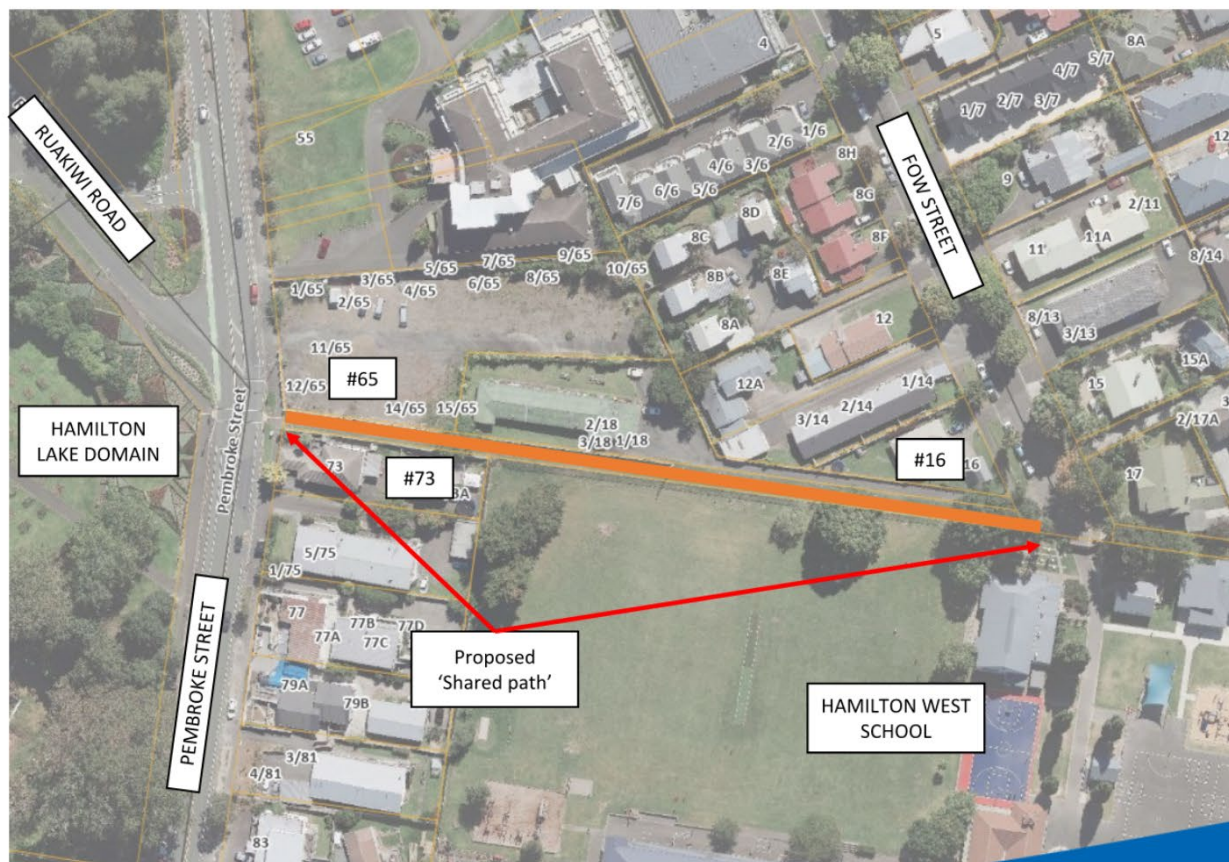
## LCLR Projects

- Fow Street
- River Road

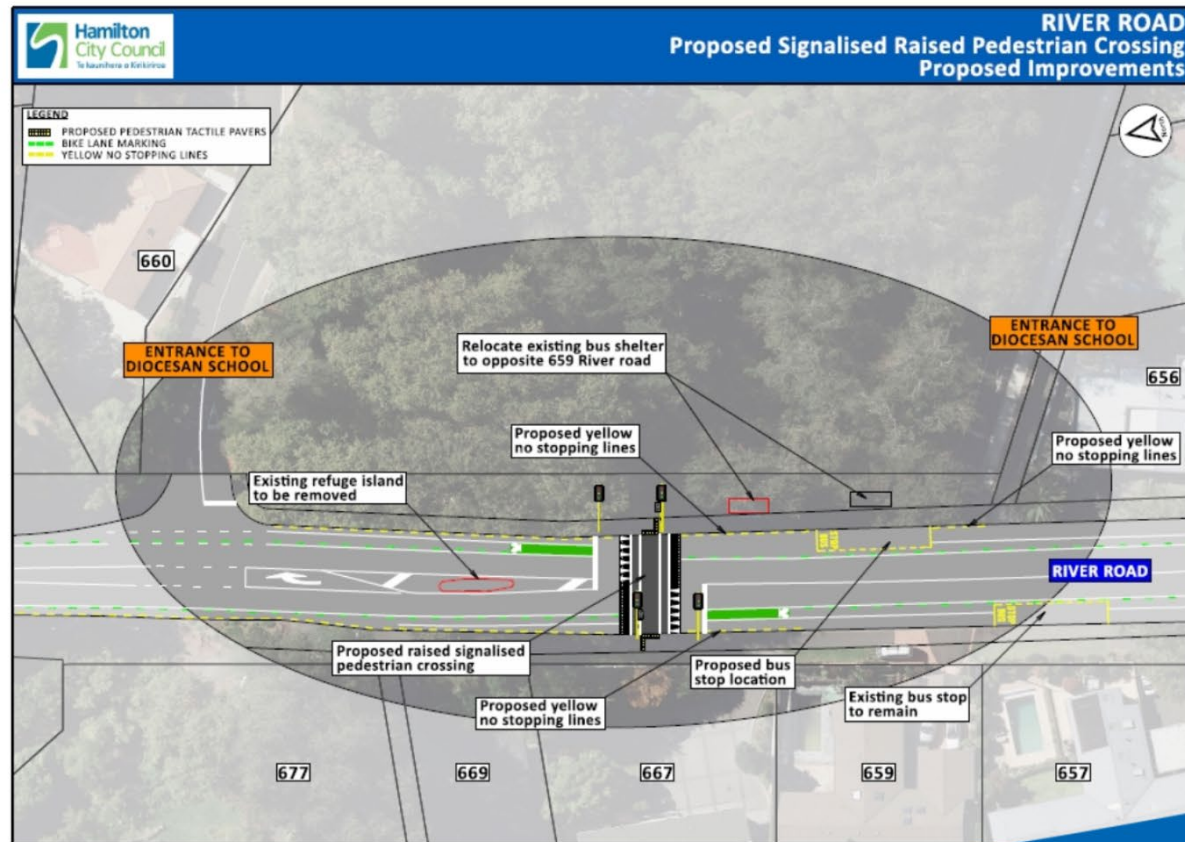
D-5021606

Attachment 1 - Illustrations of proposed parking restriction  
changes for TSL&RC Hearings Panel – February 2024

## Proposed Shared Path connecting– Fow Street / Pembroke Street



# Proposed Parking Restriction – River Road





# Proposed Parking Restriction Changes

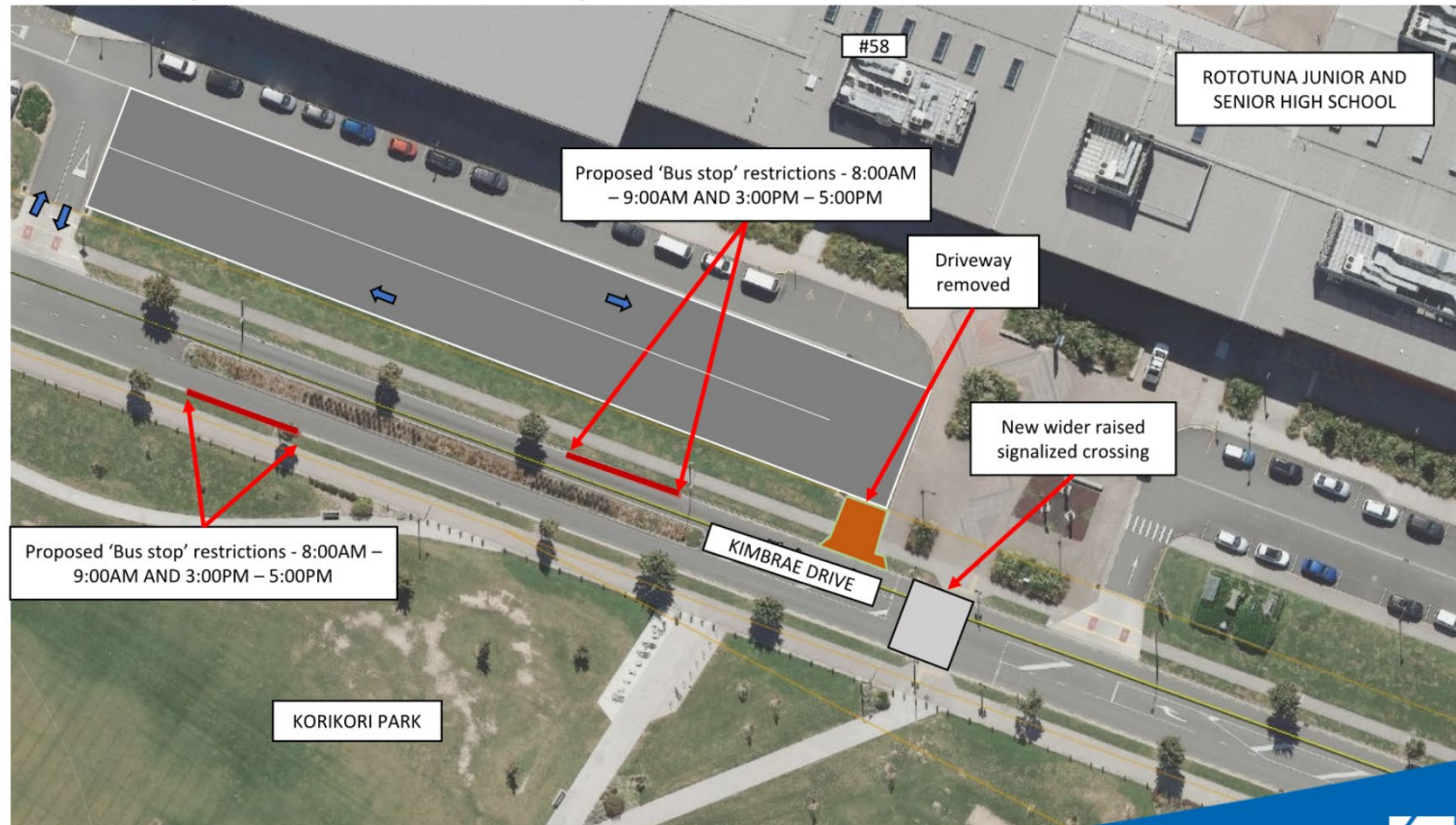
## LCLR Projects – Improvements to Public Transport

- Grange Avenue
- Kimbrae Drive
- Meteor route changes
  - Aberdeen Drive
  - Commerce Street
  - MacDonald Road
  - Vesty Avenue
  - Wellington Street

## Proposed Bus stop Restriction – Grange Avenue



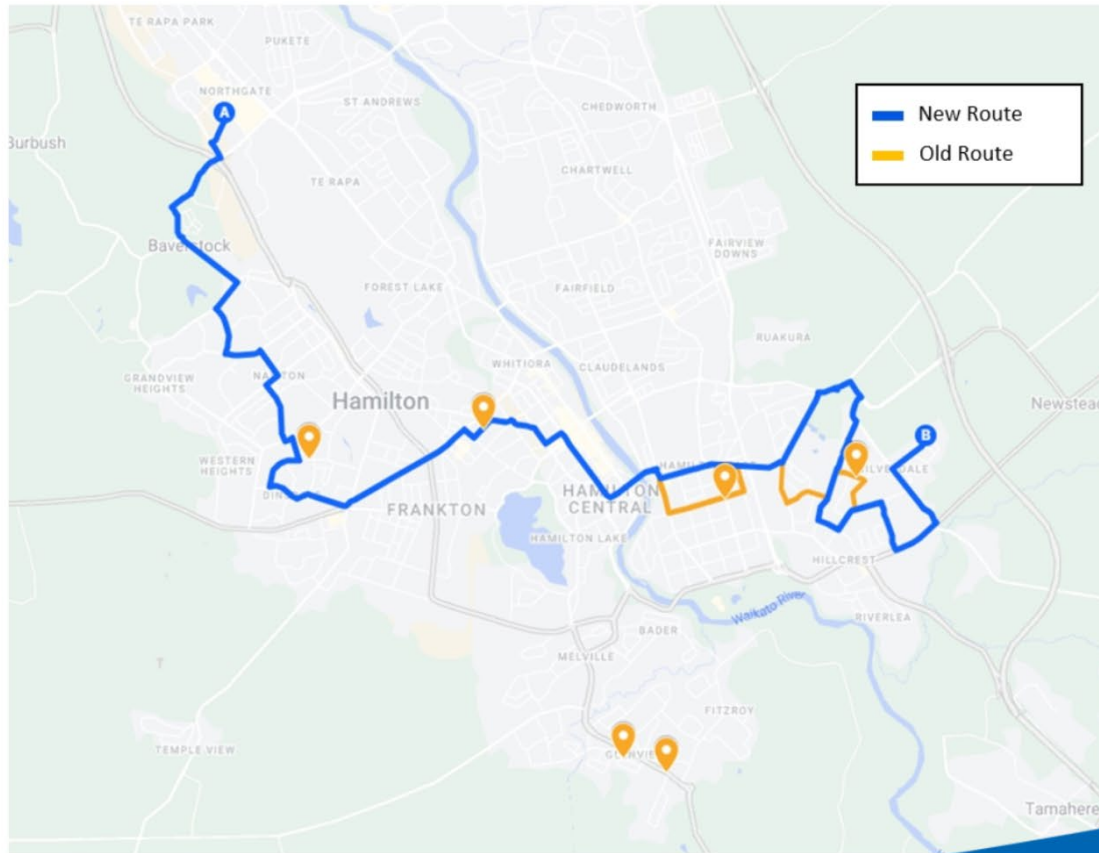
# Proposed Bus stop Restriction – Kimbrae Drive



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel – February 2024



## Proposed Bus stop Restriction –Meteor bus service changes



## Proposed Bus stop Restriction – Aberdeen Drive (Meteor bus service changes)





## Proposed Bus stop Restriction – Commerce Street (Meteor Meteor bus service changes)





## Proposed Bus stop Restriction – MacDonald Road (Meteor bus service changes)



## Proposed Bus stop Restriction – Vesty Avenue (Meteor bus service changes)





## Proposed Bus stop Restriction – Wellington Street (Meteor bus service changes)



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel – February 2024



## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Aberdeen Drive	CTU	Meteor bus service changes, bus stop no longer required.	1. Installation of 15m 'Parking -P15 – 8:00am – 6:00pm – Mon – Sun' outside #66 Aberdeen Drive.
Aquila Crescent	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	2. Installation of 40m 'No Stopping' restriction between #62 - #64 Aquila Crescent.
Butler Place	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	1. Installation of 10m 'No Stopping' restriction outside #1 Butler Place. 2. Installation of 10m 'No Stopping' restriction outside #2 Butler Place.
Bruce Avenue	CTU	Gazette records as per existing parking restrictions on road.	1. Installation of 20m 'Parking – P10 -8:00am-6:00pm – Mon-Fri' restrictions opposite #55 - #59 Bruce Avenue. 2. Installation of 20m 'Parking – P10 -8:00am-6:00pm – Mon-Fri' restrictions opposite #61 Bruce Avenue.
Cardrona Road	Customer	Improve traffic operations on cul-de-sac end of the street and provide unrestricted access to properties.	1. Installation of 50m 'No Stopping' restriction between #15 - #24 Cardrona Road.
Churchill Avenue	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	1. Installation of 10m 'No Stopping' restriction outside #42 Churchill Avenue. 2. Installation of 10m 'No Stopping' restriction outside #2 Stokes Crescent
Collingwood Street	CTU	Pedestrian crossing facility relocated as part of recent improvements. Area able to be used now as parking.	1. Installation of 30m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside Wintec in Collingwood Street. 2. Installation of 25m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside #127 Collingwood Street.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – February 2024

			<ol style="list-style-type: none"> <li>3. Installation of 50m 'No Stopping' restriction between #127 and #100 Collingwood Street.</li> <li>4. Installation of 5m 'No Stopping' restriction outside Wintec in Collingwood Street.</li> </ol>
Duke Street	Customer	<p>Improve safety and traffic operations by increasing safe intersection sight distances.</p> <p>Provide unrestricted access to properties.</p>	<ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #74 Higgins Road.</li> <li>2. Installation of 15m 'No Stopping' restriction outside #69B Higgins Road.</li> <li>3. Installation of 10m 'No Stopping' restriction outside #71 Higgins Road.</li> <li>4. Installation of 15m 'No Stopping' restriction outside #76 Higgins Road.</li> <li>5. Installation of 15m 'No Stopping' restriction outside #89 Duke Street.</li> </ol>
Earthmover Crescent		<p>Improve safety and traffic operations.</p> <p>Provide unrestricted access to properties for large and long vehicles.</p>	<ol style="list-style-type: none"> <li>1. Installation of 135m 'No Stopping' restriction outside #33 - #37 Earthmover Crescent.</li> <li>2. Installation of 15m 'No Stopping' restriction outside #36 Earthmover Crescent.</li> <li>3. Installation of 15m 'No Stopping' restriction outside #32 - #36 Earthmover Crescent.</li> <li>4. Installation of 35m 'No Stopping' restriction outside #6/30 - #32 Earthmover Crescent.</li> <li>5. Installation of 20m 'No Stopping' restriction outside #1/30 - #6/30 Earthmover Crescent.</li> <li>6. Installation of 25m 'No Stopping' restriction outside #1/30 - #28 Earthmover Crescent.</li> </ol>

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

			<ol style="list-style-type: none"> <li>Installation of 25m 'No Stopping' restriction outside #26 - #28 Earthmover Crescent.</li> <li>Installation of 30m 'No Stopping' restriction outside #24 - #26 Earthmover Crescent.</li> </ol>
Gallagher Drive	Customer	Provide unrestricted access to property for large and long vehicles.	<ol style="list-style-type: none"> <li>Installation of 20m 'No Stopping' restriction outside #10-16 Gallagher Drive.</li> <li>Installation of 25m 'No Stopping' restriction outside #36 Gallagher Drive.</li> </ol>
Gibson Place	Customer	Improve safety and traffic operations.	<ol style="list-style-type: none"> <li>Installation of 25m 'No Stopping' restriction outside #40C - #40D Gibson Road.</li> </ol>
Grantham Street	CTU	<p>Improve safety and traffic operations.</p> <p>Gazette records as per existing parking restrictions on road.</p>	<ol style="list-style-type: none"> <li>Installation of 30m 'No Stopping' restriction outside #150 Grantham Street.</li> <li>Installation of 15m 'No Stopping' restriction outside #16 Tisdall Street.</li> </ol>
Higgins Road	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	<ol style="list-style-type: none"> <li>Installation of 10m 'No Stopping' restriction outside #74 Higgins Road.</li> <li>Installation of 20m 'No Stopping' restriction outside #69B Higgins Road.</li> <li>Installation of 15m 'No Stopping' restriction outside #71 Higgins Road.</li> <li>Installation of 5m 'No Stopping' restriction outside #76 Higgins Road.</li> </ol>
Hector Drive	CTU	Gazette records as per existing parking restrictions on road.	<ol style="list-style-type: none"> <li>Installation of 150m 'No Stopping' restriction between #25 Hector Drive and Summerset Rototuna.</li> <li>Installation of 190m 'No Stopping' restriction between #38 - #20 Hector Drive.</li> </ol>



## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

Jellicoe Drive	CTU	Provide parking for Mobility Permit holders.	1. Installation of 6m 'Parking- Mobility Card holders – P120' restriction outside #4 Jellicoe Drive.
Kaimiro Street	Customer	Improve safety and traffic operations by increasing safe sight distances at driveways.	1. Installation of 20m 'No Stopping' restriction outside #20 Kaimiro Street. 2. Installation of 15m 'No Stopping' restriction outside #13 Kaimiro Street.
Kelvin Place	Customer	Improve traffic safety on the cul-de-sac and provide unrestricted access to properties.	1. Installation of 50m 'No Stopping' restriction between #17 - #22 Kelvin Place. 2. Installation of 15m 'No Stopping' restriction between #13 - #15 Kelvin Place.
King Street	Customer	Improve parking operations.	1. Installation of 175m 'Parking – P60 – 8:00AM – 6:00PM – Mon-Sun' restriction between #23 - #47 King Street. 3. Installation of 10m 'Parking – P15 – 8:00AM – 6:00PM – Mon-Sun' restriction between #47 - #49 King Street.
Knighton Road	Customer	Provide unrestricted access to properties.	1. Installation of 20m 'No Stopping' restriction outside #145 Knighton Road.
Lake Road	Customer	Provide unrestricted access to properties.	1. Installation of 15m 'No Stopping' restriction outside #99 Lake Road. 2. Installation of 10m 'No Stopping' restriction outside #101 Lake Road.
London Street	CTU	Provide additional car parking for road users.	1. Installation of 30m 'Parking - P120 – 8:00AM – 6:00PM – Mon-Sun' restriction between #165 and #171 London Street. 2. Installation of 10m 'No Stopping' restriction between #165 and #171 London Street.
McKenzie Place	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	1. Installation of 15m 'No Stopping' restriction outside #1 McKenzie Place. 2. Installation of 20m 'No Stopping' restriction outside #4 Saxon Woods Drive.

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

Perclo Place	Customer	Provide unrestricted access to property.	3. Installation of 60m 'No Stopping' restriction starting between #7 - #13 Perclo Place.
Rimu Street	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	<ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #35 Rimu Street.</li> <li>2. Installation of 15m 'No Stopping' restriction outside #29 Rimu Street.</li> <li>3. Installation of 45m 'No Stopping' restriction between #36 - #1/32 Rimu Street.</li> </ol>
River Road	CTU - LCLR	Safety improvements – Raised signalised pedestrian crossing.	<ol style="list-style-type: none"> <li>1. Installation of 20m 'No Stopping' restriction outside # 659 - #667 River Road.</li> <li>2. Installation of 20m 'No Stopping' restriction opposite #659 - #667 River Road.</li> <li>3. Installation of 10m 'No Stopping' restriction opposite #657 - #659 River Road.</li> </ol>
Saxon Woods Drive	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	<ol style="list-style-type: none"> <li>1. Installation of 30m 'No Stopping' restriction between #5 - #7 Saxon Woods Drive.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #1 McKenzie Place.</li> <li>3. Installation of 15m 'No Stopping' restriction outside #4 Saxon Woods Drive.</li> </ol>
Seddon Road	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	<ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #35 Rimu Street.</li> <li>2. Installation of 15m 'No Stopping' restriction outside #29 Rimu Street.</li> </ol>
Stokes Crescent	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	<ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #42 Churchill Avenue.</li> <li>2. Installation of 20m 'No Stopping' restriction outside #2 Stokes Crescent</li> </ol>

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

Takahe Street	Customer	Improve access to properties and gazette records as per existing parking restrictions on road.	1. Installation of 60m 'No Stopping' restriction between #3 - #4 Takahe Street.
Te Rapa Road	CTU	Provide unrestricted access to property.	1. Installation of 15m 'No Stopping' restriction outside #442 - #446 Te Rapa Road.
Timatanga Road	Customer	Improve safety and traffic operations by increasing sight distances.	1. Installation of 140m 'No Stopping' restriction opposite #10 - #15 Timatanga Road. 2. Installation of 115m 'No Stopping' restriction outside #5 - #15 Timatanga Road.
Tuhikaramea Road	CTU- Reseal	Improve safety and traffic operations.	1. Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road. 2. Installation of 305m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road. 3. Installation of 35m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road. 4. Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road. 5. Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road. 6. Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. 7. Installation of 510m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.
Vialou Street	CTU	Gazette records as per existing parking restrictions on road.	1. Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street.



Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – February 2024

Victoria street	CTU	Improve existing Mobility Parking restriction.  Gazette records as per existing parking restrictions on road.	<ol style="list-style-type: none"><li>1. Installation of 10m ‘Mobility card holders –P120’ restrictions between #331 and #325 Victoria Street.</li><li>2. Installing 10m ‘Parking -P120 – 8:00am – 6:00pm – Mon – Sun’ between #1030 - #1026.</li></ol>
Winders Road	Customer	Provide unrestricted access to property for large and long vehicles.	<ol style="list-style-type: none"><li>1. Installation of 25m ‘No Stopping’ restriction outside #12 Winders Road.</li><li>1. Installation of 25m ‘No Stopping’ restriction outside #18 Winders Road.</li></ol>
Yeats Crescent	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	<ol style="list-style-type: none"><li>1. Installation of 10m ‘No Stopping’ restriction outside #1 Butler Place.</li><li>2. Installation of 10m ‘No Stopping’ restriction outside #2 Butler Place.</li><li>3. Installation of 30m ‘No Stopping’ restriction between #20 - #24 Yeats Crescent.</li></ol>

BUS STOPS			
Location	Requested By	Reason	Description
Aberdeen Drive	CTU	Meteor bus service changes.	<ol style="list-style-type: none"><li>1. Rescind existing 15m bus stop outside #66 Aberdeen Drive</li></ol>
Commerce Street	CTU	Meteor bus service changes.	<ol style="list-style-type: none"><li>1. Rescind existing bus stop outside #47- #53 Commerce Street</li></ol>
Grange Avenue	CTU	Meteor bus service changes.	<ol style="list-style-type: none"><li>1. Rescind existing 12m bus stop outside #27 -#29 Grange Avenue</li><li>2. Rescind existing 12m bus stop outside #3 -#1B Grange Avenue</li><li>3. Installation of 15m bus stop outside #9 Grange Avenue</li></ol>
Kimbrae Drive	CTU	Improve Public transport for Rototuna Junior and Senior High School.	<ol style="list-style-type: none"><li>1. Installation of 15m bus stop outside Rototuna Junior and Senior High School on Kimbrae Drive for School days between the hours of 8:00AM – 9:00AM AND 3:00PM – 5:00PM.</li></ol>

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

			2. Installation of 15m bus stop opposite Rototuna Junior and Senior High School on Kimbrae Drive for School days between the hours of 8:00AM – 9:00AM AND 3:00PM – 5:00PM.
River Road	CTU - LCLR	Improve traffic operations and safety for a raised pedestrian crossing	1. Installation of 15m bus stop opposite #659 River Road. 2. Rescind 15m bus stop opposite #667 River Road.
MacDonald Road	CTU	Meteor bus service changes.	1. Rescind existing bus stop outside #42 MacDonald Road
Tuhikaramea Road	CTU	Improve safety and traffic operations.	1. Rescind existing 12.5m bus stop outside #68B Tuhikaramea Road. 2. Rescind existing 12m bus stop outside #104 Tuhikaramea Road. 3. Rescind existing 12m bus stop outside #150 Tuhikaramea Road.
Vesty Avenue	CTU	Meteor bus service changes.	1. Rescind existing bus stop outside #10 Vesty Avenue
Wellington Street	CTU	Meteor bus service changes.	1. Rescind existing bus stop outside #86 -#88 Wellington Street

EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Bruce Avenue	CTU	Gazette records as per existing parking restrictions on road.	1. Rescind 41m 'Parking – P10 -8:00am-6:00pm – Mon-Fri' restrictions opposite #55 - #61 Bruce Avenue.
Collingwood Street	CTU	Pedestrian crossing facility relocated as part of recent improvements. Area able to be used now as parking.	1. Rescind 66.5 m 'No Stopping' restriction between #127 and #100 Collingwood Street. 2. Rescind 19 m 'No Stopping' restriction outside Wintec in Collingwood Street. 3. Rescind 17m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside Wintec in Collingwood Street.

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

			4. Rescind 11.5m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside #133 Collingwood Street.
Commerce Street	CTU	Provide car parking for road users.	1. Rescind 28 m 'No Stopping' restriction between #68 and #62, Commerce Street.
Gallagher Drive	Customer	Provide unrestricted access to property for large and long vehicles.	1. Rescind 14m 'No Stopping' restriction outside #36 Gallagher Drive.
Hector Drive	CTU	Gazette records as per existing parking restrictions on road.	1. Rescind 354.5 m 'No Stopping' restriction between #20 - #25 Hector Drive.
King Street	Customer	Improve parking operations.	2. Rescind 185m 'Parking – P60 – 8:00AM – 6:00PM – Mon-Sun' restriction between #23 - #49 King Street.
London Street	CTU	Provide additional car parking for road users.	1. Rescind 18.5m 'No Stopping' restriction between #165 and #171 London Street. 2. Rescind 25m 'P120, 8:00AM-6:00PM, Mon-Sun' time restriction parking between #165 - #171 London Street.
Rimu Street	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	1. Rescind 11m 'No Stopping' restriction outside #35 Rimu Street.
Seddon Road	Customer	Improve safety and traffic operations by increasing safe intersection sight distances.	1. Rescind 11m 'No Stopping' restriction outside #35 Rimu Street.
Timatanga Road	Customer	Improve safety and traffic operations by increasing sight distances.	1. Rescind 105m 'No Stopping' restriction outside #11 - #15 Timatanga Road. 2. Rescind 105m 'No Stopping' restriction opposite #11 - #15 Timatanga Road.
Tuhikaramaea Road	CTU - Reseal	Improve safety and traffic operations.	1. Rescind 160m 'No Stopping' restriction outside #19 - #39 Tuhikaramaea Road.



## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – February 2024

			<ol style="list-style-type: none"> <li>2. Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road.</li> <li>3. Rescind 126m 'No Stopping' restriction outside #68B - #82 Tuhikaramea Road.</li> <li>4. Rescind 51m 'No Stopping' restriction outside #94 - #100 Tuhikaramea Road.</li> <li>5. Rescind 83m 'No Stopping' restriction outside #134B - #150 Tuhikaramea Road.</li> <li>6. Rescind 41m 'No Stopping' restriction outside #150 - #152 Tuhikaramea Road.</li> <li>7. Rescind 30m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road.</li> <li>8. Rescind 503m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.</li> </ol>
Vialou Street	CTU	Gazette records as per existing parking restrictions on road.	<ol style="list-style-type: none"> <li>1. Rescind 35m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street.</li> </ol>
Victoria street	CTU	<p>Improve existing Mobility Parking restriction.</p> <p>Gazette records as per existing parking restrictions on road.</p>	<ol style="list-style-type: none"> <li>1. Rescind 6m 'Mobility card holders –P120' restrictions outside #331 Victoria Street.</li> <li>2. Rescind 5.5m 'No Stopping' restriction outside #325 Victoria Street.</li> <li>3. Rescind 27m 'Parking -P120 – 8:00am – 6:00pm – Mon – Sun' between #1030 - #1026.</li> </ol>

# Council Report

Item 7

**Committee:** Traffic, Speed Limit and Road Closure Hearings Panel

**Date:** 15 February 2024

**Author:** Robyn Denton

**Authoriser:** Tania Hermann

**Position:** Network and Systems Operations Manager

**Position:** Executive Director, Infrastructure Operations (Acting)

**Report Name:** Temporary road closures for Children's Day and Chinese Lantern Festival

**Report Status**

*Open*

## Purpose - *Take*

1. To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel for temporary road closures associated with the Childrens Day and Chinese Lantern Festival celebrations in Garden Place on Saturday 2 March 2024.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel:
  - a) receives this report;
  - b) approves the closure of the following roads to accommodate events:
    - i. Worley Place Shared Zone (between Caro Street and Worley Place) between 7am and 11 pm to cater for both the Childrens Day and Chinese Lantern Festival events.
    - ii. Caro Street (between Anglesea Street and Alexandra Street) between 7am and 3pm to cater for the Childrens Day event.
  - c) approves the issue of a Notice of Decision stating Council's decision to close the following roads to accommodate events on 2 March 2024:
    - i. Worley Place Shared Zone (between Caro Street and Worley Place) between 7am and 11 pm to cater for both the Childrens Day and Chinese Lantern Festival events.
    - ii. Caro Street (between Anglesea Street and Alexandra Street) between 7am and 3pm to cater for the Childrens Day event.

## Executive Summary - *Whakaraapopototanga matua*

3. An application has been received for temporary road closures to accommodate the various activities planned for celebrating Childrens Day and the Chinese Lantern Festival in Garden Place on Saturday 2 March 2024.
4. The road closure application was not completed within the 42-working day timeframe required for processing under the Transport (Vehicular Traffic Road Closures) Regulations 1965. Council approval under the Local Government Act 1974 is being sought to enable the road closures to proceed in conjunction with the event.

5. The Traffic, Speed Limit and Road Closure Hearings Panel (Traffic Panel) has the delegation to consider and approve these applications.
6. Similar closures of these streets have been undertaken in the past. Consultation with NZ Police and NZ Transport Agency Waka Kotahi (NZTA) has been completed along with the Hamilton Central Business Association. Notifications for adjacent residents and business operators will be undertaken two weeks prior to the events.
7. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

### **Background- *Koorero whaimaarama***

8. Hamilton City has a large number of events held each year and often there are temporary road closures associated with the events which are put into place to ensure the safety of the event participants and the general public.
9. Applications for temporary road closures associated with events are normally processed under the Transport (Vehicular Traffic Road Closures) Regulations 1965 which requires 42 working days public notice.
10. Occasionally there are situations where the 42 days public notice was not achieved. In these situations, approval of a temporary road closure for an event can be granted under the Local Government Act 1974 No 66, Schedule 10, Clause 11(e) (LGA 1974).
11. The Traffic, Speed Limit and Road Closure Hearings Panel has the delegation to consider and approve these temporary road closures.
12. The LGA 1974 process requires public notices be issued prior to the Traffic Panel meeting to notify the Intention to Consider the temporary road closures and then again following the Traffic Panel meeting in a Notice of Decision.

### **Discussion**

13. Children's Day celebrations in Garden Place will run Saturday 2 March 2024, between 10am and 2 pm. This is a free family event in collaboration with Hamilton City Council, Hamilton Libraries, Free FM, Waikato Museum, Glenview Community Centre, Busit and Kirikiriroa Families Services Trust.
14. The event will include interactive stalls, performances on the stage, roaming stilt walkers, enchanted characters and face painting, Sport Waikato Play trailer alongside activities at the library.
15. The Chinese Lantern Festival will be in Garden Place will run Saturday 2 March 2024, between 4pm and 10pm. This event will be celebrating the Chinese New Year and will include food stalls and performers.
16. The road closures will need to allow for safe set up and pack down of the various stalls and activities. While also allowing time for the set up and pack down of the temporary traffic management.
17. The following road closures are planned for these events:
  - i. Worley Place Shared Zone (between Caro Street and Worley Place) between 7am and 10pm to cater for both the Childrens Day and Chinese Lantern Festival events
  - ii. Caro Street (between Anglesea Street and Alexandra Street) between 7am and 4pm to cater for the Childrens Day event.



18. The extent of the proposed maximum extent of road closures are shown in Figure 1 below:



Figure 1: Proposed maximum extent of road closures (shown in red)

19. Consultation with Hamilton City Business Association, along with NZ Police and the NZTA has been completed and they are in support of the closures.
20. Physical notification will go up two weeks prior to the event on the signposts on those streets and in the carparks in addition to notification to all affected businesses and residents.
21. These two events normally happen in back-to-back weekends (last weekend of February and first weekend of March). In order to minimise impact on the adjacent residents the Event Organisers have decided to share the one date (2 March 2024).

### Financial Considerations - *Whaiwhakaaro Puutea*

22. All costs associated with the two public notices required by the Local Government Act and temporary traffic management are met by the applicant.

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

23. Staff confirm that proposed approval complies with the Council's legal and policy requirements and those of the Local Government Act 1974.

### Climate Change Impact Statement

24. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
25. 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.

## **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

26. 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).
27. 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.
28. The recommendations set out in this report are consistent with that purpose.

### **Social**

29. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access Garden Place.

### **Economic**

30. The recommendations included in this report enables the event to operate efficiently by ensuring safe access operation.

### **Environmental**

31. No specific environmental considerations were identified in the development of this report.

### **Cultural**

32. No specific cultural considerations were identified in the development of this report.

### **Risks**

33. There are safety and accessibility risks associated with not approving the recommendations in this report.

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

### **Significance**

34. Staff considered the following factors under the Significance and Engagement Policy:
  - i. The form of engagement used in the past for similar proposals and decisions.
35. Based on these factors, staff have assessed that the matters in this report have low significance.

### **Engagement**

36. In accordance with the Local Government Act provisions, public notification was given of the intention to consider the temporary road closures application at this meeting.
37. Staff have undertaken consultation with the NZ Police and NZ Transport Agency Waka Kotahi (NZTA) and they are supportive of the temporary road closure for the events.
38. In addition, the applicant has undertaken consultation with all properties in the section of road closures.
39. If the closures are approved by this committee, a public notice of the decision to temporarily close the road will be issued.

### **Attachments**

There are no attachments for this report.

## **Written Submission - Shane Thomas**

**Below is my written submission for the Traffic, Speed Limit and Road Closure Hearings Panel on Thursday 15 February 2024. This submission is to oppose the shared path next to my property between Pembroke Street and Fow Street.**

**The key points I would like to make are:**

- 1. I have lived at this address for the last eight years**
- 2. The alleyway attracts unwanted activity, particularly with the slope of the path and the vacant lot adjacent to the path**
- 3. The gate next to my fence is kept largely closed by Ham West School and encourages people to jump over my fence, damaging my fence, there is also a gap between the fences people get through to jump the fence**
- 4. My son is autistic, non-verbal and sensitive to sound, swims naked in the small pool behind the house and has a bedroom right next to the alleyway**
- 5. My concern is that extending and widening the path will encourage unwanted activity and reduce our privacy which is already minimal at best**