

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: Tuesday 8 August 2023
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN AGENDA

Membership

Chairperson Cr Mark Donovan
Heamana

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

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance Lead

31 July 2023

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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.

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

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

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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 whaipanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 08 August 2023

Author: Arnold Andrews

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 23 May 2023

Report Status	Open
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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 23 May 2023 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 23 May 2023

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Committee Room 1 and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 23 May 2023 at 9.31am.

PRESENT

Chairperson Cr Mark Donovan
Heamana

Members Cr Anna Casey-Cox
 Cr Geoff Taylor
 Cr Louise Hutt

In Attendance Eeva-Liisa Wright – General Manager Infrastructure
 Robyn Denton – Network & Systems Operations Manager - Transport
 Martin Parkes – Public Transport and Urban Mobility Manager
 John Purcell - Parking Team Leader
 Katherine Edwards - Public Transport Planner - Waikato Regional Council

Governance Team Amy Viggers –Governance Lead
 Arnold Andrews – Governance Advisor

1. Apologies – *Tono aroha*

Resolved: (Cr Donovan/Cr Taylor)

That the apologies for absence from Deputy Mayor O’Leary, Cr van Oosten and Cr Wilson are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Donovan/Cr Casey-Cox)

That the agenda is confirmed.

3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 22 February 2023**

Resolved (Cr Donovan/ Cr Hutt)

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 22 February 2023 as a true and correct record.

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

Paul Gamble spoke to his submission in opposition of the change to all day street parking on Old Mill Street. He outlined the issues his tenants and residents would face. He responded to questions from Members concerning parking for residents, crime in the parking areas and limitations of parking on the southside of Old Mill Street.

Djuanne Rusden (Colors Hair Company) spoke to their submission in opposition of the change to all day street parking in Liverpool Street, noting objections from neighbouring businesses. She also provided a cover letter presentation which was circulated to members prior to the meeting (**Appendix 1**). She outlined the businesses' concerns with the misalignment of the long stay parking with Council's mode-shift and thriving CBD visions noting the parking demand on Liverpool Street, consultation feedback and future developments in the area. She responded to questions from Members concerning salon staff, clientele parking needs, and parking demand on Liverpool Street.

Amy Sparks (Hamilton Squash and Tennis Club) spoke to their submission in opposition of the change to all day street parking in Tristram Street. She spoke about the issues that club members were facing with the lack of parking. She responded to questions from Members concerning parking tenure of commuters, best outcomes and alternate options.

Parking Restrictions

Network & Systems Operations Manager spoke to the report. She answered questions in relation to rescinding all-day parking at Liverpool Street, resident parking in Old Mill Street, residential parking scheme and costs, Tristram and Vialou Street all-day street parking, Access Hamilton, reason for Liverpool Street all-day parking, parking statistics, Parks and Reserves Bylaw, short term carparking in Liverpool Street, 2 hour free parking trial, bus route in Grantham Street

Lake Road, Commerce Street and Rawhiti Street – Meteor Bus Service Improvements (CERF project)

Public Transport and Urban Mobility Manager and Public Transport Planner - Waikato Regional Council introduced the report. They answered questions in relation to carpark removals, Lake Road traffic data, impact of improvements and consultation with emergency services.

Pembroke Street – Comet Bus Service Improvements (CERF project)

Public Transport and Urban Mobility Manager and Public Transport Planner - Waikato Regional Council spoke to the proposed changes. They answered questions in relation to in-lane bus stops and its benefits, uptake of service, traffic data, impact of in-lane bus stops, bus service schedules and space for emergency services.

Traffic Bylaw Changes

Network & Systems Operations Manager spoke to the report and answered questions in relation to submissions from tenants, safety benefits of no-stopping restrictions, Western Heights improvements, property on Powells Road and yellow lines on corners.

Resolved: (Cr Taylor/Cr Casey-Cox)

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

- a) requests that staff investigate returning some or all of the commuter carparks on Liverpool Street to short term parking, including consulting with the businesses on Liverpool Street, and report back to the next meeting of the Committee; and
- b) requests staff investigate a residents' parking scheme for Old Mill Lane and better utilisation of Old Pit Lane, and then report back to the Committee.

Resolved: (Cr Hutt/Cr Casey-Cox)

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

Traffic operations and safety improvements by:

- | | |
|-----------|--|
| Lake Road | <ul style="list-style-type: none"> • Rescinding 26.5m 'P60' outside #43 Lake Road and #100 Commerce Street. • Installation of 20m 'bus stop' outside #43 Lake Road and #100 Commerce Street. • Rescinding 61m 'No Stopping' restriction on the north eastern side of Lake Road, beginning at a point 29metres south east of the intersection of the north eastern boundary of Lake Road with the north western boundary #33 and extending for a further distance of sixty one point zero (61.0) metres in a south easterly direction. • Installation of 70m 'No Stopping' restriction between #37 and #43 Lake Road. • Rescinding 15m 'Bus Stop' on Lake Road outside #97 Commerce Street. • Installation of 15m 'P60' on Lake Road outside #97 Commerce Street. • Rescinding 12.5m 'No Stopping' outside #40 Lake Road. • Rescinding 13.6m 'No Stopping' on Lake Road outside #108 Commerce Street. • Installation of 10m 'No Stopping' restriction outside #40B Lake Road. • Rescinding 21.5m 'P60' restriction outside #40 - #40B Lake Road. • Installation of 30m 'P60' restriction outside #40 - #40B Lake Road. • Rescinding 5.5m Loading Zone on Lake Road outside #107 Commerce Street. • Rescinding 5m 'P60' outside #40A Lake Road. • Installation of 10m Loading Zone outside #40A Lake Road. |
|-----------|--|

Pembroke Street Traffic operations and safety improvements by:

- Rescinding of 12m bus stop outside #13 - #15 Pembroke Street.
- Installation of 15m bus stop outside #19 Pembroke Street.
- Rescinding of 11m bus stop outside #41 Pembroke Street.
- Rescinding of 12m bus stop outside #48 Pembroke Street.
- Installation of 15m bus stop outside #33 Pembroke Street.
- Installation of 15m bus stop opposite #29 - #31 Pembroke Street.

Cr Taylor Dissenting.

Motion: (Cr Hutt/ Cr Casey-Cox)

That the Traffic, Speed Limit and Road Closure Hearings Panel

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

Location	Amendments to current restrictions
	Safety Improvements by:
	<ul style="list-style-type: none"> • Rescinding 32.6m 'No Stopping' restriction outside #42 Fox Street. • Installation of 20m 'No Stopping' restriction outside #42 Fox Street. • Installation of 10m 'No Stopping' restriction outside #41 Fox Street. • Installation of 15m 'No Stopping' restriction outside #57 Fox Street.
Brookfield Road	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #97 Brookfield Street. • Installation of 15m 'No Stopping' restriction on Brookfield Street outside #59 Dey Street. • Installation of 15m 'No Stopping' restriction outside #103 Brookfield Street.
	Traffic operations and safety improvements by:
	<ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 15m 'Bus Stop' restriction outside #183 Brymer Road. • Installation of 20m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 105m 'No Stopping' restriction outside #176 - #188 Brymer Road.
Brymer Road	<ul style="list-style-type: none"> • Installation of 100m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 10m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 20m 'Coach Parking' restriction outside #183 Brymer Road. • Installation of 120m 'No Stopping' restriction outside #188 Brymer Road.
	Gazette existing restrictions by:
	<ul style="list-style-type: none"> • Rescind 74.5m 'No Stopping' restriction on Casey Avenue between #28 Casey Ave and #42 Casey Ave. • Installation of 125m 'No Stopping' restriction on Casey Avenue between #22 Casey Ave and #42 Casey Ave.
Casey Avenue	
	Improve Traffic operations, safety and access to properties by:
	<ul style="list-style-type: none"> • Rescinding of 5m 'P120 8am-6pm Mon-Sat' outside #180 Collingwood Street. • Rescinding 50m 'No Stopping' outside #170 Collingwood Street. • Rescinding 6.5m 'No Stopping' outside #180 Collingwood Street. • Installation of 60m 'No Stopping' restriction starting outside #180 Collingwood Street and extending to the intersection with Tristram
Collingwood Street	

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	Street.
	Traffic operations and safety improvements by:
Crosby Road	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #42 McMeekan Avenue. • Installation of 10m 'No Stopping' restriction outside #87 Crosby Road.
	Traffic operations and safety improvements by:
Dey Street	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #59 Dey Street. • Installation of 15m 'No Stopping' restriction on Dey Street outside #103 Brookfield Street.
	Traffic operations and safety improvements by:
Fairview Street	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #1A Fairview Street. • Installation of 25m 'No Stopping' restriction outside #17 Powells Road.
	Traffic operations and safety improvements by:
Fox Lane	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction on Fox Lane outside #3 Fox Street.
	Traffic operations and safety improvements by:
Fox Street	<ul style="list-style-type: none"> • Rescinding 11m 'No Stopping' restriction outside #42 Fox Street. • Installation of 15m 'No Stopping' restriction outside #3 Fox Street. • Installation of 15m 'No Stopping' restriction outside #4 Fox Street. • Installation of 20m 'No Stopping' restriction outside #57 Fox Street. • Installation of 20m 'No Stopping' restriction outside #97 Brookfield Street. • Installation of 20m 'No Stopping' restriction outside #41 Fox Street. • Installation of 15m 'No Stopping' restriction outside #42 Fox Street.
	Traffic operation improvements by:
Grantham Street	<ul style="list-style-type: none"> • Installation of 50m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.
	Traffic operation improvements by:
	<ul style="list-style-type: none"> • Installation of 55m 'No Stopping' restriction on the cul-de-sac end of Hamilton Parade outside #3 Hamilton Parade. • Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #17 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #15 Hamilton Parade. • Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #9 - #11 Hamilton Parade.
Hamilton Parade	<ul style="list-style-type: none"> • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #7 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #5 Hamilton Parade. • Rescinding 'P210' parking restriction on the north eastern side of Hamilton Parade, beginning opposite a point four point zero (4.0) metres northwest of the intersection of the south eastern boundary of Pt Lot 3 DP 12762 (No 3) with the south western boundary of Hamilton Parade and extending for a further distance of one hundred and seventy eight point zero (178.0) metres in a north westerly direction.
	Provide for rubbish collection of new development in conjunction with Resource Consent 2021.11592:
Hardley Street	<ul style="list-style-type: none"> • Installation of 10m 'Loading Zone – Goods & Services – P10 – At All Times' outside #5 Hardley Street.
Hinau Street	Improve Traffic operations, safety and access to properties by:

	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #8 Hinau Street • Installation of 15m 'No Stopping' restriction outside #10 Hinau Street
	Traffic operations and safety improvements by:
Kitchener Street	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #14 Kitchener Street. • Installation of 15m 'No Stopping' restriction outside #16 Kitchener Street.
	Provide for School 'Kiss and Drop' zone for Hillcrest Primary, by:
McCracken Avenue	<ul style="list-style-type: none"> • Rescinding 15m 'P60 – At All Times' restriction on McCracken Avenue outside #19 McCracken Avenue. • Installation of 15m 'P5, 8:30AM – 9:00AM, 3:00PM – 3:30PM, Mon – Fri' restriction on McCracken Avenue outside #19 McCracken Avenue.
	Traffic operations and safety improvements by:
McMeekan Avenue	<ul style="list-style-type: none"> • Installation of 40m 'No Stopping' restriction outside #42 McMeekan Avenue. • Installation of 35m 'No Stopping' restriction outside #87 Crosby Road.
	Traffic operations and safety improvements by:
Miro Street	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #8 Miro Street • Installation of 10m 'No Stopping' restriction outside #10 Miro Street
	Improve traffic operations and safety for Hukanui School by:
Pickering Crescent	<ul style="list-style-type: none"> • Rescinding of 35m 'P5 min – 8am-6pm Mon-Sun' outside Hukanui School. • Rescinding of 55m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. • Installation of 50m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. • Installation of 40m 'P5, 8:30AM – 3:30PM, Mon – Fri' outside Hukanui School.
	Traffic operations and safety improvements by:
Powells Road	<ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction outside #11 Powells Road and #1A Fairview Street. • Installation of 15m 'No Stopping' restriction outside #17 Powells Road. • Installation of 35m 'No Stopping' restriction between #10 - #12 Powells Road.
	Traffic operations and safety improvements by:
Rose Berry Crescent	<ul style="list-style-type: none"> • Installation of 80m 'No Stopping' restriction from #13 - #20 Rose Berry Crescent
	Improve traffic operations by:
Rostrevor Street	<ul style="list-style-type: none"> • Installation of 55m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on Rostrevor Street outside #820 Victoria Street.
	Improve traffic operations by:
Rototuna Village – Eastern Carpark	<ul style="list-style-type: none"> • Installation of 5m mobility carpark restriction. • Installation of 10m mobility carpark restriction. • Installation of 5m P60 EV parking restriction.
	Improve traffic operations by:
Rototuna Village – Northern Carpark	<ul style="list-style-type: none"> • Installation of 10m mobility carpark restriction.
	Improve Traffic operations, safety and access to properties by:
Te Rapa Road	<ul style="list-style-type: none"> • Rescinding of 5m 'P30 8am-6pm Mon-Sun' parking restriction outside #400 Te Rapa Road. • Rescinding of 5m 'No Stopping' restriction outside #414 Te Rapa Road.

- Rescinding of 7m 'No Stopping' restriction outside #400 Te Rapa Road.
- Installation of 15m 'No Stopping' restriction between #400 - #414 Te Rapa Road.

Traffic operations and safety improvements by:

- Installation of 105m 'No Stopping' restriction outside #11 - #15 Timatanga Road.
- Installation of 105m 'No Stopping' restriction opposite #11 - #15 Timatanga Road.

Improve traffic operations by:

- Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #360 Tristram Street.
- Installation of 25m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #340 - #360 Tristram Street.
- Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #310 Tristram Street.
- Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #306 Tristram Street.
- Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #298 Tristram Street.
- Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #290 Tristram Street.

Improve business operations for new development in conjunction with Resource Consent 2021.11592:

- Installation of 10m 'Loading Zone – P10 – 8:00AM-6:00PM Mon-Fri' outside #1026 Victoria Street.

Improve traffic operations by:

- Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Eastern side outside #108 Rostrevor Street.
- Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #27 Liverpool Street.
- Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #27 Vialou Street.
- Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #25 Vialou Street.
- Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #21 - #23 Vialou Street.
- Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #19 Vialou Street.
- Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #17 Vialou Street.
- Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #17 Vialou Street.
- Installation of 35m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street.

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

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

Location	Description
<u>Bryce Street</u>	<u>(iii) Eastbound cycle lane from the intersection with Seddon Road, progressing 200 metres to the intersection with Tristram Street.</u>

(iv) Westbound cycle lane from the intersection with Tristram Street, progressing 200 metres to the intersection with Seddon Road.

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

Location	Description
Grantham Street	<ol style="list-style-type: none"> 2. <u>Installation of 65m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u> 3. <u>Installation of 40m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u> 4. <u>Installation of 35m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u> 5. <u>Installation of 10m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u>
Hamilton Parade	<ol style="list-style-type: none"> 1. <u>Installation of 160m 'All Day Paid Parking' restriction on the Eastern side of Hamilton Parade outside #3 - #19 Hamilton Parade.</u>
Rostrevor Street	<ol style="list-style-type: none"> 1. <u>Installation of 40m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside #800 Victoria Street.</u> 2. <u>Installation of 15m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside #800 Victoria Street.</u>
Tristram Street	<ol style="list-style-type: none"> 1. <u>Installation of 115m 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Hinemoa Park.</u> 2. <u>Installation of 15m 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Hinemoa Park.</u> 3. <u>Installation of 35m 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Hinemoa Park.</u> 4. <u>Installation of 90m 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Seddon Park.</u>
Vialou Street	<ol style="list-style-type: none"> 1. <u>Installation of 45m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u> 2. <u>Installation of 20m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u> 3. <u>Installation of 60m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u>

Motion: (Cr Hutt/Cr Casey-Cox)

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

Chafer Place	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> • Installation of 80m 'No Stopping' restriction outside #35 Chafer Road.
Chalmers Road	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #35 Chalmers Road.
Western Heights Drive	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #115 Newcastle Road. • Installation of 60m 'No Stopping' restriction from #115 Newcastle Road to #13 Western Heights Drive. • Installation of 20m 'No Stopping' restriction outside #2 Sunset Close. • Installation of 95m 'No Stopping' restriction from #14 Western Heights

Drive to #123 Newcastle Road.

Traffic operations and safety improvements by:

- Newcastle Road
- Installation of 30m 'No Stopping' restriction from #113 to #115 Newcastle Road.

Cr Taylor Dissenting.

Staff Action: Network & Systems Operations Manager to report back to the committee on management of the Hamilton Squash and Tennis Club carparks

6. Hamilton City Speed Limit Changes

Network & Systems Operations Manager spoke to the report and explained its purpose.

Resolved (Cr Donovan/Cr Taylor)

1. 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
80	60	Brymer Road	From Rotokauri Road to 750m South of Rotokauri Road.	29 May 2023
80	60	Echobank Place	Western Lea Drive to end	22 June 2023
80	60	Gainsford Lane	Peacockes Road to end	22 June 2023
80	60	Peacockes Lane	Peacockes Road to end	22 June 2023
80	60	Peacockes Road	Raynes Road to 780m East of Waterford Road	22 June 2023
80	60	Stubbs Lane	Peacockes Road to end	22 June 2023
80	60	Westbrook Place	Peacockes Road to end	22 June 2023
80	60	Weston Lea Drive	Peacockes Road to end	22 June 2023

The meeting was declared closed at 11:30am.

Appendix 1

**Traffic, Road Closure and Speed-Limit Hearing Panel
Attention: Chair person and elected members**

ALL DAY PARKING IN LIVERPOOL STREET

Firstly thank you for your time and consideration on Tuesday 23rd meeting to allow me to address this parking issue.

I wanted to give you some background and context.

I have owned Colors Hair Company in Liverpool Street for 10 years. One of the reasons for purchasing it was that it was on city fringe and it had plenty of parking, and it's a great salon.

I spoke at the July 2022 sub-committee meeting to oppose the proposal of All Day Parking. There were 6 streets in the mx. Liverpool St has completely different businesses on it than the other streets being considered, more customers needing short term parking.

In August 2022 we went from 29 available metered carpark to only 12. This has had a considerable impact on my and other businesses in the street. My poor clients often arrive frazzled, frustrated and super annoyed. Not to mention often also late as they have driven around the block several times. The thing is they have not been used to having to do this for 9 years and do not want to continue to struggle. Attached are some emails from clients.

I have 180 signatures on a Stakeholders feedback. These are business owner and clients that have been directly impacted by this change in our street.

I am wanting/needing some change so I can survive in business. I am wanting to know what you can do to help me.

Thank you for your consideration.

Kind regards

Djuanne Rusden

Colors Hair Company

11 Liverpool St

Hamilton Central

www.colorshairco.co.nz

Emails

Hi DJ

Just airing my frustration with you over finding a carpark now that the parks on the northside of Liverpool Street have been changed to all day parking.

I have been a client of yours for at least 6 years, and prior to this change I was always able to secure a park in close proximity to your salon. However since the change was made in the latter half of last year, finding a park has become increasingly difficult.

On a recent visit, I could only find one available park in Harwood Street and on another occasion in Victoria Street near Princes St intersection. Knowing that finding a park will be difficult, means leaving for my appointment much earlier than I normally would.

It seems that the Council are catering more for the people requiring all day parks than they are for the shoppers/clients of inner city businesses. Given that there is no carpark building near your premises, my only option is crossing my fingers hoping to find a park.

Kind regards

Janet Perry

Hi Djuanne

Just want to express my concerns and disappointment regarding customer parking. In the past nearly ten years I have never experienced any issues finding a park in close proximity to your salon.

Now with the changes that have been made, parks are increasingly difficult to locate. I have found that I need to allow an extra twenty minutes to find a park, plus time to walk to the salon and sometimes this is cutting it fine.

This can't be good for businesses in the CBD when parking is readily available at places like The Base.

Kind regards

Kathryn Hope

Sent from my iPad

Dear Djuanne

I am very disappointed to have to send this email to you as I find that parking near your salon is almost impossible. Your salon is amazing but the lack of parking may cause me to change to another salon that has parking. Hope this causes no offence but it is my reality.

regards

Ian Leeson

I have been a client of Colors Hair Company for about 12 years - I became a client in about 2017 when the Djuanne was in Cambridge. When Colors moved to Hamilton, I followed for my hairstyling!

Until about a few months ago, it was always possible to find a park in Liverpool Street, but since the Hamilton City Council changed the parking regime to its current situation, it is now impossible to find a parking space within a reasonable distance. I am in my 70s and find the stress and difficulty of finding a park near the salon very frustrating and difficult to deal with.

In any city, it is important for a Council to consider businesses which have their premises within city limits, and if the Hamilton City Council wishes to support those businesses, they should provide reasonable parking opportunities for the clientele of the businesses. The alternative is that those wishing to patronise those businesses will eventually move to where there are less stressful parking options.

Please listen to your business owners and seek to support them in keeping Hamilton alive.

Patricia Murdoch

Morning DJ,

I am really sorry to be sending you this email, but I don't feel that the parking situation is fair on either of us. It makes me super stressed trying to find a park and then I arrive late and grumpy and it takes me a good half hour to de-stress. You make out that it is okay that I am late after I explain that I have been driving around the block numerous times, but actually you are angry because I have caused a knock on effect with your schedule putting pressure on you and your staff. When I was at KESS in Centreplace, I could park for free. The last time I was here I received a \$65 parking fine for parking in the carpark outside Briscoes as, as usual, there were no parks at all to be found after my many times around the block. I already suffer from anxiety and finding a park to get my hair done to have a relaxing experience at Colors actually counteracts the entire experience!

So, sorry I will be no longer supporting your small business, which makes me sad but I cannot carry on with the nightmare that parking to come to your salon creates.

Thank you so much for all your hard work on my hair. You have an awesome salon and amazing stuff, but totally rubbish parking. If the parking situation ever improves please get in touch as I will be back in a heartbeat!

Regards,
Amanda Rowe

Hi there

I have been coming to your salon for many years now and have always enjoyed great service. However, part of the appeal was the ease of parking, regardless of the time of day. I knew that I would find a park right in front of the salon, or slightly across the road at the worst of times. That made your salon stand out from competitors and made the difference between a chore that needed doing and an enjoyable haircut.

But this has changed. I no longer enjoy going for my monthly haircuts. I dread the search for parking spaces and the uncertainty of how much extra time I should allow for driving around. If this situation continues indefinitely, I will unfortunately have to reconsider my loyalty to your salon. That would be a great shame as a good hairdresser is hard to find.

Thank you for your understanding in this regard. I hope that we can find a workable solution that would benefit all parties involved.

Kind regards

Vicky

THE FACTS

In July 2022 we apposed the proposal for All Day Parking in Liverpool St at this sub-committee.

(Harwood St, Nisbett St, Clarence St, Knox St and Grantham St do not have any retail shops on them. Comparing Liverpool St to those is like comparing apples to cabbages!!! They are entirely different streets.)

In August 2022, 16 of our total 29 car parks were changed to All Day parks in Liverpool St.

THE PROBLEM




We now have ONLY 12 available metered car parks for the entire street




Lodge has 20 private car parks, and a demand for an extra 10-15 car parks on a Tuesday morning (staff training) and up to 30 car parks on a Wednesday morning (auctions and management meeting)

Attachment 1


THE PROBLEM



Escape HQ needs parking for approx. 2 hours



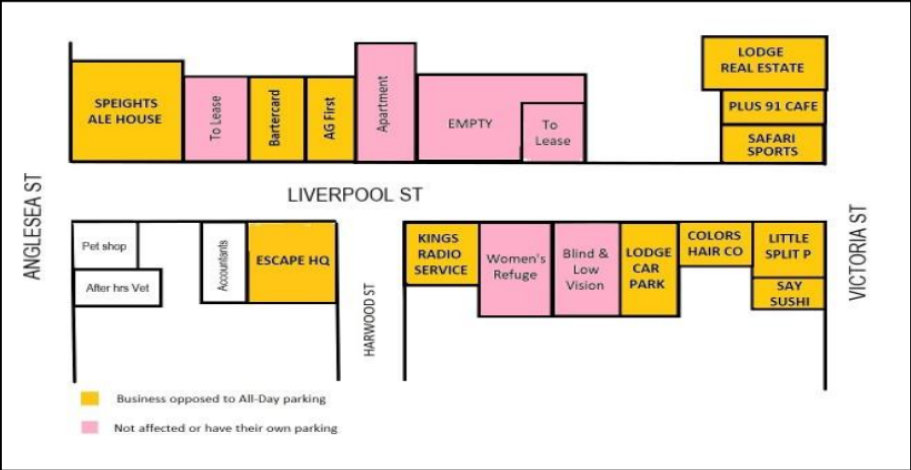
At Colors Hair Co, 65% of our clients have colour and need a minimum of 2.5 hours. Others only need 60 mins



All other businesses in the street require short term parking for customers to shop , eat/drink or see clients.

Item 4

11 x businesses that want this changed



Map of Liverpool St showing 11 businesses and their parking status:

- Businesses opposed to All-Day parking (Yellow): SPEIGHTS ALE HOUSE, To Lease, Bartercard, AG First, Apartment, LODGE REAL ESTATE, PLUS 91 CAFE, SAFARI SPORTS, ESCAPE HQ, KINGS RADIO SERVICE, LODGE CAR PARK, COLORS HAIR CO, LITTLE SPLIT P, SAY SUSHI.
- Businesses not affected or have their own parking (Pink): EMPTY, To Lease, Women's Refuge, Blind & Low Vision.

Streets shown: ANGLESEA ST, LIVERPOOL ST, HARWOOD ST, VICTORIA ST.

WHY IT IS A PROBLEM & THE IMPACT

- Our argument has always been that our street has totally different businesses on it than the other 5 streets proposed for the All Day parking initiative.
- In reality the demand in our street is for short term parking.
That is what we need

WHY IT IS A PROBLEM & THE IMPACT

- We purchased businesses knowing it had great street parking. This will affect the future value of our businesses.
- We have clients arrive frustrated, annoyed ,late and not relaxed to enjoy their wonderful service. I have clients threatening to leave or stating they aren't coming back because it has become so troublesome

"So, sorry I will be no longer supporting your small business, which makes me sad but I cannot carry on with the nightmare that parking to come to your salon creates." Amanda Rowe

"When I arrived for my appointment this morning I was extremely frustrated as I had driven up the road already three times and could not find a park. I found myself quite stressed out when I was already 10min late for my appointment. Is there any future plans on fixing the parking availability as it will be something I might have to consider if I am to stay here at Colors." Jamie Bell

"I am very disappointed to have to send this email to you as I find that parking near your salon is almost impossible. Your salon is amazing but the lack of parking may cause me to change to another salon that has parking. Hope this causes no offence but it is my reality " Ian Leeson

"I no longer enjoy going for my monthly haircuts. I dread the search for parking spaces and the uncertainty of how much extra time I should allow for driving around. If this situation continues indefinitely, will unfortunately have to reconsider my loyalty to your salon." Vicky Causer

THE SOLUTION



What can you do to help my business and the rest of our street survive and thrive?

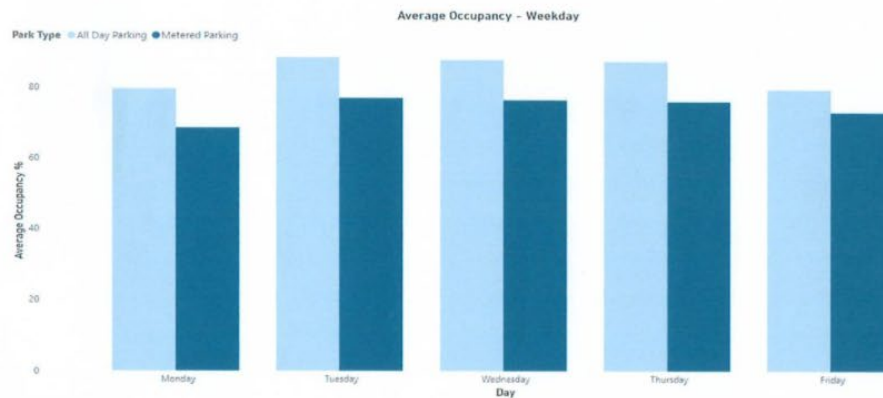
Djuanne Rusden

From: Neena Nandigam <Neena.Nandigam@hcc.govt.nz>
Sent: Monday, 22 May 2023 2:45 pm
To: John Purcell; Dale Townsend; Djuanne Rusden
Cc: Aditya Mitta
Subject: RE: Data for carparks

Hi John,

Hopefully this is what you're after.

Cheers,
 Neena



From: John Purcell <John.Purcell@hcc.govt.nz>
Sent: Monday, 22 May 2023 9:16 am
To: Neena Nandigam <Neena.Nandigam@hcc.govt.nz>; Dale Townsend <Dale.Townsend@hcc.govt.nz>; Djuanne Rusden <djuanne@colorshairco.co.nz>
Cc: Aditya Mitta <Aditya.Mitta@hcc.govt.nz>
Subject: RE: Data for carparks

Hi Neena,

If its not too much trouble, can you please post a graph based on each day of the week ie avgs for – Mon, Tues, Wed, Thu, Fri
 My apologies if I didn't make this clear.

With kind regards

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 08 August 2023

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Network Operations Engineer

Position: Executive Director
Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Location	Amendments to current restrictions
Aberdeen Drive	<p>Improve traffic operations, safe intersection sight distances at intersection by:</p> <ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #19 Aberdeen Drive. Installation of 25m 'No Stopping' restriction between #21 - #23 Aberdeen Drive. Installation of 35m 'No Stopping' restriction between #23 - #27 Aberdeen Drive. Installation of 40m 'No Stopping' restriction between #30 - #28 Aberdeen Drive. Installation of 30m 'No Stopping' restriction between #2 Sandalwood Drive and #18 Aberdeen Drive. Installation of 10m 'No Stopping' restriction outside #18 Aberdeen Drive. Installation of 5m 'No Stopping' restriction outside #14 Aberdeen Drive.
Ascot Road	<p>Improve traffic operations, safe intersection sight distances at intersection by:</p> <ul style="list-style-type: none"> Installation of 50m 'No Stopping' restriction between #48 -

	<p>#50 Ascot Road.</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue on Ascot Road. • Installation of 15m 'No Stopping' restriction outside #5 Elmira Avenue on Ascot Road.
Barrie Crescent	<p>Improve Parking for Mobility Permit Holders for Silverdale Normal School by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Parking - Mobility Card Holders - P120' Parking outside (Silverdale Normal School) #62 Silverdale Road.
Barrington Drive	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 20m No Stopping restriction outside #33 Barrington Drive • Installation of 20m No Stopping restriction outside #40 Barrington Drive • Installation of 20m No Stopping restriction outside #36 Barrington Drive • Installation of 20m No Stopping restriction outside #34 Somerton Drive <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m bus stop outside #56 - #58 Barrington Drive • Installation of 15m bus stop outside #49 - #51 Barrington Drive
Barton Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 49m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. • Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #308 Barton Street. • Installation of 45m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. <p>Parklet installation by:</p> <ul style="list-style-type: none"> • Rescinding of 98.5m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street. • Installation of 95m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street.
Bruce Avenue	<p>Improve access for maintenance crew to Glenview Park by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside Glenview Park, opposite #59 Bruce Avenue.
Bryce Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 24.5m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street.

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	<ul style="list-style-type: none"> • Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #2 Bryce Street. • Installation of 20m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street.
Butler Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 60m 'No Stopping' restriction starting outside #1 and ending outside #2 Butler Place.
Collingwood Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 10m of Time Restricted 'Parking - P120 - 8:00AM-6:00PM - Mon-Sat' outside #183 Collingwood Street. • Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #183 Collingwood Street.
Cook Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Installation of 5m of 'Parking - Mobility Card Holders - P120' outside #300 Grey Street. • Installation of 150m of Time Restricted 'P120, 8:00AM-6:00PM, Mon-Fri' outside #300 Grey Street. • Installation of 2.5m 'Parking - Mobility Card Holders - P60' opposite #300 Grey Street. • Installation of 205m Time Restricted 'P60, 8:00AM-6:00PM, Mon-Fri' outside Steel Park. • Rescinding 157m of Time Restricted 'Parking - P120 - At all Times' outside #300 Grey Street. • Rescinding 205m of Time Restricted 'Parking - P60 - At All Times' outside Steel Park.
Cranmore Avenue	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 15m No Stopping restriction outside #2 Cranmore Avenue. • Installation of 15m No Stopping restriction outside #1 Cranmore Avenue.
Elmira Avenue	<p>Improve traffic operations, safe intersection sight distance by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #5 Elmira Avenue. • Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue.
Garnett Avenue	<p>Improve traffic operations, safe intersection sight distance by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #62 Storey Avenue.
Grandview Road	<p>Improve safety for raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 20m of 'No Stopping' restriction between #114 - #116 Grandview Road.
Grantham Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Installation of 25m of 'Parking - P120 - 8:00AM-6:00PM -

	<p>Mon-Fri' outside #102 Grantham Street.</p> <ul style="list-style-type: none"> • Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #102 Grantham Street. • Installation of 10m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street. • Installation of 15m of 'Parking - Mobility Card Holders - P120' outside #150 Grantham Street.
Grey Street	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> • Installation of 35m 'No Stopping' restriction starting outside #22 Naylor Street and ending outside #96 Grey Street. • Installation of 25m 'No Stopping' restriction outside #103 Grey Street. • Installation of 30m 'No Stopping' restriction starting outside #121 Grey Street and ending outside #123 Grey Street. • Installation of 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street. <p>Installation of a new parklet by:</p> <ul style="list-style-type: none"> • Rescinding of 15m of 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction starting outside #355 and ending outside #359 Grey Street. • Installation of 25m of 'No Stopping' restriction starting outside #355 and ending outside #359 Grey Street.
Heather Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction starting outside #5 and ending outside #6 Heather Place.
Holford Place	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 10m No Stopping restriction outside #2 Holford Place. • Installation of 10m No Stopping restriction outside #16 Somerton Drive.
Hyde Avenue	<p>Improve safety for raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Rescinding of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #61 Hyde Avenue. • Installation of 15m of 'No Stopping' restriction outside #22 Durham Street. • Installation of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #59 Hyde Avenue.
Inverness Avenue	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 105m 'No Stopping' restriction starting outside #9 and ending outside #21 Inverness Avenue. • Installation of 15m 'No Stopping' restriction for central traffic island starting outside #15 and ending outside #16 Inverness Avenue.

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	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction for central traffic island starting outside #14 and ending outside #15 Inverness Avenue.
Kimbrae Drive	<p>Improve traffic operations, safe sight distances by:</p> <ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #35 Kimbrae Drive. Installation of 40m 'No Stopping' restriction outside #39 Kimbrae Drive. Installation of 25m 'No Stopping' restriction outside #39 Kimbrae Drive. Installation of 10m 'No Stopping' restriction outside #39 Kimbrae Drive. Installation of 10m 'No Stopping' restriction on Northside of Kimbrae Drive opposite #39 Kimbrae Drive. Installation of 10m 'No Stopping' restriction on Northside of Kimbrae Drive opposite #39 Kimbrae Drive.
Krippner Place	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #18 Aberdeen Drive on Krippner Place. Installation of 10m 'No Stopping' restriction outside #14 Aberdeen Drive on Krippner Place.
Lewis Street	<p>Improve access to properties by:</p> <ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #65 - #69 Lewis Street.
Littler Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction Starting outside #1 and ending outside #2 Littler Place. Rescind of 40m 'No Stopping' restriction starting outside #2 and ending outside #3 Littler Place.
McKenzie Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 40m 'No Stopping' restriction starting outside #3 and ending outside #12 McKenzie place.
Meteor Theatre Carpark – Victoria Street	<p>Improve parking by:</p> <ul style="list-style-type: none"> Rescinding 26m of 'Parking - Campervan Only' Restriction. Gazetting existing 6m of 'Parking - Mobility Card Holders - All Day' Restriction.
Naylor Street	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction on Naylor Street outside #23 Naylor Street. Installation of 20m 'No Stopping' restriction on Naylor Street outside #22 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street starting outside #105 Grey Street and ending outside #18 Naylor Street.

	<ul style="list-style-type: none"> Installation of 30m 'No Stopping' restriction on Naylor Street outside #121 Grey Street.
Rengarenga Close	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction starting outside #6 and ending outside #11 Rengarenga Close.
Repoiti Court	<p>Improve traffic operations and access to properties on a turn-around bay by:</p> <ul style="list-style-type: none"> Installation of 80m 'No Stopping' restriction starting outside #5 and ending outside #8 Repoiti Court.
Richmond Street	<p>Improve access to Hamilton Central Plunket Childcare by:</p> <ul style="list-style-type: none"> Rescinding 31.5m of 'No Stopping' restriction outside #20 Richmond Street. Installation of 50m of 'No Stopping' restriction between #12 - #20 Richmond Street.
Rostrevor Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> Rescinding 55m of time restricted 'Parking - P120 - At All Times' Parking Bay outside #820 Victoria Street. Rescinding 32m of time restricted 'Parking - P120 8am-6pm Mon-Sun' Parking Bay outside #18 - #20 Rostrevor Street. Installation of 90m of time restricted 'P120, 8:00AM-6:00PM, Mon-Fri' Parking Bay starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. Installation of 15m 'Parking - Mobility Card Holders - P120' outside #820 Victoria Street.
Sandalwood Drive	<p>Improve traffic operations, safe sight distances by:</p> <ul style="list-style-type: none"> Installation of 20m 'No Stopping' restriction outside #28 Aberdeen Drive on Sandalwood Drive. Installation of 20m 'No Stopping' restriction outside #2 Sandalwood Drive.
Sillary Street	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction starting outside Dillicar Park, opposite #1 Sillary Street and ending outside #1 McFarlane Street.
Snead Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 45m 'No Stopping' restriction starting outside #2 and ending outside #3 Snead Place.
Somerton Drive	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> Installation of 20m No Stopping restriction outside #16 Somerton Drive. Installation of 50m No Stopping restriction beginning outside #10 Somerton Drive and ending outside #2 Holford Place. Installation of 50m No Stopping restriction beginning

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	<p>outside #5 Somerton Drive and ending outside #1 Cranmore Avenue.</p> <ul style="list-style-type: none"> • Installation of 20m No Stopping restriction outside #24 Somerton Drive. • Installation of 20m No Stopping restriction opposite #24 Somerton Drive. • Installation of 25m No Stopping restriction outside #34 Somerton Drive. • Installation of 20m No Stopping restriction outside #2 Cranmore Avenue. • Installation of 25m No Stopping restriction outside #33 Barrington Drive. • Installation of 20m No Stopping restriction outside #40 Barrington Drive. • Installation of 20m No Stopping restriction outside #36 Barrington Drive. <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m bus stop outside #13 Somerton Drive • Installation of 15m bus stop outside #18 Somerton Drive
Splitt Avenue	<p>Improve traffic operations, access to properties and access to a pumpstation for maintenance and during an emergency by:</p> <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #16 and ending outside #18 Splitt Avenue.
St James Drive	<p>Improve Rototuna Circular Bus Route by:</p> <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m bus stop outside #27 St James Drive • Rescind existing bus stop outside #20 - #22 St James Drive • Installation of 15m bus stop outside #18 -#20 St James Drive • Installation of 15m bus stop outside #51 St James Drive • Installation of 15m bus stop outside #2 Stratford Place • Installation of 15m bus stop outside #111 - #113 St James Drive • Installation of 15m bus stop outside #158 St James Drive.
Stirling Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 65m 'No Stopping' restriction starting outside #4 and ending outside #5 Stirling Place.
Storey Avenue	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #62 Storey Avenue.
Taitea Drive	<p>Gazette parking restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> • Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue.

	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 15m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 40m 'No Stopping' Restriction opposite #1 Pukenga Avenue. • Installation of 10m 'No Stopping' Restriction opposite #1 Pukenga Avenue. • Installation of 15m 'No Stopping' Restriction opposite #1 Pukenga Avenue.
Te Wetini Drive	<p>Gazette parking restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' Restriction outside #100 Taiatea Drive. • Installation of 80m 'No Stopping' Restriction outside #100 Taiatea Drive. • Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 90m 'No Stopping' Restriction outside #1 Pukenga Avenue. <p>Gazette Bus Stop restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #100 Taiatea Drive. • Installation 15m 'Bus Stop' outside #1 Pukenga Avenue.
Teaview Court	<p>Improve traffic operations and access to properties on a turn-around bay by:</p> <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #5 and ending outside #6 Teaview Court.
Tristram Street	<p>Improve traffic operations and access to properties by:</p> <ul style="list-style-type: none"> • Gazette existing of 45m 'No Stopping' restriction starting outside #410 and ending outside #416 Tristram Street. <p>Improve access for maintenance crew to Waikato Stadium by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction starting outside Waikato Stadium, opposite #416 Tristram Street.
Urlich Avenue	<p>Improve traffic operations and safety for a raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction starting outside #70 and ending outside #72 Urlich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #68 and ending outside #70 Urlich Avenue. • Installation of 20m 'No Stopping' restriction starting outside #43 and ending outside #49 Urlich Avenue.

	<ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction starting outside #49 and ending outside #53 Ulrich Avenue.
York Street	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 35m 'No Stopping' restriction starting outside #34 and ending outside #35 York Street. Installation of 60m 'No Stopping' restriction starting outside #62 and ending outside #65 York Street.
	<ul style="list-style-type: none">

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

i. Cycle Path Register

Location	Description
<u>Collins Road</u>	<u>(i) Cycle Path beginning from the intersection with Deanwell Avenue, progressing 40 metres in West direction.</u>
<u>Deanwell Avenue</u>	<u>(i) Cycle Path beginning from the intersection with Collins Road, progressing 25m in South direction.</u>
Grey Street	<u>(v) Cycle Path on the Western side of Grey Street from the intersection of Naylor Street, progressing 30m in South direction.</u> <u>(vi) Cycle Path on the Eastern side of Grey Street from the intersection of Naylor Street, progressing 30m in South direction.</u> <u>(vii) Cycle Path on the Western side of Grey Street from the intersection of Naylor Street intersection, progressing 40m in North direction.</u> <u>(viii) Cycle Path on the eastern side of Grey Street from the intersection of Naylor Street, progressing 15m in North direction.</u>
<u>Hukanui Road</u>	<u>(i) Cycle Path on Western Side of Hukanui Road from the intersection of Wairere Drive, progressing 60m in North direction.</u> <u>(ii) Cycle Path on Eastern side Hukanui Road from the intersection of Wairere Drive, progressing 75m in North direction.</u> <u>(iii) Cycle Path on Western side of Hukanui road from the intersection with Wairere Drive, progressing 25m in South direction.</u>
<u>Quentin Drive</u>	<u>(i) Cycle path on the Western side of Quentin Drive from the intersection with Kahikatea Drive, progressing 20m in North direction.</u>
<u>Naylor Street</u>	<u>(i) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 45m in East direction.</u> <u>(ii) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 25m in East direction.</u> <u>(iii) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 30m in West direction.</u> <u>(iv) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 40m in West direction.</u>
<u>Taiatea Drive</u>	<u>(i) Cycle path on the Western Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u> <u>(ii) Cycle Path on the Eastern Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u>
<u>Te Wetini Drive</u>	<u>(i) Cycle Path on Northern side of Te Wetini Drive from the</u>

	<u>Intersection of Taiatea Drive, progressing 245m in East Direction.</u> <u>(ii) Cycle Path on Southern side of Te Wetini Drive from the</u> <u>Intersection of Taiatea Drive, progressing 245m in East direction.</u>

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

Location	Description
<u>Taiatea Drive</u>	<u>(i) Westbound Cycle Lane from the intersection with Pukenga Avenue, progressing 60m to the intersection with Te Wetini Drive.</u> <u>(ii) Eastbound Cycle Lane from the intersection with Pukenga Avenue, progressing 105m m to the intersection with Te Wetini Drive.</u>
<u>Te Wetini Drive</u>	<u>(i) Northbound Cycle Lane from the intersection with Taiatea Drive, progressing 175m to the intersection with Akoranga Road.</u> <u>(ii) Southbound Cycle Lane from the intersection with Taiatea Drive, progressing 175m to the intersection with Akoranga Road.</u>

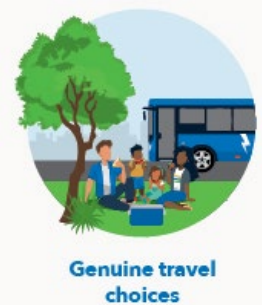

Executive Summary - Whakaraapopototanga matua

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. Cycle Path Register; and
 - b. Special Vehicle Lanes Part 1: Cycle Lanes Register.
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and provision of genuine travel choices in its eight objectives.
7. Targeted consultation has been completed for all proposed changes and generally there is support for these. Where negative feedback has been received, further information is provided in the report.
8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - Koorero whaimaarama

9. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;

- iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
10. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
 11. The refreshed Access Hamilton Strategy (adopted at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Councils commitment to road safety and providing genuine travel choices on the transport network.

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

Parking Restriction Changes

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

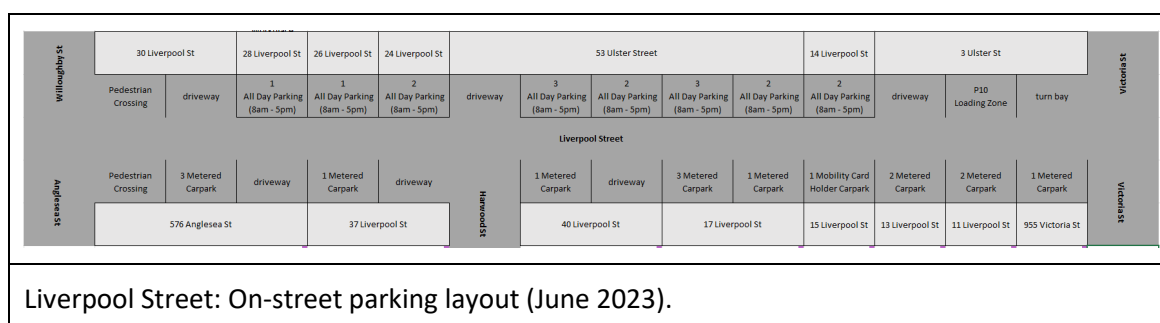
15. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. In general, the feedback received was positive and supportive of the proposed changes.
16. For locations where there was negative feedback received or locations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

Updates on resolutions from previous meetings

17. The 23 May 2023 meeting of Traffic, Speed Limits and Road Closures Hearings Panel requested that staff report back on three items that were considered during that meeting.

a) *investigate returning some or all of the commuter carparks on Liverpool Street to short term parking, including consulting with the businesses on Liverpool Street, and report back to the next meeting of the Committee.*

18. The current parking restrictions on Liverpool Street has 16 carpark bays (50%) with All Day Parking restriction and 16 carpark bays (50%) with a short-term parking restriction (14 metered carpark bays, 1 mobility carpark bay and 1 loading zone with P10 time restriction).



19. In early June 2023, one on one consultation with businesses on Liverpool Street was undertaken seeking their feedback on how the current parking restrictions affect their business operations. Four business operators stated that they wanted to see more 'Short-Term' parking on Liverpool Street to support their business operations, while fourteen businesses stated that the current parking arrangement worked well for their business or doesn't affect their business operations or that they wanted to see more 'All Day Parking' to support their business.
 20. A few business operators stated that they were willing to provide their support for more short-term parking if it would be of benefit of another local business operator, although they noted that the current parking arrangement did not affect them.
 21. All businesses were provided with staff contact information and were encouraged to provide a written submission. At the time of drafting of this report, no written submissions had been received.
 22. Staff shall consult with businesses and property owners on Liverpool Street through a survey and have full consultation completed in the upcoming weeks. The outcome of this survey shall be communicated to the consultation group prior to making a final recommendation to the 17 October 2023 Traffic Panel meeting.
 23. It is therefore recommended that at this stage no further changes to parking restrictions in Liverpool Street are undertaken.
- b) *investigate a residents' parking scheme for Old Mill Lane and better utilisation of Old Pit Lane, and then report back to the Committee.***
24. Further work is required before a report can be provided. It is proposed that both of these issues will be considered in more depth in upcoming Access Hamilton Working Group meetings and reported to the Infrastructure and Transport Committee.

c) ***report back to the committee on management of the Hamilton Squash and Tennis Club carparks.***

25. The Parks & Recreation team (asset owners of the carpark) have proposed a solution to install 'reserved' line marking in the carpark bays and install a gate to the carpark entrance. The operation of the carpark entrance gate shall be managed by the club. These works shall be undertaken along with the car park renewal planned later in 2023. The Hamilton Squash and Tennis Club is pleased with these suggestions.

Improve Parking for Mobility Permit Holders in Central City

26. Following on from the Mobility Carpark survey undertaken last year and requests from customers, Age Concern Hamilton and CCS Disability Hamilton, an increase of on-street parking facilities for road users with mobility permits has been progressed.
27. Consultation for changes to mobility parking restrictions to create 8 new mobility parking spaces in central city and Hamilton East has been completed for the following locations:
- i. Barton Street - 1 new mobility parking bay.
 - ii. Bryce Street - 1 new mobility parking bay.
 - iii. Collingwood Street - 1 new mobility parking bay.
 - iv. Cook Street - 2 new mobility parking bays.
 - v. Grantham Street - 2 new mobility parking bays.
 - vi. Rostrevor Street - 1 new mobility parking bay.
28. Feedback received from Age Concern Hamilton and CCS Disability supported the proposals and appreciation for these proposals was expressed.
29. Feedback was received from one customer who indicated their objection to the proposed changes to parking restrictions on Cook Street. The customer requested for:
- i. enforcement of existing parking restrictions to control misuse of mobility parking bays by road users.
 - ii. increased mobility parking on Grey Street near a pharmacy, rather than on Cook Street.
30. There is already an existing mobility parking bay outside the pharmacy on Grey Street, near Cook Street.
31. Opportunities for further changes to parking restrictions on Grey Street to improve the parking for mobility permit holders will be coordinated with the Eastern Pathways CBD to University project.
32. The Parking Enforcement team have been informed of the request and it is noted that it is currently having difficulty to control abuse of mobility parking bays however, work is ongoing at a national level to create a mobility permit scheme that will have technology in the cards that will 'talk with' the technology in our Licence Plate Recognition cars to enable more efficient enforcement in the future.
33. It is recommended that the proposed mobility parking changes to parking restrictions be approved.
- Parking restrictions to assist with Waste Collection activities:**
34. Requests for no stopping restrictions to be installed at several cul-de-sacs has been received from the Waste Management team in response to concerns and issues being raised by the waste collection truck drivers.

35. The following sites were identified:

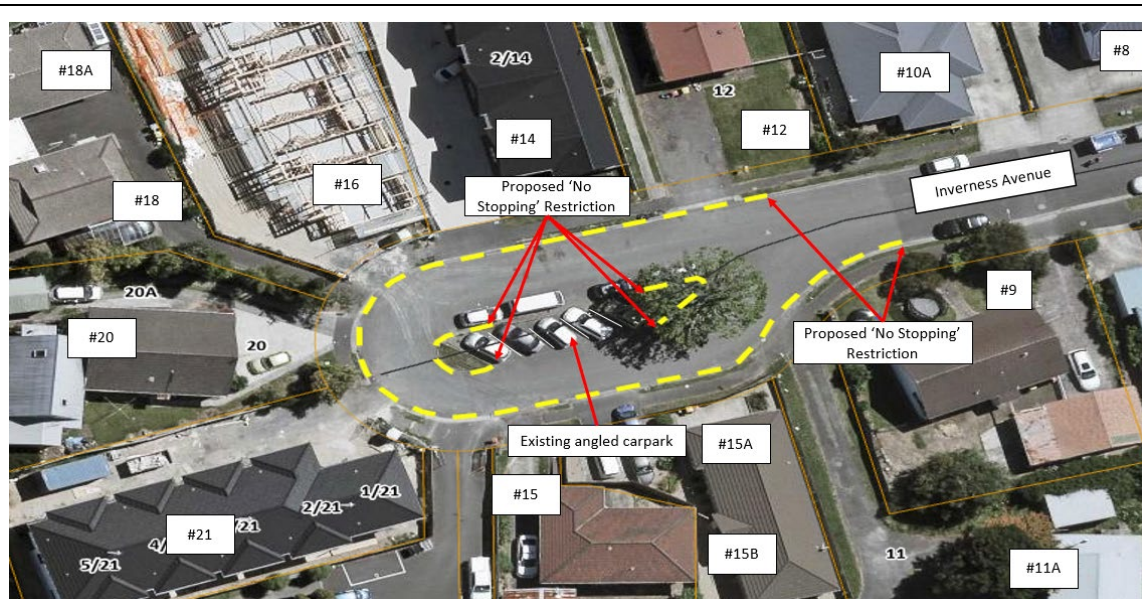
- i. Inverness Avenue
- ii. Littler Place
- iii. McKenzie Place
- iv. Rengarenga Close
- v. Repoiti Court
- vi. Sillary Street
- vii. Snead Place
- viii. Teaview Court
- ix. York Street (both ends)

36. The sites were visited and the extent the no stopping restriction on the cul-de-sac was identified that would be needed to improve traffic operations and access to properties. The proposed restrictions will improve traffic flow for large vehicles such as rubbish collection trucks, emergency services, courier vehicles etc.

37. Consultation has been completed for these sites and the details on specific feedback received is detailed below:

Inverness Avenue – Proposed No Stopping Restrictions

38. A copy of the plan with proposed traffic restriction change is shown below:



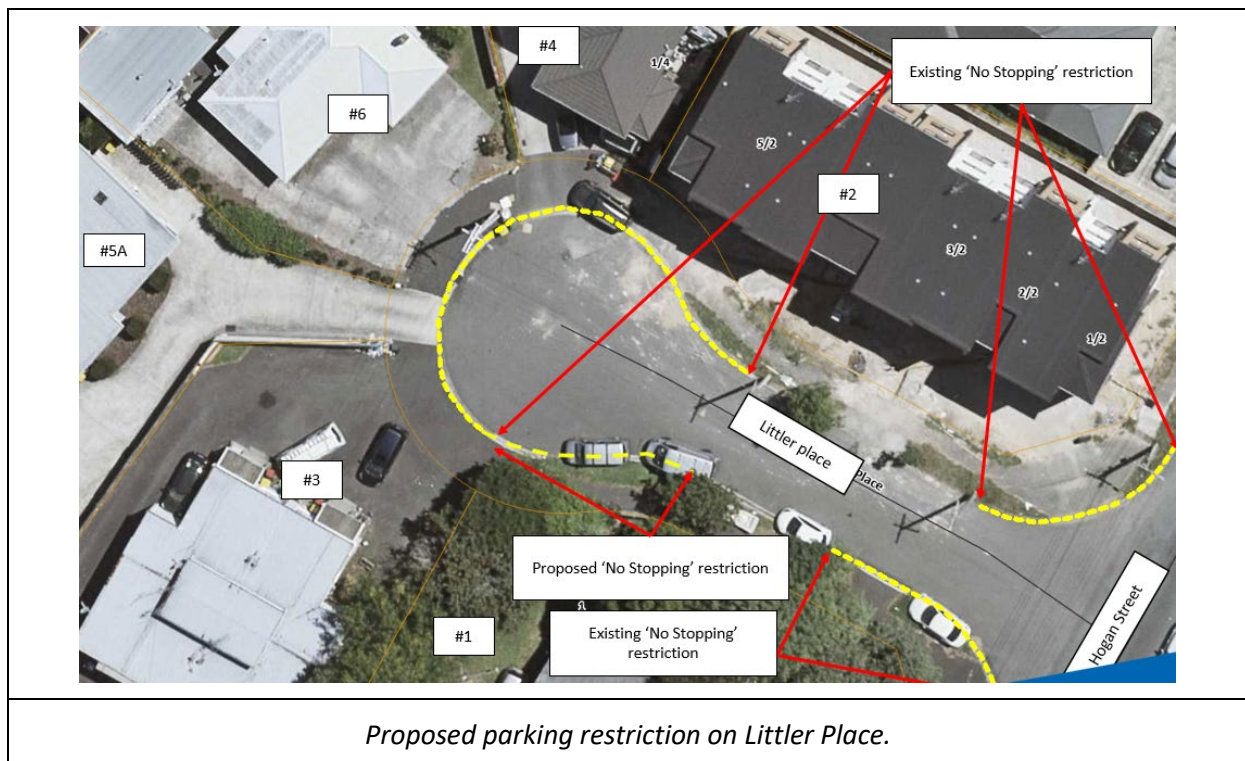
Proposed parking restriction on Inverness Avenue – *amended following consultation*

39. Upon consultation, staff received four submissions. Two of them indicated their support for the proposed no-stopping parking restrictions and requested enforcement of these parking restrictions once approved to control parking issues. They highlighted the increased demand for on-street parking due to university students and high-density housing with minimal off-street parking provision in this neighbourhood.

40. Feedback from two submissions indicated their objection to the proposed no-stopping restriction. One of them raised a concern for pick-up and drop-off of passengers if the no-stopping restriction were to be approved. Another submission raised a concern of parking in the berm resulting from the no-stopping restrictions.
41. The proposal has been modified to reduce the length of the proposed no-stopping restriction in response to the feedback and staff note that quick drop-off and pickup activities will be able to continue.
42. Approval of revised proposed parking restrictions as shown in the plan above is recommended.

Littler Place – Proposed No Stopping Restrictions

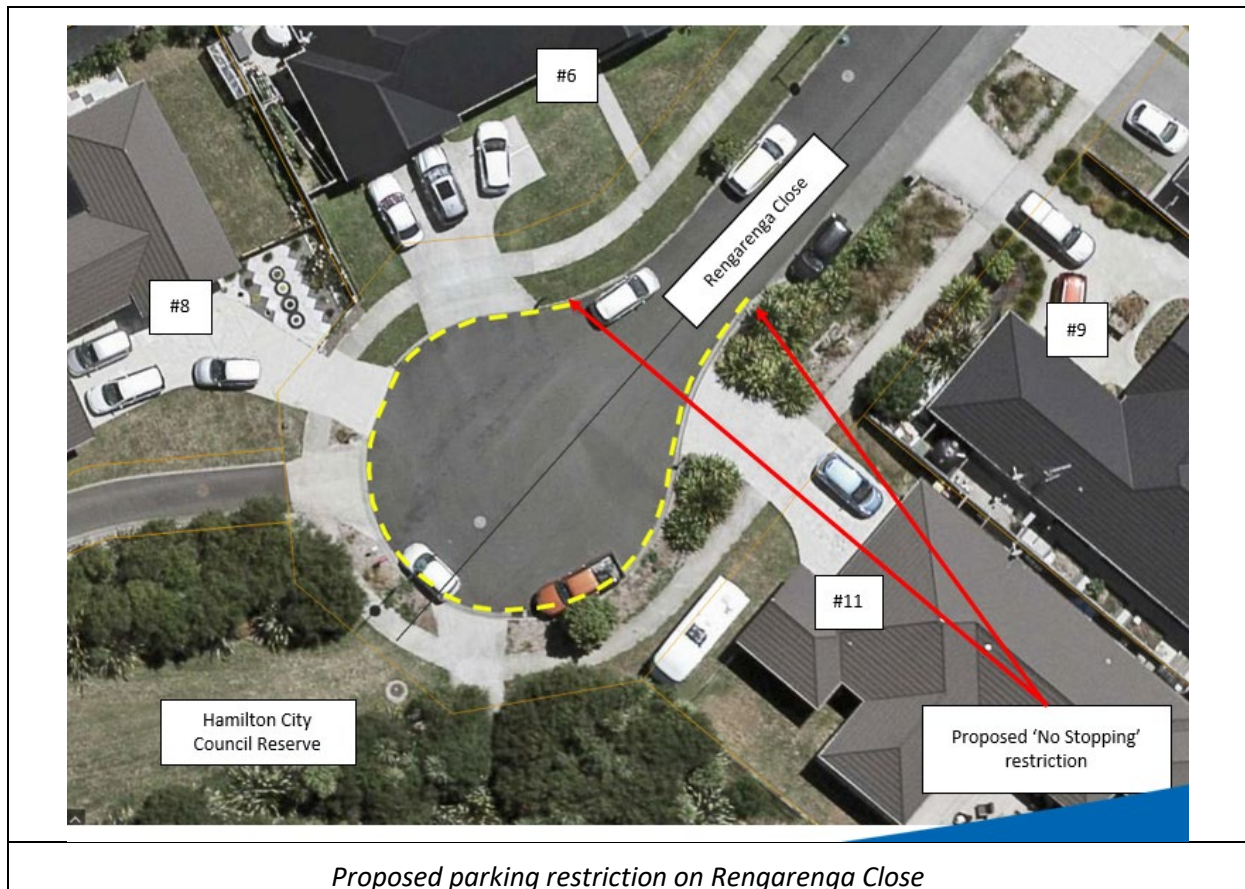
43. A copy of the plan with proposed traffic restriction change is shown below:



44. In response to the consultation, an objection to the proposed no-stopping restriction was received. The feedback highlighted the increased demand for on-street parking due to high-density housing with minimal off-street parking provision in this neighbourhood. They requested investigation into a parking solution for the residents on the street.
45. There are already No Stopping restrictions in place and the proposed additional length of No Stopping will remove approximately two additional carparks. While trying to find a balance between on-street parking and no-stopping restrictions onsite observations indicated a need to extend the no-stopping restrictions for efficient operation of the cul-de-sac for large vehicles.
46. Approval of proposed additional no stopping parking restriction is recommended.

Rengarenga Close – Proposed No Stopping Restrictions

47. A copy of the plan with proposed traffic restriction change is shown below:

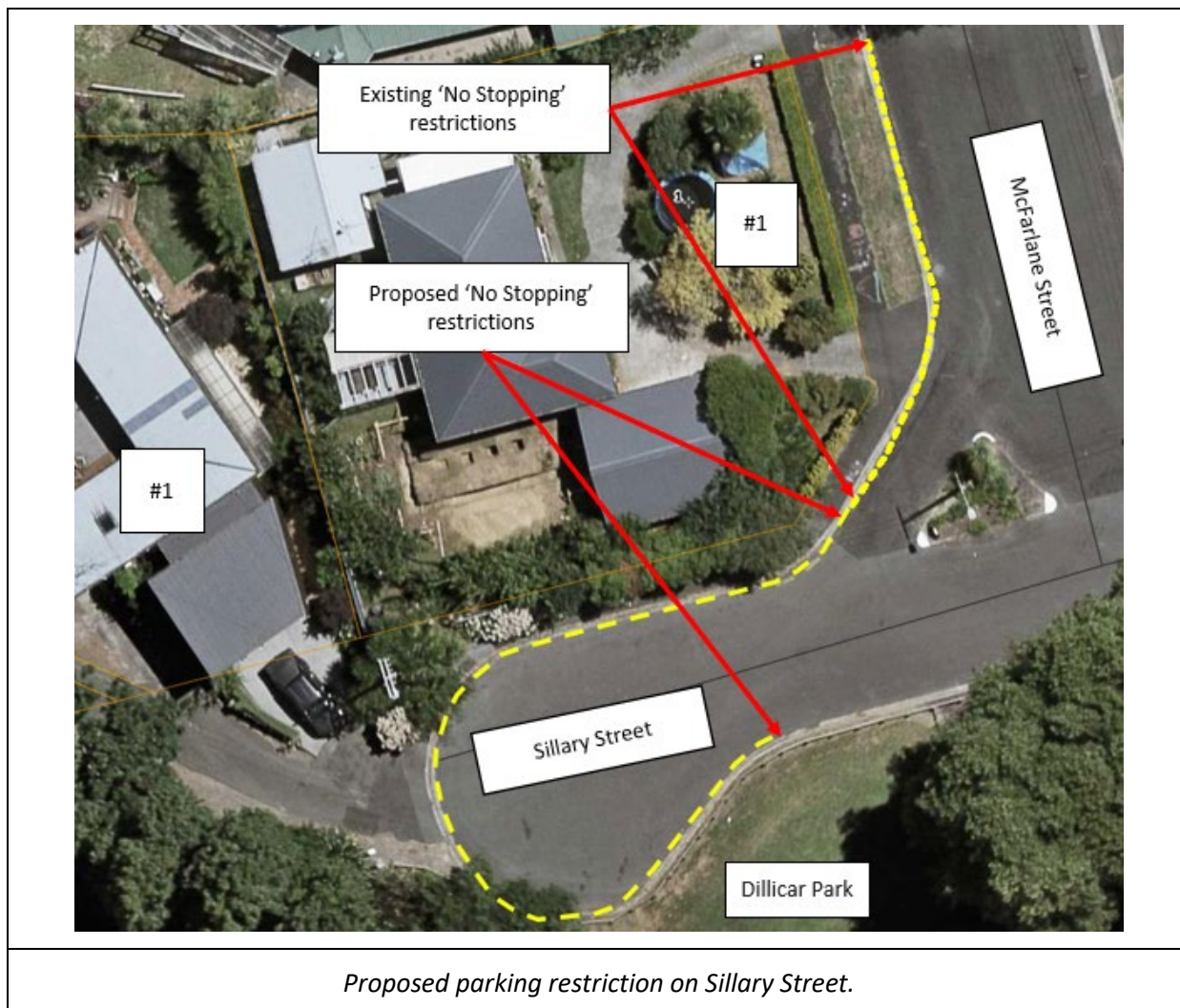


Proposed parking restriction on Rengarenga Close

48. In response to consultation, two submissions were received:
- One customer indicated their support for the proposed no-stopping parking restrictions and requested further extension of the no-stopping restriction beyond their driveway to improve access to their property.
 - One submission indicated their objection to the proposed no-stopping restriction. They indicated they have multiple cars and need on-street parking for their household members and visitors.
49. The site was revisited to investigate a possibility to modify the proposal to reduce the length of the proposed no-stopping restriction.
50. Staff believe the proposed no-stopping restrictions are required to ensure safe and efficient operation of the road. On-street parking will continue to be available for residents in reasonable proximity of their properties, and the presence of streetlights on the street ensures safety for people at night.
51. Approval of proposed no stopping restrictions is recommended.

Sillary Street – Proposed No Stopping Restrictions

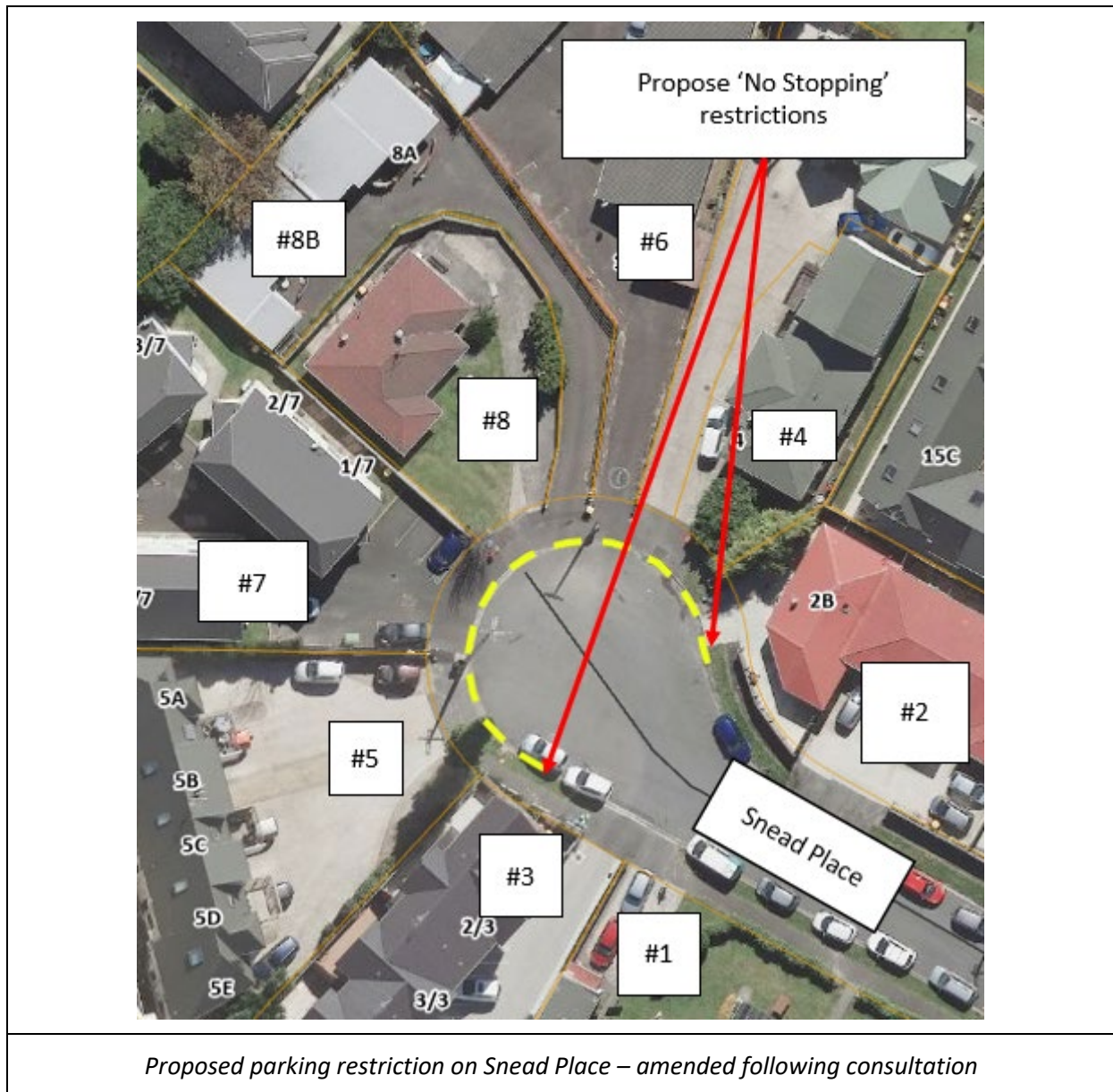
52. A copy of the plan with proposed traffic restriction change is shown below:



53. Following consultation, staff received two submissions indicating their objection to the proposed no-stopping restriction. They indicated the proposed restrictions will create a parking issue for their visitors. One submission requested to create a parking bay on the cul-de-sac for their visitors.
54. The site was revisited to investigate a possibility to modify the proposal to reduce the length of the proposed no-stopping restriction and creating a parking bay on the cul-de-sac.
55. Staff believe the full extent of proposed no-stopping restrictions are required to ensure safe and efficient operation of the road. On-street parking will continue to be available for residents in reasonable proximity of their properties, and the presence of streetlights on the street ensures safety for people at night.
56. Approval of proposed no stopping parking restriction is recommended.

Snead Place – Proposed No Stopping Restrictions

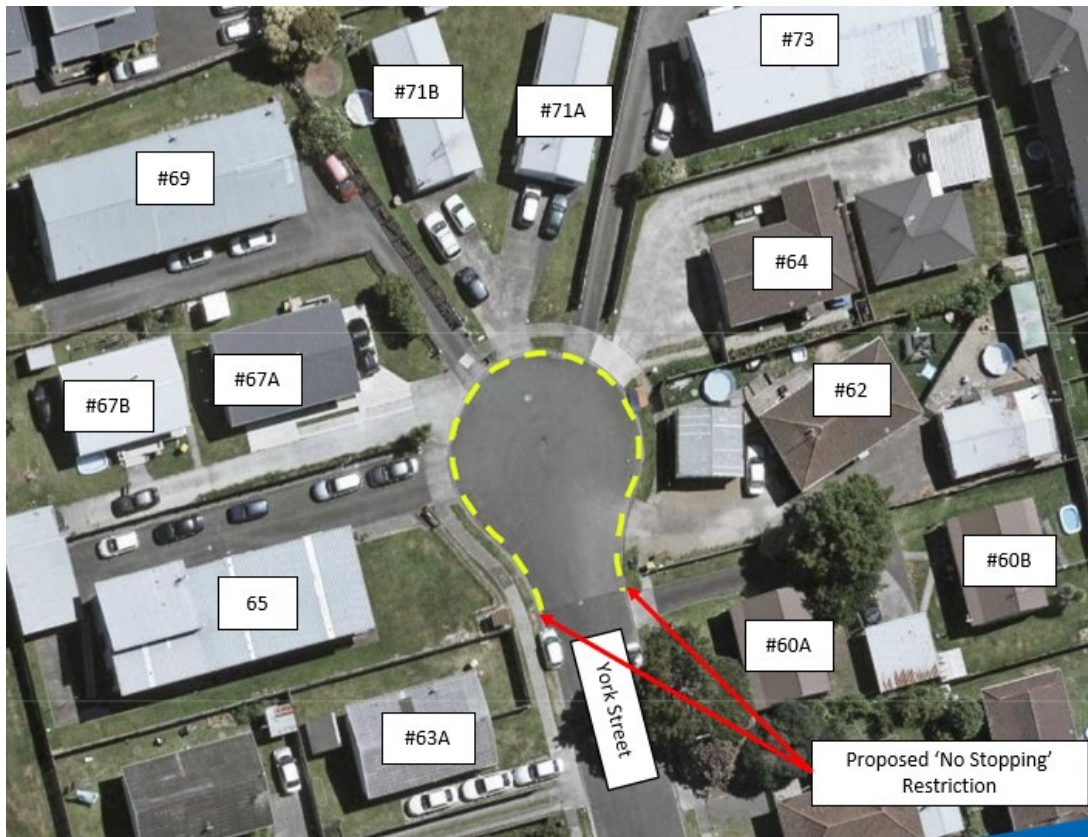
57. A copy of the plan with proposed traffic restriction change is shown below:



58. Following consultation, staff received three submissions. One submission indicated their support for the proposal and expressed their appreciation to staff on this proposal.
59. Two submissions indicated their objection to the proposed no-stopping restriction. They indicated the proposed restrictions will create a parking issue for residents of high-density properties with students and limited off-street parking facilities in this neighbourhood. They requested changes to the proposal to create a parking bay on the cul-de-sac for their visitors.
60. Staff engaged with the customer and revisited the location to investigate a possibility to modify the proposal to reduce the length of the proposed no-stopping restriction and to create a parking bay on the cul-de-sac.
61. A modification to the proposed no-stopping restrictions has been developed allowing for one parking space outside #3 Snead Place on the cul-de-sac as shown in the plan above.
62. Approval of amended no stopping parking restrictions is recommended.

York Street – Proposed No Stopping Restrictions

63. A copy of the plan with proposed traffic restriction change is shown below:



Proposed parking restriction on York Street.

64. Following consultation with affected properties, one submission was received expressing objection to the proposal. They stated that their property does not have enough room to meet the demand for parking and they depend upon on-street parking for their needs.
65. Staff revisited the location but could not modify the proposal. The proposed no-stopping restriction on the cul-de-sac are required for efficient traffic operations on the cul-de-sac and to provide access to properties.
66. Approval of proposed no stopping parking restrictions is recommended.

Stirling Place – Proposed No Stopping Restrictions

67. Staff received a request from a resident on the cul-de-sac of Stirling Place no stopping restriction to improve access to properties and traffic flow around the cul-de-sac. The proposed restrictions will also improve access for large vehicles such as rubbish collection trucks, emergency services, courier vehicles etc.
68. While not requested by Waste Management, they are in support of the proposed changes.
69. A copy of the plan with proposed traffic restriction change is shown below:



70. Upon consultation with affected properties, two submissions were received objecting the proposal. They expressed concerns for on-street parking for their visitors, and the possibility of the parking issue continuing down the street resulting from this proposal. One customer requested parking restrictions during business hours, and another customer requested for speed reduction, monitoring and enforcement of parking along with driver education.
71. Staff revisited the location and modified the proposal to provide parking outside #5 Stirling Avenue and reduced the length of proposed no-stopping restriction on the cul-de-sac.
72. Approval of amended no stopping parking restrictions is recommended.

Splitt Avenue – Proposed No Stopping Restrictions

73. Staff identified a need for a No Stopping restriction on Splitt Avenue to improve access to a Waste Water pump station for maintenance and access during emergencies.
74. A copy of the plan with proposed traffic restriction change is shown below:



Proposed parking restriction on Splitt Avenue – *amended following consultation.*

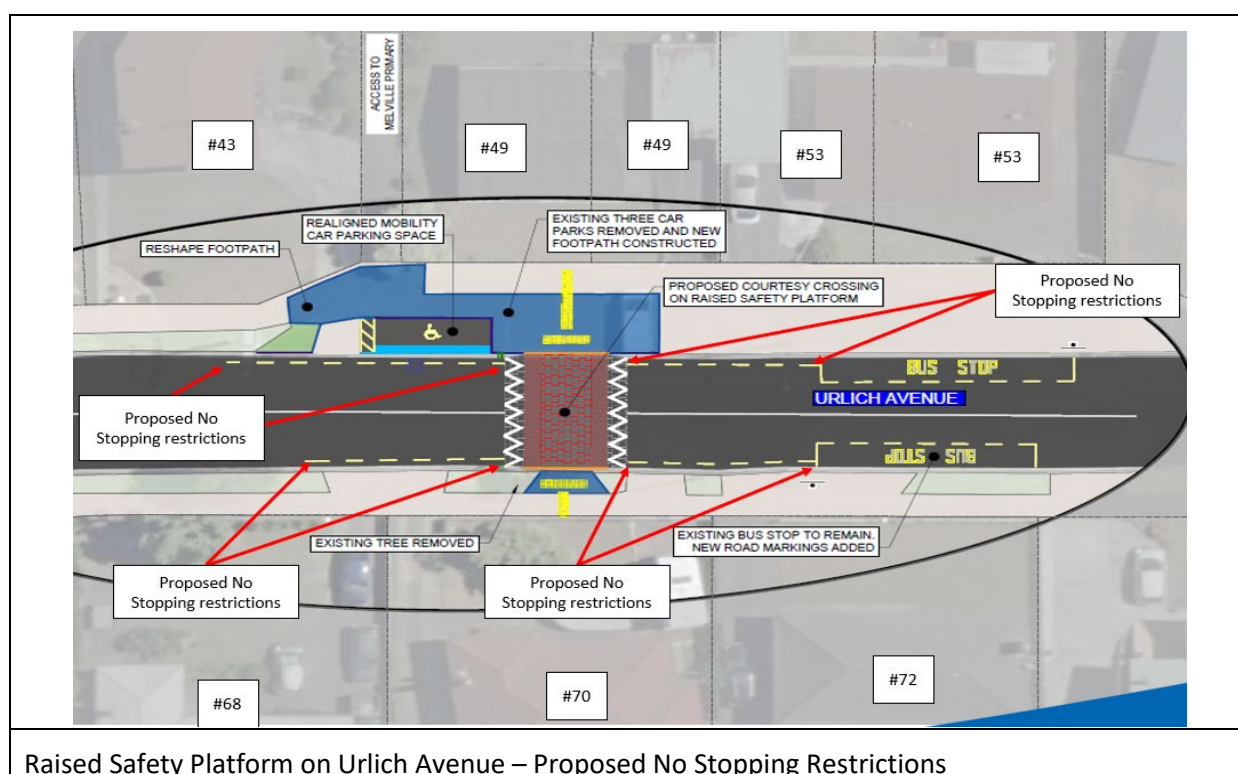
75. Upon consultation with affected properties, residents requested staff to extend the no-stopping restriction across their driveways and supported the proposal. They expressed appreciation to staff for developing this proposal.
76. Staff revised the proposal to extend the no-stopping restriction across the driveways for properties at #16 and #18 Splitt Avenue and this is reflected in the plan above.
77. Approval of the amended no stopping parking restriction is recommended.

Low Cost Low Risk (LCLR) Programme

78. 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.
79. 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. The programme for 2023/24 was approved at the [7 March 2023](#) meeting of the Infrastructure and Transport Committee.

LCLR – Courtesy Crossing on a Raised Safety Platform on Ulrich Avenue – Proposed No Stopping Restrictions

80. A courtesy crossing on a raised safety platform is proposed on Ulrich Avenue to improve safe crossing facilities for pedestrians including school children of Melville Primary School and for safe access to bus stops.
81. An assessment of the area was completed to investigate options and locations best suited for the raised safety platform. Outside #70 Ulrich Avenue was identified as the most suitable location.
82. A raised safety platform at this location, provides a traffic calming measure to reduce operating speeds and ensure safe speeds are achieved outside the school and support the planned Safer Schools Speed limit of 30km/h included in the Speed Management Plan planned for introduction in 2024.
83. A copy of the plan with proposed traffic restriction changes is shown below:



Raised Safety Platform on Ulrich Avenue – Proposed No Stopping Restrictions

84. The following improvements work is proposed in this project:
 - i. Installing a new courtesy crossing on a raised safety platform at the back entrance of Melville Primary School. This will not be used as a school patrol kea crossing initially, however, it will be set up so it can be turned into a kea crossing in the future if required.
 - ii. Removing three car parks to make room for the new raised safety platform. The existing mobility park will be realigned to become a parallel park.
 - iii. Painting new bus stop marking at the bus stop outside of #70 Ulrich Avenue.
 - iv. Installing new yellow no stopping restriction line marking to improve visibility for drivers and pedestrians at the crossing.
 - v. Installing pedestrian tactile surfacing (raised yellow patterns on the footpath) to help people with low or impaired vision to identify where they can safely cross the road.
 - vi. Removing an existing tree outside #70 Ulrich Avenue. It will be replaced at a later date.

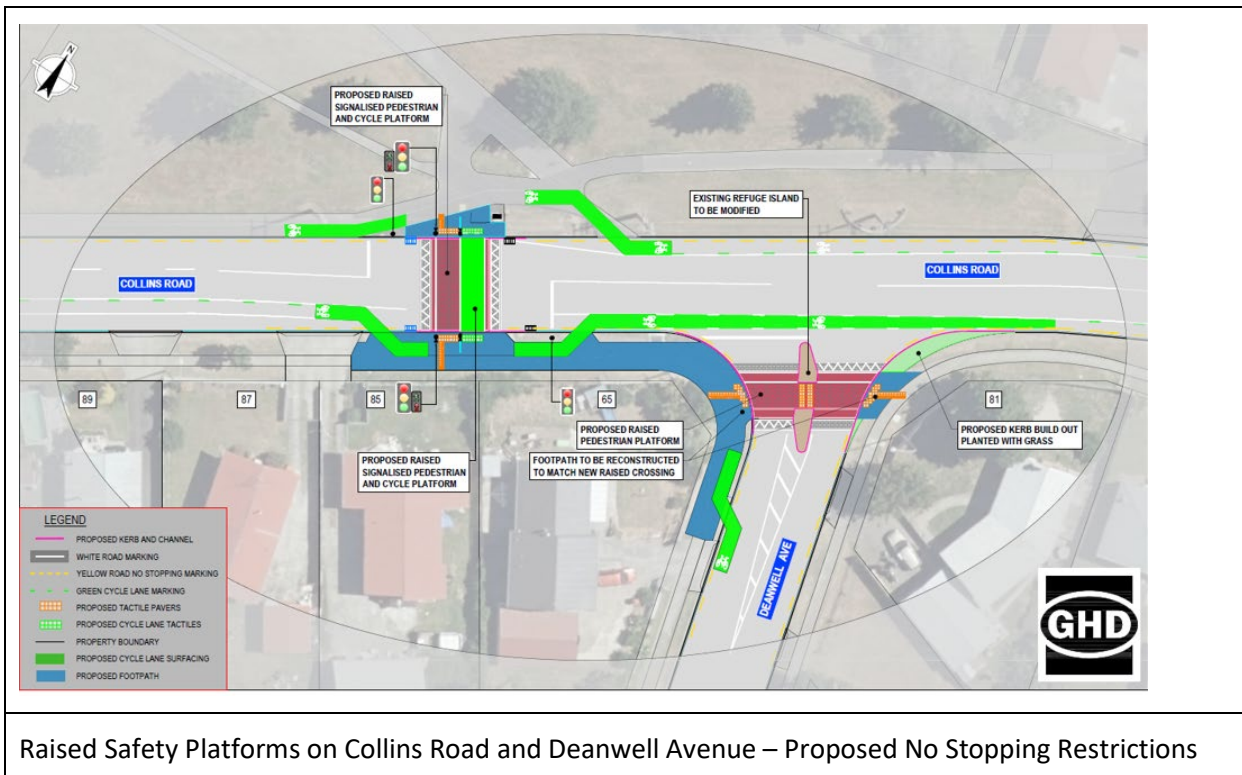
85. The following table sets out the feedback received from the consultation and a staff response to the issue/comment:

#	Feedback Received	Staff Response
i	Keep the existing parking bays near the school unchanged, to assist with school pick-up/drop-off for parents, and requested for the speed bumps to be moved further away.	<p>The existing angled car parking is unsafe and creates a potential conflict between pedestrians and drivers due to proximity to the school's entry/exit point.</p> <p>Drivers will still have the ability to park nearby, but slightly further down the road from either side of the raised platform.</p> <p>Staff observed a low parking demand in the neighbourhood, meaning there will be ample parking opportunities within the vicinity of the rear entrance to the school.</p>
ii	Parents of children attending Melville Primary do not use the existing car parks correctly, especially during after school pick up, and parents often park in residents' driveways or blocking foot paths. Parents park their vehicles as close to the school gate as possible and create a dangerous environment for children.	<p>Staff requested residents to report incidents of vehicles parking illegally across driveways, to help our parking wardens monitor and control such parking incidents.</p> <p>Staff will continue to liaise with the school and remind parents of the need to park safely and legally.</p>
iii	the need for speed advisory signs on posts in addition to those existing on the road.	<p>Additional speed advisory signs will be included in the construction of the raised safety platform.</p> <p>Speed limit signage changes are proposed as part of the rollout of the 30km/h Safer School Speeds programme in early 2024.</p>
iv	Money would be better spent upgrading the road infrastructure on the front of the school to enable parents to drop their children off out the front of school on Ohaupo Road.	<p>The school fronts on to Ohaupo Road, a State Highway which is owned by Waka Kotahi NZ Transport Agency and has higher speeds and traffic volumes.</p> <p>Staff are working with Waka Kotahi to seek a 30km/h Safer School Speed limit in this area but believe that ideally greater numbers of students should be able to walk and cycle to school and there is an underpass at this location to provide safe 'crossing' under the road.</p>

86. Staff contacted the customers and explained the proposed plan for safety improvements and the need to remove parking in the area. The customers were happy with the outcome of this project as they were concerned about the safety of the children.
87. Construction works for this project are scheduled to start in late-2023.
88. It is recommended that the proposed parking restrictions be approved to enable this project to be completed.

LCLR – Raised Safety Platforms on Collins Road and Deanwell Avenue – Proposed No Stopping Restrictions

89. A courtesy crossing on a raised safety platform is proposed on Deanwell Avenue at Collins Road intersection to improve accessibility and make the area safer for everyone, particularly pedestrians and people on bikes.
90. The existing pedestrian crossing facility on Collins Road is frequently used by school children, and the operating speeds are over 50km/h at this location. Vulnerable pedestrians are at a higher risk of being seriously injured or killed should a collision occur with a vehicle. A raised safety platform designed to reduce speeds to around 30km/h at the crossing point is proposed at this location.
91. A copy of the plan with proposed traffic restriction changes is shown below:



Raised Safety Platforms on Collins Road and Deanwell Avenue – Proposed No Stopping Restrictions

92. The following improvements works are proposed in this project:
 - i. installing a raised pedestrian platform at the existing signals on Collins Road and installing a bike priority crossing. These works include new bike on/off ramps.
 - ii. installing a raised pedestrian platform with kerb realignment on Deanwell Avenue at the intersection of Collins Road, to slow speeds into the intersection and provide a safer crossing point.
 - iii. widening of the existing footpath to a shared path to provide better accessibility for pedestrians and people on bikes.
 - iv. installing pedestrian tactile surfacing, this helps people with low or impaired vision to identify where they can most safely cross the road.
93. These improvements will help slow down traffic and improve sight distances at the crossing points to all road users and provide a safer experience for all users in the surrounding community.

94. The following table sets out the feedback received from the consultation and a staff response to the issue/comment:

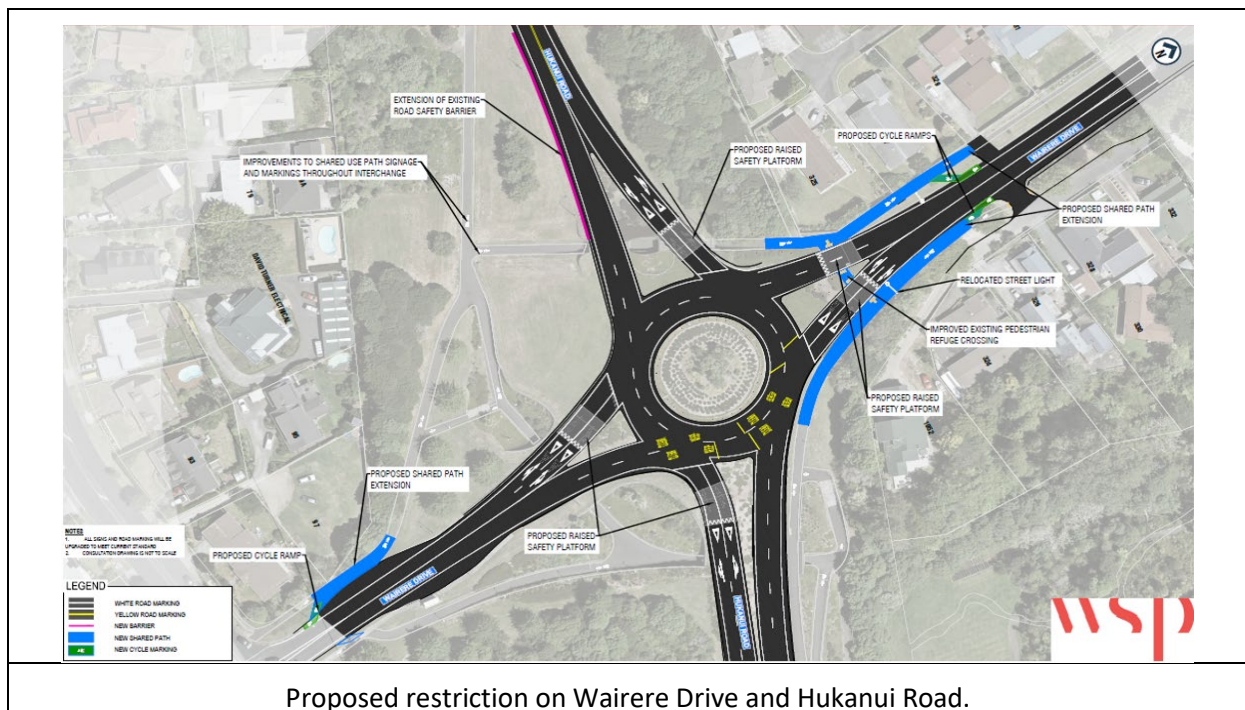
#	Comments	Staff Response
i	<p>Living Streets Kirikiriroa and Transporting New Zealand support the proposal.</p> <p>Living Streets Kirikiriroa requests that a zebra crossing is added to the raised safety platform on Deanwell Avenue, providing a right of way to the pedestrians.</p>	<p>Acknowledged feedback.</p> <p>Staff noted the proposed raised safety platforms does not include a pedestrian priority, meaning drivers have right of way at the crossing at this stage.</p> <p>There are changes expected to come through legislation in the near future which will potentially make it a legal requirement for turning traffic to give way to pedestrians at location such as this.</p> <p>A safety review of the operation of the crossing will be undertaken once the site is operational to determine if there would be any benefit of having a zebra crossing added and to determine that this will work safely.</p>
ii	<p>Disabled Person's Assembly (DPA) recommend Council to review permitting cyclists onto a footpath, given the safety issues this would present for pedestrians, especially those who are blind or vision impaired, deaf, hard of hearing, or mobility impaired and that a separate cycleway or cycle path be constructed nearby instead.</p> <p>DPA wanted staff to include DPA alongside with Hamilton Disabled People's Coalition and other disability community networks as co-design partners on this project.</p>	<p>Staff acknowledged feedback received, while a fully separated cycle facilities are preferred; this proposal provides cyclists with access to the crossing facility and a shared path.</p> <p>Acknowledged feedback.</p>
iii	<p>Two residents expressed their support on the proposal.</p> <p>One of them expressed reduced speed is essential in reducing damage to cyclists and pedestrians and that raised safety platform crossings are good at achieving improved safety.</p> <p>Another expressed their concern that speed limits on Collins Road and adjacent artery roads have no consistency.</p>	<p>Acknowledged feedback.</p> <p>The speed limits changes between 40km/h and 50km/h depending on school times.</p>

95. The project will undergo an independent safe system audit, both at a detailed design stage and after completion of construction. Any safety deficiencies identified by this independent audit report will be addressed as part of the project delivery.

96. Construction works for this project are scheduled to start in late-2023.
97. Changes to the **Cycle Paths Register** are recommended and included in section 176 of the report for approval for the completion of this project.
98. It is recommended that approval of proposed parking restrictions be given.

LCLR – Safety Improvements at the Wairere Drive and Hukanui Road Roundabout – Proposed ‘Shared Path’

99. Safety improvements are proposed at the Wairere Drive and Hukanui Road roundabout to make the intersection safer and more accessible for all road users.
100. The proposed raised safety platforms will reduce operating speeds at the roundabout to 30km/h allowing drivers to safely search for active users and move active mode users such as pedestrians and cyclists to close to the kerb height / footpath level making them more conspicuous to approaching traffic, and will reduce injury resulting from any impact.
101. A copy of the plan with proposed traffic restriction changes is shown below:



102. These improvement works will help lower speeds to a safe and appropriate level and provide safe gaps in traffic for all users at this busy roundabout. The following improvements works are proposed in this project:
 - i. installing raised safety platforms at all four approaches to the roundabout to help to slow approaching vehicles and reduce injury.
 - ii. extending the existing shared path network by installing cycle on/off ramps, shared path signage and road marking to help improve accessibility for cyclists.
 - iii. installing raised pedestrian refuge islands and pedestrian tactile surfacing on the Hukanui north leg to assist people with low vision to identify where to cross the road safely.
 - iv. improve road safety barriers.

103. Following consultation, feedback was received from twelve residents who in general expressed their objections to the proposed raised safety platforms noting concerns of potential traffic delays, increased traffic noise from heavy vehicles and no safety improvements for pedestrians and cyclists.

104. Feedback from Living Streets Kirikiriroa indicated a series of concerns with safety of pedestrians crossing four lanes of traffic at the northside of the Hukanui Road roundabout. The concerns raised and response provided are shown in the table below:

#	Living Streets Kirikiriroa concerns	Staff response
i	the pedestrian crossing to be located further north where Hukanui Road is a single lane, and installation of a pedestrian refuge island at this crossing.	The proposed raised safety platform at the northern leg of the roundabout on Hukanui Road is at a location with an existing pedestrian refuge crossing across four lanes and is currently utilised and desired location by the road users for a crossing. A raised safety platform at the proposed location will improve the existing informal pedestrian crossing while utilising the existing refuge island to improve safety, and an addition to the underpass system to across this intersection safely. Relocation of the proposed raised safety platform further north, at the single lane section on Hukanui Road, may result in pedestrians and cyclists continuing to cross the road at the location of existing crossing across the four lanes.
ii	confirmation of traffic counts at the roundabout indicating a need for 4 traffic lanes. They wanted the approach and exit lanes for Hukanui Road at the roundabout be reduced to single lanes, to make it safer for all users.	Traffic counts on Wairere Drive, a major arterial road, is estimated at an average daily traffic volume of 25,000 vehicles per day (vpd) and on Hukanui Road, a minor arterial road, is estimated at an average daily traffic volume of approximately 13,000vpd. A major arterial road is designed for efficient traffic flows with minimal traffic delay, reduction in the number of traffic lanes at the roundabout on Hukanui Road will require a redesign of the roundabout on all four legs and results in a reduced operating capacity of the roundabout and a drop in level of service (LoS) with significantly increase in traffic queue lengths and traffic delays.
iii	a width of 4m for the new shared paths.	There are constraints at this site which prevent achieving the desired 4m width for the shared path in a few isolated sections. Staff agree and support a 4m width as desirable for the proposed section of the shared paths and shall aim to achieve the desired width where the space and topography is available.
iv	that a second ramp for cyclists be added at the northern end of the bus stop at #299	A cycle ramp on the northern end of the bus stop at #299 Hukanui Road is not proposed, to

	Hukanui Road, which would help cyclists to enter the shared path after they have crossed people waiting a bus on the proposed shared path.	move the cyclists onto the new shared path facility earlier and lead them to the underpass. Separating cyclists from traffic via the underpass facility eliminates the risk of cyclist-vehicle conflicts to help to prevent death or serious injury (DSI) type crashes, which forms a key part of central governments Road to Zero strategy which our Council has adopted.
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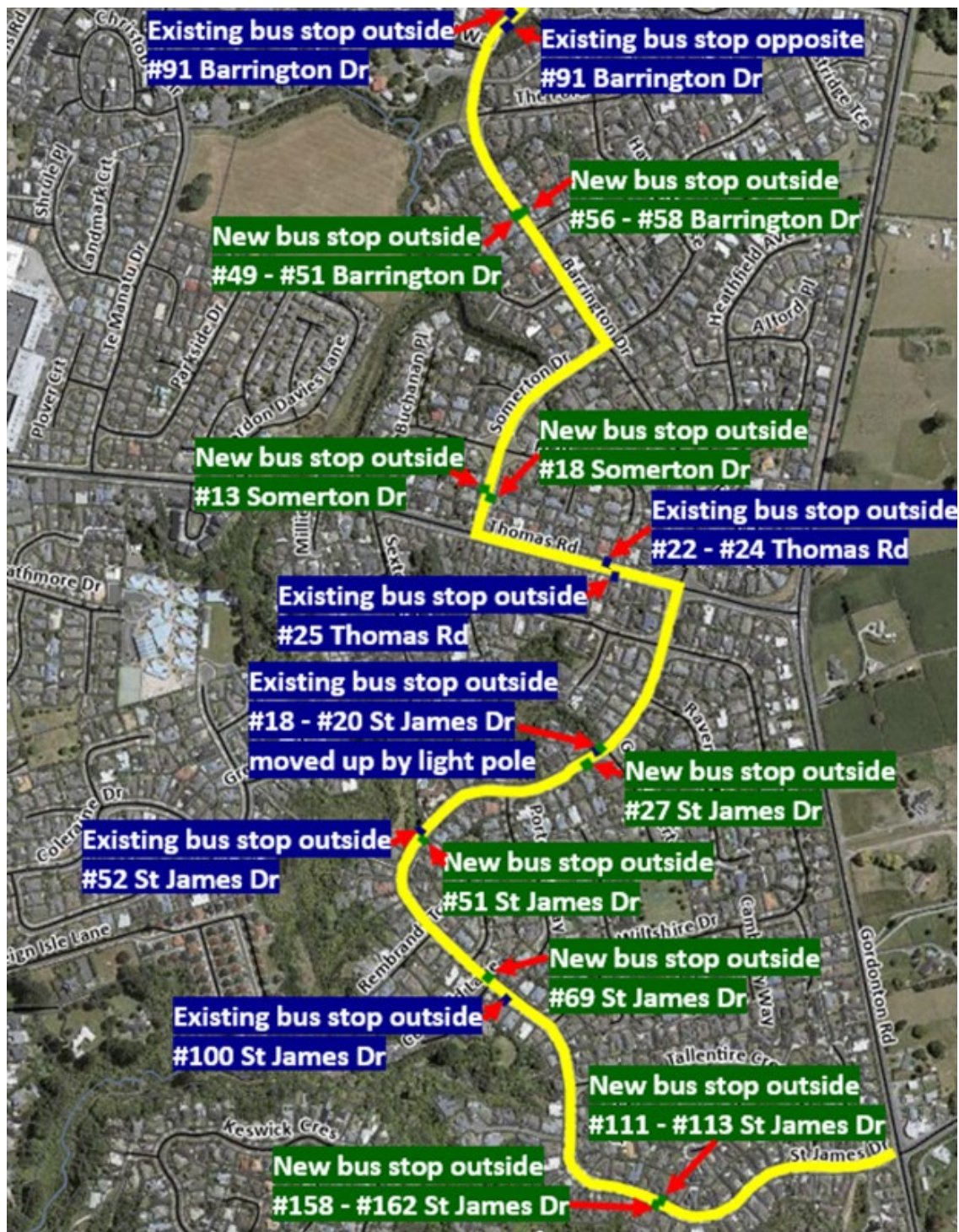
105. Staff acknowledged feedback received and have responded directly to Living Streets Kirikiriroa in regard to their concerns.
106. Safe System audits will be undertaken for the detailed design and the concerns raised will be presented to the safety audit team to ensure that they also look to ensure that these issues are addressed as much as possible.
107. Construction works for this project are scheduled to start in late-2023.
108. Changes to the **Cycle Paths Register** are recommended and included in section 176 of the report for approval for the completion of this project.
109. Transport Unit Staff recommend approval of proposed parking restrictions.

LCLR – PT Improvements for Rototuna Circular bus route – Proposed No Stopping Restrictions and Bus Stops

110. In conjunction with the construction of the new roundabout for St James Drive, Gordonton Road & Puketaha Road intersections, the Waikato Regional Council have decided to reroute the Rototuna Circular bus route to utilise these intersection improvements.
111. As a result, there new bus stops and changes to parking restrictions are proposed and these works are funded through the Low Cost Low Risk – Public Transport programme.
112. The proposed new bus route is shown in the image below:



Rototuna Circular Bus Route – proposed route through Saint James Drive



PT Improvements for Rototuna Circular bus route – Proposed Bus Stops

Design I – May 2023

113. The initial design (**Design I – May 2023**) for a new bus route proposed nine new bus stops along the route. Staff liaised with Waikato Regional Council on the proposal to improve safety and sight lines for bus drivers and affected road users.
114. Staff consulted on the proposal with residents and property owners affected from these proposed changes to bus stops and no stopping restrictions near their properties.

Design II – June 2023

115. Following the feedback collected through public consultation on Design I, the designs were revised (**Design II – June 2023**) to include:
- i. Relocation of the bus stops initially proposed outside #3, #4 and #5 Somerton Drive, to outside #13 and #18 Somerton Drive. The change was proposed to address a risk of a flood zone creating boggy berms and water ponding on the road during a heavy rainfall event, which would have been an inadequate service for public transport users.
 - ii. Relocation of a bus stop outside #51 St James Drive, so that the bus stop is not located directly in front of a property. The change was proposed to address feedback from a resident objecting the proposal due to concerns of security and privacy.
116. Consultation on the revised design (Design II) has been completed with the affected properties. The feedback received indicated:
- i. The resident at #51 St James Drive were unhappy with the proposal provided feedback on the revised proposal (Design II).
117. Staff did not identify a need to further change the proposed bus stop location based on the feedback received.
118. The following benefits are identified with the bus stop outside #51 St James Drive:
- i. Pairing with existing bus stop across the road.
 - ii. Close proximity to an existing raised safety platform (RSP) crossing for pedestrians.
 - iii. Close proximity to a walkway connecting St James Drive to Coleraine Drive.
119. The image below is of the proposed location of the bus stop outside #51 St James Drive





Proposed bus stop location outside #51 St James Drive.

120. Staff recommend approval of the proposed bus stops and no stopping restrictions to improve Rototuna Circular bus route through St James Drive.

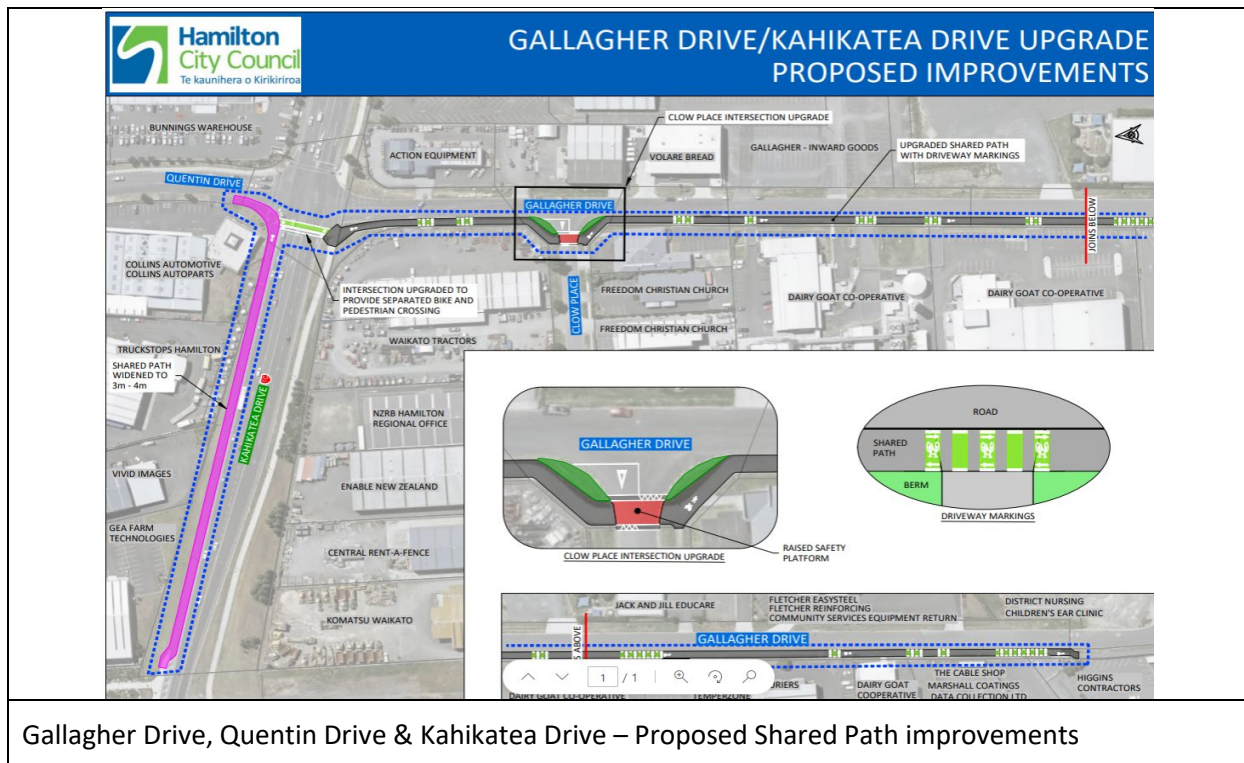
Climate Emergency Response Fund (CERF) Transport Choices Programme

121. In 2021, the Government announced establishment of the 'Climate Emergency Response Fund' (CERF). This fund was set up with an initial \$4.5 billion 'down payment' for Aotearoa New Zealand's climate spending, proportional to the proceeds of the Emissions Trading Scheme. Amongst other initiatives, this programme is providing a 'Transport Choices' package that has been offered to Councils to assist them in providing safe, convenient and accessible travel choices for all residents.
122. Staff have identified 28 different Walking, Cycling and Public Transport projects and secured an average of 90% funding through CERF to deliver these projects to reduce Transport Emissions by 2035. The CERF funding program allows delivery of these projects to be brought forward and implemented in the next 12-15 months.
123. These 28 transport projects were reported to the [7 March 2023](#) Infrastructure and Transport Committee, with an Elected Members workshop held on the 14 March 2023.
124. A formal agreement has been signed between HCC and Waka Kotahi for each individual project.
125. The projects have been developed to help with the delivery of the following strategies:
- i. **Access Hamilton** sets the vision for the future of transport in Hamilton.
 - ii. **Road to Zero** utilising the 'Safe System' approach to road safety which aims to create a forgiving road environment to reduce harm when people make mistakes.
 - iii. **Our Climate Future**: Te Pae Tawhiti o Kirikiriroa Council is committed to responding to, and planning for climate change
 - iv. **Hamilton Parking Policy** – setting the guiding principles for the development of area-specific parking management plans, and site and land use specific parking management.

CERF - Gallagher Drive & Kahikatea Drive – Proposed Shared Path improvements (Project #3)

126. The proposed improvements along Kahikatea Drive and Gallagher Drive are to provide an improved link between the Western Rail trail and the southern suburbs of Melville and Glenview. 80% of the project cost is funded through Waka Kotahi NZ Transport Agency from the Climate Emergency Response Fund (CERF).
127. The proposed new shared path will provide road users with a high level of amenity for travelling by bike and aligns with the Council's micro mobility and biking plan.
128. The proposed project received an approval from 20 July 2023 Infrastructure and Transport Committee.
129. The following improvement works are proposed to the existing infrastructure on Kahikatea Drive and Gallagher Drive:
 - i. Installing a shared path along Kahikatea Drive
 - ii. Installing a cycle and pedestrian crossing at the Quentin Drive & Kahikatea Drive intersection
 - iii. Installing cycle markings across driveways and replacing damaged sections of the path.
 - iv. Modifying the existing shared path along Gallagher Drive to ensure it is fit for purpose.
 - v. Installing a Raised Safety Platform crossing across Crow Place.
 - vi. Crime prevention improvements at the walkway between Gallagher Drive and Coventry Place.
130. CPTED (Crime Prevention Through Environmental Design) improvements are proposed at the walkway between Gallagher Drive and Coventry Place. These improvements include:
 - i. trimming trees from Gallagher Drive to Coventry Place.
 - ii. changing bollards to improve accessibility for people on tandem bike and/or bike trailers.
 - iii. installing lighting between the lit streets from Gallagher Drive to Coventry Place.

131. Proposed changes on Gallagher Drive, Kahikatea Drive, Quentin Drive and Clow Place are shown in the image below:



132. Specific details of the improvements are included in Attachment 1 of this report.

Consultation (Design I – April 2023)

133. The following feedback was received from public consultation with business operators, property owners and key stakeholders:

- request for installation of a cycle hold rail at the intersection of Kahikatea Drive and Quentin Drive to assist cyclists who cross the intersection at the signals.
- request for installation of a delineation highlight the high-risk area between the shared path and car parking, via a marked 'door zone'.

134. These requests will be accommodated, and improvements will be considered during the detailed design and construction plan of the project.

135. Changes to the **Cycle Paths Register** are recommended and included in section 176 of the report for approval for the completion of this project.

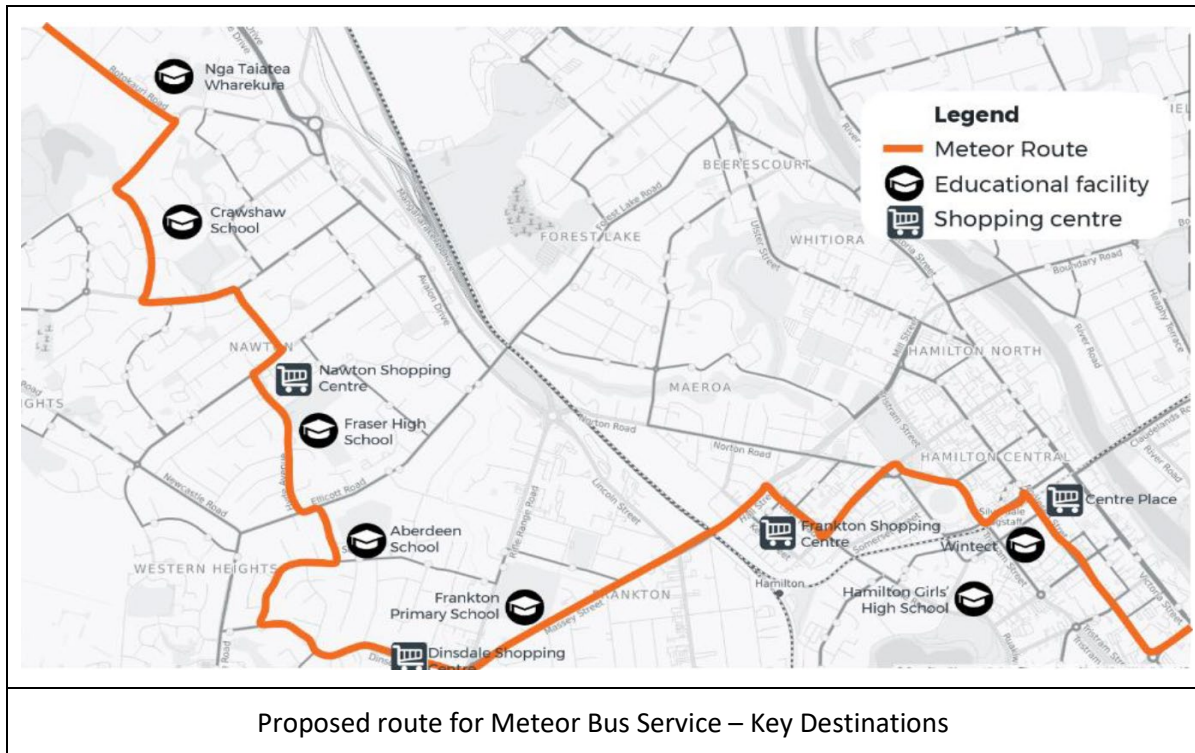
CERF – Grandview Road and Hyde Avenue – Proposed PT Improvements (Project #15)

136. Staff and Waikato Regional Council reviewed the existing infrastructure along to the proposed Meteor Public Transport Route in 2021 and reported the recommendations from the study to the Infrastructure Operations Committee on [07 December 2021](#) and [31 May 2022](#).

137. 90% of the project cost is funded through Waka Kotahi NZ Transport Agency from the Climate Emergency Response Fund (CERF).

138. The proposed Meteor route is designed to connect the CBD, Frankton, Nawton and the Rotokauri Transport Hub. This route is likely to replace the Frankton (number 8) bus route. This route will have a high level of service and is noted as a 'Hamilton Frequent' in the Waikato Regional Public Transport Plan 2022.

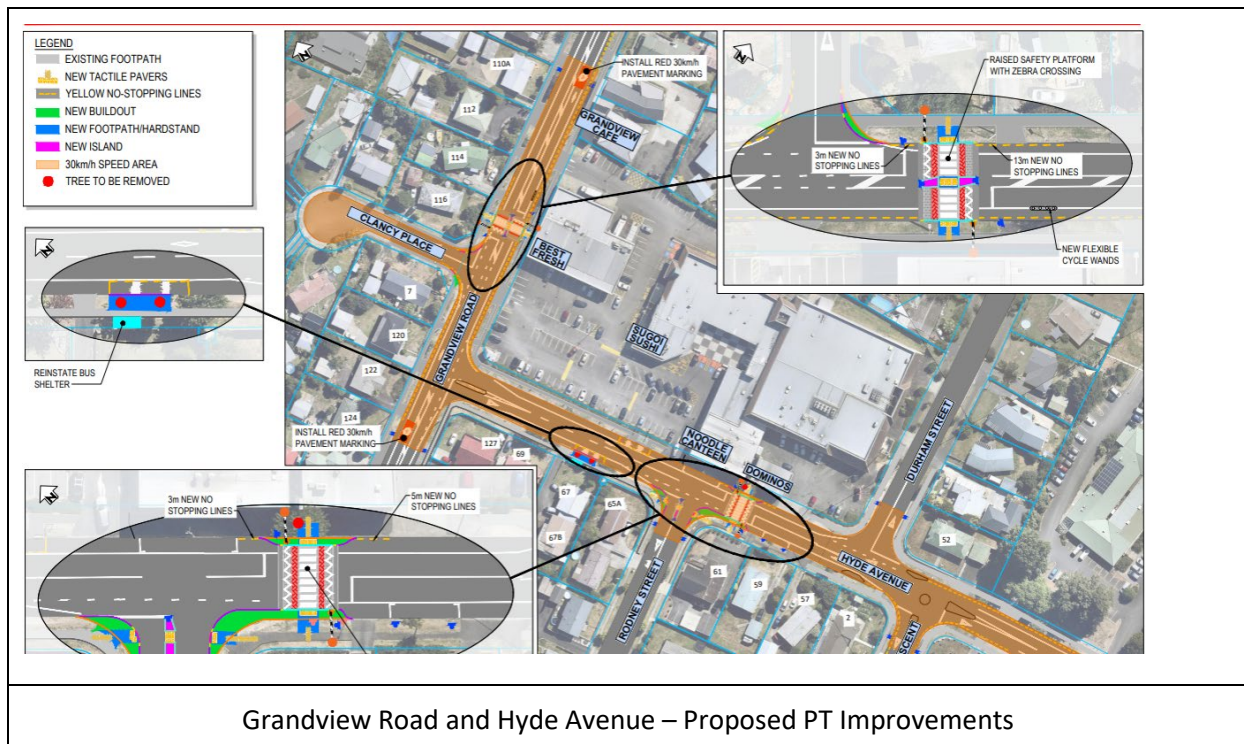
139. The changes proposed to Meteor route with key destinations is shown in the image below:



140. The proposed improvements will complement an existing bus route by providing a higher level of amenity and safety for bus users.

141. The proposed improvements support the Safer Speed Area and introduction of lower speed limits (including 30km/h in the shopping precinct) which are planned for Hyde Avenue and Grandview Road in 2024.

142. The concept of this project is shown below:



143. The proposed improvements include:

- i. Installation of a zebra crossing on a Raised Safety Platform on Hyde Avenue.
- ii. Installation of an accessible bus kerb at the bus stop outside #67 Hyde Avenue.
- iii. Re-installation of a bus shelter outside #67 Hyde Avenue.
- iv. Kerb build outs and a splitter island at the intersection of Rodney Street and Hyde Avenue.
- v. The removal of two trees to install a bus shelter.
- vi. The removal of one trees to install a raised safety platform for pedestrian zebra crossing.

144. Consultation on the proposal with business owners, residents, property owners and key stakeholders was completed in July 2023.

145. Feedback received from a resident requested staff to consider more traffic calming along Hyde Avenue, especially on the approach the Durham Street roundabout.

146. It is recommended that the planned improvements in Grandview Road and Hyde Avenue be approved.

CERF - Parklet installation (Project # 13)

147. 90% of the project cost will receive funding Waka Kotahi NZ Transport Agency from the Climate Emergency Response Fund (CERF).

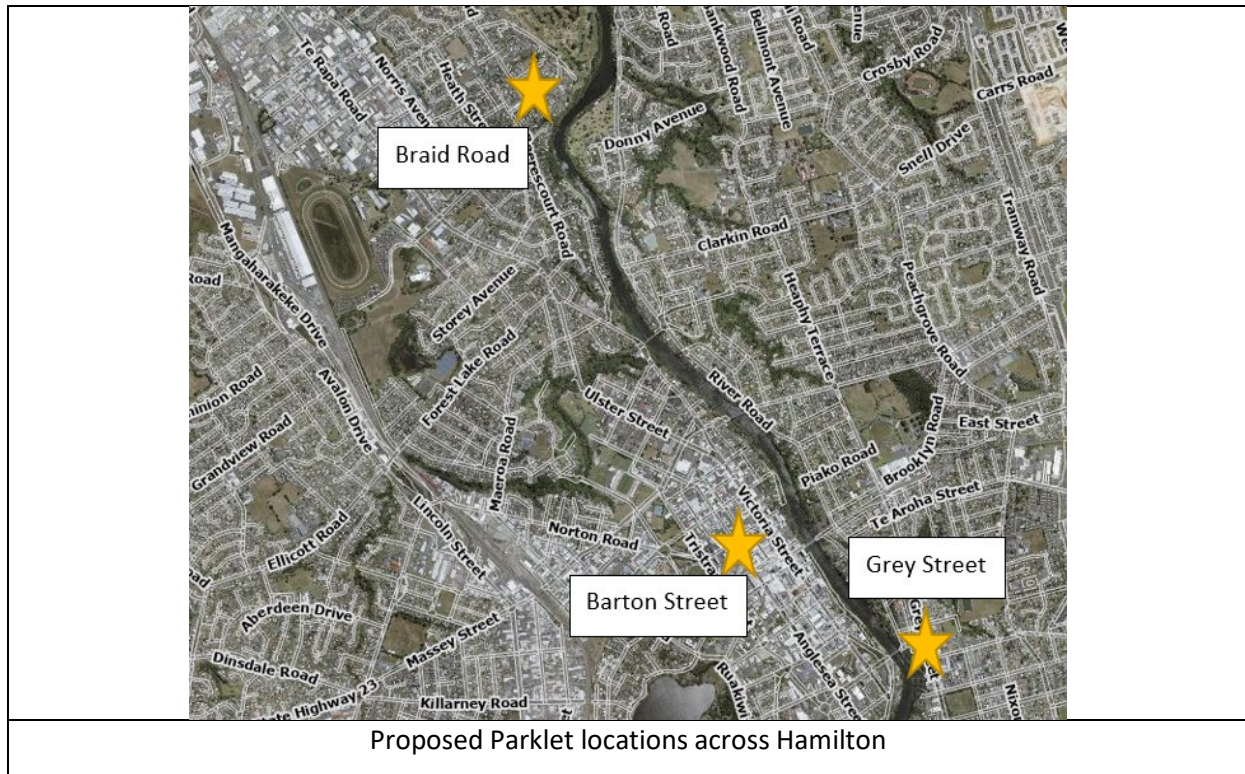
148. In 2019, following a community engagement activity, a number of locations were approved via the [8 October 2020](#) Infrastructure Operations Committee meeting for a trial of improved bike parking at key locations via installation of temporary bike parklets.

149. Staff consulted on the trial of the parklets and identified three locations for new semi-permanent bike parking of a higher quality.

150. The three sites identified are listed below:

- i. Barton Street – outside Torpedo 7 (location of 2019 trial)
- ii. Grey Street – outside Grey Steet Kitchen (location of 2019 trial)
- iii. Braid Road – outside the Saint Andrews Fishing Club

151. Image below shows the location of the proposed parklets:

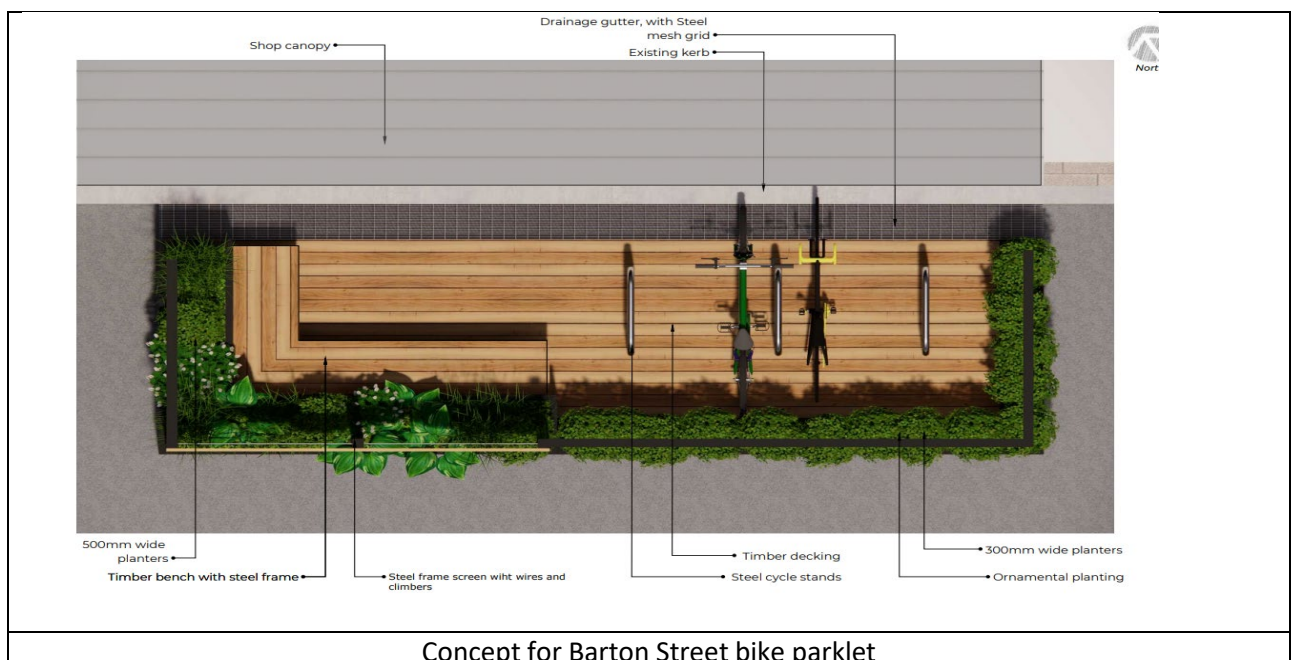


CERF – Barton Street – Parklet Installation (Project #13)

152. Proposed Parklet outside Torpedo 7 on Barton Street will include:

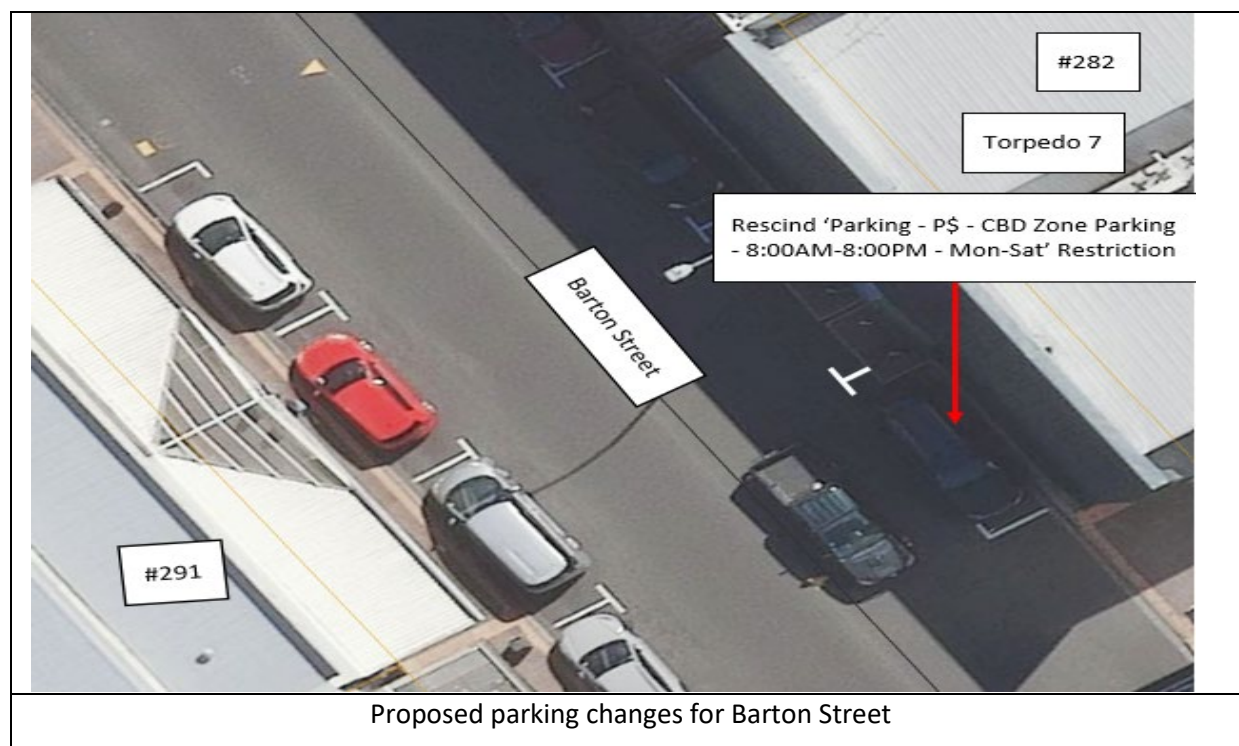
- i. Installation of three bike stands for six bikes.
- ii. Installation of wooden hard stand area
- iii. Installation of new seating
- iv. Planting

153. Image below shows a concept design for the proposed Parklet outside Torpedo 7 on Barton Street:



154. Image below showing the proposed parking restriction changes for the installation of parklet:

Item 5



Proposed parking changes for Barton Street

155. Staff consulted on the proposal (Design I – April 2023) with business and property owners along with key stakeholders. The following table sets out the feedback received and the staff response to any issues raised:

#	Feedback	Staff Response
I	Concerns were raised around the number of car parks are being removed by the Parklet.	This has been confirmed to be one car park.
II	Business owners requested the bike parking is installed within the footpath space, and the car park remains for vehicle use.	This isn't best practice as the footpath width would become less than 1.8m when bikes are in this location.
III	Hamilton Central business Association have said the current temporary bike parklet is well used and while the parklet looks good, they would however like to see further investment into Barton Street overall rather than just on bike parking.	Noted. The CERF funding is specifically for Parklets. Consideration of additional funding for streetscape improvements will need to be considered through the development of the 2024 Long Term Plan.
IV	Some concerns have been raised around the seating not being used as its not placed on the sunny side of the road.	Staff have advised that this is an appropriate place as it is outside a bike store, and cyclist may not want to sit in direct sunlight, especially after a bike ride. The site will get sun in the later afternoon.
V	Concerns have been raised around anti-social behaviour taking place with the hedging.	Maintenance for the hedging will include watering and replacement of plants to always allow visibility of the parklet.

		Project team will liaise with Parks Team for maintenance of the plants. However, low maintenance planting or no planting will be chosen. – Shall receive an update today (25/Jul).
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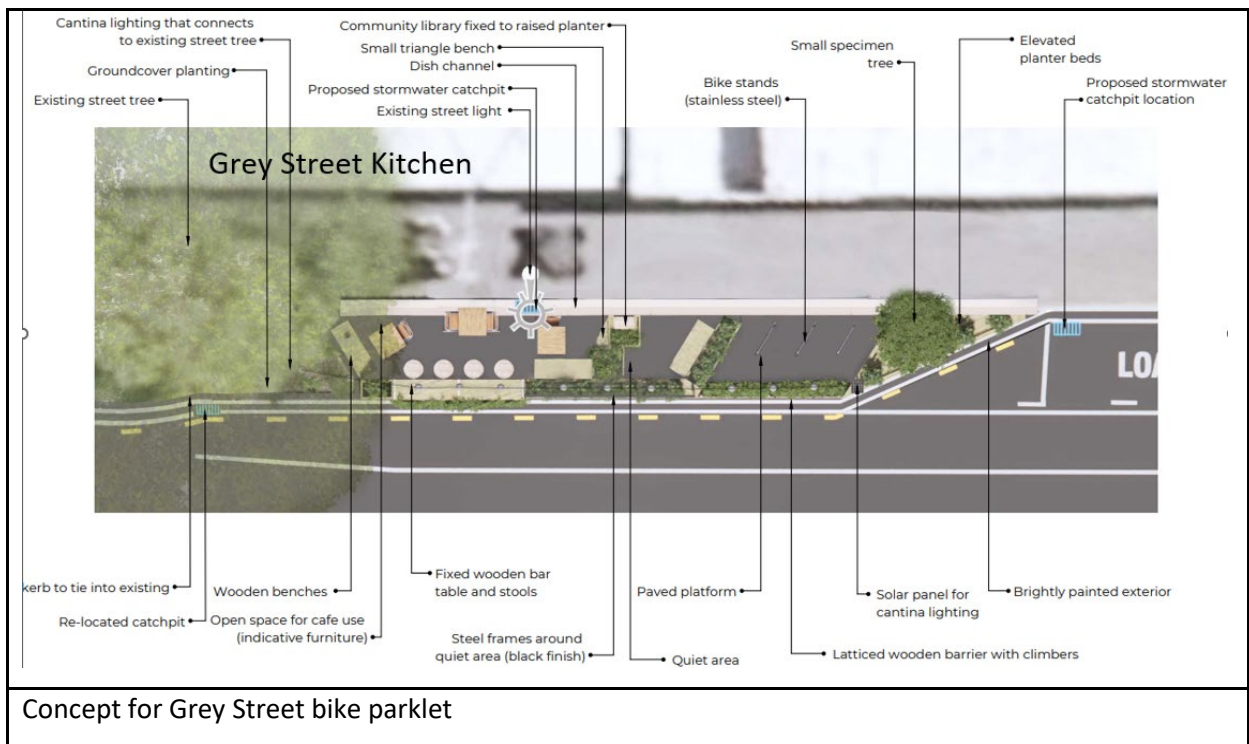
156. Staff recommend approval of the proposed traffic restriction changes for the installation of parklet outside Torpedo 7 on Barton Street.

CERF – Grey Street – Parklet Installation (Project #13)

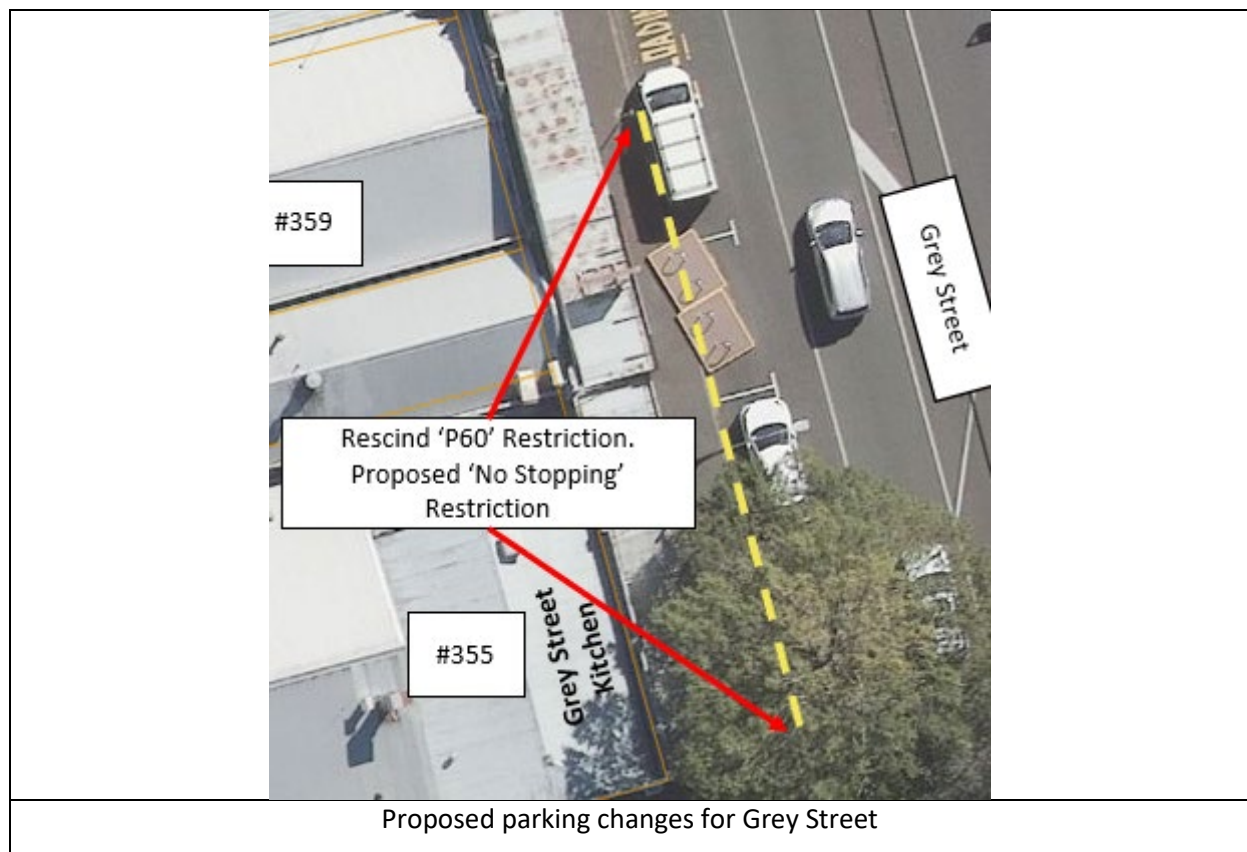
157. Proposed Parklet outside Grey Street Kitchen on Grey Street will include:

- i. Installation of three bike stands for six bikes
- ii. Installation of wooden bench for seating
- iii. Installation of a fixed wood bar table and stools
- iv. Kerb realignment
- v. Installation of a new stormwater catchpit
- vi. Planting

158. Image below showing the concept design for the proposed parklet on Grey Street outside Grey Street Kitchen:



159. Image below showing the proposed parking restriction changes for the installation of parklet:



160. Staff consulted on the proposal (Design I – April 2023) with business and property owners along with key stakeholders. The following table sets out the feedback received and the staff response to any issues raised:

#	Feedback	Response
I	Confirmation we aren't changing the name Grey Street, to Green Street (as shown in the consultation drawing).	Staff have confirmed no change is proposed to the name of Grey Street.
II	Confirmation of how many car parks are being removed.	Staff have confirmed removal of three car parking spaces.
III	An interest in putting a time limit on cars around Hamilton East.	There are already several time limits in place around the Hamilton East shopping area. Review of these will be completed as part of the development of a parking plan for the area in conjunction with the requirements for the Eastern Pathways – CBD to University link in the next year or so.

161. The proposed parklet installation will remove three P60 time restriction carparking spaces and there is no impact on parking revenue.

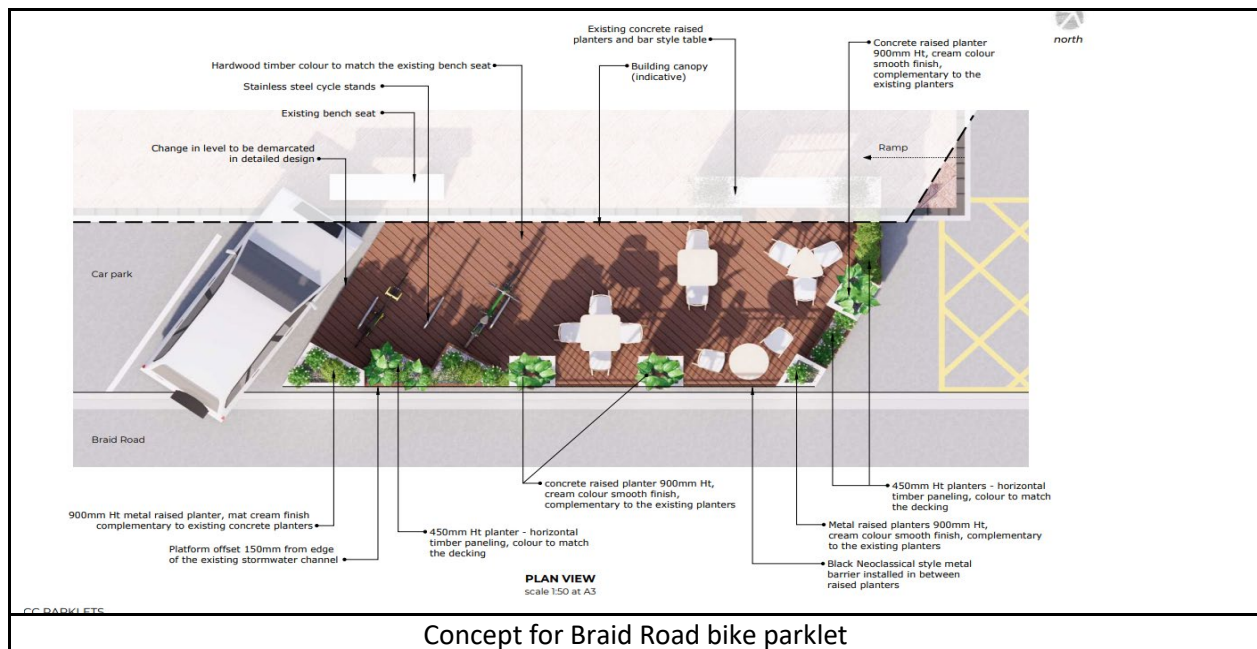
162. Staff recommend approval of the proposed traffic restriction changes for the installation of parklet outside Grey Street Kitchen on Grey Street.

CERF – Braid Road – Parklet Installation (Project #13)

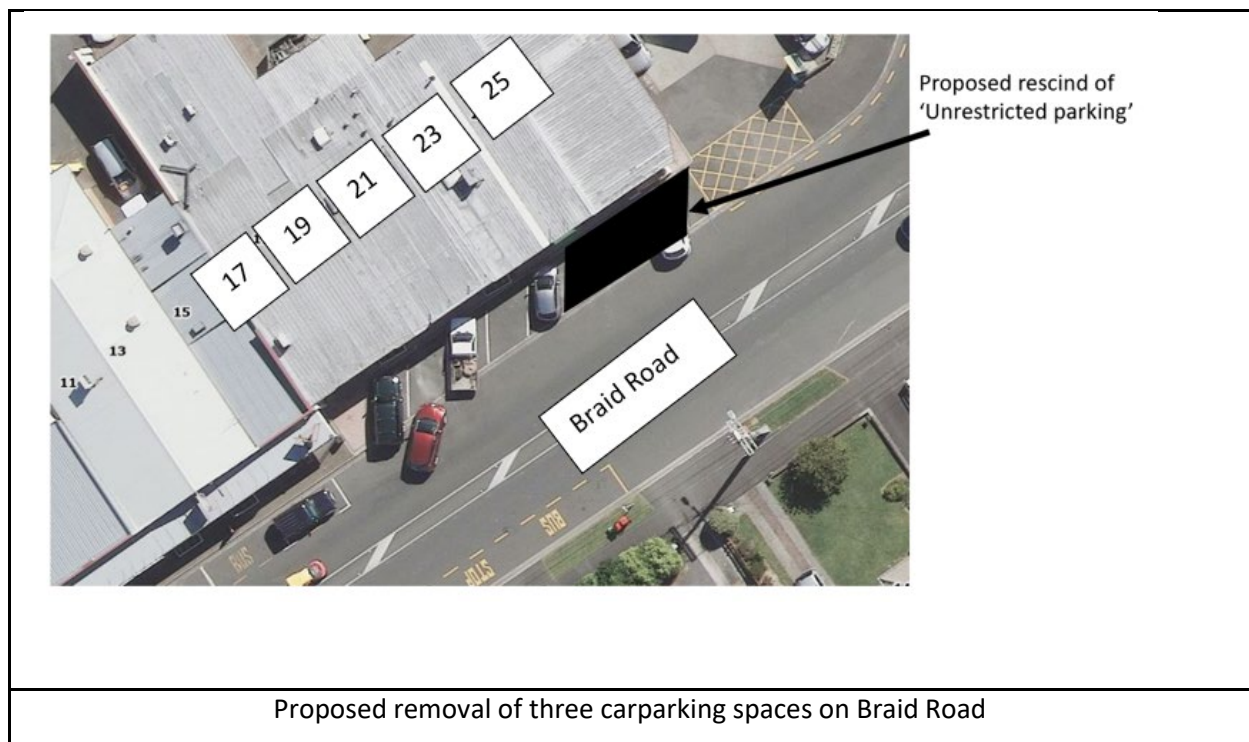
163. Proposed Parklet outside St Andrews Fishing Club on Braid Road will include:

- i. Installation of three bike stands for six bikes.
- ii. Installation of hardwood timber surface for the café to use as a seating area.
- iii. Planting

164. Image below showing the concept of the parklet on Braid Road:



165. Image below showing the proposed parking changes for the installation of parklet:



166. The proposed parklet installation will remove three unrestricted carparking spaces and there is no impact on parking revenue.

167. Staff consulted on the proposal (Design I – April 2023) with business and property owners along with key stakeholders. Feedback received from business owner and building owner of #25 Braid Road supported the project.
168. Staff recommend approval for the installation of parklet outside #25 Braid Road.

Traffic Bylaw Changes

169. 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).
170. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- Cycle Path Register; and
 - Special Vehicle Lanes Part 1: Cycle Lanes Register

Cycle Paths Register

171. 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'.
172. The following projects works result in changes to the register:
- LCLR improvements at Collins Road and Deanwell Avenue intersection.
 - LCLR improvements at Grey Street and Naylor Street roundabout.
 - LCLR improvements at Hukanui Road and Wairere Drive roundabout.
 - CERF improvements for Gallagher Drive, Kahikatea Drive and Quentin Drive.
 - Development of new road network for Te Wetini Drive and Taiatea Drive.
173. The Cycle Paths Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description
<u>Collins Road</u>	<u>(i) Cycle Path beginning from the intersection with Deanwell Avenue, progressing 40 metres in West direction.</u>
<u>Deanwell Avenue</u>	<u>(i) Cycle Path beginning from the intersection with Collins Road, progressing 25m in South direction.</u>
Grey Street	<u>(v) Cycle Path on the Western side of Grey Street from the intersection of Naylor Street, progressing 30m in South direction.</u> <u>(vi) Cycle Path on the Eastern side of Grey Street from the intersection of Naylor Street, progressing 30m in South direction.</u> <u>(vii) Cycle Path on the Western side of Grey Street from the intersection of Naylor Street intersection, progressing 40m in North direction.</u> <u>(viii) Cycle Path on the eastern side of Grey Street from the intersection of Naylor Street, progressing 15m in North direction.</u>
<u>Hukanui Road</u>	<u>(i) Cycle Path on Western Side of Hukanui Road from the intersection of Wairere Drive, progressing 60m in North direction.</u> <u>(ii) Cycle Path on Eastern side Hukanui Road from the intersection of Wairere Drive, progressing 75m in North direction.</u> <u>(iii) Cycle Path on Western side of Hukanui road from the intersection with Wairere Drive, progressing 25m in South direction.</u>

<u>Quentin Drive</u>	<u>(i) Cycle path on the Western side of Quentin Drive from the intersection with Kahikatea Drive, progressing 20m in North direction.</u>
<u>Naylor Street</u>	<u>(i) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 45m in East direction.</u> <u>(ii) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 25m in East direction.</u> <u>(iii) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 30m in West direction.</u> <u>(iv) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 40m in West direction.</u>
<u>Taiatea Drive</u>	<u>(i) Cycle path on the Western Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u> <u>(ii) Cycle Path on the Eastern Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u>
<u>Te Wetini Drive</u>	<u>(i) Cycle Path on Northern side of Te Wetini Drive from the Intersection of Taiatea Drive, progressing 245m in East Direction.</u> <u>(ii) Cycle Path on Southern side of Te Wetini Drive from the Intersection of Taiatea Drive, progressing 245m in East direction.</u>

Special Vehicle Lanes – Part 1: Cycle Lanes

174. 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).
175. The following projects works result in changes to the register:
- Development of new road network for Te Wetini Drive and Taiatea Drive.
176. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description
<u>Taiatea Drive</u>	<u>(i) Westbound Cycle Lane from the intersection with Pukenga Avenue, progressing 60m to the intersection with Te Wetini Drive.</u> <u>(ii) Eastbound Cycle Lane from the intersection with Pukenga Avenue, progressing 105m m to the intersection with Te Wetini Drive.</u>
<u>Te Wetini Drive</u>	<u>(i) Northbound Cycle Lane from the intersection with Taiatea Drive, progressing 175m to the intersection with Akoranga Road.</u> <u>(ii) Southbound Cycle Lane from the intersection with Taiatea Drive, progressing 175m to the intersection with Akoranga Road.</u>

Financial Considerations - Whaiwhakaaro Puutea

177. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- 2022/23 City Transportation Operations and Parking Activity budgets for general changes.

- ii. 2022/23 Low Cost Low Risk Programme – Road to Zero and Walking & Cycling improvements for the projects listed below:
 - a. Courtesy Crossing on Raised Safety Platform on Ulrich Avenue.
 - b. Courtesy Crossing on Raised Safety Platform on Deanwell Avenue near Collins Road.
 - c. Signalised Raised Crossing on Collins Road near Deanwell Avenue.
 - d. Traffic Calming improvements at intersection of Storey Avenue with Garnett Avenue.
 - e. Courtesy Crossing on Raised Safety Platform on Grey Street and Naylor Street.
 - f. Safety Improvements at Wairere Drive and Hukanui Road Roundabout.
 - g. Signalised Raised Crossing on Hukanui Road.
 - h. PT improvements for Rotorua Circular Bus Route.
- iii. CERF Climate Emergency Response Fund (CERF) - Transport Choices funding programme for the projects listed below:
 - a. Gallagher Drive & Kahikatea Drive – Proposed Shared Path improvements (Project #3)
 - b. Hyde Avenue – Proposed PT improvements (Project #15)
 - c. Barton Street – Parklet Installation (Project #13)
 - d. Grey Street – Parklet Installation (Project #13)
 - e. Braid Road – Parklet Installation (Project #13)

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

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

Climate Change Impact Statement

179. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
180. 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*

181. 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').
182. 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.
183. The recommendations set out in this report are consistent with that purpose.

Social

184. 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

185. 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

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

Cultural

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

Risks - *Tuururu*

188. For the CERF projects - further changes to the scope and design may increase a risk of loss of funding through CERF as the expected outcome of the project is to contribute to a reduction of transport emissions.
189. 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.

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

Significance

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

Engagement

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

Attachments

Attachment 1 - Illustrations of proposed traffic restrictions changes for TSL&RC Hearings Panel

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



August 2023

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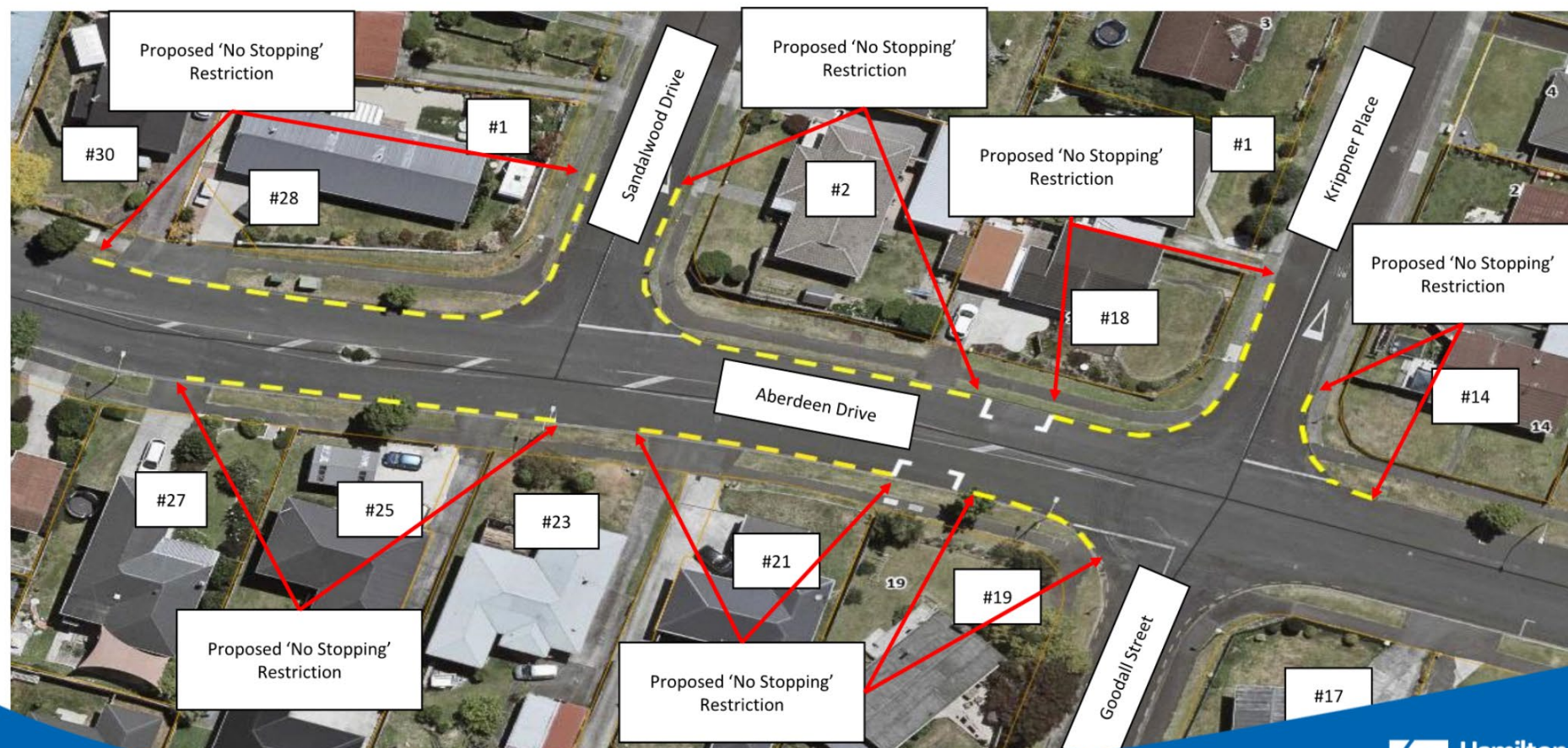
Attachment 1 - Illustrations of proposed parking restriction



Proposed changes to Parking Restrictions

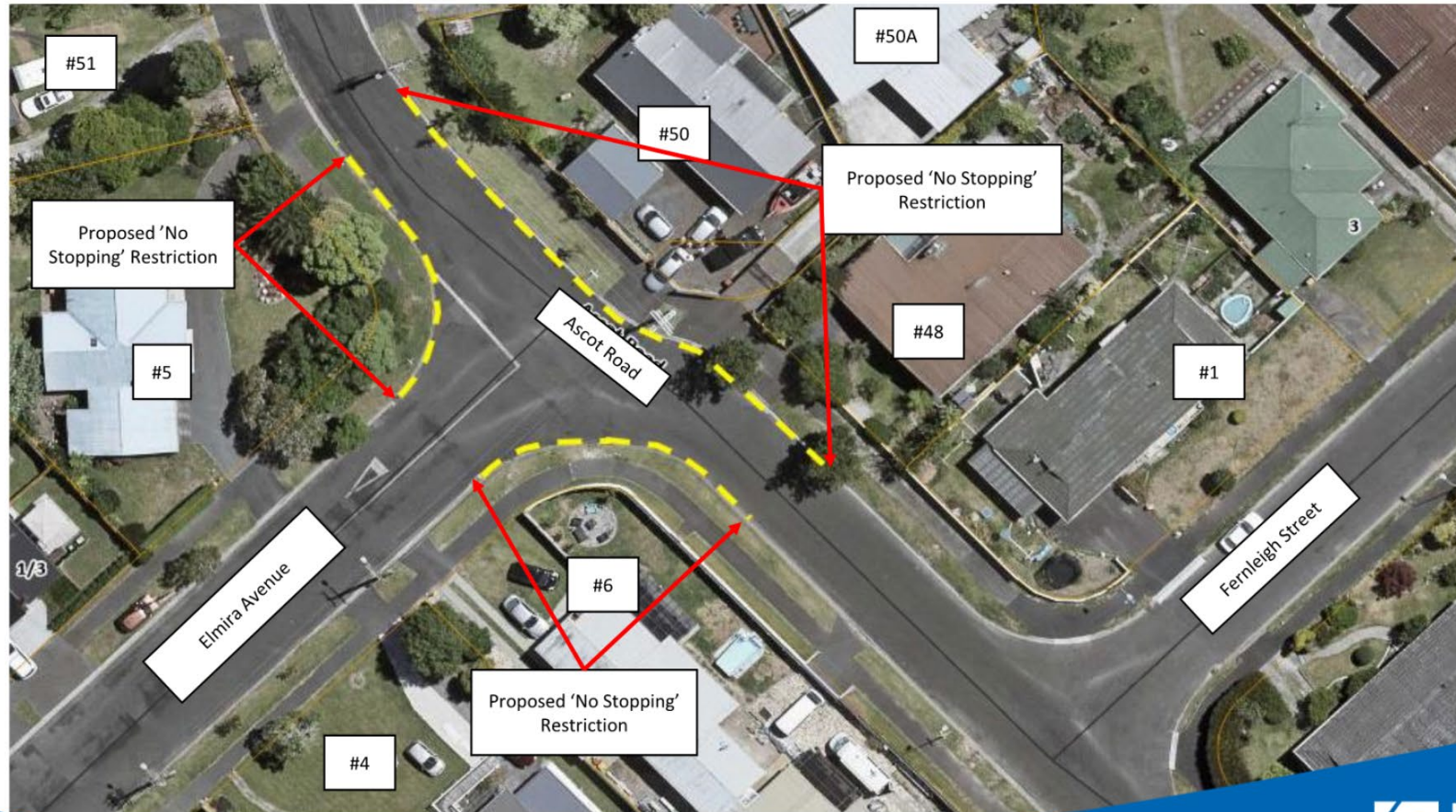


Proposed Parking Restrictions – Aberdeen Drive, Sandalwood Drive, Krippner Place



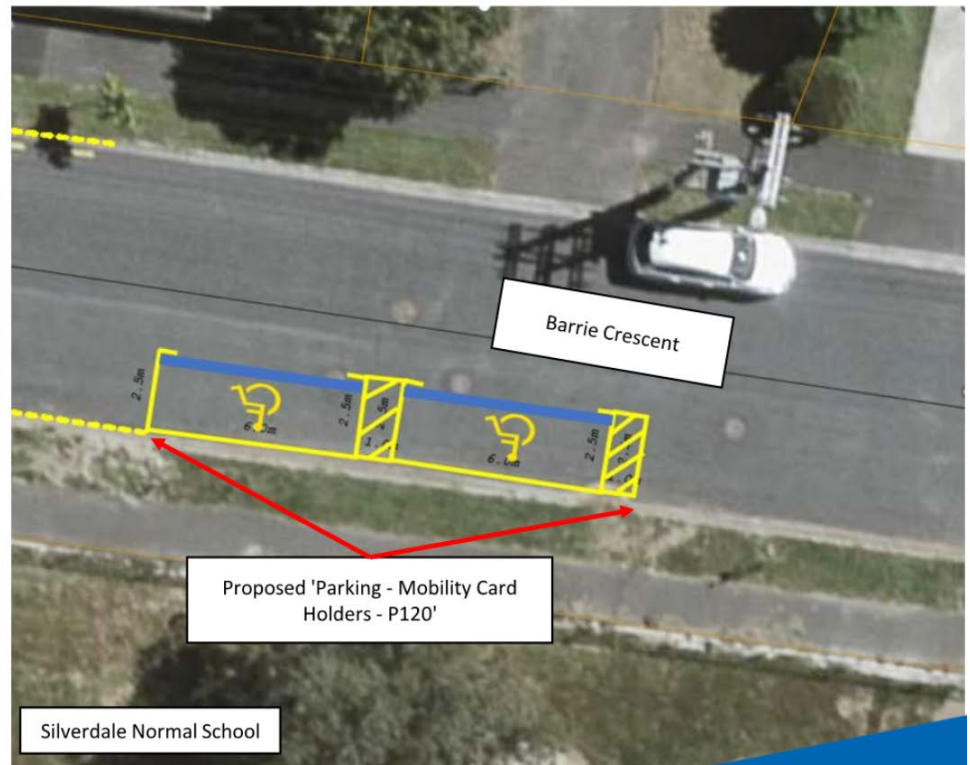
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Ascot Road, Elmira Avenue

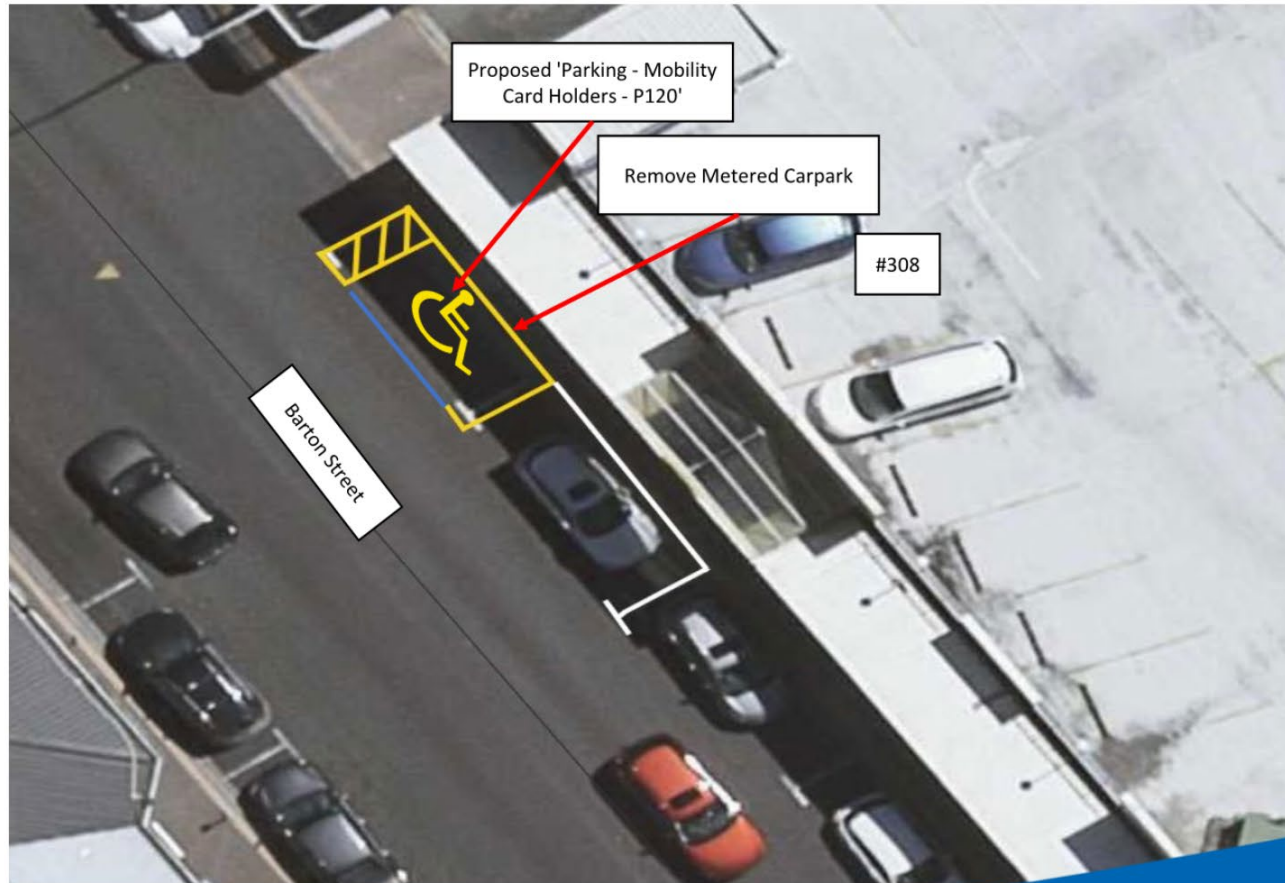


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Barrie Crescent



Proposed Parking Restrictions – Barton Street

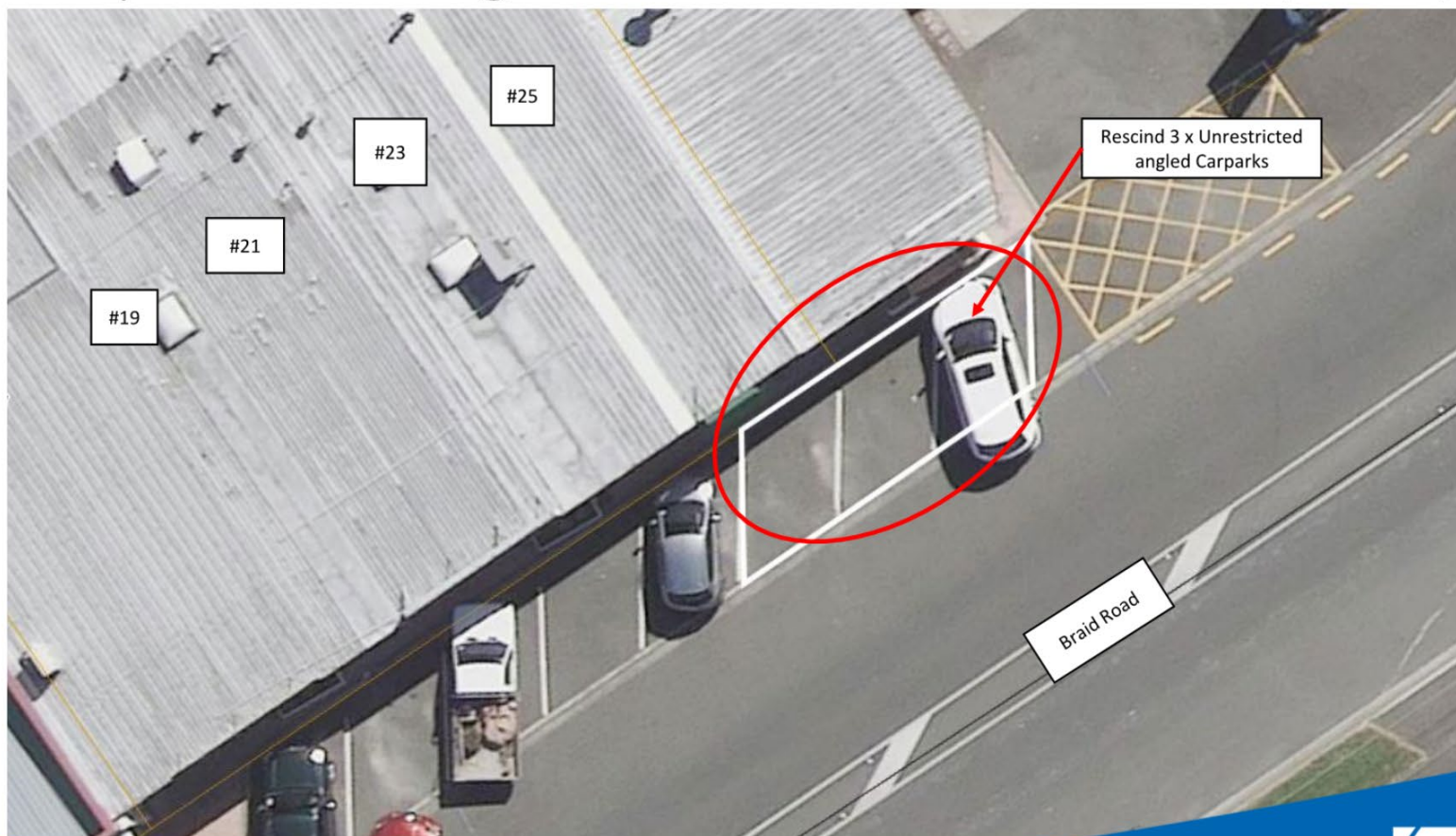


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Barton Street (CERF)



Proposed Parking Restrictions – Braid Street (CERF)

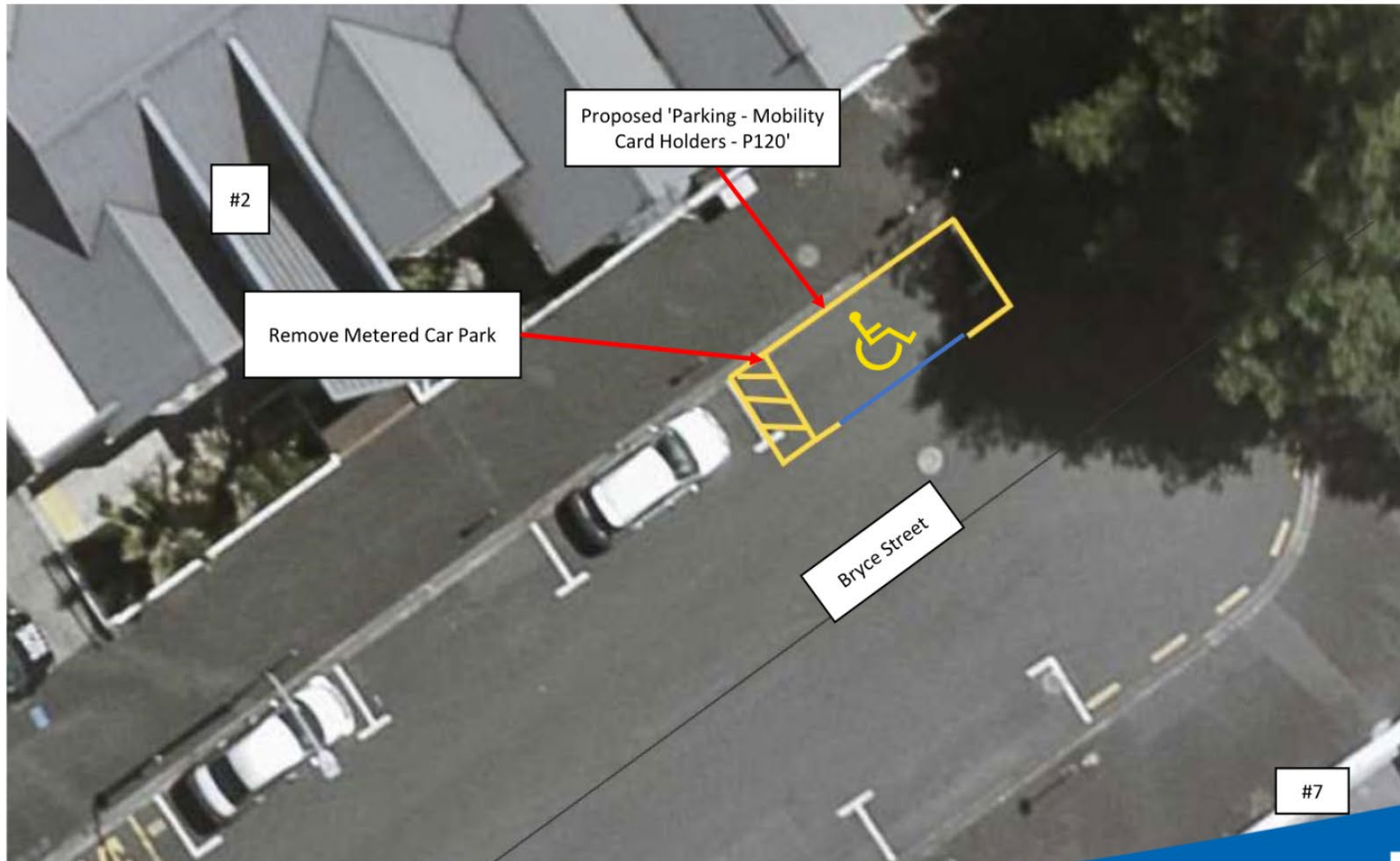


Proposed Parking Restrictions – Bruce Avenue



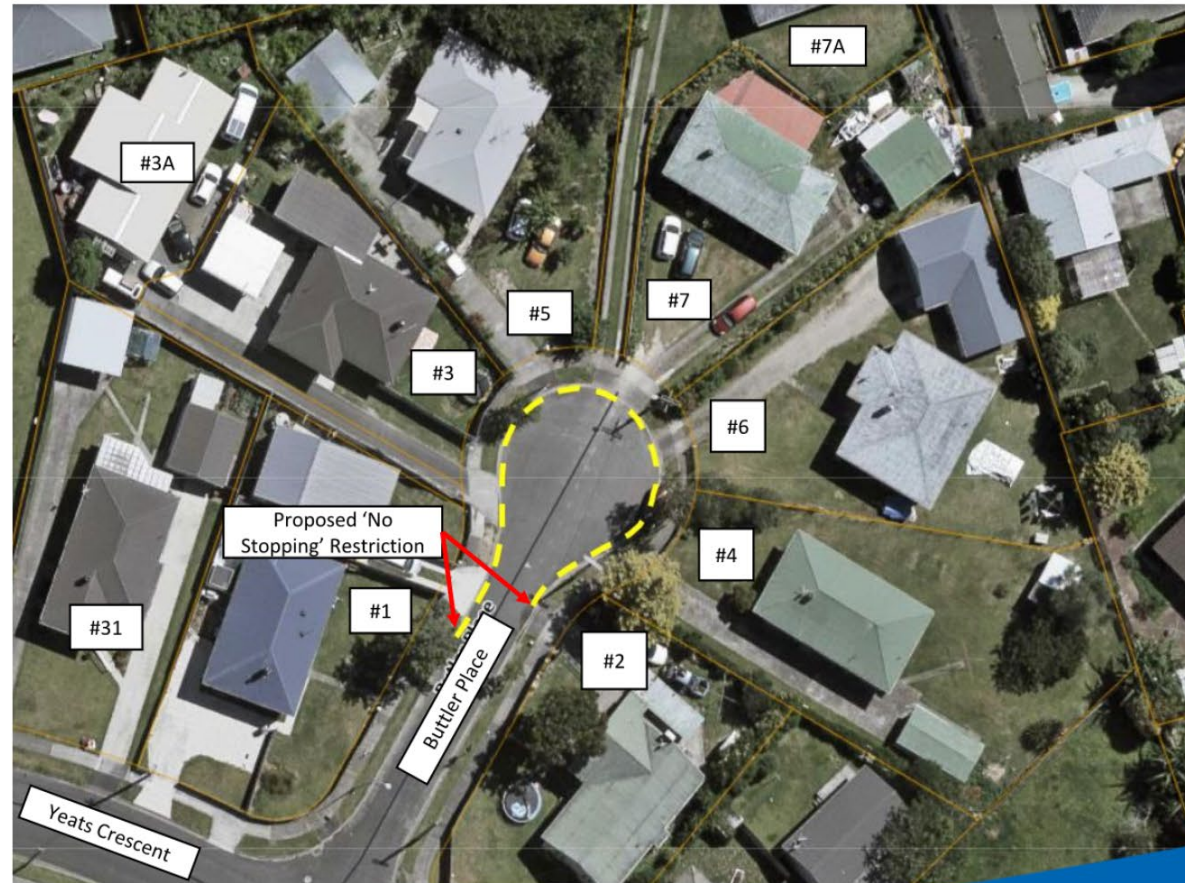
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Bryce Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Butler Place



Attachment 1 - Illustrations of proposed parking restriction

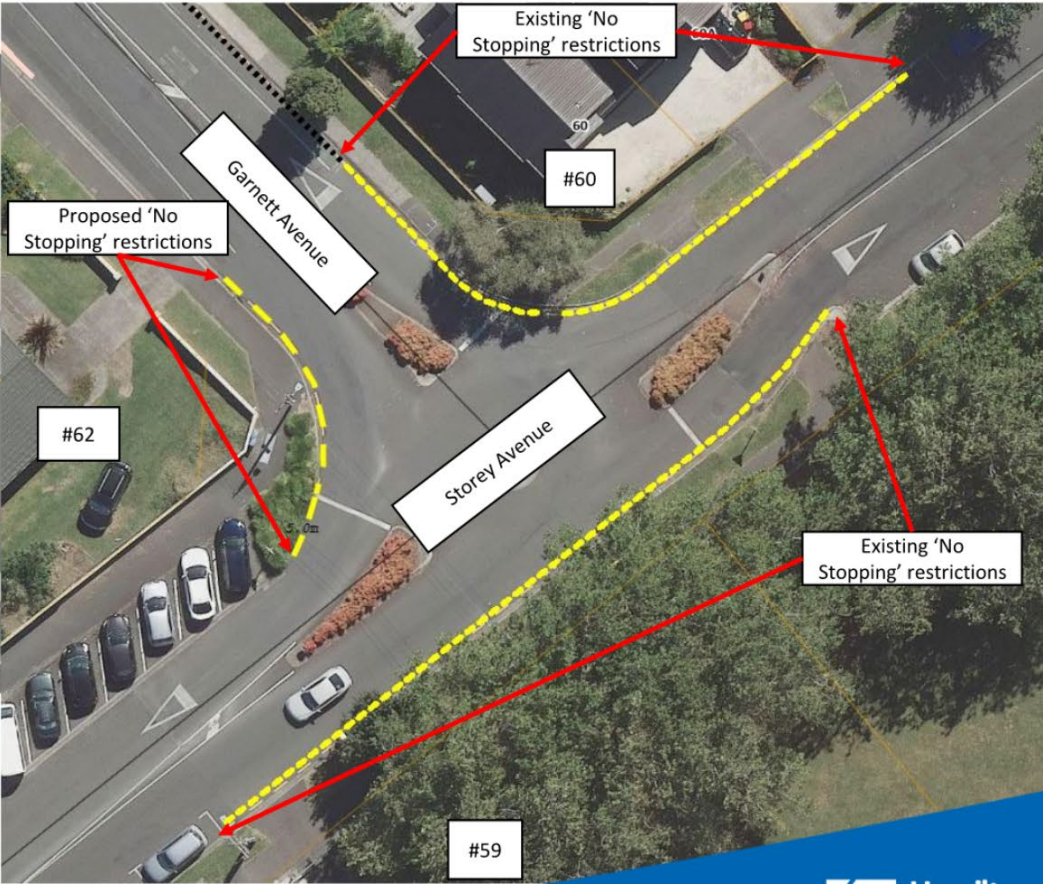
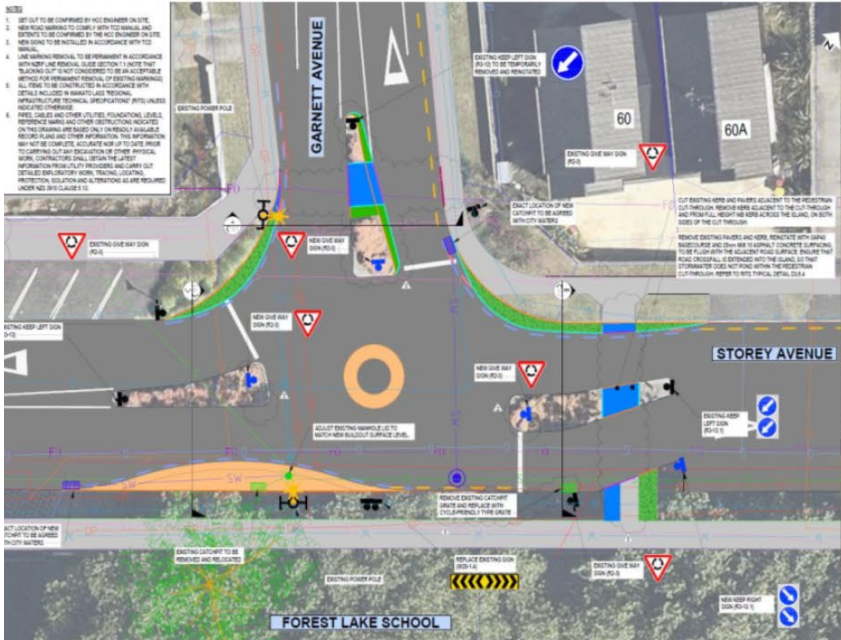
Proposed Parking Restrictions – Collingwood Street



Proposed Parking Restrictions – Cook Street



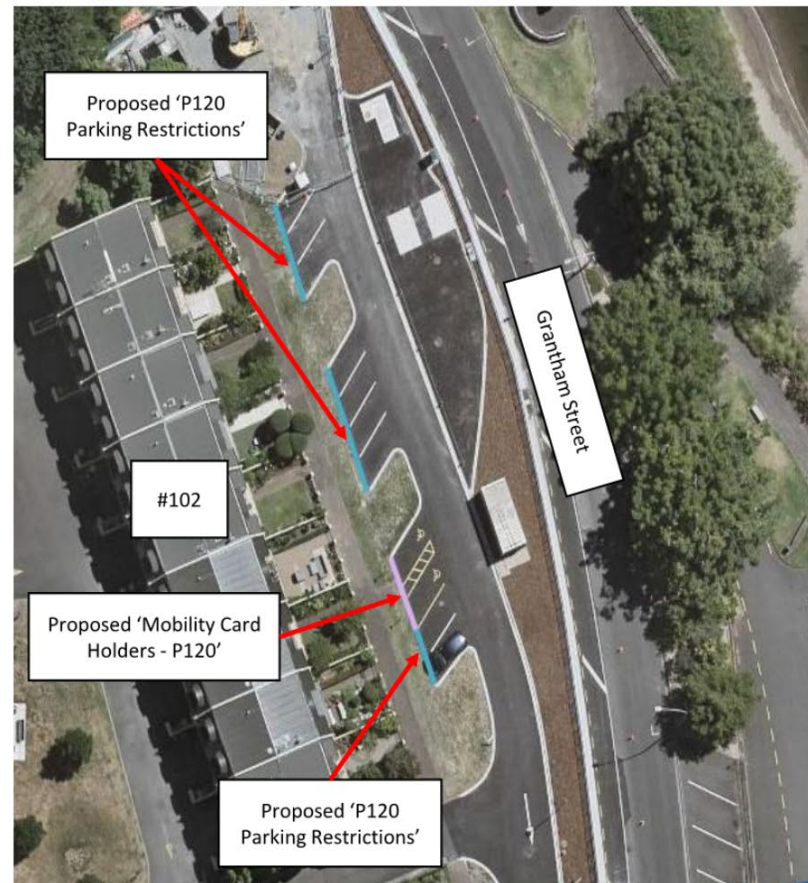
Proposed Parking Restrictions – Garnett Avenue, Storey Avenue



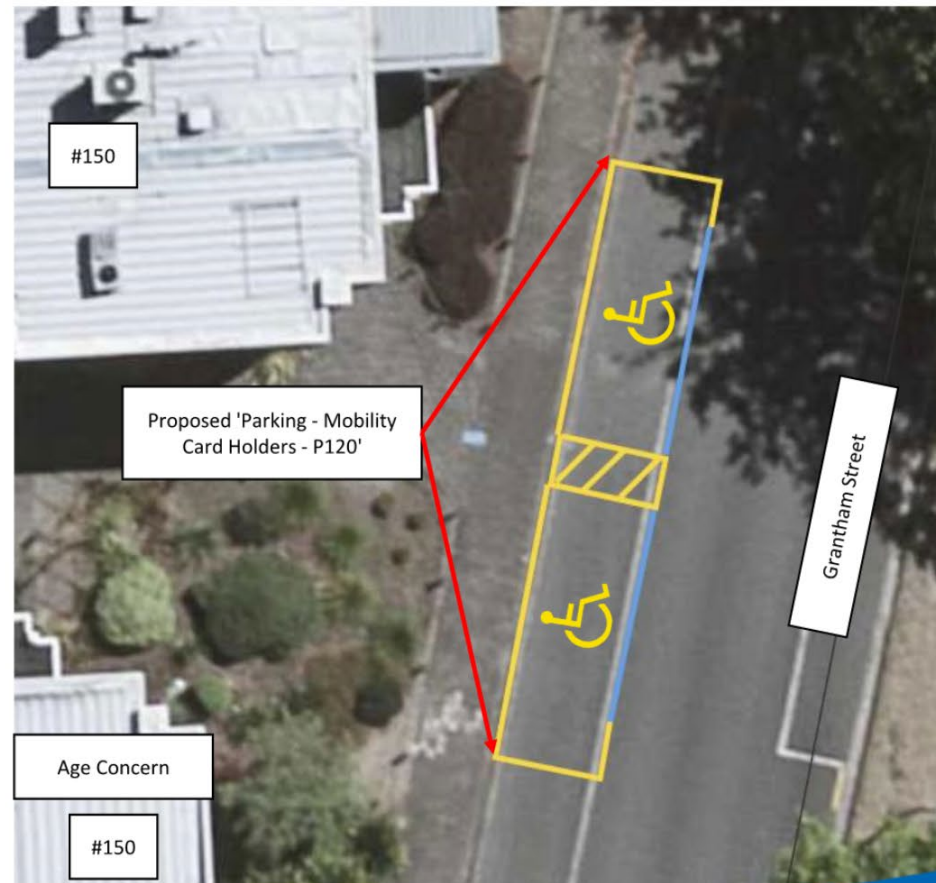
Item 5

Attachment 1

Proposed Parking Restrictions – Grantham Street

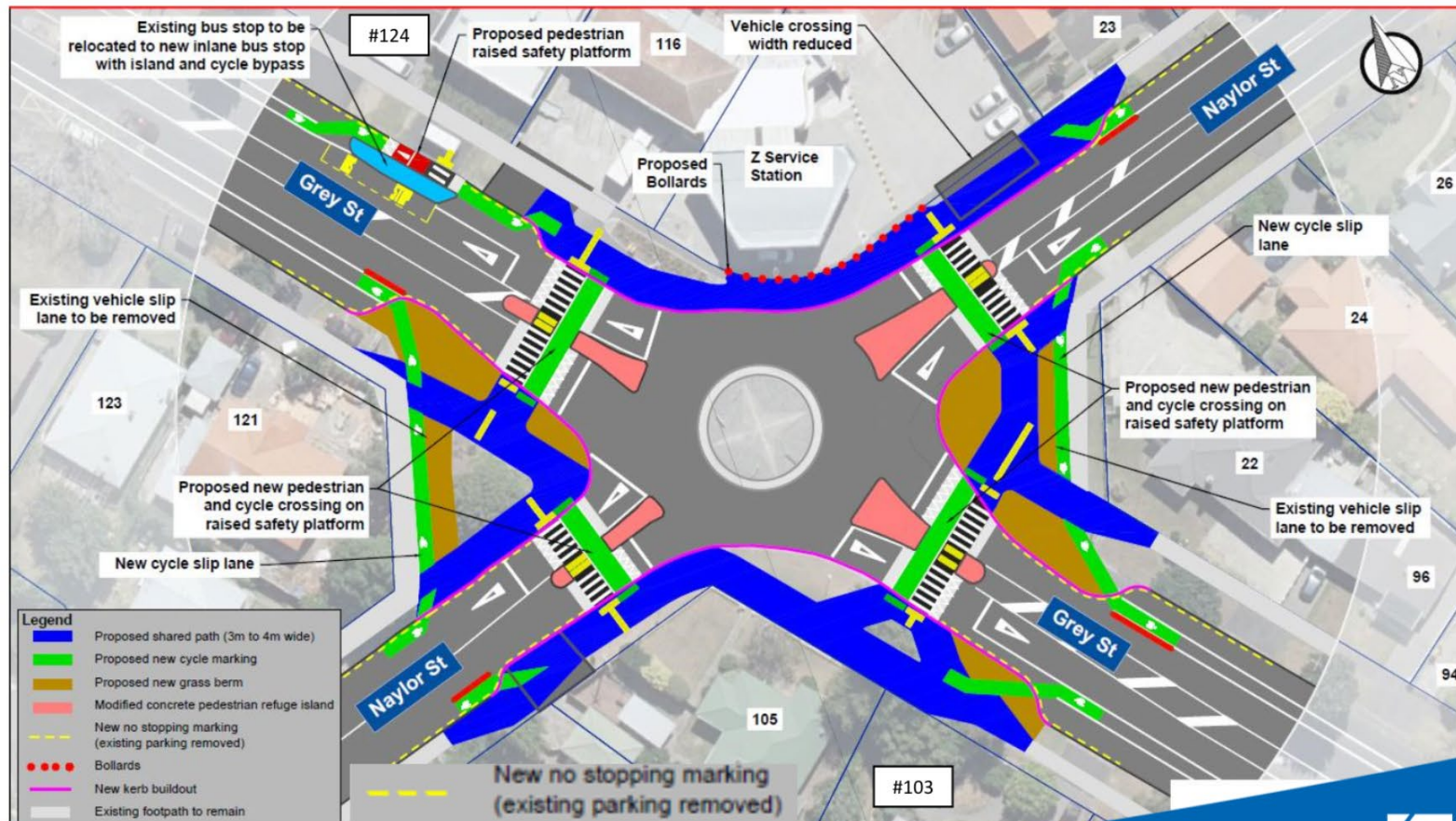


Proposed Parking Restrictions – Grantham Street



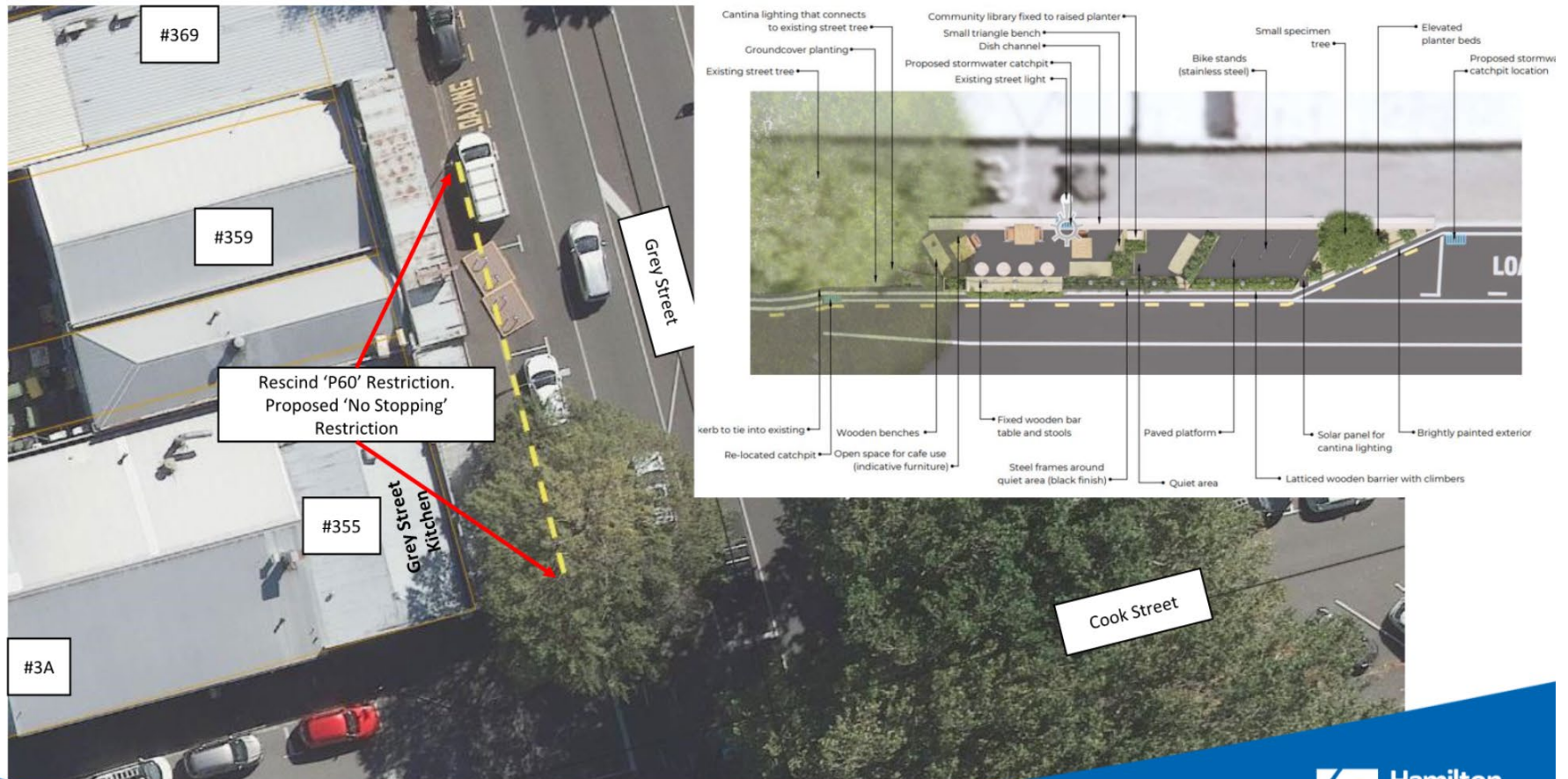
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Grey Street, Naylor Street



Attachment 1 - Illustrations of proposed parking restriction

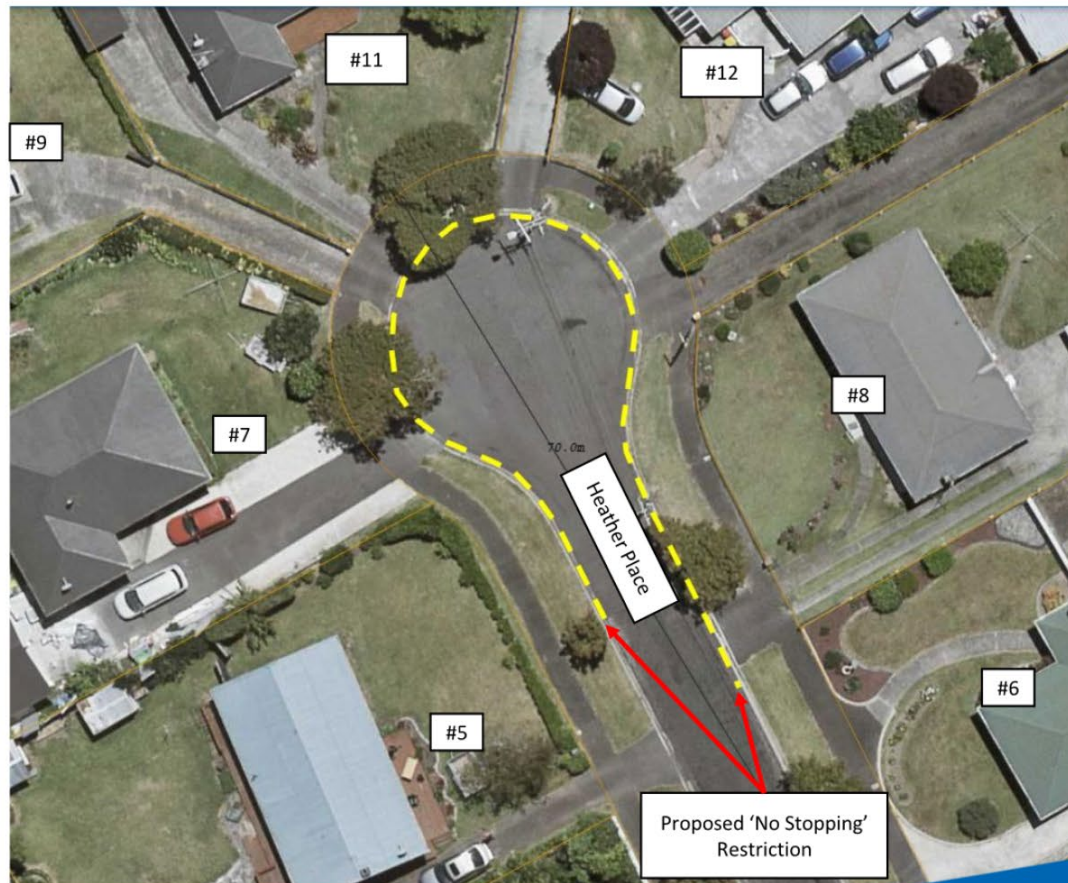
Proposed Parking Restrictions – Grey Street (CERF)



Item 5

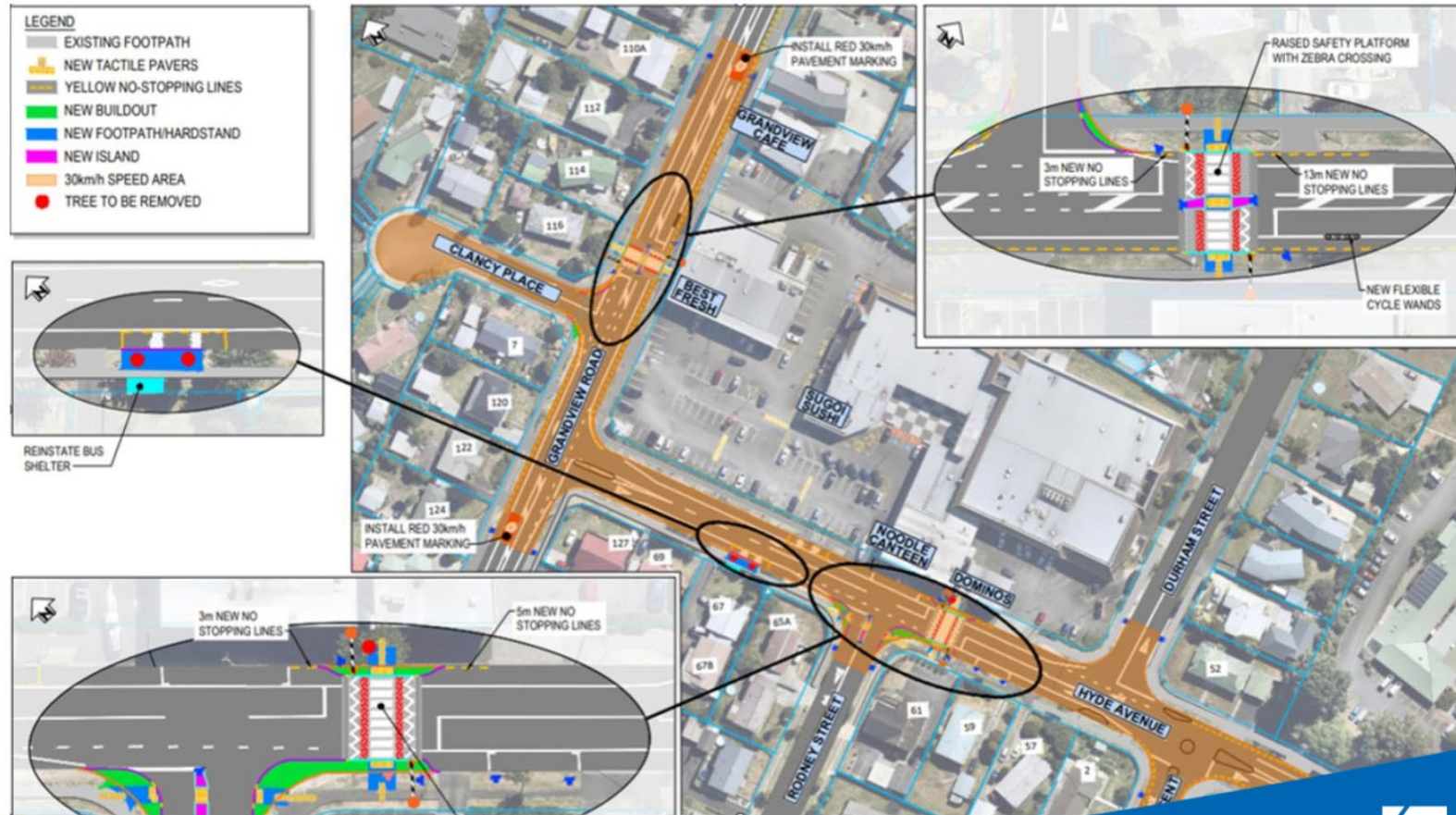
Attachment 1

Proposed Parking Restrictions – Heather Place

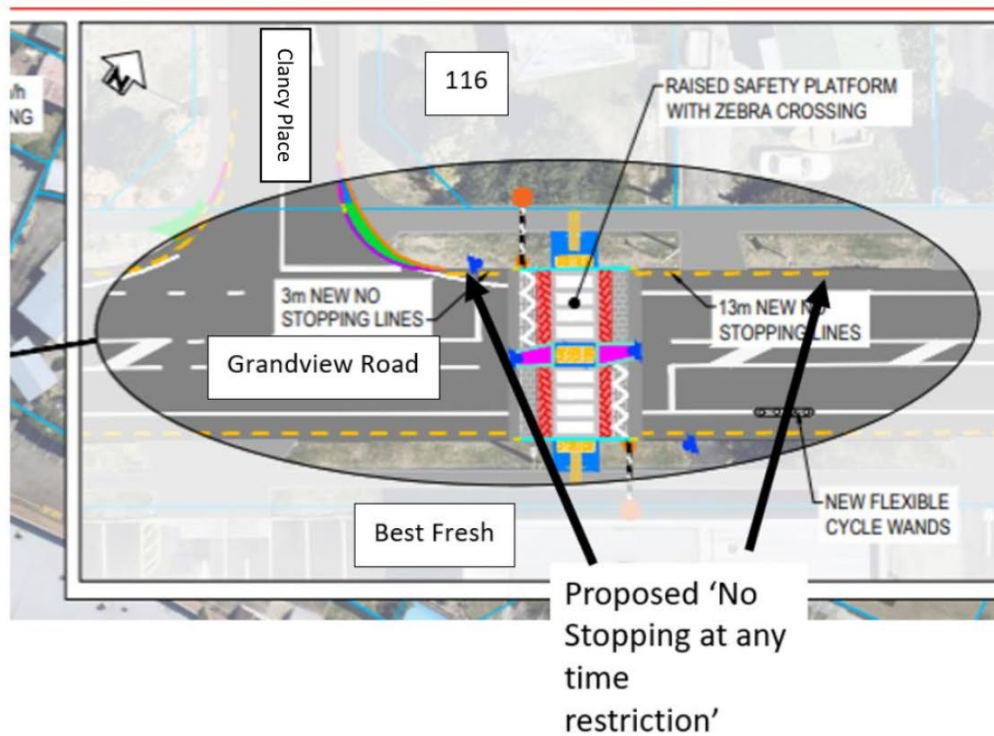


Attachment 1 - Illustrations of proposed parking restriction

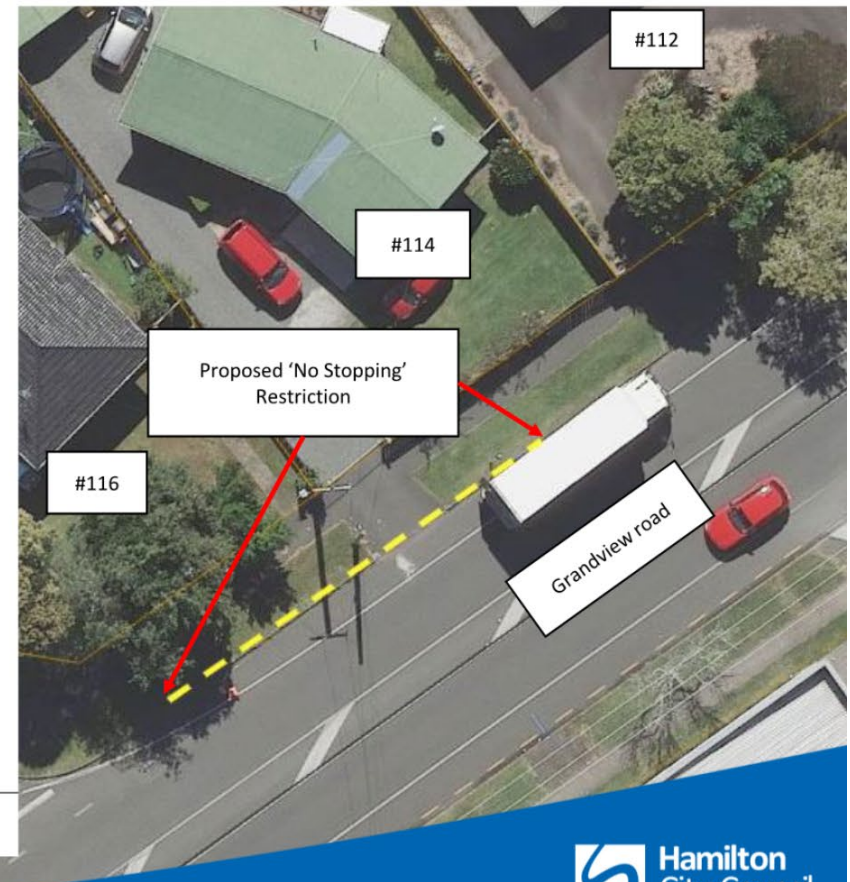
Proposed Parking Restrictions – Grandview Road and Hyde Avenue (CERF)



Proposed Parking Restrictions – Grandview Road (CERF)

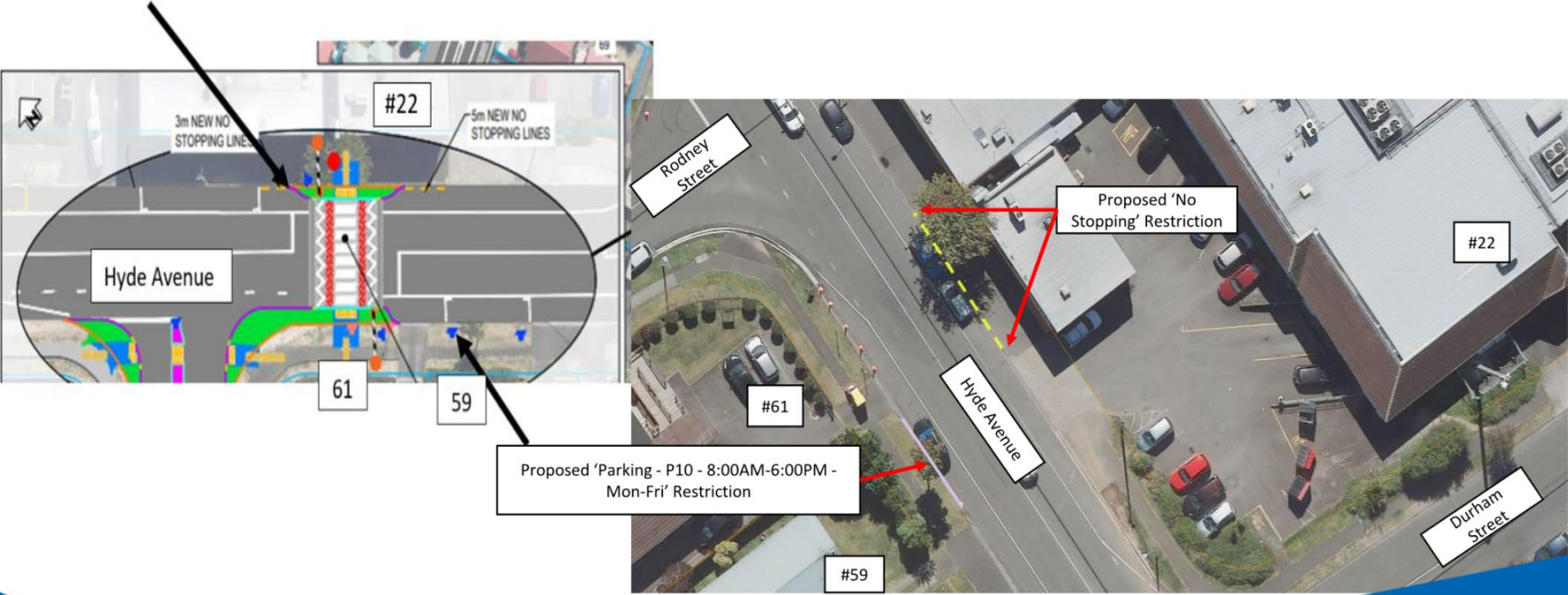


Proposed parking changes for Grandview Road

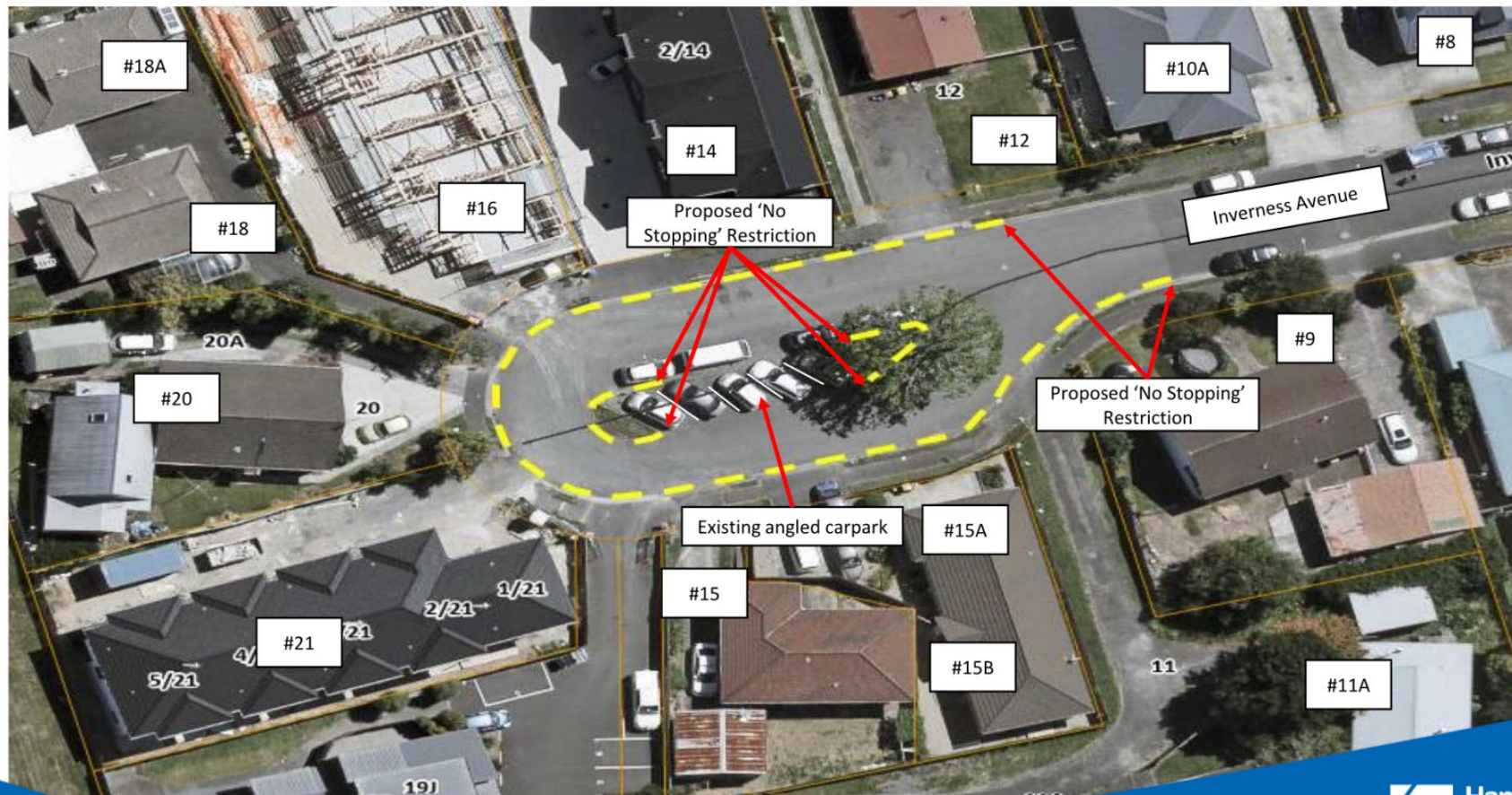


Proposed Parking Restrictions – Hyde Avenue (CERF)

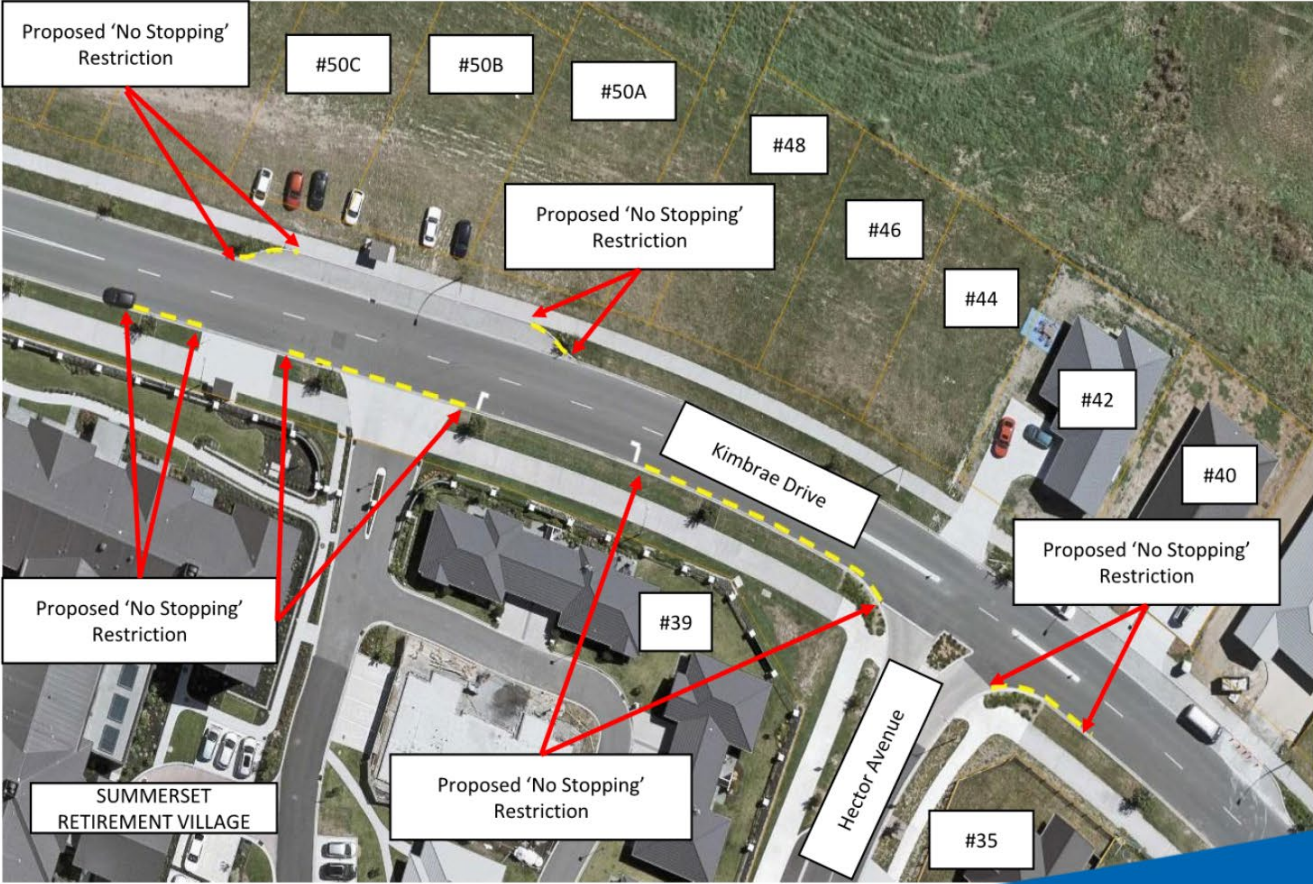
Proposed 'No Stopping at any time restriction'



Proposed Parking Restrictions – Inverness Avenue



Proposed Parking Restrictions – Kimbrae Drive

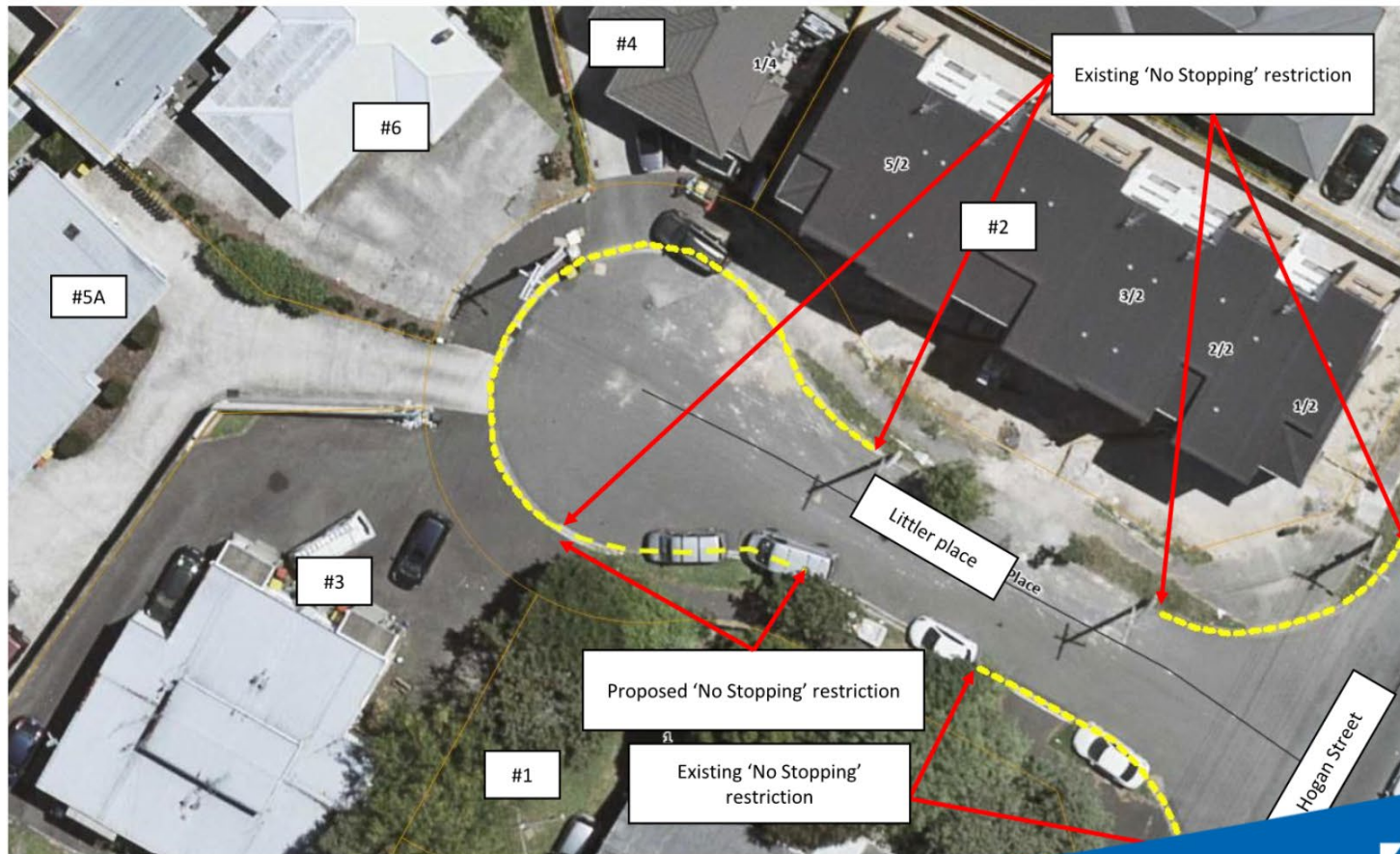


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Lewis Street

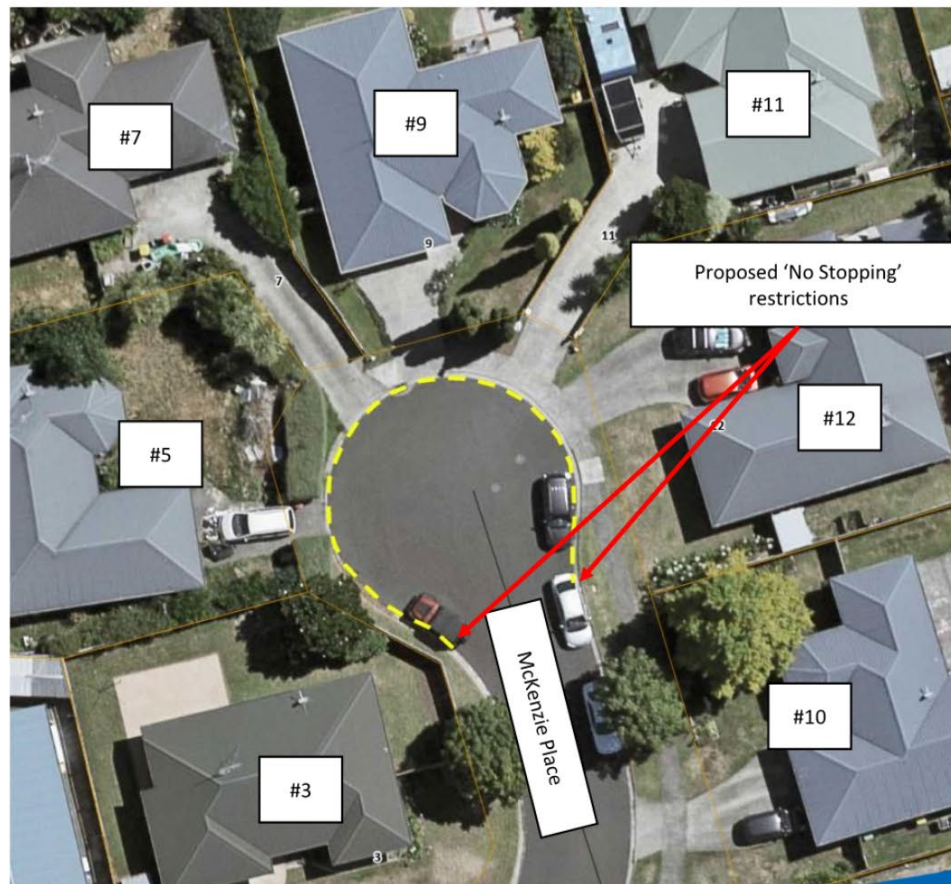


Proposed Parking Restrictions – Littler Place



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – McKenzie Place



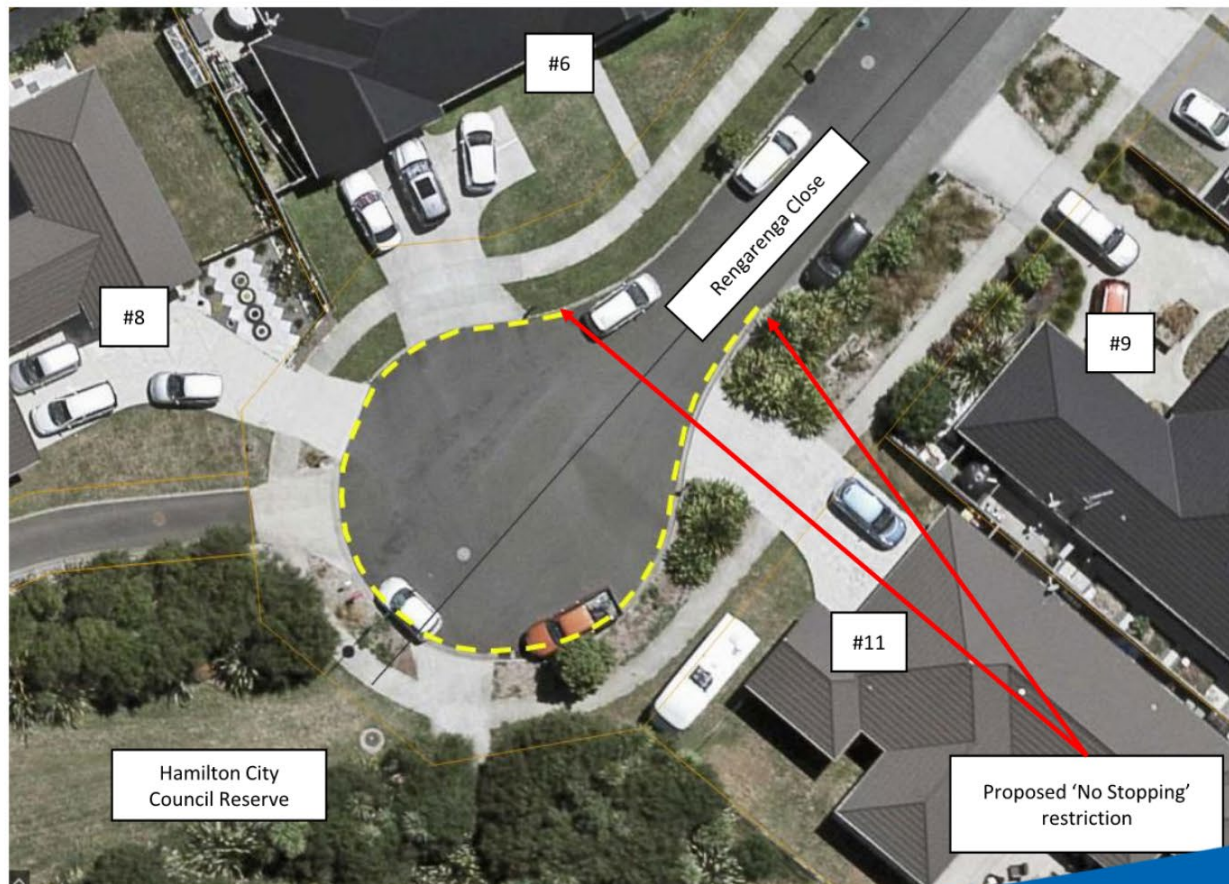
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Meteor Theatre Carpark



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Rengarenga Close



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Repoiti Court



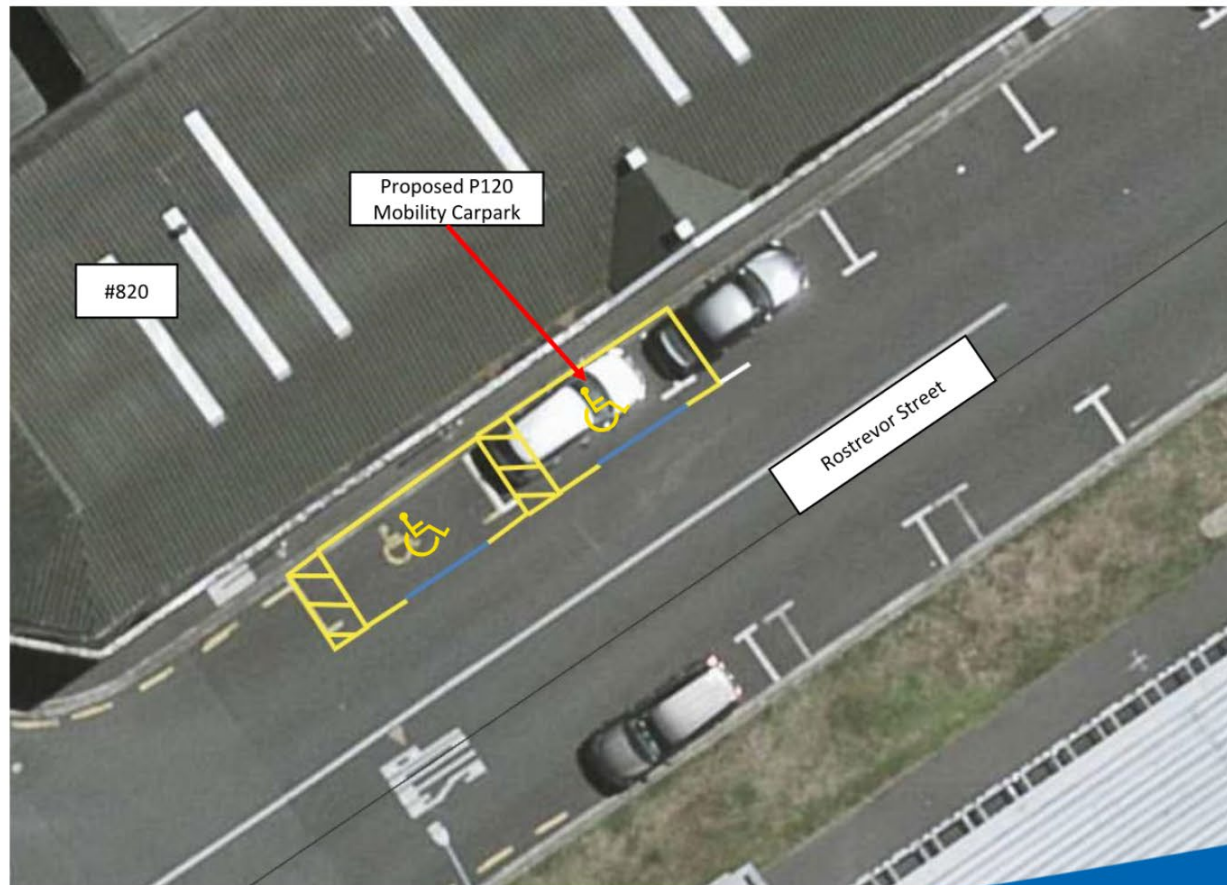
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Richmond Street

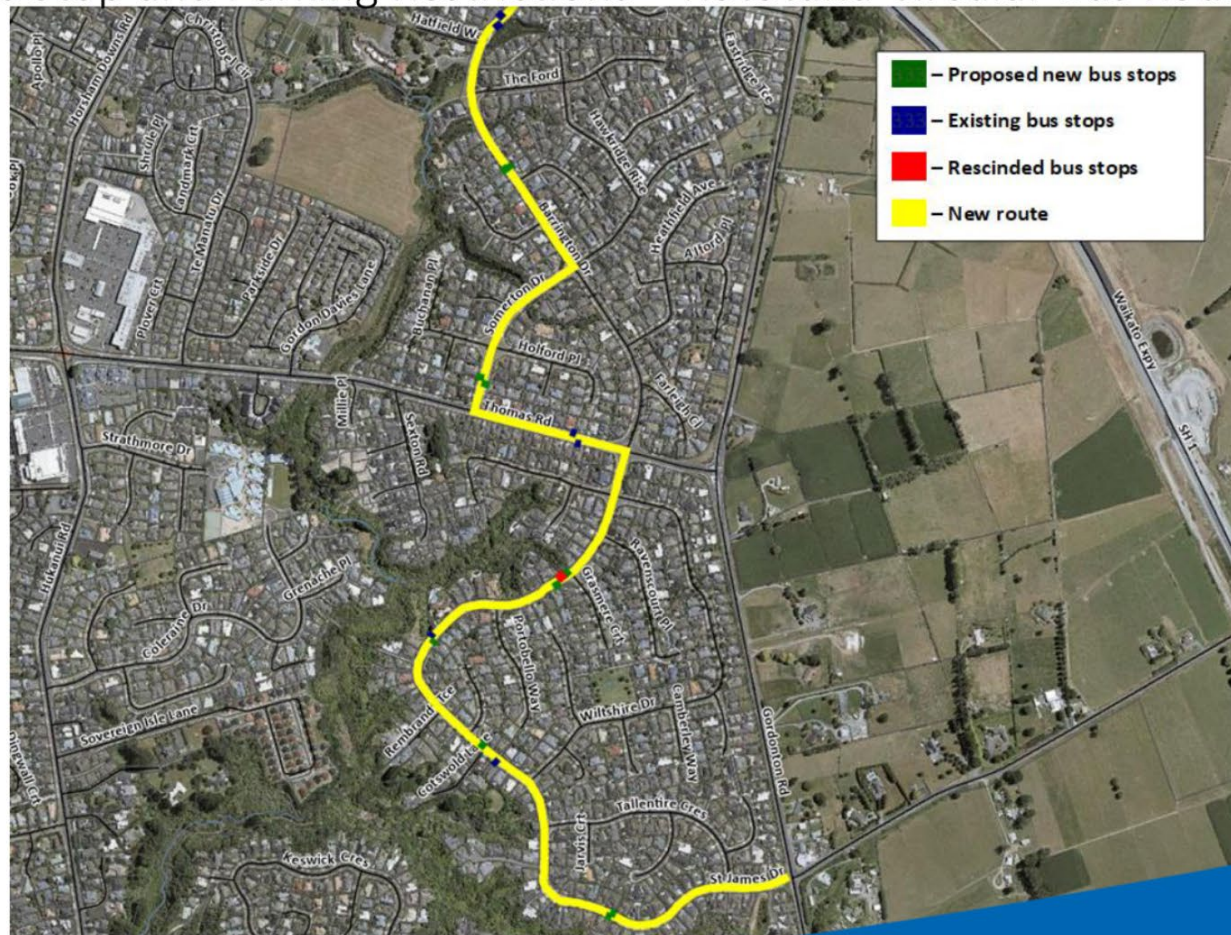


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Rostrevor Street



Proposed Bus Stop and Parking Restrictions – Rototuna Circular Bus Route (CERF)



Proposed Bus Stop and Parking Restrictions – Rototuna Circular Bus Route (CERF)



Proposed Bus Stop and Parking Restrictions – Rototuna Circular Bus Route(CERF)



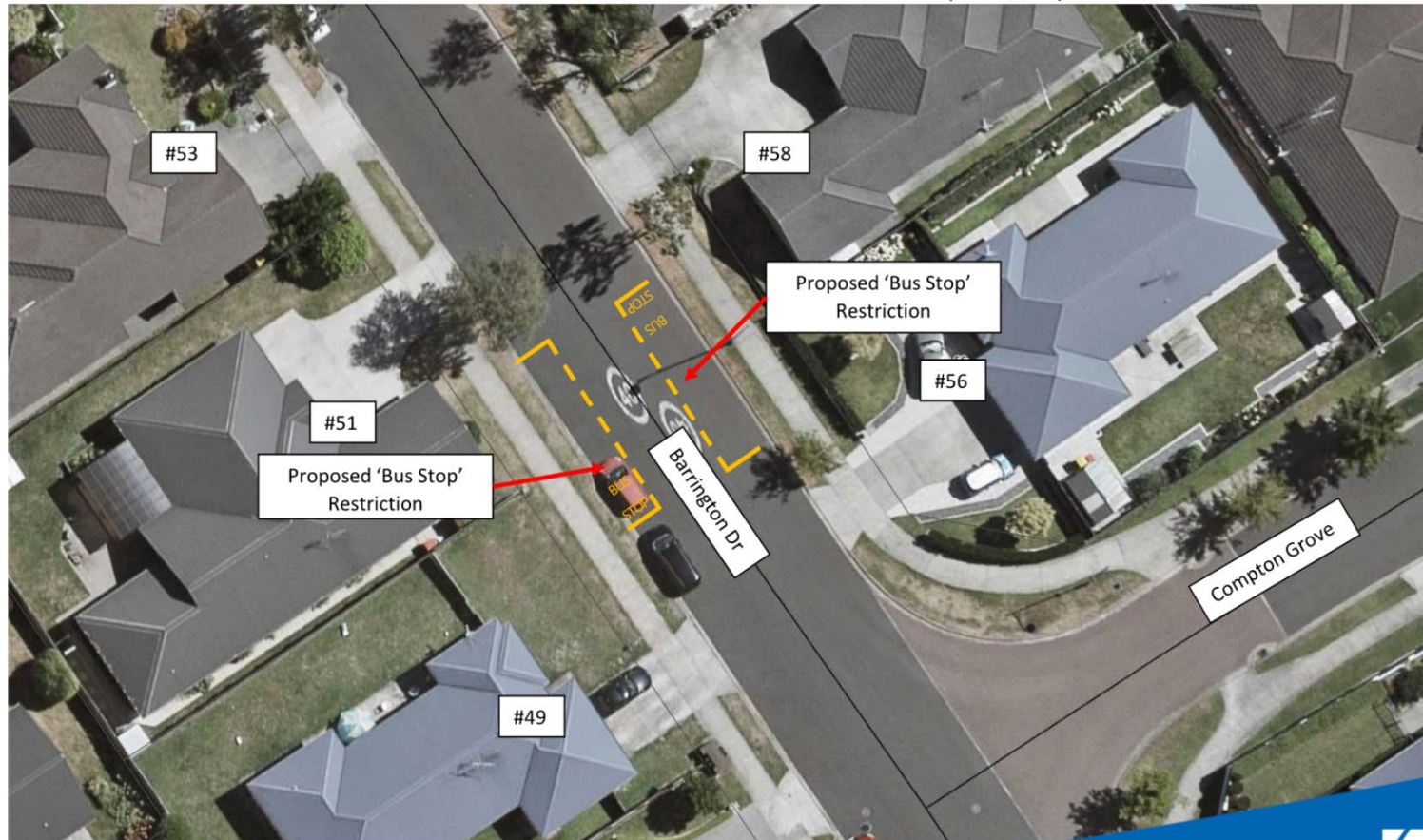
Proposed Bus Stops and Parking Restrictions Cranmore Avenue, Holford place, Sommerton Drive; Rototuna Circular Bus Route (CERF)



Proposed Parking Restrictions – Barrington Drive, Somerton Drive; Rototuna Circular Bus Route (CERF)



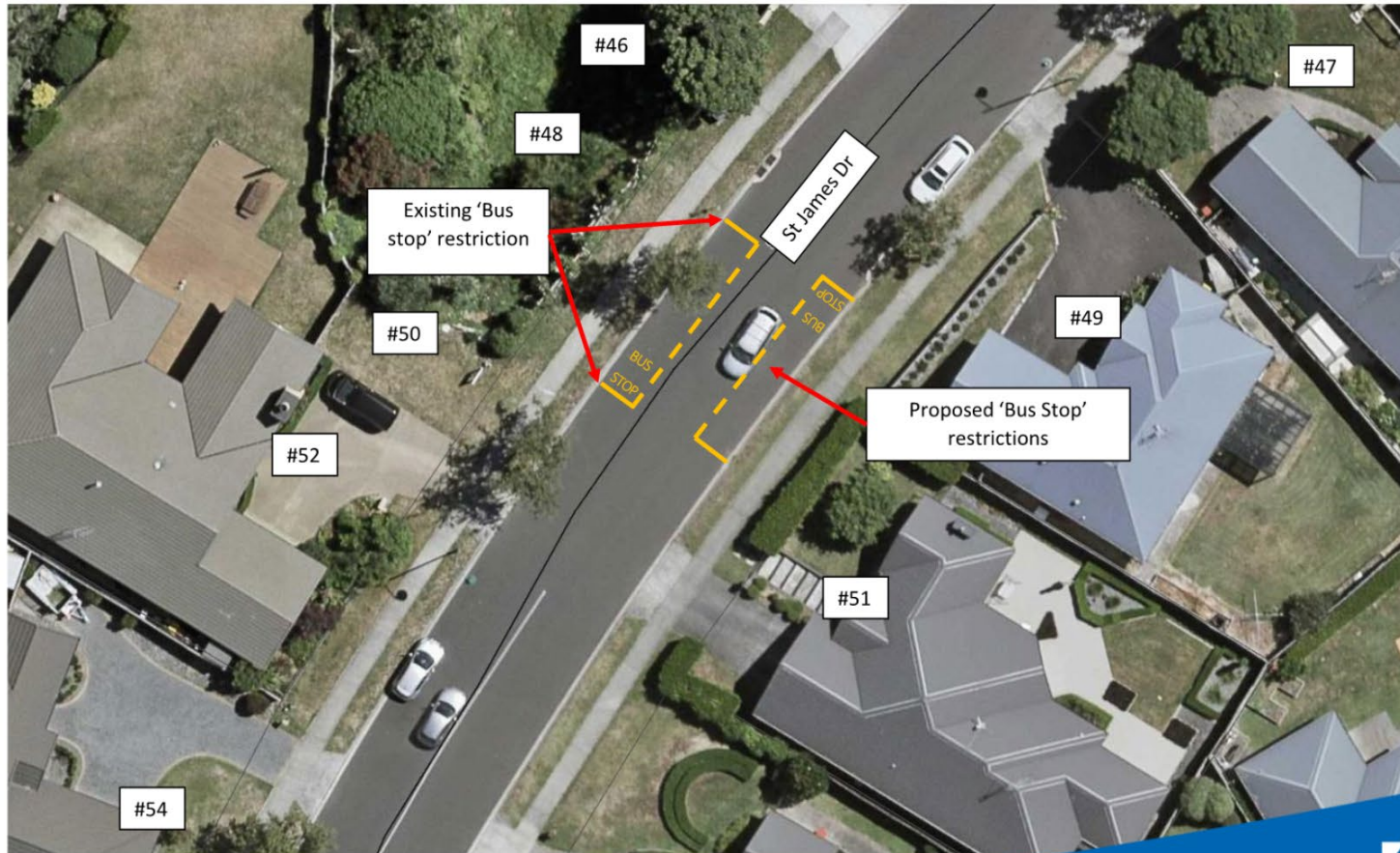
Proposed Bus Stop Restrictions – Barrington Drive; Rototuna Circular Bus Route (CERF)



Proposed Bus Stop Restriction – St. James Drive; Rototuna Circular Bus Route (CERF)



Proposed bus stop restriction – St. James Drive, Rototuna Circular Bus Route (CERF)



Proposed bus stop restriction – St. James Drive, Rototuna Circular Bus Route (CERF)

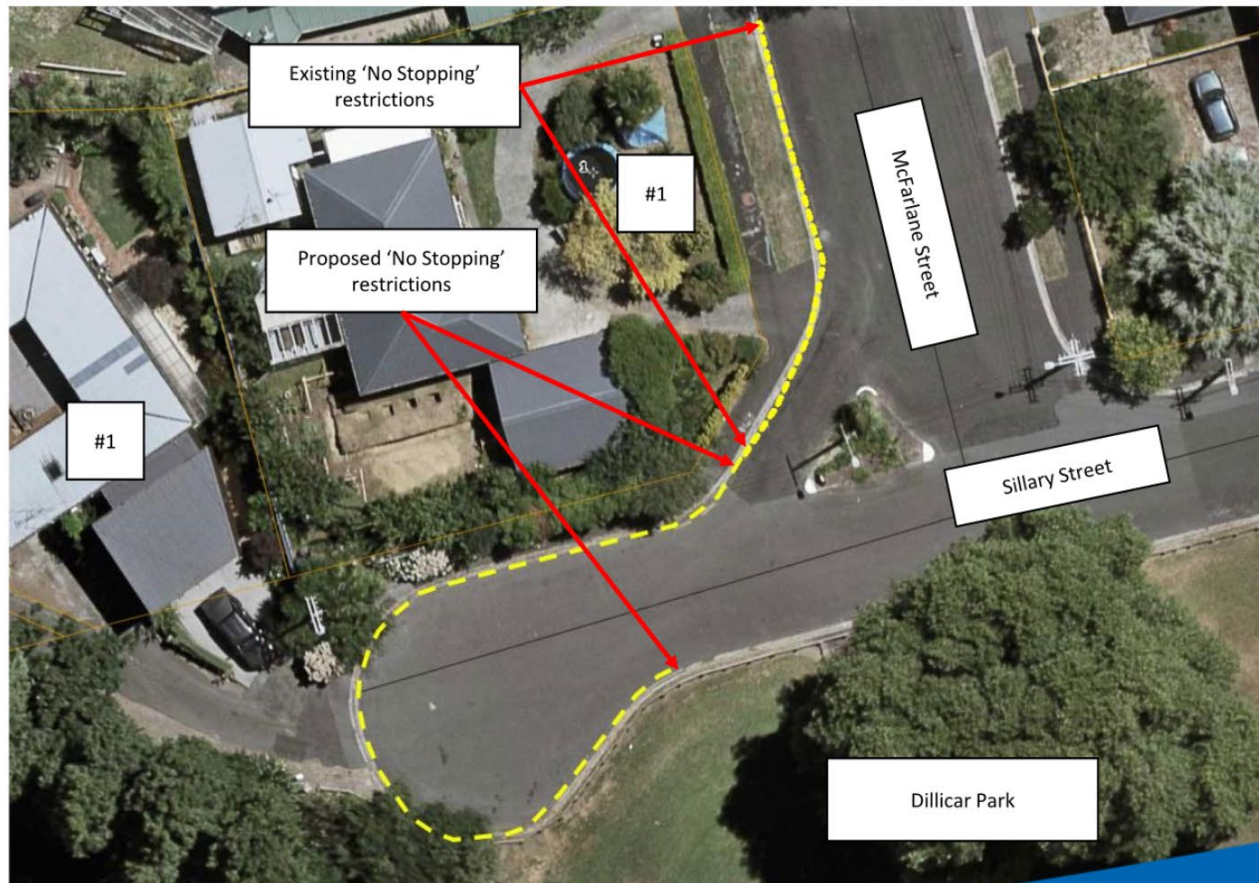


Attachment 1 - Illustrations of proposed parking restriction

Proposed bus stop restriction – St. James Drive, Rototuna Circular Bus Route (CERF)

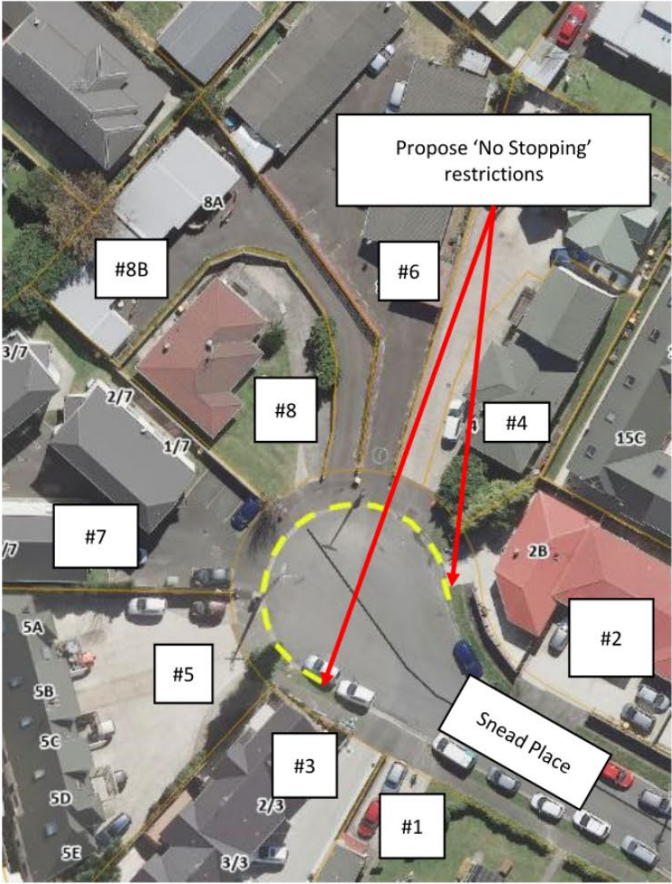


Proposed Parking Restrictions – Sillary Street



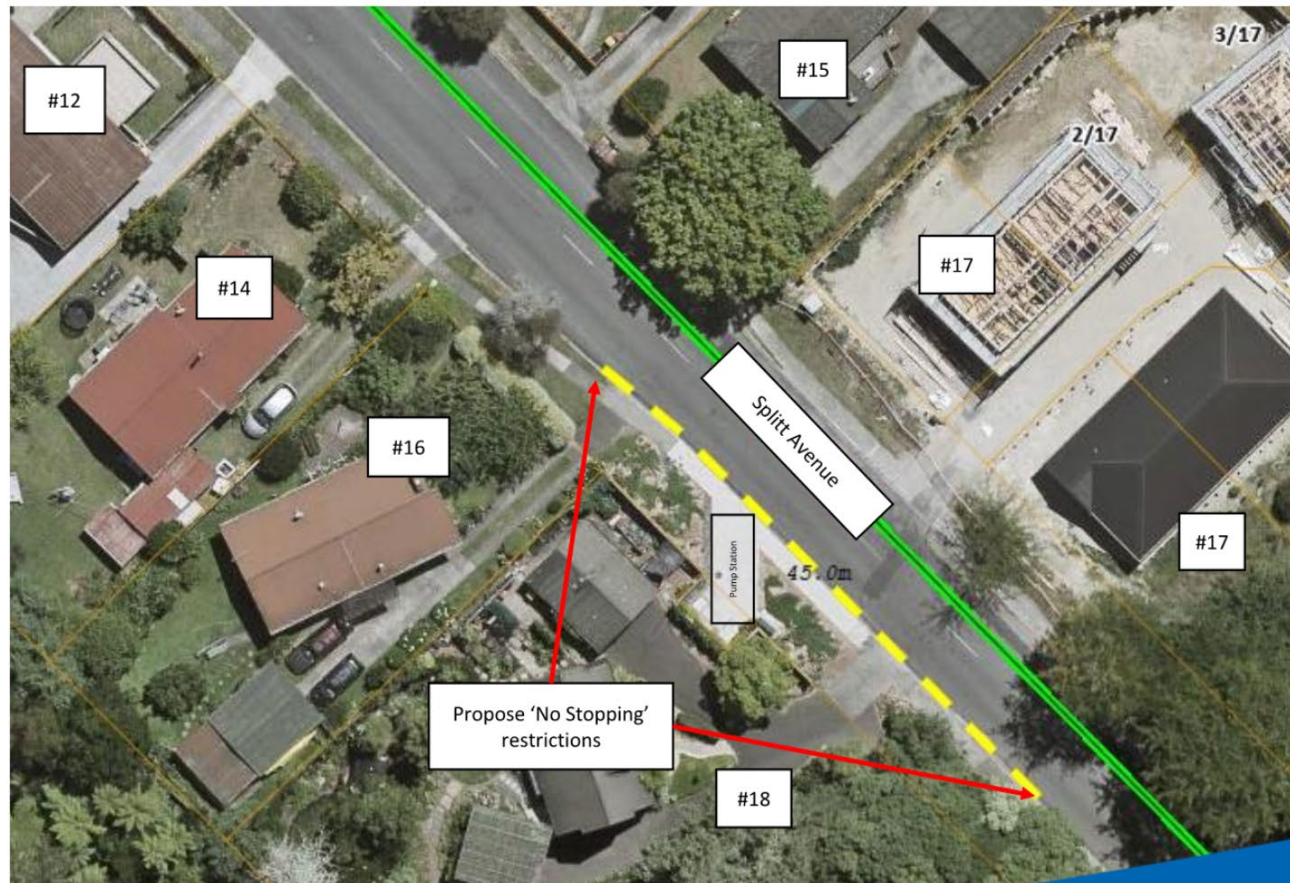
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Snead Place



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Splitt Avenue



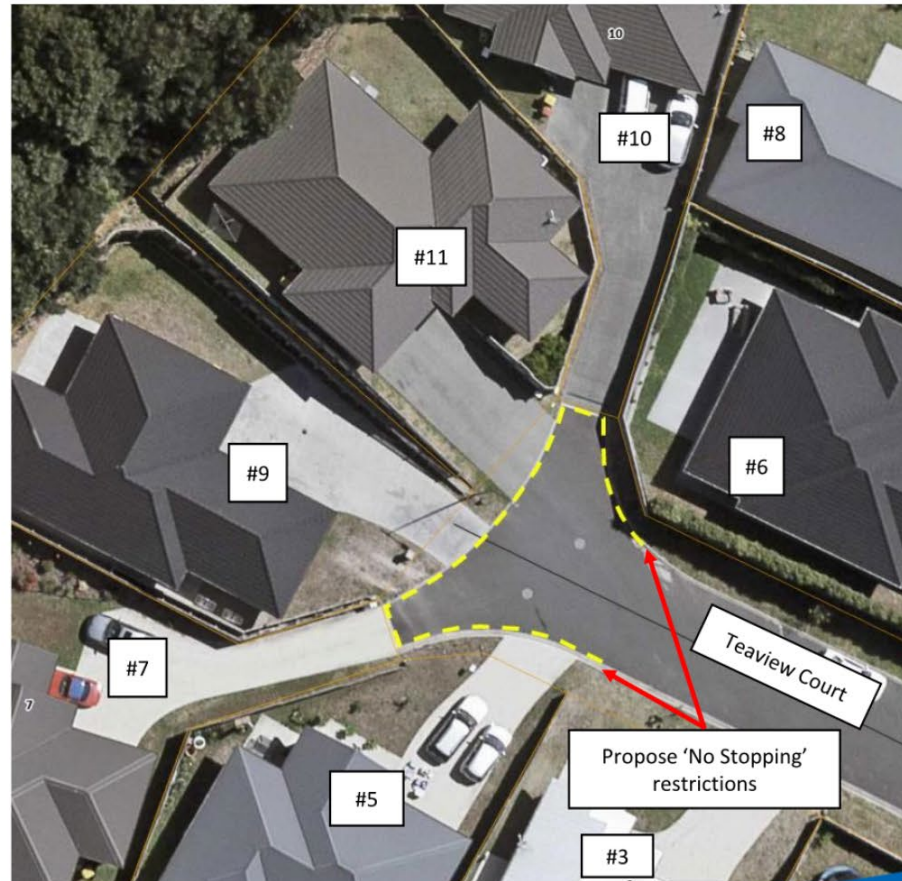
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Stirling Place

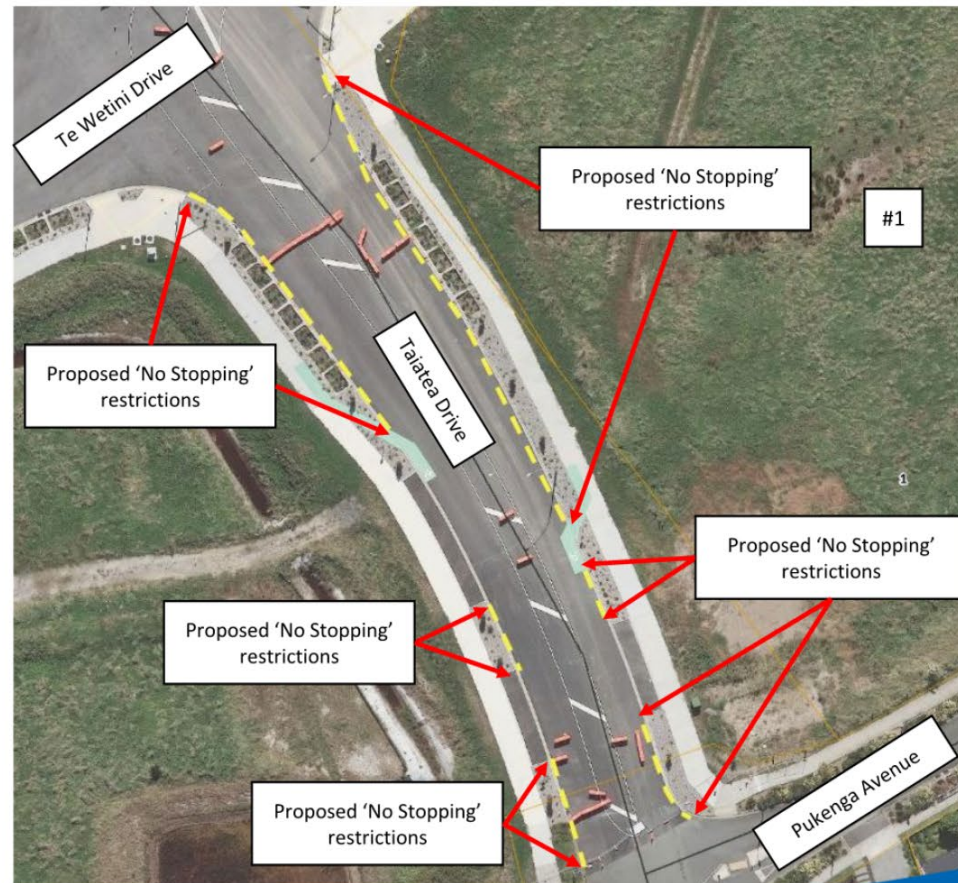


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Teaview Court

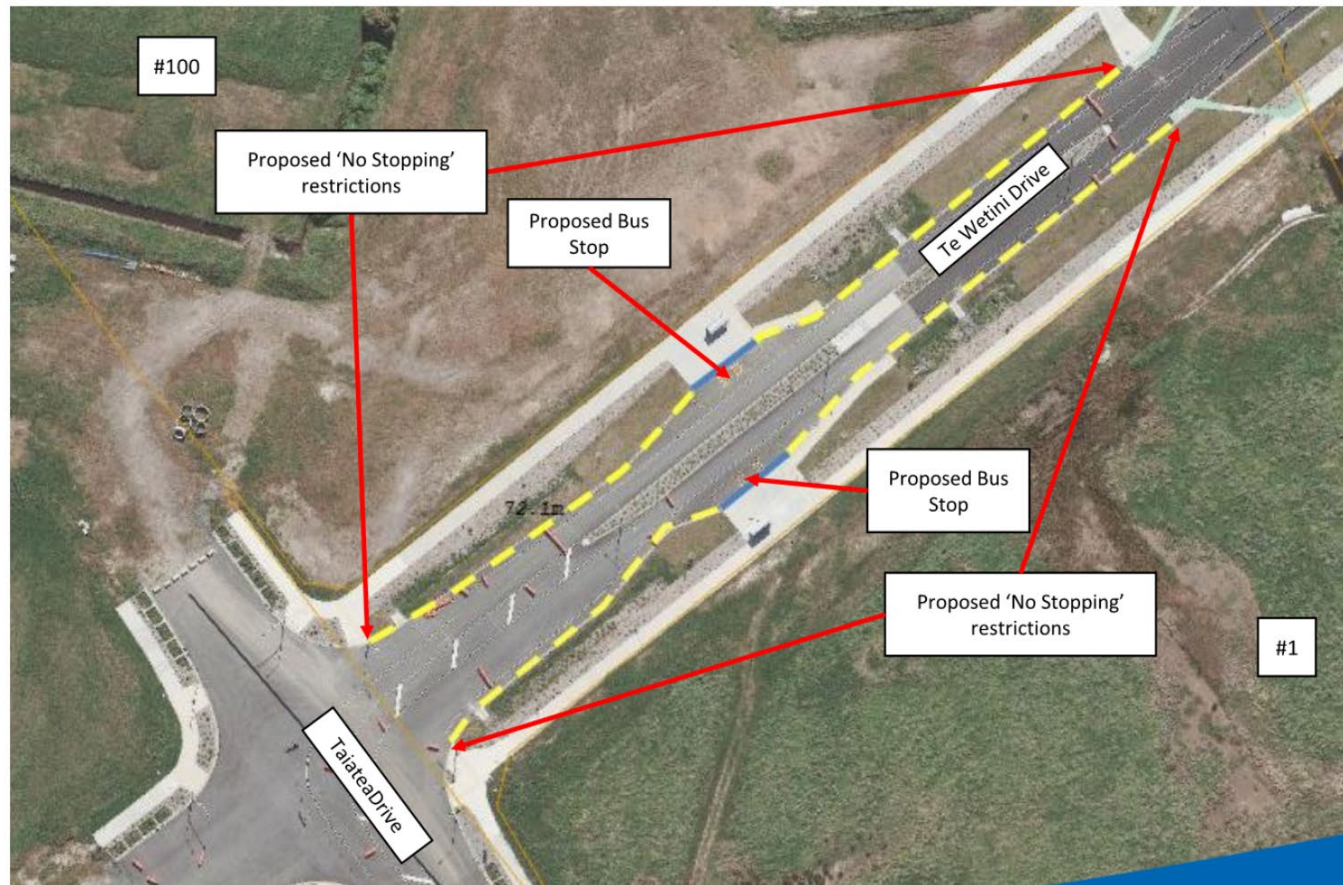


Proposed Parking Restrictions – Taiatea Drive



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Te Wetini Drive

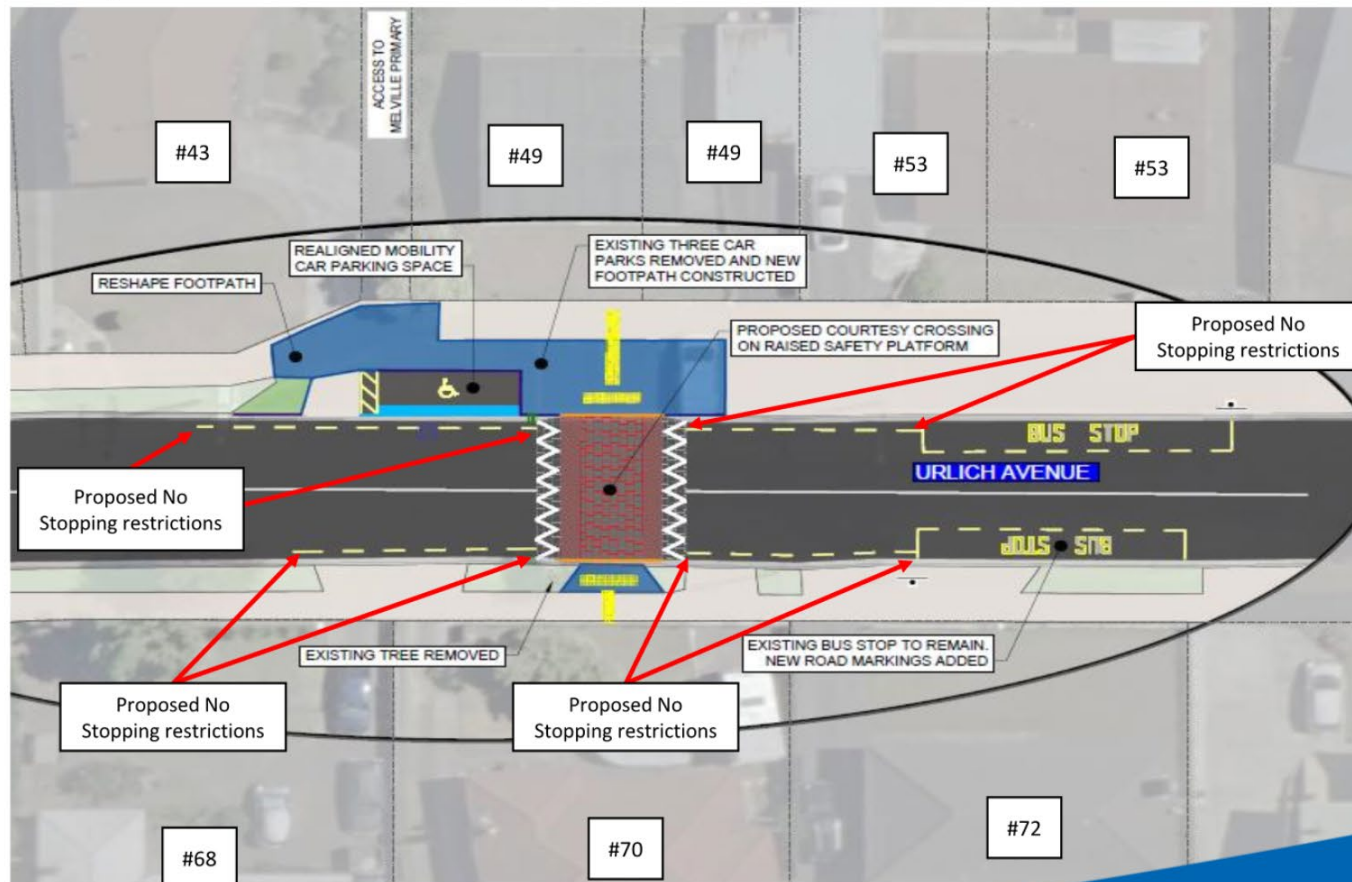


Attachment 1 - Illustrations of proposed parking restriction

Attachment 1

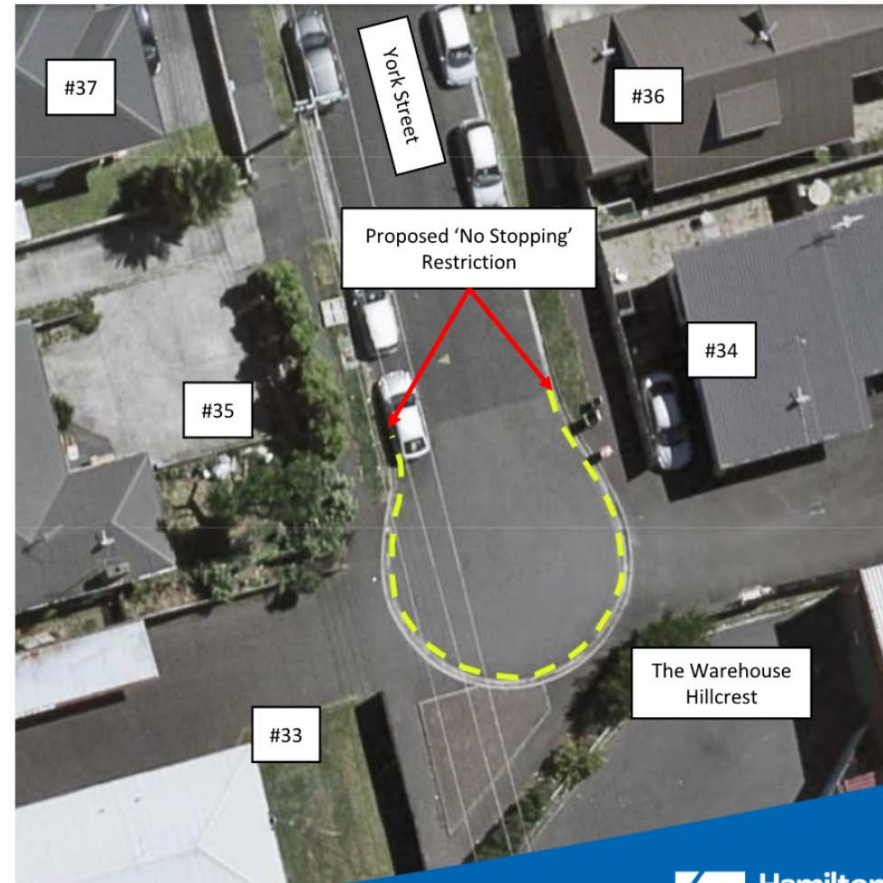
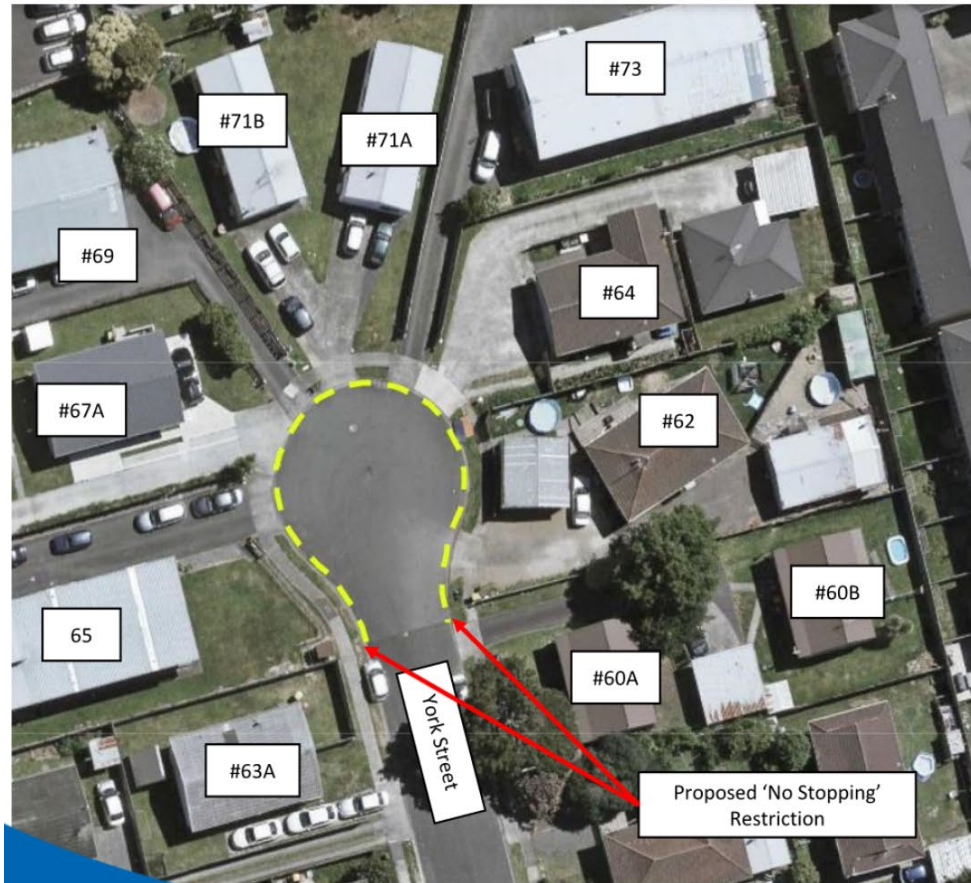


Proposed Parking Restrictions – Urlich Avenue



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – York Street

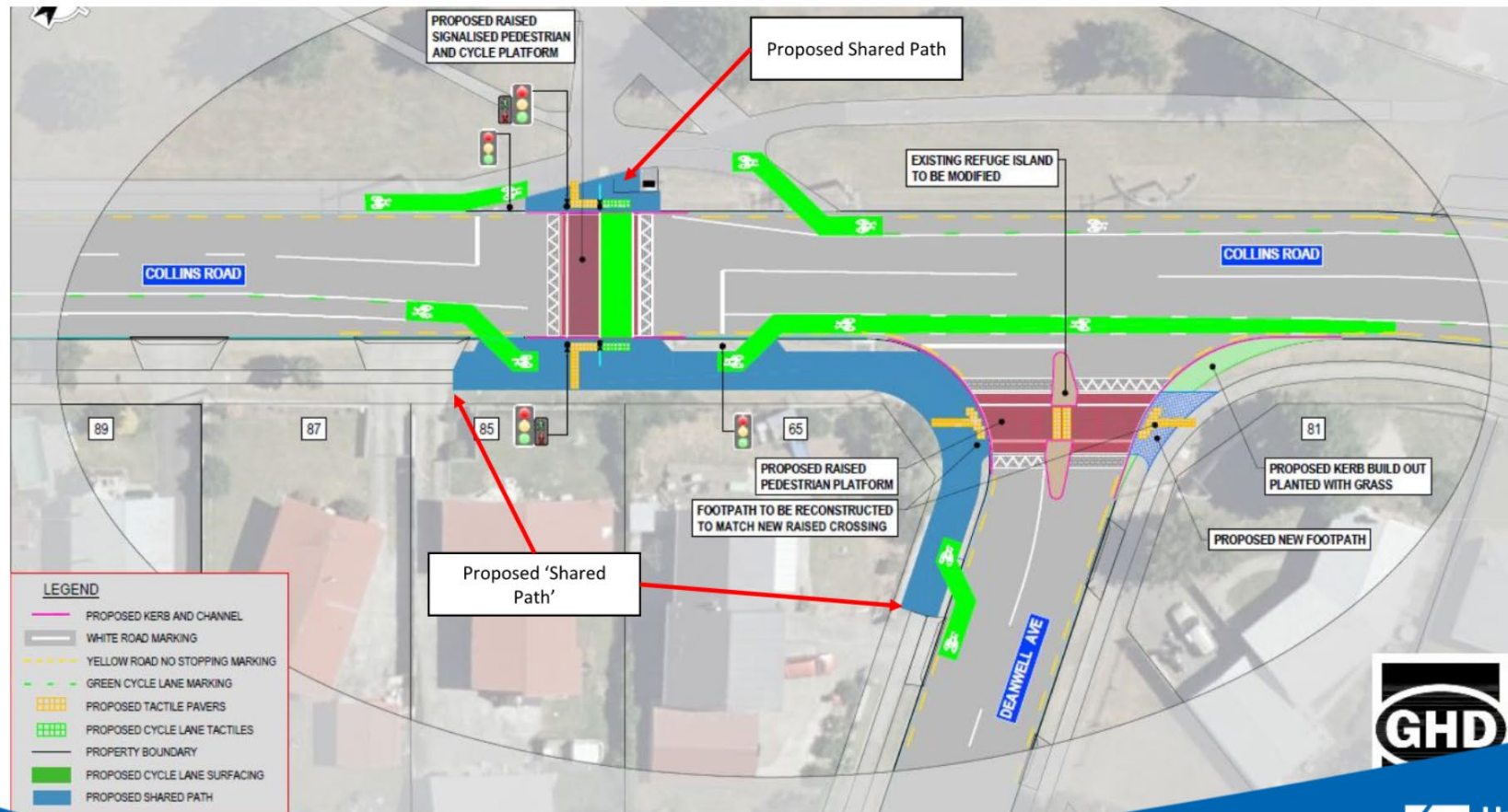


Proposed changes to Traffic Bylaw Registers

0 4731035

Attachment 1 - Illustrations of proposed parking restriction

Proposed 'Shared Path' – Collins Road, Deanwell Avenue

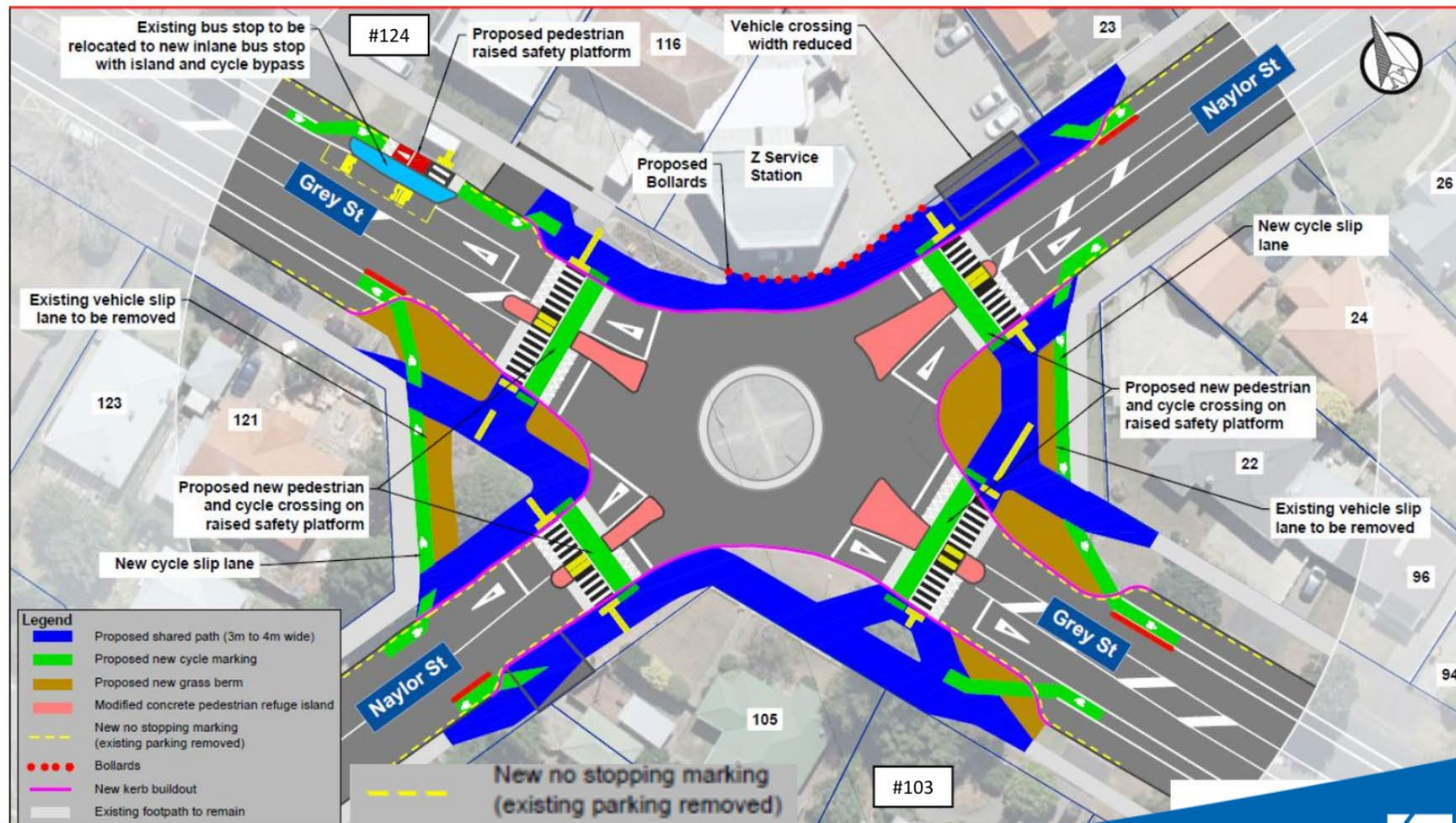


Attachment 1 - Illustrations of proposed parking restriction

Item 5

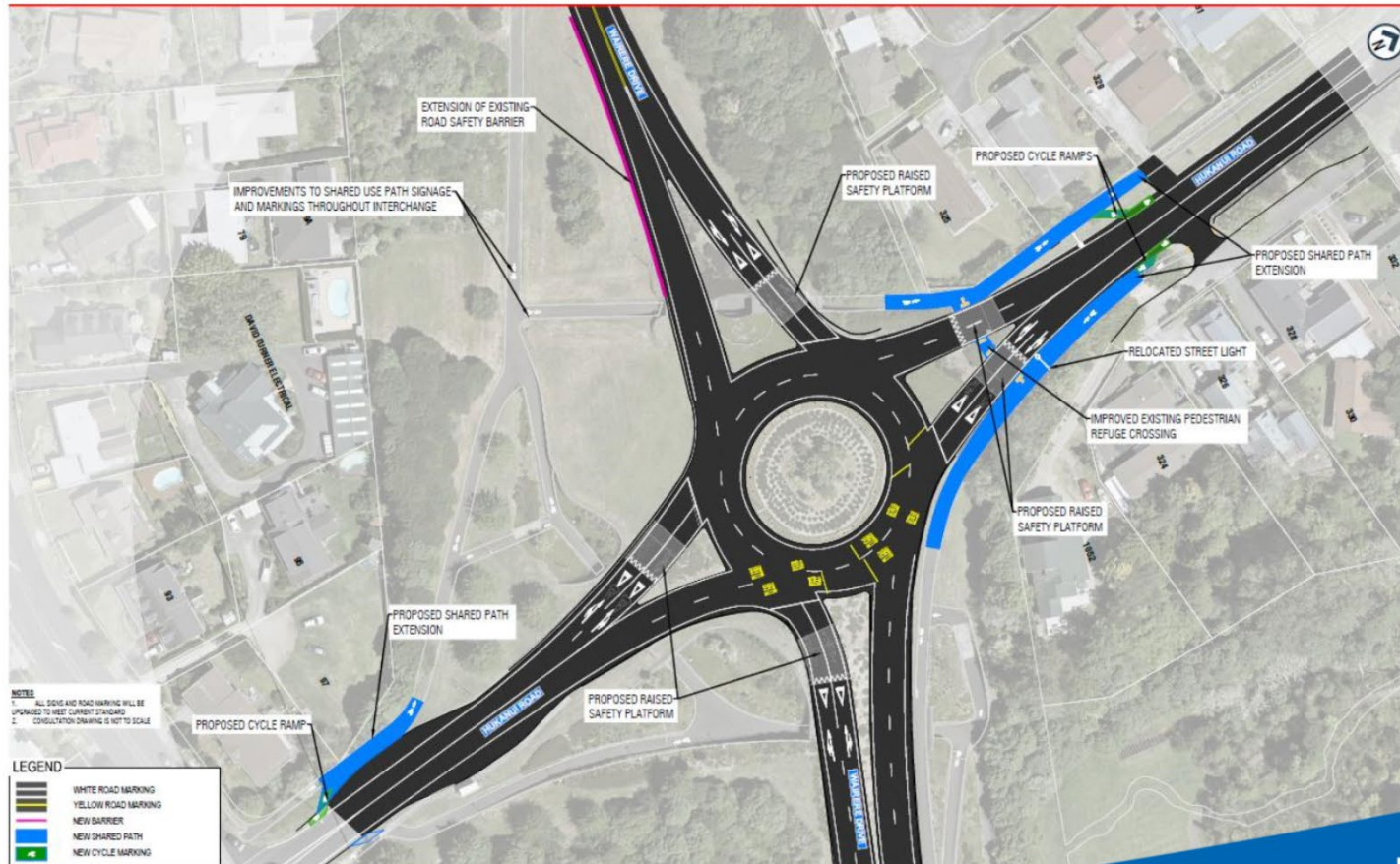
Attachment 1

Proposed 'Shared Path' – Grey Street, Naylor Street



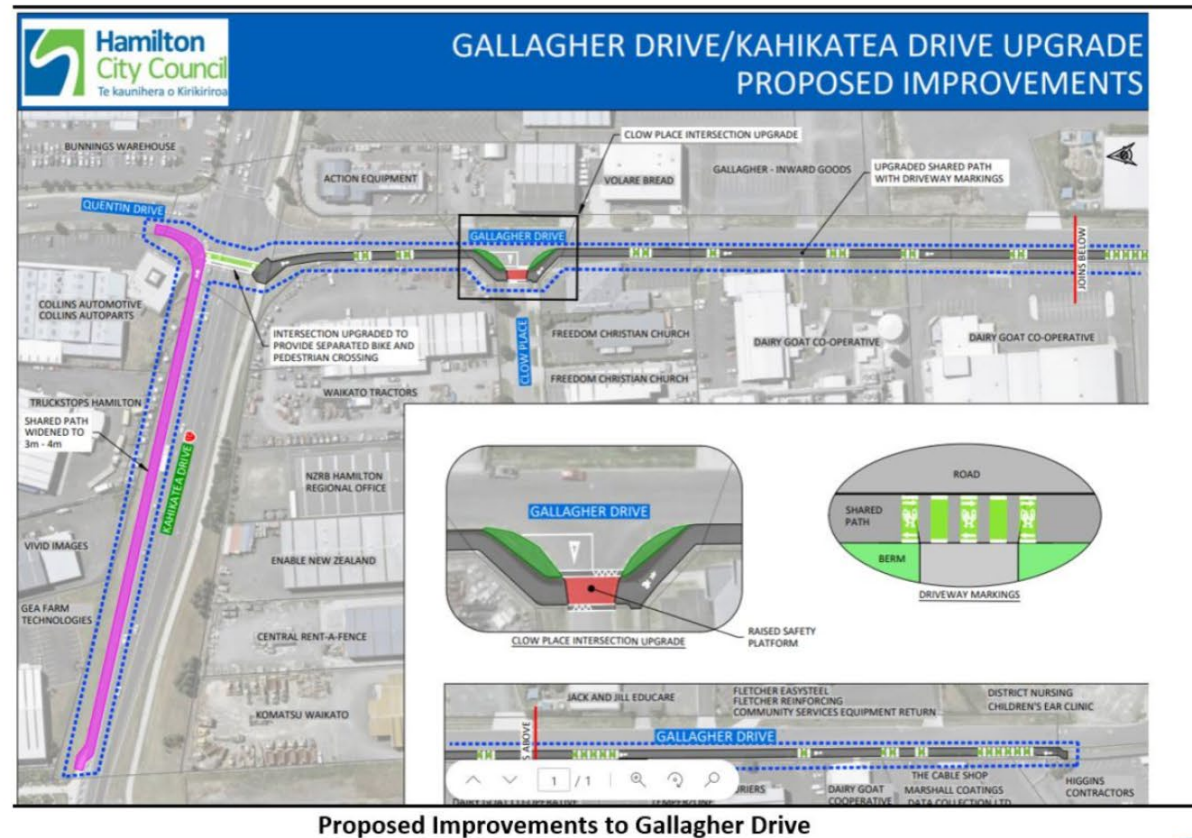
Attachment 1 - Illustrations of proposed parking restriction

Proposed 'Shared Path' – Hukanui Road

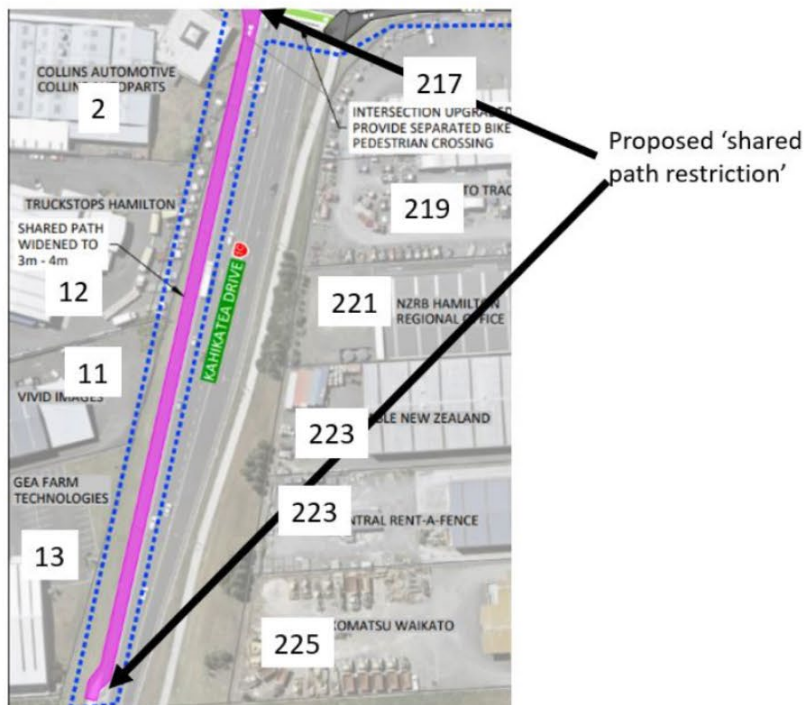


Attachment 1 - Illustrations of proposed parking restriction

Proposed 'Shared Path' – Gallagher Drive, Kahikatea Drive, Quentin Drive (CERF)



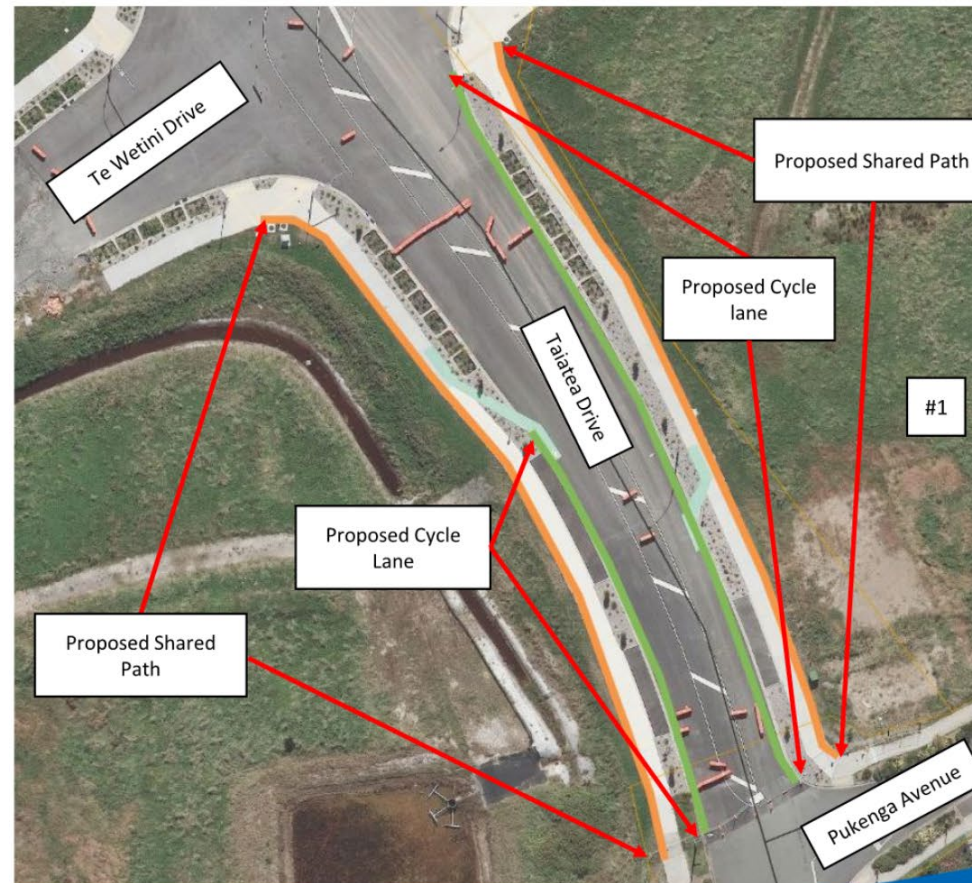
Proposed 'Shared Path' – Kahikatea Drive, Quentin Drive (CERF)



D 4815187

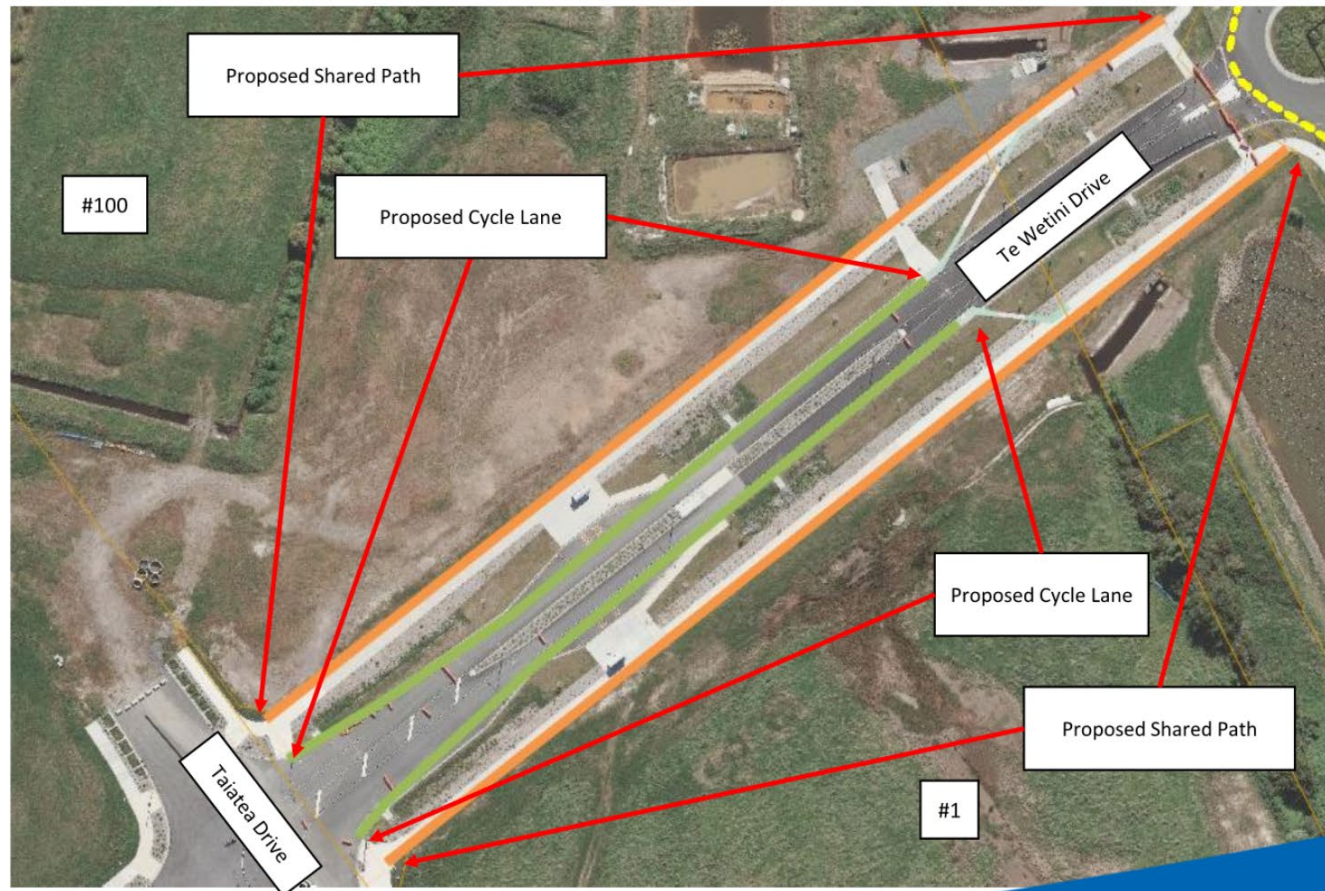
Attachment 1 - Illustrations of proposed parking restriction

Proposed 'Shared path' and 'Cycle Lane' – Taiatea Drive



Attachment 1 - Illustrations of proposed parking restriction

Proposed 'Shared Path' and 'Cycle Lane' – Te Wetini Drive



Attachment 1 - Illustrations of proposed parking restriction

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Aberdeen Drive	Customer Request	Improve traffic operations, safe intersection sight distances at intersection by:	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #19 Aberdeen Drive. • Installation of 25m 'No Stopping' restriction between #21 - #23 Aberdeen Drive. • Installation of 35m 'No Stopping' restriction between #23 - #27 Aberdeen Drive. • Installation of 40m 'No Stopping' restriction between #30 - #28 Aberdeen Drive. • Installation of 30m 'No Stopping' restriction between #2 Sandalwood Drive and #18 Aberdeen Drive. • Installation of 10m 'No Stopping' restriction outside #18 Aberdeen Drive. • Installation of 5m 'No Stopping' restriction outside #14 Aberdeen Drive.
Ascot Road	Customer Request	Improve traffic operations, safe intersection sight distances at intersection by:	<ul style="list-style-type: none"> • Installation of 50m 'No Stopping' restriction between #48 - #50 Ascot Road. • Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue on Ascot Road. • Installation of 15m 'No Stopping' restriction outside #5 Elmira Avenue on Ascot Road.
Barrie Crescent	Silverdale Normal School	Improve Parking for Mobility Permit Holders for Silverdale Normal School by:	<ul style="list-style-type: none"> • Installation of 15m 'Parking - Mobility Card Holders - P120' Parking outside (Silverdale Normal School) #62 Silverdale Road.
Barrington Drive	CTU, WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> • Installation of 20m No Stopping restriction outside #33 Barrington Drive • Installation of 20m No Stopping restriction outside #40 Barrington Drive • Installation of 20m No Stopping restriction outside #36 Barrington Drive • Installation of 20m No Stopping restriction outside #34 Somerton Drive

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

Barton Street	CTU	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Rescinding 49m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #308 Barton Street. Installation of 45m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street.
Barton Street	CTU - CERF	Parklet Installation	<ul style="list-style-type: none"> Installation of 95m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street.
Bruce Avenue	HCC – Parks and Recreation	Improve access for maintenance crew to Glenview Park by:	<ul style="list-style-type: none"> Installation of 5m 'No Stopping' restriction outside Glenview Park, opposite #59 Bruce Avenue.
Bryce Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #2 Bryce Street. Installation of 20m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street.
Butler Place	Customer Request	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 60m 'No Stopping' restriction starting outside #1 and ending outside #2 Butler Place.
Collingwood Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #183 Collingwood Street.
Cook Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Installation of 5m of 'Parking - Mobility Card Holders - P120' outside #300 Grey Street. Installation of 150m of Time Restricted 'P120, 8:00AM-6:00PM, Mon-Fri' outside #300 Grey Street. Installation of 2.5m 'Parking - Mobility Card Holders - P60' opposite #300 Grey Street.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

			<ul style="list-style-type: none"> Installation of 205m Time Restricted 'P60, 8:00AM-6:00PM, Mon-Fri' outside Steel Park.
Cranmore Avenue	CTU, WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> Installation of 15m No Stopping restriction outside #2 Cranmore Avenue. Installation of 15m No Stopping restriction outside #1 Cranmore Avenue.
Elmira Avenue	Customer Request	Improve traffic operations, safe intersection sight distance by:	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #5 Elmira Avenue. Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue.
Garnett Avenue	CTU - LCLR	Improve traffic operations, safe intersection sight distance by:	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #62 Storey Avenue.
Grandview Road	CTU - CERF	Improve safety for raised pedestrian crossing by:	<ul style="list-style-type: none"> Installation of 20m of 'No Stopping' restriction between #114 - #116 Grandview Road.
Grantham Street	Age Concern Hamilton	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #102 Grantham Street. Installation of 15m of 'Parking - Mobility Card Holders - P120' outside #150 Grantham Street.
Grantham Street	Customer Request	Improve on-street parking by:	<ul style="list-style-type: none"> Installation of 25m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street. Installation of 10m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street.
Grey Street	CTU - LCLR	Improve traffic operations, safe intersection sight distances by:	<ul style="list-style-type: none"> Installation of 35m 'No Stopping' restriction starting outside #22 Naylor Street and ending outside #96 Grey Street. Installation of 25m 'No Stopping' restriction outside #103 Grey Street. Installation of 30m 'No Stopping' restriction starting outside #121 Grey Street and ending outside #123 Grey Street. Installation of 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

Grey Street	CTU - CERF	Installation of a new parklet by:	<ul style="list-style-type: none"> Installation of 25m of 'No Stopping' restriction starting outside #355 and ending outside #359 Grey Street.
Heather Place	Customer Request	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 70m 'No Stopping' restriction starting outside #5 and ending outside #6 Heather Place.
Holford Place	CTU, WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> Installation of 10m No Stopping restriction outside #2 Holford Place. Installation of 10m No Stopping restriction outside #16 Somerton Drive.
Hyde Avenue	CTU - CERF	Improve safety for raised pedestrian crossing by:	<ul style="list-style-type: none"> Installation of 15m of 'No Stopping' restriction outside #22 Durham Street. Installation of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #59 Hyde Avenue.
Inverness Avenue	HCC - Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 105m 'No Stopping' restriction starting outside #9 and ending outside #21 Inverness Avenue. Installation of 15m 'No Stopping' restriction for central traffic island starting outside #15 and ending outside #16 Inverness Avenue. Installation of 15m 'No Stopping' restriction for central traffic island starting outside #14 and ending outside #15 Inverness Avenue.
Kimbrae Drive	Somerset Retirement Village	Improve traffic operations, safe sight distances by:	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #35 Kimbrae Drive. Installation of 40m 'No Stopping' restriction outside #39 Kimbrae Drive. Installation of 25m 'No Stopping' restriction outside #39 Kimbrae Drive. Installation of 10m 'No Stopping' restriction outside #39 Kimbrae Drive. Installation of 10m 'No Stopping' restriction on Northside of Kimbrae Drive opposite #39 Kimbrae Drive. Installation of 10m 'No Stopping' restriction on Northside of Kimbrae Drive opposite #39 Kimbrae Drive.
Krippner Place	Customer Request	Improve traffic operations, safe intersection sight distances by:	<ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #18 Aberdeen Drive on Krippner Place. Installation of 10m 'No Stopping' restriction outside #14 Aberdeen Drive on Krippner Place.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

Lewis Street	Customer Request	Improve access to properties by:	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #65 - #69 Lewis Street.
Littler Place	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction Starting outside #1 and ending outside #2 Littler Place.
McKenzie Place	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 40m 'No Stopping' restriction starting outside #3 and ending outside #12 McKenzie place.
Meteor Theatre Carpark – Victoria Street	CTU	Gazette existing restrictions	<ul style="list-style-type: none"> Gazette existing 6m of 'Parking - Mobility Card Holders - All Day' Restriction.
Naylor Street	CTU - LCLR	Improve traffic operations, safe intersection sight distances by:	<ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction on Naylor Street outside #23 Naylor Street. Installation of 20m 'No Stopping' restriction on Naylor Street outside #22 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street starting outside #105 Grey Street and ending outside #18 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street outside #121 Grey Street.
Rengarenga Close	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction starting outside #6 and ending outside #11 Rengarenga Close.
Repoiti Court	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 80m 'No Stopping' restriction starting outside #5 and ending outside #8 Repoiti Court.
Richmond Street	Hamilton Central Plunket Childcare	Improve access to property by:	<ul style="list-style-type: none"> Installation of 50m of 'No Stopping' restriction between #12 - #20 Richmond Street.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

Rostrevor Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Installation of 90m of time restricted 'P120, 8:00AM-6:00PM, Mon-Fri' Parking Bay starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. Installation of 15m 'Parking - Mobility Card Holders - P120' outside #820 Victoria Street.
Sandalwood Drive	Customer Request	Improve traffic operations, safe intersection sight distances by:	<ul style="list-style-type: none"> Installation of 20m 'No Stopping' restriction outside #28 Aberdeen Drive on Sandalwood Drive. Installation of 20m 'No Stopping' restriction outside #2 Sandalwood Drive.
Sillary Street	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction starting outside Dillicar Park, opposite #1 Sillary Street and ending outside #1 McFarlane Street.
Snead Place	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 45m 'No Stopping' restriction starting outside #2 and ending outside #3 Snead Place.
Somerton Drive	CTU, WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> Installation of 20m No Stopping restriction outside #16 Somerton Drive. Installation of 50m No Stopping restriction beginning outside #10 Somerton Drive and ending outside #2 Holford Place. Installation of 50m No Stopping restriction beginning outside #5 Somerton Drive and ending outside #1 Cranmore Avenue. Installation of 20m No Stopping restriction outside #24 Somerton Drive. Installation of 20m No Stopping restriction opposite #24 Somerton Drive. Installation of 25m No Stopping restriction outside #34 Somerton Drive. Installation of 20m No Stopping restriction outside #2 Cranmore Avenue. Installation of 25m No Stopping restriction outside #33 Barrington Drive. Installation of 20m No Stopping restriction outside #40 Barrington Drive. Installation of 20m No Stopping restriction outside #36 Barrington Drive.
Splitt Avenue	HCC – Three Waters	Improve traffic operations, access to properties and	<ul style="list-style-type: none"> Installation of 45m 'No Stopping' restriction starting outside #16 and ending outside #18 Splitt Avenue.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

		access to a pumpstation for maintenance and during an emergency by:	
Stirling Place	Customer Request	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Installation of 65m 'No Stopping' restriction starting outside #4 and ending outside #5 Stirling Place.
Storey Avenue	CTU - LCLR	Improve traffic operations, safe intersection sight distances by:	<ul style="list-style-type: none"> Installation of 5m 'No Stopping' restriction outside #62 Storey Avenue.
Taitea Drive	Development	Improve traffic operations, safety for cycle lanes by:	<ul style="list-style-type: none"> Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 10m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 15m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 40m 'No Stopping' Restriction opposite #1 Pukenga Avenue. Installation of 10m 'No Stopping' Restriction opposite #1 Pukenga Avenue. Installation of 15m 'No Stopping' Restriction opposite #1 Pukenga Avenue.
Te Wetini Drive	Development	Improve traffic operations, safety for cycle lanes by:	<ul style="list-style-type: none"> Installation of 70m 'No Stopping' Restriction outside #100 Taiatea Drive. Installation of 80m 'No Stopping' Restriction outside #100 Taiatea Drive. Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 90m 'No Stopping' Restriction outside #1 Pukenga Avenue.
Teaview Court	HCC – Waste Management	Improve traffic operations and access to properties on a turn-around bay by:	<ul style="list-style-type: none"> Installation of 45m 'No Stopping' restriction starting outside #5 and ending outside #6 Teaview Court.
Tristram Street	HCC – Parks and Recreation	Improve access for maintenance crew to Waikato Stadium by:	<ul style="list-style-type: none"> Installation of 5m 'No Stopping' restriction starting outside Waikato Stadium, opposite #416 Tristram Street.
Tristram Street	CTU	Gazette existing restrictions by:	<ul style="list-style-type: none"> Gazette existing of 45m 'No Stopping' restriction starting outside #410 and ending outside #416 Tristram Street.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

Urlich Avenue	CTU - LCLR	Improve traffic operations and safety for a raised pedestrian crossing by:	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction starting outside #70 and ending outside #72 Urlich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #68 and ending outside #70 Urlich Avenue. • Installation of 20m 'No Stopping' restriction starting outside #43 and ending outside #49 Urlich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #49 and ending outside #53 Urlich Avenue.
York Street	HCC – Waste Management	Improve traffic operations and access to properties on a turn-around bay by:	<ul style="list-style-type: none"> • Installation of 35m 'No Stopping' restriction starting outside #34 and ending outside #35 York Street. • Installation of 60m 'No Stopping' restriction starting outside #62 and ending outside #65 York Street.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

BUS STOPS			
Location	Requested By	Reason	Description
Barrington Drive	WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> Installation of 15m bus stop outside #56 - #58 Barrington Drive Installation of 15m bus stop outside #49 - #51 Barrington Drive
Somerton Drive	CTU, WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> Installation of 15m bus stop outside #13 Somerton Drive Installation of 15m bus stop outside #18 Somerton Drive
St James Drive	CTU, WRC	Improve Rototuna Circular Bus Route by:	<ul style="list-style-type: none"> Installation of 15m bus stop outside #27 St James Drive Rescind existing bus stop outside #20 - #22 St James Drive Installation of 15m bus stop outside #18 - #20 St James Drive Installation of 15m bus stop outside #51 St James Drive Installation of 15m bus stop outside #2 Stratford Place Installation of 15m bus stop outside #111 - #113 St James Drive Installation of 15m bus stop outside #158 St James Drive.
Te Wetini Drive	Development	Improve bus service by:	<ul style="list-style-type: none"> Installation of 15m 'Bus Stop' outside #100 Taiatea Drive. Installation 15m 'Bus Stop' outside #1 Pukenga Avenue.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Barton Street	CTU - CERF	Parklet Installation	<ul style="list-style-type: none"> Rescinding of 98.5m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street.
Bryce Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Rescinding 24.5m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street.
Collingwood Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Rescinding 10m of Time Restricted 'Parking - P120 - 8:00AM-6:00PM - Mon-Sat' outside #183 Collingwood Street.
Cook Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none"> Rescinding 157m of Time Restricted 'Parking - P120 - At all Times' outside #300 Grey Street. Rescinding 205m of Time Restricted 'Parking - P60 - At All Times' outside Steel Park.
Grey Street	CTU - CERF	Installation of a new parklet by:	<ul style="list-style-type: none"> Rescinding of 15m of 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction starting outside #355 and ending outside #359 Grey Street.
Hyde Avenue	CTU - CERF	Improve safety for raised pedestrian crossing by:	<ul style="list-style-type: none"> Rescinding of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #61 Hyde Avenue.
Littler Place	HCC – Waste Management	Improve traffic operations and access to properties on cul-de-sac by:	<ul style="list-style-type: none"> Rescind of 40m 'No Stopping' restriction starting outside #2 and ending outside #3 Littler Place.
Meteor Theatre Carpark – Victoria Street	CTU	Gazette existing restrictions	<ul style="list-style-type: none"> Rescinding 26m of 'Parking - Campervan Only' Restriction.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel – August 2023

Richmond Street	Hamilton Central Plunket Childcare	Improve access to property by:	<ul style="list-style-type: none">• Rescinding 31.5m of 'No Stopping' restriction outside #20 Richmond Street.
Rostrevor Street	Customer Request	Improve Parking for Mobility Permit Holders in Central City by:	<ul style="list-style-type: none">• Rescinding 55m of time restricted 'Parking - P120 - At All Times' Parking Bay outside #820 Victoria Street.• Rescinding 32m of time restricted 'Parking - P120 8am-6pm Mon-Sun' Parking Bay outside #18 - #20 Rostrevor Street.

Council Report

Item 6

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 08 August 2023

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network and Systems Operations Manager

Position: Executive Director Infrastructure Operations

Report Name: Hamilton City Speed Limit Changes

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Traffic, Speed Limit and Road Closure Hearings Panel
 - receives the report; and
 - 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
60	50	Borman Road	Kimbrae Drive to Barrington Drive	Upon completion of works
50	40	Cecil Street	Sandwich Road to end of Cecil Street	September 2023
50	40	Dale Place	Garland Drive to end of Dale Place	September 2023
50	40	English Street	Mears Road to Larnach Street	September 2023
80	60	Ennion Rise	Horsham Downs Road to Resolution Drive	September 2023
50	40	Garland Drive	Garland Drive to Garland Drive	September 2023
60	50	Horsham Downs Road	North Ridge Drive to 165 Horsham Downs Road	Upon completion of works
80	60	Horsham Downs	165 Horsham Downs Road to	September

		Road	Ennion Rise	2023
50	40	Hugh Place	Larnach Street to end of Hugh Place	September 2023
50	40	Larnach Street	Cecil Street to end of Larnach Street	September 2023
50	40	Maahutaupeke Place	Waiwherowhero Drive to end of Maahutaupeke Place	September 2023
50	40	Mangakoea Place	Waiwherowhero Drive to end of Mangakoea Place	September 2023
50	40	Mears Road	Sandwich Road to Cecil Street	September 2023
80	60	North City Road	Ennion Rise to 71 North City Road	September 2023
50	40	Waiwherowhero Drive	Sandwich Road to Bryant Road	September 2023

Executive Summary - *Whakaraapopototanga matua*

3. On [29 June 2022](#) Council agreed to repeal the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022. The proposed changes to the speed limits in this report will be recorded in the NSLR.
4. The Hamilton City Speed Management Plan (approved at the [18 August 2022 Council meeting](#)) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
5. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
6. Speed limits changes proposed in this report generally support the speed management plan and changes to the physical road environment to support the reduced speed limits. The Speed limits will be adopted upon completion of physical works.
7. Speed changes proposed in this report are proposed to support safer speeds for road users on the following roads:
 - i. Borman Road
 - ii. Cecil Street
 - iii. Dale Place
 - iv. English Street
 - v. Ennion Rise
 - vi. Garland Drive
 - vii. Horsham Downs Road
 - viii. Hugh Place
 - ix. Larnach Street
 - x. Maahutaupeke Place
 - xi. Mangakoea Place
 - xii. Mears Road
 - xiii. North City Road
 - xiv. Waiwherowhero Drive
8. Funding for the implementation of the proposed speed limit changes is included in various budgets from the approved 2021-31 LTP as detailed in Clause 52 of this report. The work receives 51% co-investment from Waka Kotahi NZ Transport Agency.

9. Staff consider that the decisions in this report have low significance under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

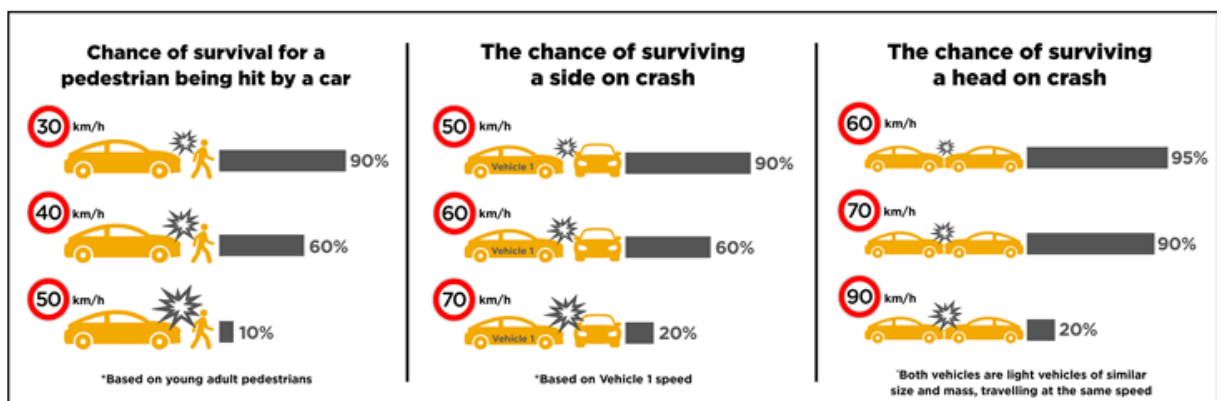
10. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious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

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



15. The 2019 Speed Management Plan for Hamilton City has been reviewed and refreshed and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council at its 18 August 2022 meeting.
16. The 2022 Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.

17. The 2022 Speed Management Plan has reconfirmed the principles or priorities developed for the previous version of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
18. The following **principles** guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
19. The following **priorities** guide us in our approach to implementing speed management:
 - i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - ii. places where there is strong community demand for change;
 - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
 - iv. places where lots of people walk or bike, or where they will soon walk and bike.
20. On 29 June 2022 Council agreed to the repeal of the Hamilton Speed Limit Bylaw 2018 (and associated registers) effective from 20 July 2022 following a recommendation from the [31 May 2022](#) Infrastructure Operations Committee meeting (General Managers report).
21. The National Speed Limit Register (NSLR) is the replacement legal instrument for recording speed limits and will be maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022.
22. The NSLR provides an online, maps-based, central source of speed limits for roads in New Zealand. It enables organisations responsible for speed management to more easily comply with the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 as it allows them to record, update and share speed limit data.
23. Members of the public are able to search for speed limits on all New Zealand roads, obtain details of specific speed limits and obtain certified copies of speed limits through the NSLR web application.
24. Third parties can easily access consistent speed limit data from one online source through Waka Kotahi's open data portal. Speed limit data can be viewed and filtered in a table as well as downloaded in a variety of formats. APIs can be used to upload data into other applications.
25. The proposed changes to the speed limits in this report will be recorded in the NSLR.

26. Hamilton City is defined as an 'Urban Traffic Area' in the Speed Limit Bylaw and therefore any new road constructed within the city has a default speed limit of 50km/h.

Proposed Speed Limit Changes

27. The following key stakeholders were consulted in the development of the Speed Management Plan:
- i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. New Zealand Police
 - iii. The Automobile Association (AA)
 - iv. The Road Transport Association (RTA)
 - v. Bike Waikato
 - vi. NZ Foundation for the Blind
 - vii. Generation Zero
 - viii. Living Streets
 - ix. Age Concern Hamilton
28. Specific consultation with the adjacent properties has been undertaken for those accessing the sections of road where speed limits changes have been proposed.
29. Further details of the specific changes to speed limits are detailed below:

Road Name	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Principles (ref. 18 above)
Borman Road - Kimbrae Drive to Barrington Drive	60	50	v, vi
Cecil Street	50	40	iii, v, vi
Dale Place	50	40	iii, v, vi
English Street	50	40	iii, v, vi
Ennion Rise	80	60	v, vi, viii
Garland Drive	50	40	iii, v, vi
Horsham Downs Road - North Ridge Drive to 165 Horsham Downs Road	60	50	v, vi, viii
Horsham Downs Road - 165 Horsham Downs Road to Ennion Rise	80	60	v, vi, viii
Hugh Place	50	40	iii, v, vi
Larnach Street	50	40	iii, v, vi
Maahutaupoke Place	50	40	iii, v, vi
Mangakoea Place	50	40	iii, v, vi
Mears Road	50	40	iii, v, vi
North City Road - Ennion Rise to 71 North City Road	80	60	v, vi, viii
Waiwherowhero Drive	50	40	iii, v, vi

Speed management for Mears Safer Speed Area – Proposed 40km/h.

30. The Mears Safer Speed Area is a residential area that was identified in the 2022 Speed Management Plan for implementation of a permanent 40km/h speed limit in 2023.
31. The proposed lower speed limit aligns with our Speed Management principle '*Residential local roads will be constructed for a 40km/h environment*' to achieve safe and appropriate speeds in residential neighbourhoods.

32. The image below shows the location of the Mears Safer Speed Area and extent of proposed speed limit changes:

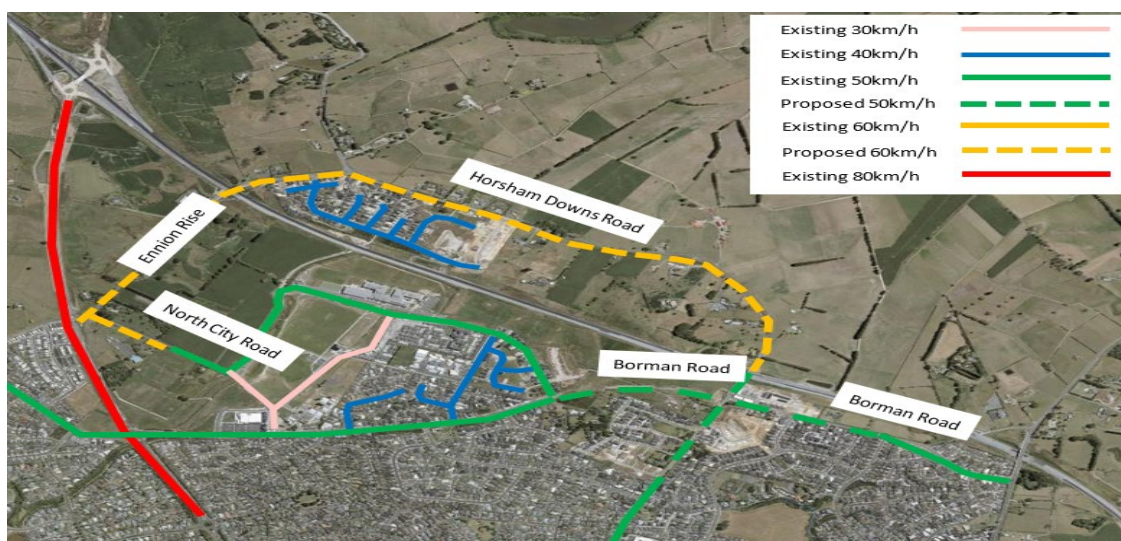


33. Consultation with residents within proposed Mears Safer Speed Area was undertaken for a period of two weeks through letter-drops (approximately 400 letters) to the property owners and residents in May 2023.
34. Staff received 19 responses on the proposal to change the speed limit from 50 km/h to 40 km/h on all residential streets within the Mears Safer Speed Area:
- i. 57.90% (11 of 19) expressed support,
 - ii. 42.10% (8 of 19) expressed their objection.
35. Feedback from residents supporting the proposal noted:
- i. there is a lot of speeding around Mears Road and Cecil Street currently
 - ii. the proposed 40km/h speed limit will make it safer to cycle in the area.
 - iii. Desire for traffic calming infrastructure improvements to achieve lower speeds for vehicles.
36. Feedback from residents not supportive of the proposal noted:
- i. a change of speed limit to 40km/h is a waste of funds and will make no difference
 - ii. speeding issues are due to street racers who occasionally speed up the road.
 - iii. vehicles would continue to overspeed unless speed limits are enforced by NZ Police.

37. At the time of writing this report, requests to present a verbal submission to the Committee meeting had been received from three residents.
38. In response to complaints about speeding vehicles on Mears Road and feedback from SSA proposal for change of speed limit, staff released an additional letter to residents (40) on Mears Road and Cecil Street requesting their feedback on the need to install traffic calming infrastructure to support the proposed lower speed limit.
39. Four responses were from residents who live within the area. 50% (2 of 4) expressed support for traffic calming infrastructure, and 50% (2 of 2) expressed their objection.
40. Based on the vehicles speeds in this area recorded from several tube counts, the speeds on these roads are within the 40-45km/h range that it is acceptable to implement the lower speed limit without any additional infrastructure being required.
41. It is expected that the lower speed limit signage and road marking will result in a small drop in vehicles speeds and monitoring will be undertaken following the change in the speed limit to determine if this has occurred and whether there is a need to investigate any additional traffic calming infrastructure.
42. Staff recommend that the speed limit of the roads within the Mears Safer Speed Area be lowered to 40km/h in accordance with the 2022 Speed Management Plan. It is proposed that the lower speed limits will come into effect in early September 2023.

Speed Management for Horsham Downs Area – Speed Limit Changes

43. Changes to speed limits in the Horsham Downs Area are proposed to reflect the increase in residential housing development in the area and access onto key routes and the roading upgrades which are being completed in Borman Road and Horsham Downs Road currently.
44. This proposal aligns with 2022 Hamilton Speed Management Plan to:
 - i. achieve safe and appropriate speeds in residential neighbourhoods.
 - ii. cater for the increase in number of people using these roads for walking and biking.
 - iii. reflect the change in the layout and infrastructure within the road corridor resulting from upgrading projects.
45. The image below illustrates the proposed speed limit changes:



PROPOSED SPEED LIMIT CHANGES – HORSHAM DOWNS AREA

46. Consultation has been undertaken with Waikato District Council (adjacent Road Controlling Authority) and property owners and residents in the area through letter drop in early June 2023.
47. Feedback was received from three residents and a developer in the area (Pragma Homes). All were supportive of the proposed speed limit changes and were happy to see the speed limit being reduced to a safer speed.
48. Feedback from Waikato District Council was also supportive Hamilton City Council's proposals to create safe and appropriate speeds on the following roads:

Road	Description	Current Speed Limit	Proposed Speed Limit	WDC Response
Horsham Downs Road	from Ennion Rise to the Bridge over the Waikato Expressway	80 km/h	60 km/h	In Support
Borman Road	Horsham Downs Road to west of Barrington Drive	60 km/h	50 km/h	In Support
Ennion Rise	Horsham Downs Road to Resolution Drive	80 km/h	60 km/h	In Support
North City Road	Ennion Rise to north of Bourne Brook	80 km/h	60 km/h	In Support

49. Waikato District Council (WDC) is currently in the process of developing its Speed Management Plan and, as these are boundary roads, similar changes will be proposed on the WDC sections of these roads where appropriate.
50. Based on the vehicles speeds in this area recorded in the Waka Kotahi Mega Maps tool, the speeds on these roads are within the range that it is acceptable to implement the lower speed limit proposed.
51. Staff recommend that the speed limit of the roads be approved in accordance with the 2022 Speed Management Plan. It is proposed that the lower speed limits will come into effect in early September 2023 or in the case of Borman Road and Horsham Downs Road in conjunction with the completion of the roading upgrades.

Financial Considerations - *Whaiwhakaaro Puutea*

52. The funding sources for the costs associated with the speed limit changes are follows:

Location	Budget approved 2021-31 Long Term Plan (LTP)	Co-investment from Waka Kotahi
Mears Safer Speed Area	Low Cost Low Risk – Road to Zero programme	Yes
Borman Road - Kimbrae Drive to Barrington Drive	Borman Road & Horsham Downs Road upgrade – Rototuna Programme	Yes
Ennion Road	Low Cost Low Risk – Road to Zero programme	Yes
Horsham Downs Road - North Ridge Drive to 165 Horsham Downs Road	Borman Road & Horsham Downs Road upgrade – Rototuna Programme	Yes

Horsham Downs Road - 165 Horsham Downs Road to Ennion Rise	Low Cost Low Risk – Road to Zero programme	Yes
North City Road - Ennion Rise to 71 North City Road	Low Cost Low Risk – Road to Zero programme	Yes

53. 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*

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

Climate Change Impact Statement

55. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
56. 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*

57. 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').
58. 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.
59. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

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

Environmental

62. 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

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

Risks – *Tuuraru*

64. There are risks associated with ongoing crashes occurring if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.
65. The lower speed limit on Horsham Downs Road between 165 Horsham Downs Road to Ennion Rise supports a new development in this area and enables the development to connect to Horsham Downs Road without completing major intersection improvements that would be required for the current 80km/h speed limit.

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

Significance

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

Engagement

67. Specific consultation has been completed for the proposed speed limit changes to gain community feedback alongside consultation with key stakeholders.
68. 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 7

Committee: Traffic, Speed Limit and Road Closure Hearings Panel
Date: 08 August 2023
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network and Systems Operations Manager
Position: Executive Director Infrastructure Operations
Report Name: Hamilton Speed Management Plan review - Submissions and Hearings report

Report Status

Open

Purpose - *Take*

1. To inform the Traffic, Speed Limit and Road Closure Hearings Panel on submissions received in response to the public consultation on the draft 2024 Speed Management Plan review.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - a) receives the report;
 - b) hears and considers public submissions regarding the consultation process that was held from 7 June to 5 July 2023 on the draft 2024 Hamilton Speed Management Plan; and
 - c) notes that a Deliberations and Adoption Report that includes feedback from the consultation and hearings will be brought to the Infrastructure and Transport Committee meeting on 21 September 2023.

Executive Summary - *Whakaraapopototanga matua*

3. The [30 May 2023](#) Infrastructure and Transport Committee meeting considered a report on a review the Hamilton Speed Management Plan in preparation for the 2024-34 Long Term Plan and subsequently approved a draft Consultation Document and draft 2024 Speed Management Plan for public consultation.
4. Public consultation occurred between 7 June to 5 July 2023.
5. There were two options in the consultation document:
 - i. **Option One** – approve the draft 2024 Speed Management Plan and agree to progress to public consultation;
 - ii. **Option Two** – do not approve the draft 2024 Speed Management Plan and do not agree to public consultation.
6. 113 submissions were received with 43% of the respondents **FOR** Council's proposal to retain the current plan with minor amendments (**Option One**).
7. Following the hearings, a Deliberations and Adoption report will be prepared by staff and presented to the 21 September 2023 Infrastructure and Transport Committee meeting.

8. Staff consider that the recommendations in this report have a low level of significance and comply with Council's legal and policy requirements, including consultation requirements prescribed under the Local Government Act 2002 (LGA 2002) section 82.

Background - *Koorero whaimaarama*

9. The 30 May 2023 Infrastructure and Transport Committee considered a report on a review of the Hamilton Speed Management Plan and resolved:

That the Infrastructure Operations Committee:

- a) receives the report;*
- b) approves the draft 2024 Speed Management Plan (Attachment 1 of the staff report) and consultation document (Attachment 2 of the staff report);*
- c) approves public consultation from 7 June to 5 July 2023 on the draft 2024 Hamilton Speed Management Plan; and*
- d) notes that public submissions will be presented to the Traffic, Speed Limit and Road Closure Hearing which is tentatively scheduled for 8 August 2023.*

10. A draft consultation document for the draft 2024 Speed Management Plan review was prepared and it was proposed to form the basis of the public consultation.
11. Two options were considered and staff recommended **Option One** – approve the draft 2024 Speed Management Plan and agree to progress to public consultation.
12. The consultation document set out an options table along with an assessment of the advantages and disadvantages of each option as shown below:

Advantages	Disadvantages
Option one: Make minor changes to the current plan (preferred)	
<ul style="list-style-type: none"> Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and legal requirements, for example Land Transport Rule: Setting of Speed Limits. Data insights and advancements are used to guide the update of maps. The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing. Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration. 	<ul style="list-style-type: none"> Nil.
Option two: Do not refresh the plan, keep current version	
<ul style="list-style-type: none"> Nil. 	<ul style="list-style-type: none"> Council and the public would need to rely on the plan as it is currently written and interpreted for the public. The maps would not reflect current data insights, will be outdated and not support the growth Hamilton is experiencing. The plan will not reflect recent changes to

	<p>legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits.</p> <ul style="list-style-type: none"> • The plan would not reflect recent changes to the long-term vision of speed-limits for the city. • While the current plan is certified by Waka Kotahi it does not include a programme of work for the full 2024-27 period. This would limit our ability to make speed limit changes and access vital funding until a refresh/update was completed
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13. 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.



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.

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.

14. This report sets out the public consultation process that has been completed and summarises the submissions received as a result of the consultation which took place between 7 June to 5 July 2023.

Discussion - *Matapaki*

Consultation and Engagement

15. The consultation document and draft 2024 Speed Management Plan formed the basis of the public consultation that was required to be undertaken in accordance with the Principles of Consultation set out in section 82 of the LGA 2002 and is included in this report as **Attachment 1**.
16. Early engagement with Marae had been carried out prior to the 30 May 2023 Infrastructure and Transport Committee meeting to inform them of the proposal within the 2024 draft Speed Management Plan to include speed limit changes outside Marae.
17. Four representatives from (6 marae) responded along with one other iwi representative. All were in support of the draft 2024 Speed Management Plan.
18. The public consultation strategies included:
- engagement with key stakeholders and advocacy groups;
 - have your say feedback forms placed in the Council reception and libraries;
 - Our Hamilton story/media release distributed, and advertisement tile displayed on the Our Hamilton [website](#);

- iv. social media boosted posts on Hamilton City Council Facebook page; and
 - v. press adverts placed in local newspapers – Hamilton Press and Waikato Times.
19. The consultation requirements under the Speed Limit Rule 2022 were met by ensuring that we had contacted key stakeholders and the use of a variety of media to ensure that any local communities or organisations potentially affected by draft 2024 Hamilton Speed Management Plan were able to consider the plan and make submissions.

Submissions

20. During the period of public consultation between 7 June to 5 July 2023, the Council received 113 submissions; 109 survey responses, and four email responses. Included within the 109 survey responses, two of these were hardcopy responses. We received 104 responses from individuals and eight from organisations or groups.
21. Feedback from eight organisations was received, and seven of these were supportive of the proposed changes to the draft 2024 Speed Management Plan:
- i. Ride Your Trike NZ
 - ii. Bike Action Hamilton
 - iii. Bike Waikato
 - iv. Disabled Persons Assembly (DPA) NZ Inc
 - v. National Public Health Service – Te Whatu Ora Waikato
 - vi. NZ Automobile Association – Waikato District
 - vii. CTM Tiling Ltd
 - viii. Acorn Glass Tint Limited
22. A copy of the responses received can be viewed [here](#).
23. 43% of the submitters agreed with Council’s proposal to make minor changes to the current (2022) plan (**option one**).
24. The primary reasons given for supporting the proposal, to make the minor amendments to the existing plan, were:
- i. General support for the proposed amendments (20 comments).
 - ii. These changes would be beneficial for pedestrians and micro-mobility users (9 comments).
 - iii. These changes would make our roading network safer and reduce the number of serious accidents (7 comments)
25. The 52% of the respondents **who did not agree with Council’s proposal**, noted the following primary reasons for their support:
- i. This will create further problems for drivers such as anger and frustration (19 comments).
 - ii. These changes are unlikely to make any difference to the number of road accidents (18 comments).
 - iii. These suggested changes do not seem to be data-driven (17 comments).
26. Six respondents (5%) did not indicate a preference for either Option One or Two.
27. 11 submitters have indicated that they wish to provide a verbal presentation to the Traffic, Speed Limit and Road Closure Hearings Panel.

28. A summary and analysis of submissions, including details of the public engagement process and key themes from the feedback is outlined in **Attachment 2**.

Next Steps

29. Following this meeting of the Traffic, Speed Limit and Road Closure Hearings Panel to consider all submissions and hear those making verbal presentations of their submissions, a Deliberations and Adoption report will be prepared by staff and presented to the 21 September 2023 Infrastructure and Transport Committee meeting.

Financial Considerations - *Whaiwhakaaro Puutea*

30. The key costs associated with this project have been consultation materials and staff time managing the consultation process and completing committee reports. The costs incurred to date are within the previously estimates provided in the 24 February 2022 report to Infrastructure Operations Committee of approximately \$10,000 - \$15,000.
31. This is a planned operating activity funded through the approved 2021-31 Long-Term Plan and is included within existing operating budgets.
32. The total costs are inclusive of staff time, legal review, consultation and advertising.

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

33. Staff confirm that the staff recommendations comply with Council's legal and policy requirements, and consultation complies with section 83 of the Local Government Act 2002.

Climate Change Impact Statement

34. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
35. 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*

36. 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').
37. 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.
38. The recommendations set out in this report are consistent with that purpose.

Social

39. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
40. The proposed speed limit changes improve safety for all road users but especially for those who are walking, biking and scooting around the city.
41. The review of the Speed Management Plan is an opportunity to consider how speed can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe and healthy.

42. The review will also ensure that an up-to-date Hamilton Speed Management Plan is available as a tool for community education on the impacts of speed management, pedestrian movement, sustaining networks and further improving safety.

Economic

43. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
44. It is not considered that the review of the plan will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

45. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
46. The review of the Speed Management Plan will ensure that the transport networks speeds continue to be operated as efficiently as possible thereby minimising the adverse effects on the environment. The Speed Management Plan will also reduce directly greenhouse emission associated with faster speeds and car-centric urbanisation.
47. The proposed Speed Management Plan supports the increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

48. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
49. Early engagement was completed with the Marae throughout the city as the proposed 2024 Speed Management Plan specifically proposed the introduction of 30km/h speed limits around Marae. If the draft 2024 Speed Management Plan is adopted it is proposed to meet with each Marae to work with them to determine their specific safety needs at each site.
50. The Speed Management Plan was developed in alignment and is consistent with the Hamilton Cities Pillars of Wellbeing Strategy 'He Pou Manawa Ora'.
51. No specific cultural considerations were identified in the development of this report in relation to the draft 2024 Hamilton Speed Management Plan.

Risks - *Tuuraru*

52. There are no known risks associated with the decisions required for this matter.

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

Significance

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

Engagement

54. There is a statutory requirement to consult as per legislation outlined below.
 - i. Principles of Consultation are required to be followed these are set out in Section 82 of the Local Government Act 2002.
 - ii. Consultation requirements are also set out in the Land Transport Rule: Setting of Speed Limits 2022.
55. The public and stakeholders were invited to provide formal feedback through the public consultation from 7 June to 5 July 2023 so that their views could be captured on the proposed draft 2024 Hamilton Speed Management Plan.
56. Submitters have been given an opportunity to present their views in a spoken form at the Traffic, Speed Limit and Road Closure Hearings Panel on 8 August 2023.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Speed Management Plan consultation document

Attachment 2 - Submissions Insights Report on draft 2024 Speed Management Plan



Speed Management Plan review Consultation overview

7 June - 5 July 2023

He aha te mea nui o te ao? He tangata, he tangata, he tangata

What is the most important thing in the world? It is the people, it is the people, it is the people

Hamilton City Council is seeking feedback on a proposal to make changes to the Hamilton Speed Management Plan to plan for the 2024 – 34 Long Term Plan and comply with recent legislative changes including a new national ‘certification’ process.

Why are we doing this?

Council regularly reviews and refreshes their Hamilton Speed Management Plan so it reflects current information, community views and is compliant with any new requirements when they came into place.

The plan takes a holistic approach, so decisions about safety-related infrastructure improvements, speed limit changes and safety camera placements are made together. The plan also sets the programme of work to deliver to align with the Council’s Long-Term Plan, and regional and national funding opportunities.

While we reviewed the plan in 2022, it was an interim plan to cover two years of Council’s 2021-31 Long-Term Plan, and included any new data and information available at the time.

This review is a more robust refresh of the 2022 edition to reflect:

- an updated list of sites proposed for speed limit changes, mainly between 2024-27
- changes made to the transport network since the last review reflecting both new roads and new speed limits
- information needed for co-investment funding from Waka Kotahi (National Land Transport Programme)
- alignment with the Waikato Regional Council (2024-27 Regional Land Transport Plan), currently in development
- requirements of the Speed Limits Rule 2022
- the finalised guidance in Waka Kotahi’s Speed Management Guide – Road to Zero
- Council’s transport strategy, Access Hamilton – Ara Kootuitui Kirikiriroa.

The next review will be scheduled for three years’ time (2026).

Hamilton’s step in the right direction

Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton. The relationship between speed and road accidents is well-established internationally, and managing speed is one pillar of the safe transport system approach.

We want everyone who calls Hamilton home, or visits our city, to be safe when using our roads. That means we need the right speeds on our roads for all, whether you are walking to the shops, biking to school, driving to work or making deliveries. All our road users are affected by vehicle speeds.

The Speed Management Plan is about achieving safe and appropriate speeds that reflect road functions, design, safety, and use.

Although we have made good progress in speed management around the city, we continue to have deaths and serious injuries occur on roads so there is more work to be done.

The plan is the guiding document that sets out what work needs to be done by who, where, how, and finally an indication of funding to implement this work. There is a focus on the next three financial years to inform Waikato Regional Council’s Regional Land Transport Programme and Hamilton City Council’s 2024-2034 Long Term Plan.

The plan's **principles** guide the application of speed management and remain unchanged:

- i. the speed environment around schools at the start and end of the school day will be 30km/h
- ii. where there are high numbers of people walking, biking and crossing the road, the speed environment will be 30km/h
- iii. residential local roads will be constructed for a 40km/h environment
- iv. new roads will be constructed appropriate to their function and to create a safe and appropriate environment
- v. existing roads may be upgraded appropriate to their 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
- viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.

The following **priorities** guide us in our approach to 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
- iv. places where lots of people walk or bike, or where they will soon walk and bike.

Proposal

Council is proposing minor changes to the current 2022 Hamilton Speed Management Plan to ensure it provides the direction needed to inform forward planning for 2024-27.

The plan covers all roads (excluding state highways) in Hamilton City Council's district. Waka Kotahi controls the setting of speed limits on state highways.

The purpose of this review is to ensure we are able to continue to manage speeds on Hamilton roads to achieve and increase road safety and allow for better accessibility for people who are walking or biking on our roads.

Alongside this review, we are also keeping the plan up to date to reflect current best practice, the city's long-term philosophies, plans, policies and strategies including:

- Council's commitment to Vision Zero
- [Access Hamilton](#) - Ara Kootuitui Kirikiriroa
- [Our Climate Future](#): Te Pae Tawhiti o Kirikiriroa
- Waka Kotahi's [Hamilton-Waikato Metro Area mode-shift plan](#).

We are seeking feedback on the review of the plan from anyone who may be affected by, or has an interest in how we manage speeds in our city.

After reviewing all roads within the Hamilton boundary we have mapped a speed management vision for Hamilton, please see the attached map This is in alignment with the approved guiding speed management principals and priorities and tools ([MegaMaps](#)) provided by Waka Kotahi.

The scope of the review excludes implementing any speed limit changes.

If our speed management plans shows a need for a speed limit change, a formal process will be followed where we consult with stakeholders and the community before asking Council to decide on whether to approve a change a speed limit. Changes to speed limits are then entered into the National Speed Limits Register for final approval by Waka Kotahi before becoming legally enforceable.

Options

The following options have been identified with the advantages and disadvantages of each option are in the table below.

Advantages	Disadvantages
Option one: Make minor changes to the current plan (preferred)	
<ul style="list-style-type: none"> Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and legal requirements, for example Land Transport Rule: Setting of Speed Limits. Data insights and advancements are used to guide the update of maps. The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing. Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration. 	<ul style="list-style-type: none"> Nil.
Option two: Do not refresh the plan, keep current version	
<ul style="list-style-type: none"> Nil. 	<ul style="list-style-type: none"> Council and the public would need to rely on the plan as it is currently written and interpreted for the public. The maps would not reflect current data insights, will be outdated and not support the growth Hamilton is experiencing. The plan will not reflect recent changes to legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits. The plan would not reflect recent changes to the long-term vision of speed-limits for the city. While the current pan is certified by Waka Kotahi it does not include a programme of work for the full 2024-27 period. This would limit our ability to make speed limit changes and access vital funding until a refresh/update was completed

Tell us your thoughts on the proposal

Before making any final decisions, we'd like to have your input. You can give us feedback from Wednesday 7 June - Wednesday 5 July 2023 online at hamilton.govt.nz/haveyoursay, or fill out the hard-copy feedback form included in this document.

For any queries, please ring 07 838 6699 or email haveyoursay@hcc.govt.nz.

Next steps

Council will collect and analyse all feedback at the close of the submission period. The analysis of this feedback will be presented to the Traffic, Speed Limit and Road Closure Hearings Panel on 8 August 2023. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

Feedback form

Speed Management Plan Review: 7 June to 5 July 2023

Hamilton City Council is asking for feedback on its review of the 2022 Speed Management Plan.

Feedback forms can be:

- Completed online at hamilton.govt.nz/haveyoursay
- Posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Speed Management Plan Review, Private Bag 3010, Hamilton, 3240.
- Delivered to the Municipal Building Reception or any branch of Hamilton City Libraries.
- Email the completed form to: haveyoursay@hcc.govt.nz.

Privacy statement:

The Local Government Act 2002 requires submissions to be made available to the public. Your name and/or organisation will be published with your submission and made available in a report to elected members and to the public. Other personal information supplied will be used for administration and reporting purposes only. Please refer to Council's Privacy Statement at hamilton.govt.nz for further information.

Do you agree with Council's proposal to amend the current 2022 Speed Management Plan?

- ☐ Yes – Amend the current plan revisions so the plan aligns with recent legislative requirements (Land Transport Rule: Setting of Speed Limits), current best practice, and the long-term vision for Hamilton.
- ☐ No – Retain the current plan with no revisions

Help us understand the reason for your response *(Please print clearly):*

[illegible]

Run out of room? Feel free to attach additional pages.

How often in last month have you used each as a form of transport?

	Every day	Several times each week	1-2 times each week	2-3 times over the month	Less often than this
A car or van	1	2	3	4	5
Bicycle or electric bike	1	2	3	4	5
Push scooter or electric scooter (without a motor)	1	2	3	4	5
Walking	1	2	3	4	5
Public transport (e.g. trains, buses)	1	2	3	4	5

Would you like to make a verbal submission?

Note: A verbal submission is around 5 - 10 minutes and is a chance for you to strengthen the key points in your written submission at the Council meeting.

☐ Yes

☐ No

Verbal submissions will take place 8 August 2023 (confirmed by Governance) and we will contact you to arrange a time.

About you:

This section tells us a bit more about you. By capturing this information, we will be able to better understand who is, and isn't providing feedback.

Contact details (Please print clearly)

We will use this to get in touch with you if you would like the opportunity to make a verbal submission.

Name: (required) _____

Organisation: _____

– Please only fill this out if you are and have permission to respond on behalf of your organisation:

Phone: _____ Email: (required) _____

Where do you live?

I live in Hamilton, my suburb is: _____

I live outside Hamilton city:

☐ Waipa District ☐ Waikato District ☐ Elsewhere in New Zealand ☐ Overseas

What is your age group? (at your last birthday)

☐ Under 16 ☐ 16-19 ☐ 20-24 ☐ 25-29 ☐ 30-34
☐ 35-39 ☐ 40-44 ☐ 45-49 ☐ 50-54 ☐ 55-59
☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80+

Which ethnic group do you identify with? (tick all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan
☐ British ☐ Filipino ☐ Tongan ☐ South African ☐ Cook Islands Maaori
☐ Other (please specify if you wish) _____

Which of the following best describes your household situation?

☐ Living alone ☐ Household with dependants (e.g. children/other family)
☐ Living with others that are not family ☐ Household with no dependants (e.g. no children/no other family)

Please send in your feedback by 5 July 2023.



SPEED MANAGEMENT PLAN REVIEW 2023: INSIGHTS REPORT

Report prepared by:
Tegan Andrews, Senior Research and Insights Advisor
Hamish Utteridge, Communication and Engagement Advisor
July 2023

Report reviewed by:
Lauradanna Radesic, Team Leader, Communication and Engagement, Transport and Infrastructure
Dan Silverton, Communication and Engagement Manager, Community and Corporate
July 2023

SUMMARY OVERVIEW

This community consultation was to understand the community's perceptions of Council's proposed changes to the 2022 Hamilton Speed Management Plan.

Council are proposing minor changes to the 2022 Hamilton Speed Management Plan. These changes are in order to plan for the 2024-34 Long Term Plan and comply with recent legislative changes, which includes a new national certification process. Council regularly reviews and refreshes their Hamilton Speed Management Plan to reflect current information, community views and ensures it is compliant with any new requirements when they come into place. While the Speed Management Plan was reviewed in 2022, it was considered to be an interim plan to cover the period before Council adopts 2024-34 Long Term Plan.

The proposed changes will form a more robust refresh of the 2022 Speed Management Plan. These changes will reflect:

- an updated list of sites proposed for speed limit changes, mainly between 2024-27.
- changes made to the transport network since the last review reflecting both new roads and new speed limits.
- information needed for co-investment funding from Waka Kotahi (National Land Transport Programme).
- alignment with the Waikato Regional Council (2024-27 Regional Land Transport Plan), currently in development.
- requirements of the Speed Limits Rule 2022.
- the finalised guidance in Waka Kotahi's Speed Management Guide – Road to Zero.
- Council's transport strategy, Access Hamilton – Ara Kootuitui Kirikiriroa.

More specifically the changes to the plan include:

1. An updated priority list of sites to look at becoming safer speed areas (permanent 40km/h).

Area	Priority
Hyde Avenue	1
Bader Street	2
Weka Street	3
Argyle Street	4
Crawshaw Drive	5
Pohutukawa Drive	6
Primrose Street	7
Aurora Terrace	8
Ashurst Avenue	9
Edinburgh Road	10

2. Progressively implementing 30km/h speed limits around schools, shopping areas and Marae over the next three years.
3. Incorporating speed limit reviews as a part of other safety improvement projects to align with the plan's principles.
4. Alignment with current best practice, the city's long-term philosophies, plans, policies and strategies, including:
 - Council's commitment to Vision Zero
 - [Access Hamilton](#) - Ara Kootuitui Kirikiriroa
 - [Our Climate Future](#) - Te Pae Tawhiti o Kirikiriroa
 - Waka Kotahi's [Hamilton-Waikato Metro Area mode-shift plan](#).

D-4828330

Council sought feedback on the proposed changes to the plan between 7 June and 5 July 2023 using the online Have Your Say platform and hardcopy forms available at libraries and the municipal building.

We asked about two areas of the plan, whether people supported the proposal to amend the current plan with minor revisions, and whether they supported the draft priority list for safer speed areas. We also asked questions around current transport behaviour and demographics.

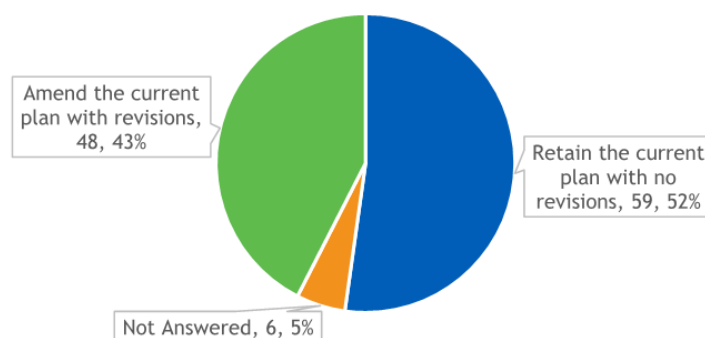
Council received a total of 113 responses: 109 survey responses, and four email responses. Included within the 109 survey responses, two of these were hardcopy responses. We received 104 responses from individuals and eight from organisations or groups. All responses have been summarised into themes as shown below.

SUBMISSIONS INSIGHTS

FEEDBACK

Of the 113 respondents, 48 respondents agreed with the Council's proposal to amend the current Speed Management Plan to align it with recent legislative requirements, current best practice, and the long-term vision for Hamilton City (43% of respondents). 59 respondents (or 52%) disagreed with amending the plan, choosing to retain the current plan with no revisions and six respondents (5%) did not answer this question.

Respondent's views on the Speed Management Plan



Of the 48 respondents that agreed with Council's proposal to amend the current Speed Management Plan, 35 made comments. From the comments, the top three themes were:

- General support for the proposed amendments (20 comments)
 - "Reviewing the plan with the most up to date information will provide better insight and have us planning for better for future changes."
 - "I think roads need to be safer for everyone. I am over the moon to hear that the speeds will be reduced, and the council is doing an amazing job reviewing these often."
- These changes would be beneficial for pedestrians and micro-mobility users (9 comments)
 - "Yes. Lower speeds reduce harm and make people feel safer. Would like Mansel Ave to be included. There have been many crashes at the intersection of Mansel and Masters. Anything that can be done to reduce speed makes those on bike or walking feel safer."

D-4828330

- *"For all road users' safety. Slower speed might give the impression of safer roads which might encourage more people to use alternative transport options like cycling"*
- These changes would make our roading network safer and reduce the number of serious accidents (7 comments).
 - *"Safe and appropriate speeds is a vital ingredient to creating a vibrant and connected Hamilton, the transport system is about people and people moving about Hamilton safely has to be of the utmost importance. If Council is moving to align with the new Land Transport Rule: Setting of Speed limits, then this will benefit Hamilton and all who live in Hamilton. Safety, Liveability and Wellbeing will be the result of this move. I note the data you have included in the documentation advising of the number of crashes that have speed as a causal factor - you seem to have not enough attention in my opinion to the fact that speed will determine the outcome of all crashes, regardless of the cause of the crash, it will determine if you walk away or if you have to be carried away, if you live or if you die."*
 - *"I fully support speed reductions across the city. I mostly ride a bike around the city, but also drive, and have no issue with reduced raised safety platforms or reduced speeds. If everyone just slows down on our roads, as a cyclist I won't feel as threatened when I ride. Hamilton is currently seriously dangerous for cyclists and if drivers refuse to slow down when asked, they need to have their speed reduced by road layout, design, and reduced speed limits."*

Of the 59 respondents who disagreed with the amendment, opting to retain the current Speed Management Plan with no amendments, 48 provided a comment. From these comments, three top themes were identified:

- This will create further problems for drivers such as anger and frustration (19 comments).
 - *"Slower speed limits do not prevent bad drivers causing accidents. Will create more frustration on the roads."*
 - *"As a truck it is hard enough to keep our vehicles moving around town due to other vehicles on the road and our log books only allow as a set time to work within. Each time the speed is reduced it adds more time to our day and reduced the actual amount of work we can do in a day"*
- These changes are unlikely to make any difference to the number of road accidents (18 comments).
 - *"speed is not the main issue of driving incidents, attitude is. With the school zone area, there are only certain time that needs to be in the safer speed which is already in place, not to mention in school rush hours there are no way to speed over the limit as the street is pack. Accident happen is those time is rare so there is no point to waste ratepayers money on that. Residential area is even more pointless as it makes no difference whether the speed limit is 30 or 50, there are no officer to implement it therefore people would just drive no matter the speed limit. I can't see changing it to 30 would make a difference to peoples driving attitude as even responsible drivers would just drive to the condition not 30, because driving 30 in residential area is quite slow and doesn't make sense."*
 - *"The roads are safe as long as drivers drive to the conditions and follow current laws. You will never have a zero result with those that do not obey the current law (eg speeding, reckless driving, under the influence etc). The focus should be reducing (zero tolerance) for these individuals on the road, not changing road layouts or reducing speed limits further. No matter how much the speed is reduced these people will still cause the majority of the issues. The lower speed will also*

D-4828330

increase emissions as vehicles are more inefficient while travelling at lower speeds or stopped due to congestion. A prime example is the Thomas Road roundabout at peak hours."

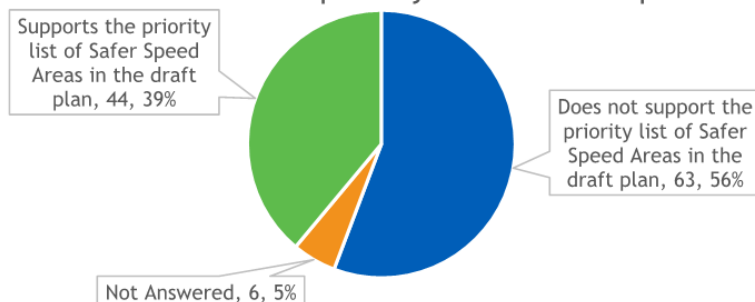
- These suggested changes do not seem to be data-driven (17 comments).
 - *"Stop changing speed limits. Its not achieving your goals. Look at the reasons why people are dying in crashes. It's the people. Not the limits. If people continue to make bad decisions they will continue to crash. Change ie educate the people and enforce the current rules. All the rules not just speeding and alcohol. Every day i see people driving through red lights. Red light cameras with speed cameras built in have been proven to work. Why are so many people driving on restricted licences and not fully licensed? Make it happen get drivers educated and understand what causes crashes and how to avoid them. Teach them to drive any car on any road safely. You can never have the perfect environment with perfect engineering but you can teach people how to cope with any of these changing environments and then how to drive safely. How can you possibly think that having 3 different speed limits within 200m can make it safer. If you have an unlicensed driver speeding in a 60 area changing that area to 30 or 40kmh will not change how they drive."*
 - *"It's all well and good lowering the speed limits but has anyone gathered any information about firstly how this has made the roads safer and secondly how many drivers are abiding by the new limits instead of just doing 50 like they used to"*

Priority list for Safer Speed Areas

When asked about whether people supported the priority list of safer speed areas, 63 (56%) disagreed, and 43 (39%) agreed with the priority list of sites to look at becoming safer speed areas (permanent 40km/h). This priority list is as follows:

Area	Priority
Hyde Avenue	1
Bader Street	2
Weka Street	3
Argyle Street	4
Crawshaw Drive	5
Pohutukawa Drive	6
Primrose Street	7
Aurora Terrace	8
Ashurst Avenue	9
Edinburgh Road	10

Respondent's views on the priority list for safer speed areas



D-4828330

Of those who did support safer speed areas, 12 people made general supportive comments towards the priority list of safer speed areas.

There were three comments on specific locations on the priority list of safer speed areas (Ashurst Avenue, Bader Street and Edinburgh Road).

- *"I am excited to see Ashurst Avenue on the list of proposed lower speed limit areas. I often bike down Ashurst Avenue to avoid Pukete Road because it has less traffic, however due to the lack of cycling infrastructure I have often had drivers harass or threaten me for taking the lane. Therefore, I hope the reduced speed (and the recently installed raised safety table!) will help make this road friendlier for people walking and cycling."*
- *"Yes, support. I think Edinburgh Rd should have a higher priority given the huge school run numbers that use this general area in the afternoons."*
- *"Support Bader St area being highest priority. Happy to have raise traffic tables on Montgomery Cres. Some days Slim St / Montgomery Cres are used like a racing loop."*

There were also two suggestions of locations to add to the list of priority areas, these were Masters Ave / Mansel Avenue, and Hillsborough Terrace, as well as a call for additional traffic calming measures to be placed on Rimu Street. Two respondents also commented about reducing speeds throughout more areas without a specific location being identified.

Of those who supported Council's proposal to amend the Speed Management Plan, five disagreed with the priority list. Four of these five people made comments, however, none of the comments referenced locations on the list, but instead commented on speed changes generally and issues with speed bumps or raised platforms.

Most respondents that did not support the priority list, didn't support the Speed Management Plan. The most common theme in the comments from those who did not support the priority list for safer speed areas made general comments regarding their disapproval of lowering speeds (25 comments).

Mode of Transport

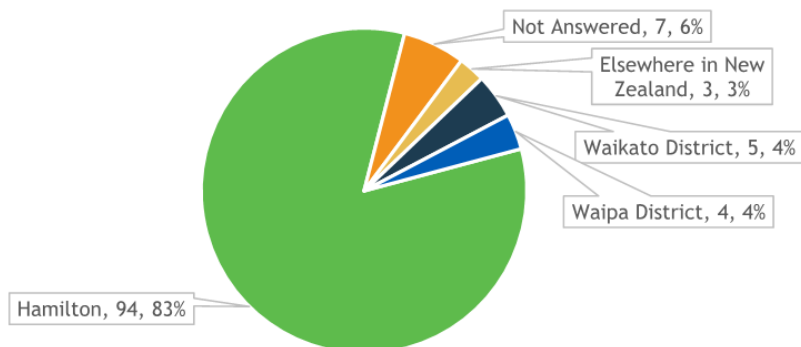
When asked about travel habits, the results showed that respondents who used active modes of transport (such as walking or cycling) more often were more likely to support the proposed changes to amend the Speed Management Plan. Rates of driving were higher in those who disagreed with the Speed Management Plan.

DEMOGRAPHIC COMPARISON OF RESPONSES FROM INDIVIDUALS

Location

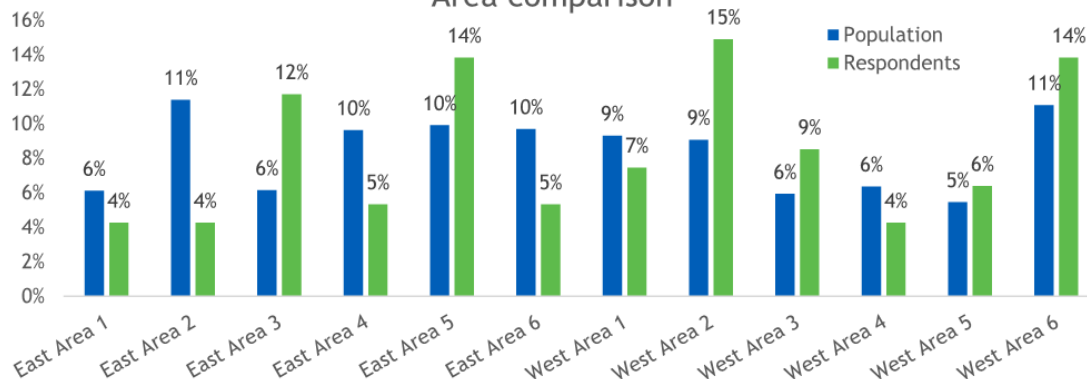
Majority of the respondents were from Hamilton (83%).

Location of Respondents



We had low representation from East Area 2 (Callum Brae, Huntington, Rototuna, Rototuna North) and East Area 6 (Hillcrest, Ruakura, Riverlea, Silverdale) residents and high representation from East Area 3 (Chartwell, Chedworth, Harrowfield, Queenwood) and West Area 2 (Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights).

Area comparison

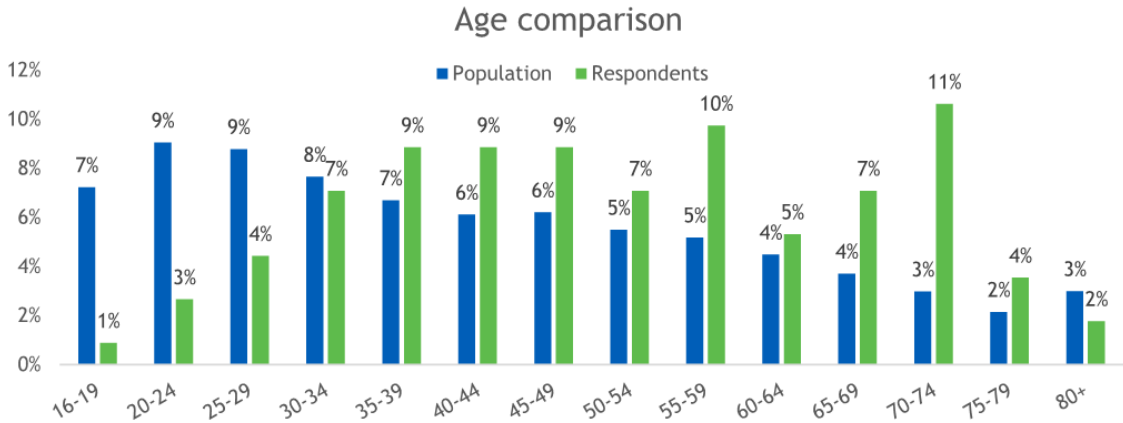


Community Profile Area	List of suburbs
East Area 1	Flagstaff
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood
East Area 4	Enderley, Fairfield, Fairview Downs
East Area 5	Claudlands, Hamilton East, Peachgrove
East Area 6	Hillcrest, Ruakura, Riverlea, Silverdale
West Area 1	Avalon, Beerescourt, Forest Lake, Northgate, Pukete, St Andrews, Te Rapa
West Area 2	Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights
West Area 3	Aberdeen, Dinsdale, Temple view
West Area 4	Frankton, Maeroa, Swarbrick
West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiara
West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke

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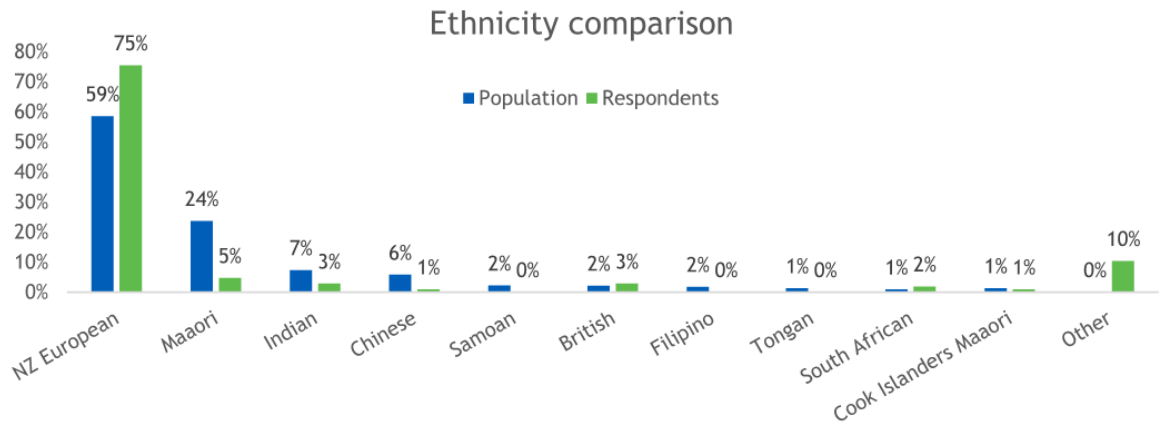
Age

We had a low representation from people under the age of 30. We had a high representation from people between 40-75 years.



Ethnicity

We had a high representation from NZ European people and low representation from Maaori people.



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

FEEDBACK FROM GROUPS AND ORGANISATIONS

A summary of what organisations or groups said is shown in the table below:

Organisation	Summary
Ride Your Trike NZ	Believe the speed should be 30km/h but 40km/h is a step in the right direction. Would like to see speed lowered in central city and busy areas not just residential streets.
Bike ACTION Hamilton	Supportive of speed reductions and traffic calming measures such as raised safety platforms. Believes these measures will improve safety when cycling around the city. Believes Hamilton is currently dangerous for cyclists and that if drivers refuse to slow down when asked, they need to be slowed through road layout, design, and reduced speed limits.
Bike Waikato	<p>Supportive of the Speed Management Plan. Pleased to see further commitment to Road to Zero, which aims to create a safe and forgiving transport system for all road users and a link to Access Hamilton which aims to provide a safe, inclusive, and accessible transport system.</p> <p>Supportive of the following principles:</p> <ul style="list-style-type: none"> • Speed environments around schools (at school times) to be 30km/h • New roads will be constructed appropriate to their function and to create a safe and appropriate environment, • A logical, area-based approach will be used for the implementation of speed management. • Investment will be targeted to achieve the best access and safety outcomes. <p>Bike Waikato would like to see a new principle added: “The speed environment on key cycling routes as outlined by the strategic network plan in the biking and micro mobility programme business case will be 30km/h.”</p> <p>Plans for where cycling infrastructure – and therefore, future cycling demand – will be located, should be used to inform speed limits instead of relying on high numbers of people walking and biking when it is known that demand for cycling is suppressed (approximately three-quarters of Hamiltonians express a desire to ride a bike for everyday purposes but do not feel safe to do so) and that speed is a key contribution to that suppression.</p> <p>This should apply to roads with on-street bicycle infrastructure. More consideration will be needed for the appropriate speed where there is off-street bicycle infrastructure, giving consideration to the degree of separation, the number of crossings, and noise pollution.</p> <p>Bike Waikato believes that new residential local roads should be constructed for a 30km/h environment, which should replace the principle of ‘residential local roads will be constructed for a 40km/h environment’ as according to the One Network framework. The One Network framework states that local streets should have a speed environment of 30km/h. Safety is a key reason for this: at 30km/h, the likelihood of surviving impact with a car is 90%, however, at only a slightly increased speed of 40km/h, the likelihood is reduced to 60%. In other words, with an increase of speed of 33%, the likelihood of death increases by 400% (i.e., from a 10% chance of death at 30km/h to a 40% chance of death at 40km/h). The physics also tells us that there is a 77% increase in energy involved in the collision.</p> <p>Bike Waikato believes these changes, better align with the principles of Access Hamilton: a safe transport system, climate change, enjoyable and liveable city,</p>

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	<p>environmental responsibility, genuine travel choices, inclusivity, thriving business and economic growth, and supports quality growth and urban development. These changes should speak to safety, inclusivity, and accessibility – and not the ability for citizens to travel as fast or as conveniently as possible. Therefore, believe that in following the Access Hamilton strategy, Council should construct new local roads for a 30km/h environment.</p>
Disabled Persons Assembly (DPA) NZ Inc	<p>Disabled Persons Assembly NZ (DPA) supports the proposed Speed Management Plan. In terms of speed management principles, DPA welcomes the commitment to reduce road speeds around schools at school times to 30km/h in line with national guidelines. Believes that applying the same speed restrictions in areas where there are high numbers of people walking, biking, and crossing makes sense too, as there will be many disabled people in these categories. DPA also agrees with the speed management priorities outlined in the plan. They welcome the proposals made in terms of the speed management toolbox, especially those pertaining to the building of raised platforms, pedestrian refuge islands, and lanes for people on bikes as it is important that cyclists are reasonably separated from pedestrians and motorists to ensure the safety of all three road user groups. DPA is supportive of the plans to continue running road safety promotions to promote good driver/road user behaviour. DPA recommend that campaigns and the promotional materials around them be made accessible to all disabled people (including children) in formats including New Zealand Sign Language, Braille, Easy Read, Plain English and audio. Road safety campaigns that are conducted by Council, in collaboration with Waka Kotahi and the New Zealand Police, should be inclusive of everyone, including disabled people and other equity groups (i.e. Maaori, Pasifika, ethnic communities, rangatahi/youth). They also recommend that disabled people and disability organisations are consulted by Council during the implementation and ongoing operationalising of this plan, to ensure that disabled persons' voices are heard by Council during this process and fed into decision-making.</p>
National Public Health Service – Te Whatu Ora Waikato	<p>Te Whatu Ora Waikato agree with Council's proposal to amend the current 2022 Speed Management Plan. They also agree with the proposed plan to progressively implement changes over a period of time, understanding that Council funding for projects such as this one is complex and other priorities in the city have been considered alongside this plan. They support Council's draft priority list for Safer Speed Areas, and the rationale provided to reduce the speed limits of roads deemed as high risk. Te Whatu Ora Waikato believe that Council's proposal to reduced speed limits near marae to 30km/h in the city is a positive move towards Tiriti-based partnerships between Council and local hapuu in the city. They support Council's proposal to implement speed limit changes that reflect the speed management principles in infrastructure projects (including new roads) across the city.</p> <p>Lastly, Te Whatu Ora Waikato support Council's approach to reducing speed limits (permanent or variable) to 30km/h around all schools in the city. Where speed limits are reduced and cycling and walking facilities are improved around Hamilton city schools, it is likely that there will be:</p> <ul style="list-style-type: none"> a) less risk of car/child cyclist collisions occurring, and b) more incentive for children and their whaanau to use active transport modes to and from school.

NZ Automobile Association's Waikato District Council	NZAA supports what Hamilton City Council is seeking to achieve and supports the draft Speed Management Plan, including the eight principles, but would like some amendments to the plan. NZAA would like a new principle could be developed to ensure the protection of the speed and function of existing highly important strategic arterials in the city such as Wairere Drive. As per their previous submission to Council on the Wairere Drive/Karewa Place speed proposal, they oppose lowering of speeds to 60 km/hr on strategically important arterial routes where no current road safety risk exists. They also recommend that a further new principle could be developed to ensure the public are sufficiently informed about new speed limits so people can modify their driving behaviour. They would like Principle 8 expanded (or a new principle developed) to include reference to the Waikato Regional Council and the relationship of the Hamilton City Council's SMP to the Waikato Regional Speed Management Plan. NZAA support the four priorities guiding the Speed Management Plan but believes the focus should be on outcomes not outputs. Furthermore, they emphasise the importance of accompanying infrastructure alongside speed changes. On the priorities list of safer speed areas, the NZAA supports the likes of Hyde Avenue becoming a safer speed area but disagrees with Bader Street. They believe Memorial Drive should also be included and prioritised due to the high number of people walking and cycling in the area. They support the plan to have roads around schools at 30km/h but would like those on arterial to be variable rather than permanent. They also believe that signage around lower speed zones need to increase, and would like more education (for drivers) around new speed limits and slower speed zones (both in specific areas and through media channels). They would also like Council to engage in full public consultation where speed changes are planned for important or strategic routes and the feedback from the public taken into account.
Ctm tiling ltd	Believes that lower speed limits, like straight roads, can be distracting for drivers. They state that lower speeds may result in more aggression on the road because people become impatient, and believe that more driver education is needed rather than lower speed limits.
Acorn Glass Tint Limited	Report that on Naylor Street, Hamilton East, vehicles constantly drive well in excess of the 50km/h speed limit, often 60km/h, as it is used as a thoroughfare from Hamilton East to Hillcrest and beyond (avoiding Cobham Drive). They believe that it would be ideal to have some speed bumps installed intermittently along Naylor Street (much like Nixon Street). On the safer speed area list, Argyle Street is notoriously busy around school drop off and pick up times. Being one of the larger schools in Hamilton, the boys arriving and leaving Hamilton Boys High School on bikes during this time is often manic. They state that there has been numerous close calls and near misses. They believe that speeds need to be reduced and monitored with consequences, otherwise nothing will change and a life may be lost, or at the very least injury. They would like council to respond to this feedback.

FEEDBACK FROM SOCIAL MEDIA

In addition to analysing the survey and email responses to the consultation, we also analysed comments made on Hamilton City Council Facebook posts relating to the Speed Management Plan. These comments were analysed through ChatGPT using the prompt 'what are the key themes from these comments?'

The Facebook post (boosted as an advertisement) on Facebook received 56 comments, and 109 replies to comments (including those from Hamilton City Council in response to questions). ChatGPT analysis of comments for the post showed the most common themes in these comments were:

- Concerns about speed limits, speed bumps, and their impact on traffic flow.
- Criticism of road conditions and maintenance.
- Criticism of council decisions and infrastructure planning.

Note that the names of those commenting and any 'tagged' names of Facebook users, as well as any Hamilton City Council comments/replies, were removed from analysis before comments were analysed, and both comments and their replies were collated before analysis.

ENGAGEMENT TACTICS

GOAL

Understand the community's views on the management of speed in our city to be able to be considered by the project team and Elected Members.

OBJECTIVES

- To raise awareness in the Hamilton community about Council's overall approach to how we manage speed on our roads by the end of July 2023.
- Identify a clear, meaningful and relatable connection (for the community) between this project and Access Hamilton.

ENGAGEMENT OUTCOME

- Receive at least 50 submissions from members or groups of the community.
- Clearly manage the community's expectations up front on the level of influence available within this engagement.
- Gather and provide feedback from our community to meet the Waikato Regional Council's requirements.

ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

Council received 107 responses online and two hardcopy survey responses.

SOCIAL MEDIA

META RESULTS:

Total post impressions: 48,289

Post reach: 17,043

Total post engagements: 2,480

Comments: 156

Link Clicks: 745

Shares: 8



WEBSITE

Page views: 192

Unique page views: 183

Average time on page: 4 minutes 20 seconds

EMAILS/ LETTERS

Council received four emails.

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WHAT'S NEXT

The analysis of this feedback will be presented to the Traffic, Speed Limit and Road Closures Hearings Panel on Tuesday 8 August 2023. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

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