

Notice of Meeting:

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

Date: Thursday 8 September 2022

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 Ewan Wilson

Heamana

Members Cr Maxine van Oosten

Cr Rob Pascoe Cr M Donovan Cr Martin Gallagher

Quorum: Three members

Meeting Frequency: As required

Amy Viggers Mana Whakahaere Governance

31 August 2022

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

Purpose

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

The Committee is delegated the following Terms of Reference and powers:

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 whaipaanga

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

Committee: Traffic, Speed Limit and Road Date: 08 September 2022

Closure Hearings Panel

Author: Narelle Waite **Authoriser:** Michelle Hawthorne

Position: Governance Advisor **Position:** Governance and Assurance

Manager

Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel

Open Minutes of 27 July 2022

Report Status Open

Staff Recommendation - Tuutohu-aa-kaimahi

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 27 July 2022 as a true and correct record.

Attachments - Ngaa taapirihanga

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Unconfirmed Minutes of 27 July 2022



Traffic, Speed Limit and Road Closure Hearings Panel Ko Ngaa Taki Huarahi OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Committee Room 1, Municipal Building, Garden Place, Hamilton on Wednesday 27 July 2022 at 9.31am.

PRESENT

Chairperson Cr Ewan Wilson

Heamana

Members Cr Maxine van Oosten

Cr Rob Pascoe Cr Mark Donovan Cr Martin Gallagher

In Attendance Eeva-Liisa Wright – General Manager Infrastructure Operations

Robyn Denton - Network Operations Team Leader

John Purcell – Parking Team Leader Aditya Mitta – Operations Engineer

Gordon Naidoo – City Transport Unit Director

Michelle Hawthorne - Governance and Assurance Unit Manager

Governance Staff Narelle Waite – Governance Advisor

Chantal Jansen – Governance Officer

1. Apologies - Tono aroha

Resolved: (Cr Wilson/Cr van Oosten)

That the apologies for absence from Cr Pascoe are accepted.

2. Confirmation of Agenda - Whakatau raarangi take

Resolved: (Cr Wilson/Cr Donovan)

That the agenda is confirmed.

3. Declarations of Interest - Tauaakii whaipaanga

No members of the Council declared a Conflict of Interest.

 Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 3 May 2022

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 3 May 2022 as a true and correct record.

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5. Parking Restrictions and Traffic Bylaw Changes

<u>Peter H Bos (Living Streets Kirirkiriroa)</u> spoke to his submission in support of the proposed changed to Mahoe Street, noting the lower speed limit, curb design, request for an increase in parking management, and crossing safety at the Kahikatea Drive-Tawa Street intersection. He also provided a supplementary image (**Appendix 1**).

Djuanne Rusden (Colors Hair Company) spoke to their submission in opposition of the change to 'stay all day' parking in Liverpool Street, noting objections from neighbouring businesses. She also provided a presentation which was circulated to members prior to the meeting (**Appendix 2**). She outlined their concerns with the long stay parking's misalignment 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 and clientele parking needs, and parking demand on Liverpool Street.

Vikki Lowe-Reid spoke to her submission (**Appendix 3**) in opposition of the long stay parking on Clarence Street, her concerns that the change would create a barrier to some of the community accessing care, and support for the continuation of the existing 2-hour free parking restriction. She responded to questions from Members concerning the number of carparks available on-site for clients, and client turnover times.

Dr Hugh Litchfield spoke to his submission in opposition of the long stay parking in Clarence Street noting his ownership and improvement of buildings on Clarence Street, carparking buildings, his surgery and other tenants parking needs. He also provided a written submission which was circulated to members prior to the meeting (**Appendix 4**).

Additional written submissions were circulated to members prior to the meeting and are attached to minutes of the meeting as **Appendix 5**.

The Network Operations Team Leader introduced the report noting an update to the report in as the submitter in opposition to the long stay parking in Harwood Street was now in support. She outlined the decision-making process which identified streets for long stay parking, consultation undertaken with stakeholders, and previous long stay parking confirmed by the Traffic Panel. Staff responded to questions from Members concerning historical parking arrangements in the streets, available data and monitoring of parking demand and behaviours, demand responsive pricing, the effect of 2-hour free parking on rates, projected revenue of the 'pay and stay all day' programme, and recent parking technology upgrades.

Motion: (Cr Wilson/Cr van Oosten)

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

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

Location	Amendments to current restrictions
Aberfoyle Street	Improve Safe Intersection Sight Distances, by:
	 Installation of 20m 'No Stopping' restriction outside #1
	Aberfoyle Street.
	2. Installation of 20m 'No Stopping' restriction outside #74
	Rifle Range Road.
Beaumont Street	Improve Safe Intersection Sight Distances, by:
	 Installation of 10m 'No Stopping' restriction outside #1
	Beaumont Street.
	2. Installation of 10m 'No Stopping' restriction outside #2

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	Beaumont Street.
Cameron Road	Improve Safe Intersection Sight Distances, by:
cumeron Roud	Installation of 20m 'No Stopping' restriction outside #2
	Ford Street.
	Installation of 20m 'No Stopping' restriction outside #49
	Cameron Road.
	3. Installation of 20m 'No Stopping' restriction outside #1
	Beaumont Street.
	4. Installation of 25m 'No Stopping' restriction starting
	outside #2 Beaumont Street and ending outside #34
	Cameron Road.
Cornice Place	Improve Safety and Access to properties, by:
	1. Installation of 20m 'No Stopping' restriction outside #6 -
	#8 Cornice Place.
Ellis Street	Improve Safety and Access to properties, by:
	1. Installation of 5m 'No Stopping' restriction outside #50 -
	#52 Ellis Street.
	2. Installation of 15m 'No Stopping' restriction outside #228
	- #232 Ellis Street.
Fairfield Road	Improve Safety and Access to properties, by:
	Installation of 30m 'No Stopping' restriction outside #17 -
	#21 Fairfield Road.
Fifth Avenue	Improve Safe Intersection Sight Distances, by:
	Installation of 25m 'No Stopping' restriction starting The Assessment of t
	outside #58 Fifth Avenue and ending outside #5 John
	Street. 2. Installation of 10m 'No Stopping' restriction outside #62
	Fifth Avenue.
Ford Street	Improve Safe Intersection Sight Distances, by:
Tord Street	Installation of 20m 'No Stopping' restriction outside #2
	Ford Street.
	Installation of 10m 'No Stopping' restriction outside #49
	Cameron Road.
Hogan Street	Improve Safe Intersection Sight Distances, by:
	1. Installation of 5m 'No Stopping' restriction outside #1
	Littler Place.
	2. Installation of 5m 'No Stopping' restriction outside #2
	Littler Place.
Howell Avenue	Improve traffic movement, by:
	1. Installation of 45m 'No Stopping' restriction outside #98 -
	#102 Howell Avenue.
John Street	Improve Safe Intersection Sight Distances, by:
	1. Installation of 10m 'No Stopping' restriction outside #5
	John Street.
	2. Installation of 10m 'No Stopping' restriction outside #62
	Fifth Avenue.
Killarney Road	Improve Safe Intersection Sight Distances, by:

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	Installation of 6m 'No Stopping' restriction outside #8 Mary Street.
	Installation of 6m 'No Stopping' restriction outside #31
	Killarney Road.
Littler Place	Improve Safe Intersection Sight Distances, by:
	1. Installation of 15m 'No Stopping' restriction outside #1
	Littler Place.
	2. Installation of 10m 'No Stopping' restriction outside #2
	Littler Place.
	Improve access to properties and traffic movement on cul-de-sac,
	by:
	3. Installation of 40m 'No Stopping' restriction starting
	outside #2 Littler Place and ending outside #3 Littler
	Place.
Mahoe Street	Improve Safer Speed through Speed Management, by:
	Rescinding 15m of the existing 'No Stopping' restriction
	outside #1 Mahoe Street.
	2. Rescinding 12.5m of the existing 'No Stopping' restriction
	outside #16 - #20 Mahoe Street.
	3. Rescinding 45.5m of the existing 'No Stopping' restriction
	outside #22 - #34 Mahoe Street.
	4. Rescinding 163.5m of the existing 'No Stopping'
	restriction outside #9 - #39 Mahoe Street.
	5. Installation of 35m 'No Stopping' restriction outside #2
	Mahoe Street.
	6. Installation of 30m 'No Stopping' restriction outside #16 -
	#24 Mahoe Street.
	7. Installation of 50m 'No Stopping' restriction outside #26 -
	#36 Mahoe Street.
	8. Installation of 15m 'No Stopping' restriction outside #46 -
	#48 Mahoe Street.
	9. Installation of 60m 'No Stopping' restriction outside #54 -
	#58 Mahoe Street.
	10. Installation of 30m 'No Stopping' restriction outside #60 -
	#68 Mahoe Street.
	11. Installation of 10m 'No Stopping' restriction outside #1 -
	#3 Mahoe Street.
	12. Installation of 60m 'No Stopping' restriction outside #9 -
	#17 Mahoe Street.
	13. Installation of 35m 'No Stopping' restriction outside #21 -
	#31 Mahoe Street.
	14. Installation of 40m 'No Stopping' restriction outside #35 -
	#41 Mahoe Street.
	15. Installation of 30m 'No Stopping' restriction outside #41 -
	#51 Mahoe Street.
	16. Installation of 40m 'No Stopping' restriction outside #55 -

	#71 Mahoe Street.
Palm Grove Drive	Improve access to properties and traffic movement on cul-de-sac, by:
	Installation of 50m 'No Stopping' restriction starting outside
	#13 Palm Grove Drive and ending outside #26 Palm Grove
	Drive.
Ridout Street	Improve Safety and Access to properties, by:
	 Installation of 35m 'No Stopping' restriction starting outside #20 Ridout Street and ending outside #26 Ridout
	Street.
Rifle Range Road	Improve Safe Intersection Sight Distances, by:
	1. Installation of 10m 'No Stopping' restriction outside #1
	Aberfoyle Street.
	2. Installation of 10m 'No Stopping' restriction outside #74
C' Di	Rifle Range Road.
Simsey Place	Improve Safety and Access to properties, by: 1. Installation of 30m 'No Stopping' restriction outside #1 -
	#7 Simsey Place.
Te Huia Drive	Improve Safe Intersection Sight Distances, by:
	1. Installation of 15m 'No Stopping' restriction outside #13
	Woodridge Drive.
	 Installation of 20m 'No Stopping' restriction outside #18 Woodridge Drive.
	3. Installation of 40m 'No Stopping' restriction outside #87 -
	#91 Te Huia Drive.
The Boulevard	Improve Safe Intersection Sight Distances, by:
	1. Rescinding 11.5m of the existing 'No Stopping' restriction
	outside #1 Kahu Crescent.
	2. Rescinding 11m of the existing 'No Stopping' restriction
	outside #2 Kahu Crescent. 3. Rescinding 11m of the existing 'No Stopping' restriction
	outside #17 The Boulevard.
	4. Rescinding 10m of the existing 'No Stopping' restriction
	outside #19 The Boulevard.
	5. Installation of 45m 'No Stopping' restriction starting
	outside #1 Kahu Crescent and ending outside #5 The
	Boulevard.
	 Installation of 45m 'No Stopping' restriction outside #2 Kahu Crescent.
	7. Installation of 40m 'No Stopping' restriction outside #17
	The Boulevard.
	8. Installation of 40m 'No Stopping' restriction outside #19
	The Boulevard.
Walsh Street	Improve access to properties and traffic movement on cul-de-sac
	by:
	Installation of 55m 'No Stopping' restriction starting
	outside #25 Walsh Street and ending outside #30 Walsh

	Street.
Wishbone Court	Improve access to properties and traffic movement, by:
	 Installation of 85m 'No Stopping' restriction starting
	outside #9 Wishbone Court and ending outside #18
	Wishbone Court.
Woodridge Drive	Improve Safe Intersection Sight Distances, by:
	 Installation of 5m 'No Stopping' restriction outside #13
	Woodridge Drive.
	2. Installation of 5m 'No Stopping' restriction outside #18
	Woodridge Drive.

- c) approves the changes to the Traffic Bylaw 2021 registers:
 - i. Metered Parking Places and Zone Parking Register Installation of CBD Commuter parking (8am 6pm, Mon Fri), by:

Parking restrictions e	ffective from 5 September 2022:
Clarence Street	Southside:
	1. Installation of 80m 'CBD Commuter' restriction outside
	#19 - #23 Clarence Street.
	2. Installation of 20m 'CBD Commuter' restriction outside
	#29 - #33 Clarence Street.
	3. Installation of 10m 'CBD Commuter' restriction opposite
	#40 - #44 Clarence Street.
Grantham Street	Westside:
	1. Installation of 175m 'CBD Commuter' restriction opposite
	#17 - #154 Grantham Street; Southside of Grantham
	Street.
Harwood Street	East Side:
	1. Installation of 35m 'CBD Commuter' restriction outside
	#12 - #14 Harwood Street South.
	2. Installation of 20m 'CBD Commuter' restriction outside #8
	- #10 Harwood Street South.
	3. Installation of 45m 'CBD Commuter' restriction outside #8
	- #10 Harwood Street South.
	 Installation of 5m 'CBD Commuter' restriction outside #78 London Street.
	 Installation of 25m 'CBD Commuter' restriction outside #78 London Street.
	West Side:
	6. Installation of 15m 'CBD Commuter' restriction outside
	#35 - #37 Harwood Street North.
	7. Installation of 50m 'CBD Commuter' restriction outside
	#29 - #33 Harwood Street North. 8. Installation of 15m 'CBD Commuter' restriction outside
	#25 Harwood Street North.
	 Installation of 40m 'CBD Commuter' restriction outside #19 - #21 Harwood Street North.
	#13 - #21 narwood Street North.

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Liverpool Street	Northside:	
	Installation of 70m 'CBD Commuter' restriction outside	
	#14 Liverpool Street.	
	2. Installation of 35m 'CBD Commuter' restriction outside	
	#24 - #28 Liverpool Street.	
Knox Street	Southside:	
	Installation of 40m 'CBD Commuter' restriction outside #3	
	- #5 Knox Street.	
	2. Installation of 25m 'CBD Commuter' restriction outside #9	
	- #11 Knox Street.	
	3. Installation of 30m 'CBD Commuter' restriction outside	
	#13 - #15 Knox Street.	
	4. Installation of 40m 'CBD Commuter' restriction outside	
	#15 - #19 Knox Street.	

Amendment: (Cr Gallagher/Cr Donovan)

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

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

Location	Amendments to current restrictions
Aberfoyle Street	Improve Safe Intersection Sight Distances, by:
	Installation of 20m 'No Stopping' restriction outside #1
	Aberfoyle Street.
	2. Installation of 20m 'No Stopping' restriction outside #74
	Rifle Range Road.
Beaumont Street	Improve Safe Intersection Sight Distances, by:
	1. Installation of 10m 'No Stopping' restriction outside #1
	Beaumont Street.
	2. Installation of 10m 'No Stopping' restriction outside #2
	Beaumont Street.
Cameron Road	Improve Safe Intersection Sight Distances, by:
	1. Installation of 20m 'No Stopping' restriction outside #2
	Ford Street.
	2. Installation of 20m 'No Stopping' restriction outside #49
	Cameron Road.
	3. Installation of 20m 'No Stopping' restriction outside #1
	Beaumont Street.
	4. Installation of 25m 'No Stopping' restriction starting
	outside #2 Beaumont Street and ending outside #34
	Cameron Road.
Cornice Place	Improve Safety and Access to properties, by:
	1. Installation of 20m 'No Stopping' restriction outside #6 -
	#8 Cornice Place.
Ellis Street	Improve Safety and Access to properties, by:
	1. Installation of 5m 'No Stopping' restriction outside #50 -

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	#52 Ellis Street. 2. Installation of 15m 'No Stopping' restriction outside #228 - #232 Ellis Street.
Fairfield Road	Improve Safety and Access to properties, by:
	 Installation of 30m 'No Stopping' restriction outside #17 - #21 Fairfield Road.
Fifth Avenue	Improve Safe Intersection Sight Distances, by:
	Installation of 25m 'No Stopping' restriction starting
	outside #58 Fifth Avenue and ending outside #5 John
	Street.
	2. Installation of 10m 'No Stopping' restriction outside #62
	Fifth Avenue.
Ford Street	Improve Safe Intersection Sight Distances, by:
	Installation of 20m 'No Stopping' restriction outside #2
	Ford Street.
	2. Installation of 10m 'No Stopping' restriction outside #49
	Cameron Road.
Hogan Street	Improve Safe Intersection Sight Distances, by:
	Installation of 5m 'No Stopping' restriction outside #1
	Littler Place.
	2. Installation of 5m 'No Stopping' restriction outside #2
	Littler Place.
Howell Avenue	Improve traffic movement, by:
	1. Installation of 45m 'No Stopping' restriction outside #98 -
	#102 Howell Avenue.
John Street	Improve Safe Intersection Sight Distances, by:
	1. Installation of 10m 'No Stopping' restriction outside #5
	John Street.
	2. Installation of 10m 'No Stopping' restriction outside #62
	Fifth Avenue.
Killarney Road	Improve Safe Intersection Sight Distances, by:
	1. Installation of 6m 'No Stopping' restriction outside #8
	Mary Street.
	2. Installation of 6m 'No Stopping' restriction outside #31
	Killarney Road.
Littler Place	Improve Safe Intersection Sight Distances, by:
	1. Installation of 15m 'No Stopping' restriction outside #1
	Littler Place.
	2. Installation of 10m 'No Stopping' restriction outside #2
	Littler Place.
	Improve access to properties and traffic movement on cul-de-sac,
	by:
	3. Installation of 40m 'No Stopping' restriction starting
	outside #2 Littler Place and ending outside #3 Littler
14.1 Ct :	Place.
Mahoe Street	Improve Safer Speed through Speed Management, by:

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	 Rescinding 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street.
	Rescinding 12.5m of the existing 'No Stopping' restriction
	outside #16 - #20 Mahoe Street.
	3. Rescinding 45.5m of the existing 'No Stopping' restriction
	outside #22 - #34 Mahoe Street.
	4. Rescinding 163.5m of the existing 'No Stopping'
	restriction outside #9 - #39 Mahoe Street.
	 Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street.
	6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street.
	7. Installation of 50m 'No Stopping' restriction outside #26 -
	#36 Mahoe Street.
	8. Installation of 15m 'No Stopping' restriction outside #46 - #48 Mahoe Street.
	9. Installation of 60m 'No Stopping' restriction outside #54 - #58 Mahoe Street.
	10. Installation of 30m 'No Stopping' restriction outside #60 -
	#68 Mahoe Street.
	11. Installation of 10m 'No Stopping' restriction outside #1 - #3 Mahoe Street.
	12. Installation of 60m 'No Stopping' restriction outside #9 -
	#17 Mahoe Street.
	13. Installation of 35m 'No Stopping' restriction outside #21 - #31 Mahoe Street.
	14. Installation of 40m 'No Stopping' restriction outside #35 - #41 Mahoe Street.
	15. Installation of 30m 'No Stopping' restriction outside #41 -
	#51 Mahoe Street.
	16. Installation of 40m 'No Stopping' restriction outside #55 - #71 Mahoe Street.
Palm Grove Drive	Improve access to properties and traffic movement on cul-de-sac,
	by:
	1. Installation of 50m 'No Stopping' restriction starting outside
	#13 Palm Grove Drive and ending outside #26 Palm Grove
	Drive.
Ridout Street	Improve Safety and Access to properties, by:
	1. Installation of 35m 'No Stopping' restriction starting
	outside #20 Ridout Street and ending outside #26 Ridout
DIG D -	Street.
Rifle Range Road	Improve Safe Intersection Sight Distances, by:
	 Installation of 10m 'No Stopping' restriction outside #1 Aberfoyle Street.
	2. Installation of 10m 'No Stopping' restriction outside #74
	Rifle Range Road.
Simsey Place	Improve Safety and Access to properties, by:
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	 Installation of 30m 'No Stopping' restriction outside #1 - #7 Simsey Place.
Te Huia Drive	Improve Safe Intersection Sight Distances, by:
	1. Installation of 15m 'No Stopping' restriction outside #13
	Woodridge Drive.
	2. Installation of 20m 'No Stopping' restriction outside #18
	Woodridge Drive.
	3. Installation of 40m 'No Stopping' restriction outside #87 -
	#91 Te Huia Drive.
The Boulevard	Improve Safe Intersection Sight Distances, by:
	1. Rescinding 11.5m of the existing 'No Stopping' restriction
	outside #1 Kahu Crescent.
	2. Rescinding 11m of the existing 'No Stopping' restriction
	outside #2 Kahu Crescent.
	3. Rescinding 11m of the existing 'No Stopping' restriction
	outside #17 The Boulevard.
	4. Rescinding 10m of the existing 'No Stopping' restriction
	outside #19 The Boulevard.
	5. Installation of 45m 'No Stopping' restriction starting
	outside #1 Kahu Crescent and ending outside #5 The
	Boulevard.
	6. Installation of 45m 'No Stopping' restriction outside #2
	Kahu Crescent.
	7. Installation of 40m 'No Stopping' restriction outside #17
	The Boulevard.
	8. Installation of 40m 'No Stopping' restriction outside #19
	The Boulevard.
Walsh Street	Improve access to properties and traffic movement on cul-de-sac,
	by:
	Installation of 55m 'No Stopping' restriction starting
	outside #25 Walsh Street and ending outside #30 Walsh
	Street.
Wishbone Court	Improve access to properties and traffic movement, by:
	Installation of 85m 'No Stopping' restriction starting
	outside #9 Wishbone Court and ending outside #18
5 :	Wishbone Court.
Woodridge Drive	Improve Safe Intersection Sight Distances, by:
	Installation of 5m 'No Stopping' restriction outside #13
	Woodridge Drive.
	Installation of 5m 'No Stopping' restriction outside #18 West deides Deites
	Woodridge Drive.

- c) approves the changes to the Traffic Bylaw 2021 registers:
 - i. Metered Parking Places and Zone Parking Register Installation of CBD Commuter parking (8am 6pm, Mon Fri), by:

Parking restrictions effective from 5 September 2022:				
Grantham Street	Westside:			

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	1. Installation of 175m 'CBD Commuter' restriction opposite
	#17 - #154 Grantham Street; Southside of Grantham
	Street.
Harwood Street	East Side:
	Installation of 35m 'CBD Commuter' restriction outside
	#12 - #14 Harwood Street South.
	2. Installation of 20m 'CBD Commuter' restriction outside #8
	- #10 Harwood Street South.
	3. Installation of 45m 'CBD Commuter' restriction outside #8
	- #10 Harwood Street South.
	4. Installation of 5m 'CBD Commuter' restriction outside #78
	London Street.
	5. Installation of 25m 'CBD Commuter' restriction outside
	#78 London Street.
	West Side:
	6. Installation of 15m 'CBD Commuter' restriction outside
	#35 - #37 Harwood Street North.
	7. Installation of 50m 'CBD Commuter' restriction outside
	#29 - #33 Harwood Street North.
	8. Installation of 15m 'CBD Commuter' restriction outside
	#25 Harwood Street North.
	9. Installation of 40m 'CBD Commuter' restriction outside
	#19 - #21 Harwood Street North.
Knox Street	Southside:
	1. Installation of 40m 'CBD Commuter' restriction outside #3
	- #5 Knox Street.
	2. Installation of 25m 'CBD Commuter' restriction outside #9
	- #11 Knox Street.
	3. Installation of 30m 'CBD Commuter' restriction outside
	#13 - #15 Knox Street.
	4. Installation of 40m 'CBD Commuter' restriction outside
	#15 - #19 Knox Street.

- d) declines the changes to the Traffic Bylaw 2021 registers:
 - i. Metered Parking Places and Zone Parking Register Installation of CBD Commuter parking (8am 6pm, Mon Fri), by:

Liverpool Street	Northside:
	1. Installation of 70m 'CBD Commuter' restriction outside
	#14 Liverpool Street.
	2. Installation of 35m 'CBD Commuter' restriction outside
	#24 - #28 Liverpool Street.
Clarence Street	Southside:
	1. Installation of 80m 'CBD Commuter' restriction outside
	#19 - #23 Clarence Street.

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2.	Installation of 20m 'CBD Commuter' restriction outside
	#29 - #33 Clarence Street.
3.	Installation of 10m 'CBD Commuter' restriction opposite
	#40 - #44 Clarence Street.

e) that the Infrastructure Operations Committee notes the decision made to decline the CBD Commuter restriction at Liverpool Street and Clarence Street.

The Amendment was put.

Those for the Amendment: Councillors Gallagher and

Donovan.

Those against the Amendment: Councillors Wilson and van

Oosten.

The Amendment was declared EQUAL. Councillor Wilson exercised his casting vote as Chair and the Amendment was declared LOST. The Motion was then put and declared CARRIED.

Resolved: (Cr Wilson/Cr van Oosten)

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

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

Location	Amendments to current restrictions
Aberfoyle Street	Improve Safe Intersection Sight Distances, by:
	 Installation of 20m 'No Stopping' restriction outside #1
	Aberfoyle Street.
	2. Installation of 20m 'No Stopping' restriction outside #74
	Rifle Range Road.
Beaumont Street	Improve Safe Intersection Sight Distances, by:
	1. Installation of 10m 'No Stopping' restriction outside #1
	Beaumont Street.
	2. Installation of 10m 'No Stopping' restriction outside #2
	Beaumont Street.
Cameron Road	Improve Safe Intersection Sight Distances, by:
	1. Installation of 20m 'No Stopping' restriction outside #2
	Ford Street.
	2. Installation of 20m 'No Stopping' restriction outside #49
	Cameron Road.
	3. Installation of 20m 'No Stopping' restriction outside #1
	Beaumont Street.
	4. Installation of 25m 'No Stopping' restriction starting
	outside #2 Beaumont Street and ending outside #34
	Cameron Road.
Cornice Place	Improve Safety and Access to properties, by:
	1. Installation of 20m 'No Stopping' restriction outside #6 -
	#8 Cornice Place.

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Ellis Street	Improve Safety and Access to properties, by:
	1. Installation of 5m 'No Stopping' restriction outside #50 -
	#52 Ellis Street. 2. Installation of 15m 'No Stopping' restriction outside #228
	- #232 Ellis Street.
Fairfield Road	Improve Safety and Access to properties, by:
Turriela Roda	Installation of 30m 'No Stopping' restriction outside #17 -
	#21 Fairfield Road.
Fifth Avenue	Improve Safe Intersection Sight Distances, by:
	Installation of 25m 'No Stopping' restriction starting
	outside #58 Fifth Avenue and ending outside #5 John Street.
	Installation of 10m 'No Stopping' restriction outside #62
	Fifth Avenue.
Ford Street	Improve Safe Intersection Sight Distances, by:
	Installation of 20m 'No Stopping' restriction outside #2 Ford Street.
	Installation of 10m 'No Stopping' restriction outside #49
	Cameron Road.
Hogan Street	Improve Safe Intersection Sight Distances, by:
, riogan otreet	Installation of 5m 'No Stopping' restriction outside #1
	Littler Place.
	2. Installation of 5m 'No Stopping' restriction outside #2
	Littler Place.
Howell Avenue	Improve traffic movement, by:
	1. Installation of 45m 'No Stopping' restriction outside #98 -
	#102 Howell Avenue.
John Street	Improve Safe Intersection Sight Distances, by:
	Installation of 10m 'No Stopping' restriction outside #5 John Street.
	Installation of 10m 'No Stopping' restriction outside #62
	Fifth Avenue.
Killarney Road	Improve Safe Intersection Sight Distances, by:
	1. Installation of 6m 'No Stopping' restriction outside #8
	Mary Street.
	 Installation of 6m 'No Stopping' restriction outside #31 Killarney Road.
Littler Place	Improve Safe Intersection Sight Distances, by:
	Installation of 15m 'No Stopping' restriction outside #1 Littler Place.
	Installation of 10m 'No Stopping' restriction outside #2
	Littler Place.
	Improve access to properties and traffic movement on cul-de-sac, by:
	3. Installation of 40m 'No Stopping' restriction starting
	outside #2 Littler Place and ending outside #3 Littler
	Place.

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 Improve Safer Speed through Speed Management, by: Rescinding 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street. Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. Installation of 15m 'No Stopping' restriction outside #46 - #36 Mahoe Street.
 outside #1 Mahoe Street. Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. Installation of 15m 'No Stopping' restriction outside #46 - #36 Mahoe Street.
 Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. Installation of 15m 'No Stopping' restriction outside #46 - #36 Mahoe Street.
 outside #16 - #20 Mahoe Street. 3. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. 4. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. 5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. 6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46 -
 Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. Installation of 15m 'No Stopping' restriction outside #46 - #36 Mahoe Street.
 outside #22 - #34 Mahoe Street. 4. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. 5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. 6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46 - #
 Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. Installation of 15m 'No Stopping' restriction outside #46 - #36 Mahoe Street.
restriction outside #9 - #39 Mahoe Street. 5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. 6. Installation of 30m 'No Stopping' restriction outside #16 #24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46
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 6. Installation of 30m 'No Stopping' restriction outside #16 #24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46 #46 #46 #46 #46 #46 #46 #46 #46 #46
#24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46 -
#24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46 -
#36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46
#36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46
8. Installation of 15m 'No Stopping' restriction outside #46
#48 Mahoe Street.
9. Installation of 60m 'No Stopping' restriction outside #54
#58 Mahoe Street.
10. Installation of 30m 'No Stopping' restriction outside #60
#68 Mahoe Street.
11. Installation of 10m 'No Stopping' restriction outside #1 -
#3 Mahoe Street.
12. Installation of 60m 'No Stopping' restriction outside #9 -
#17 Mahoe Street.
13. Installation of 35m 'No Stopping' restriction outside #21
#31 Mahoe Street.
14. Installation of 40m 'No Stopping' restriction outside #35
#41 Mahoe Street.
15. Installation of 30m 'No Stopping' restriction outside #41
#51 Mahoe Street.
16. Installation of 40m 'No Stopping' restriction outside #55
#71 Mahoe Street.
Palm Grove Drive Improve access to properties and traffic movement on cul-de-sac
by:
1. Installation of 50m 'No Stopping' restriction starting outside
#13 Palm Grove Drive and ending outside #26 Palm Grove
Drive.
Ridout Street Improve Safety and Access to properties, by:
1. Installation of 35m 'No Stopping' restriction starting
outside #20 Ridout Street and ending outside #26 Ridout
Street.
Rifle Range Road Improve Safe Intersection Sight Distances, by:
1. Installation of 10m 'No Stopping' restriction outside #1
Aberfoyle Street.
2. Installation of 10m 'No Stopping' restriction outside #74
Rifle Range Road.

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Simsey Place	Improve Safety and Access to properties, by:
	1. Installation of 30m 'No Stopping' restriction outside #1 -
	#7 Simsey Place.
Te Huia Drive	Improve Safe Intersection Sight Distances, by:
	1. Installation of 15m 'No Stopping' restriction outside #13
	Woodridge Drive.
	2. Installation of 20m 'No Stopping' restriction outside #18
	Woodridge Drive.
	3. Installation of 40m 'No Stopping' restriction outside #87 -
	#91 Te Huia Drive.
The Boulevard	Improve Safe Intersection Sight Distances, by:
	1. Rescinding 11.5m of the existing 'No Stopping' restriction
	outside #1 Kahu Crescent.
	2. Rescinding 11m of the existing 'No Stopping' restriction
	outside #2 Kahu Crescent.
	3. Rescinding 11m of the existing 'No Stopping' restriction
	outside #17 The Boulevard.
	4. Rescinding 10m of the existing 'No Stopping' restriction
	outside #19 The Boulevard.
	5. Installation of 45m 'No Stopping' restriction starting
	outside #1 Kahu Crescent and ending outside #5 The
	Boulevard.
	6. Installation of 45m 'No Stopping' restriction outside #2
	Kahu Crescent.
	7. Installation of 40m 'No Stopping' restriction outside #17
	The Boulevard.
	8. Installation of 40m 'No Stopping' restriction outside #19
	The Boulevard.
Walsh Street	Improve access to properties and traffic movement on cul-de-sac,
	by:
	Installation of 55m 'No Stopping' restriction starting
	outside #25 Walsh Street and ending outside #30 Walsh
	Street.
Wishbone Court	Improve access to properties and traffic movement, by:
	Installation of 85m 'No Stopping' restriction starting
	outside #9 Wishbone Court and ending outside #18
	Wishbone Court.
Woodridge Drive	Improve Safe Intersection Sight Distances, by:
	Installation of 5m 'No Stopping' restriction outside #13
	Woodridge Drive.
	Installation of 5m 'No Stopping' restriction outside #18
	Woodridge Drive.

- c) approves the changes to the Traffic Bylaw 2021 registers:
 - i. Metered Parking Places and Zone Parking Register Installation of CBD Commuter parking (8am 6pm, Mon Fri), by:

Parking restrictions effective from 5 September 2022:

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Clarence Street	Southside:
Clarence Street	
	Installation of 80m 'CBD Commuter' restriction outside
	#19 - #23 Clarence Street.
	2. Installation of 20m 'CBD Commuter' restriction outside
	#29 - #33 Clarence Street.
	3. Installation of 10m 'CBD Commuter' restriction opposite
	#40 - #44 Clarence Street.
Grantham Street	Westside:
	1. Installation of 175m 'CBD Commuter' restriction opposite
	#17 - #154 Grantham Street; Southside of Grantham
	Street.
Harwood Street	East Side:
Trai wood Street	Installation of 35m 'CBD Commuter' restriction outside
	#12 - #14 Harwood Street South.
	2. Installation of 20m 'CBD Commuter' restriction outside #8
	- #10 Harwood Street South.
	3. Installation of 45m 'CBD Commuter' restriction outside #8
	- #10 Harwood Street South.
	4. Installation of 5m 'CBD Commuter' restriction outside #78
	London Street.
	5. Installation of 25m 'CBD Commuter' restriction outside
	#78 London Street.
	West Side:
	6. Installation of 15m 'CBD Commuter' restriction outside
	#35 - #37 Harwood Street North.
	7. Installation of 50m 'CBD Commuter' restriction outside
	#29 - #33 Harwood Street North.
	8. Installation of 15m 'CBD Commuter' restriction outside
	#25 Harwood Street North.
	9. Installation of 40m 'CBD Commuter' restriction outside
10.	#19 - #21 Harwood Street North.
Liverpool Street	Northside:
	Installation of 70m 'CBD Commuter' restriction outside
	#14 Liverpool Street.
	2. Installation of 35m 'CBD Commuter' restriction outside
	#24 - #28 Liverpool Street.
Knox Street	Southside:
	1. Installation of 40m 'CBD Commuter' restriction outside #3
	- #5 Knox Street.
	2. Installation of 25m 'CBD Commuter' restriction outside #9
	- #11 Knox Street.
	3. Installation of 30m 'CBD Commuter' restriction outside
	#13 - #15 Knox Street.
	Installation of 40m 'CBD Commuter' restriction outside
	#15 - #19 Knox Street.
	#13 - #13 KIIOX SUREC.

The meeting was adjourned from 11.05am to 11.23am during discussion on the above item.

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6. Hamilton City Speed Limit Changes

The Network Operations Team Leader outlined the staff recommendations and the proposed change's alignment with the Speed Management Plan. She responded to questions from Members concerning reduction of speed at the Heaphy Terrace shops, implementing speed infrastructure measures at Mahoe Street, driver behaviour, and the intention of the speed adjustment on Cobham Drive.

Resolved: (Cr van Oosten/Cr Wilson)

That the Traffic, Speed Limit and Road Closure Hearings Panel approves the following changes to the National Speed Limits Register;

(i) amends the following speed limit registers:

Designated Areas and Roads with a Speed Limit of 30 Km/h									
Speed Limit (km/h)	ROAD NAME	C	DESCRIPTION	LI	DATE SPEED MIT COMES NTO FORCE	LI	EGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT	
<u>30</u>	Heaphy Terrace	to M	arshall Street 20m north of oncrieff renue	29 August 2022			ational Speed mits Register	Hamilton Speed Limit Bylaw 2013.	
<u>30</u>	Bettina Road	to	eaphy Terrace 60m west of eaphy Terrace	<u>29</u>	August 2022		ational Speed mits Register	Hamilton Speed Limit Bylaw 2013.	
<u>30</u>	Alfred Street	to	eaphy Terrace 50m east of eaphy Terrace	<u>29</u>	29 August 2022		ational Speed mits Register	Hamilton Speed Limit Bylaw 2013.	
<u>30</u>	Oxford Street	to	eaphy Terrace 70m east of eaphy Terrace	29 August 2022		_	ational Speed mits Register	Hamilton Speed Limit Bylaw 2013.	
<u>30</u>	Howden Road	to	Heaphy Terrace to 60m west of Heaphy Terrace		29 August 2022		ational Speed mits Register	Hamilton Speed Limit Bylaw 2013.	
			Roads w	ith a	a Speed Limit o	of 4	0 Km/h		
Speed Limit (km/h)	ROAD NAME		DESCRIPTIO		DATE SPEED LIMIT COME INTO FORCE	S	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT	
<u>40</u>	Crescent Court		Kahikatea Driv to end of Crescent Court		3 October 2022	National Speed Limits Register		Hamilton Speed Limit Bylaw 2013	
<u>40</u>	<u>Tawa</u> <u>Street</u>		Kahikatea Drive to end of Tawa Street		- 3 October		National Speed Limits Register	Hamilton Speed Limit Bylaw 2013	
<u>40</u>	Corrin Street		Tawa Street to Tawa Street		3 October 2022		National Speed Limits Register	Hamilton Speed Limit Bylaw 2013	
<u>40</u>	Mahoe Street				National Speed Limits Register	Hamilton Speed Limit Bylaw 2013			

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		Mahoe Street to		National Speed	<u>Hamilton</u>
<u>40</u>	Lancewood	end of	3 October	Limits Register	Speed Limit
Avenue		Lancewood Ave	<u>2022</u>		Bylaw 2013
		Lancewood		National Speed	Hamilton
40	<u>Filmer</u>	Avenue to end	3 October	Limits Register	Speed Limit
10	<u>Place</u>	of Filmer Place	<u>2022</u>		Bylaw 2013
		<u> </u>		National Speed	Hamilton
<u>40</u>	<u>Mount</u>	Ohaupo Road to	3 October	Limits Register	Speed Limit
	<u>View Road</u>	<u>Prisk Street</u>	<u>2022</u>		Bylaw 2013
		Mount View		National Speed	Hamilton
<u>40</u>	<u>Heather</u>	Road to end of	3 October	Limits Register	Speed Limit
	<u>Place</u>	Heather Place	<u>2022</u>		Bylaw 2013
		Mount View		National Speed	Hamilton
<u>40</u>	<u>Vivian</u>	Road to Mahoe	3 October	Limits Register	Speed Limit
	<u>Street</u>	Street	<u>2022</u>		Bylaw 2013
		Mount View		National Speed	Hamilton
<u>40</u>	<u>Gardenia</u>	Road to end of	3 October	Limits Register	Speed Limit
_	Close	Gardenia Close	<u>2022</u>		Bylaw 2013
	6 "	Gardenia Close	2011	National Speed	Hamilton
<u>40</u>	Grevillea	to end of	3 October	Limits Register	Speed Limit
	<u>Place</u>	Grevillea Place	<u>2022</u>		Bylaw 2013
	C d.	Collins Road to	2.0-1.1	National Speed	<u>Hamilton</u>
<u>40</u>	Sundown	end of Sundown	3 October	Limits Register	Speed Limit
	Crescent	Crescent	<u>2022</u>		Bylaw 2013
		Colling Bood to	2 Octobor	National Speed	<u>Hamilton</u>
<u>40</u>	Prisk Street	Collins Road to Mahoe Street	3 October 2022	Limits Register	Speed Limit
					Bylaw 2013
	Thornton	Prisk street to	2 Octobor	National Speed	<u>Hamilton</u>
<u>40</u>	Thornton Place	end of Thornton	<u>3 October</u> 2022	<u>Limits Register</u>	Speed Limit
	<u>Flace</u>	<u>Place</u>	<u>2022</u>		<u>Bylaw 2013</u>
	Minifie	Prisk Street to	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	Avenue	end of Minifie	<u>2022</u>	<u>Limits Register</u>	Speed Limit
	Avenue	<u>Ave</u>	2022		<u>Bylaw 2013</u>
	Mathews	Prisk Street to	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	Crescent	Minifie Avenue	<u>2022</u>	<u>Limits Register</u>	Speed Limit
	Crescell	Manufacture Avenue	<u> </u>		<u>Bylaw 2013</u>
	Priscilla	Prisk Street to	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	Crescent	Mahoe Street	<u>3 October</u> 2022	<u>Limits Register</u>	Speed Limit
	3. 5555116	<u> </u>			<u>Bylaw 2013</u>
	Yvonne	Prisk Street to	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	Street	Coventry Road	<u>2022</u>	<u>Limits Register</u>	Speed Limit
	<u>street</u>	Covenity Noau			<u>Bylaw 2013</u>
	Coventry	Yvonne Street	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	Road	to end of	2022	<u>Limits Register</u>	Speed Limit
		<u>Coventry Road</u>			<u>Bylaw 2013</u>
	<u>Purcell</u>	Coventry Road	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	<u>Purceii</u> <u>Place</u>	to end of Purcell	<u>2022</u>	<u>Limits Register</u>	Speed Limit
		<u>Place</u>			<u>Bylaw 2013</u>
		Collins Road to	3 October	National Speed	<u>Hamilton</u>
<u>40</u>	<u>Lilac Street</u>	end of Lilac	<u>2022</u>	<u>Limits Register</u>	Speed Limit
		<u>Street</u>			<u>Bylaw 2013</u>

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	Melville Intermediate Mountview Road: Ohaupo Road to 350m west of Ohaupo Road		<u>1 March 201</u>	<u>13</u>	Hamilton S Bylaw 2013		Limit	ilton Speed -Bylaw ndment 2010
Limit DESCRIPTION LIMIT CO			DATE SPEEI LIMIT COME INTO FORC	ES	LEGAL INSTRUMENT			EVIOUS LEGAL NSTRUMENT
			Roads with	a Va	ariable Speed	d Limit		
<u>40</u>	Corsair Place	end	Catalina Drive to end of Corsair Place		October 2022	National Speed Limits Register		Hamilton Speed Limit Bylaw 2013
<u>40</u>	Kittyhawk Place	end	Catalina Drive to end of Kittyhawk Place		October 2022	National Speed Limits Register	_	Hamilton Speed Limit Bylaw 2013
<u>40</u>	Harvard Court	end	Catalina Drive to end of Harvard Court		October 2022	National Speed Limits Register		Hamilton Speed Limit Bylaw 2013
<u>40</u>	<u>Catalina</u> <u>Drive</u>	end	Collins Road to end of Catalina Drive		October 2022	National Speed Limits Register		Hamilton Speed Limit Bylaw 2013
<u>40</u>	Bremridge Place	end	<u>c Street to</u> l <u>of</u> mridge Place	3	October 2022	National Speed Limits Register	_	Hamilton Speed Limit Bylaw 2013
40	Katherine Place	end	c Street to l of herine Place	3	October 2022	National Speed Limits Register		Hamilton Speed Limit Bylaw 2013

(ii) and Changes to the existing speed limit registers are shown in red and underlined;

Register 4: Roads with a Speed Limit of 40 Km/h								
Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT			
40	Bettina Road	60m West of Heaphy Terrace to End	1 March 2013 29 August 2022	Hamilton Speed Limit Bylaw 2013. National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.			
40	Alfred Street	50m east of Heaphy Terrace to Peachgrove Road	1 March 2014 29 August 2022	Hamilton Speed Limit Bylaw 2013. National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.			
40	Oxford Street	70m east of Heaphy Terrace to end	1 March 2014 29 August 2022	Hamilton Speed Limit Bylaw 2013. National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.			
40	Howden Road	Winter Street to <u>60m west of</u> Heaphy Terrace	1 March 2013 29 August 2022	Hamilton Speed Limit Bylaw 2013. National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.			

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Roads with a Speed Limit of 60 km/h										
SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT					
60	Ruakura Road	Wairere Drive to 55m east 50 m south of Silverdale Road to the intersection of SH1 (Waikato Expressway)	1 March 2013 15 August 2022	Hamilton Speed Limit Bylaw 2013 National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.					
	Roads with a Speed Limit of 80 km/h									
SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT					
80	Cobham Drive	Normandy Ave to-60m south- east of Bridge Street 70m southeast of Tristram Street	1 March 2013 29 August 2022	Hamilton Speed Limit Bylaw 2013 National Speed Limits Register	Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and HCC Road traffic bylaw 1996 Hamilton Speed Limit Bylaw 2013.					

The meeting was declared closed at 11.58am.

Traffic, Speed Limit and Road Closure Hearings Panel 27 JULY 2022 - OPEN

Appendix 1

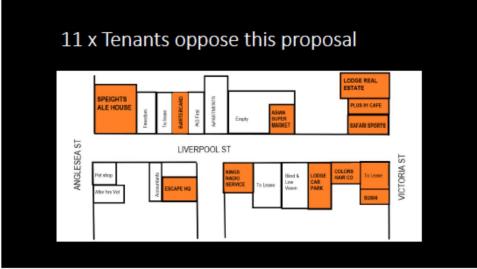


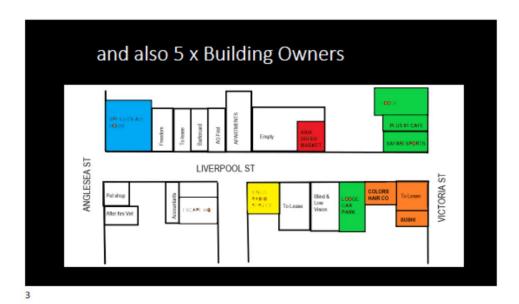
Appendix 2

Parking Proposal for Liverpool St

Making 16 of the present 29 parking spaces into all day parking.

1





The Council's Focus

- To encourage shoppers back into Central Hamilton
- To have a thriving Centre with successful businesses that choose to be there
- A strong view on the environment encouraging employees to walk, cycle or use public transport. Reducing the number of cars in Central city.

4

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The Council's Focus

• To encourage shoppers back into Central Hamilton

By taking away carparks surely it will make it more difficult for customers to find a park and consider going elsewhere where it is

5

The Council's Focus

 To have a thriving Centre with successful businesses that choose to be there

By taking away carparks it will make business owners feel unsupported especially after the hardship of the last 2 years and either not survive or leave the central area.

The Council's Focus

 A strong view on the environment – encouraging employees to walk, cycle or use public transport

In making more than half of the carparks in Liverpool St into all day commuter parking, this is going against the council's focus and enabling people to bring their cars into town.

There has been cycle ways put in place however the bus system has had a reduced schedule since February – what is being done to support this getting back to full strength?

7

Things you may not have considered

Parking utilization – Speights Ale House renovation and empty shop cnr Victoria St & Liverpool St did not apply any demand on parks during the test time

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

We rely on carparks for our business to survive and prosper.



The Impact on Us

- I purchased my hairdressing salon 9 yrs ago with one of the great advantages of parking. I can have easily 10 clients in the salon, so if we are only left with 13 total carparks in Liverpool St what will everyone else do?
- 65% of my customers have a color service which means they are in the salon for a minimum of 2.5 hrs ,this means they are using the spaces for longer and contributing towards council revenue
- Not only does this impact the day to day running of our business but it will also impact its future value when it is time to sell. The reason we all picked Liverpool St instead of Alexander St is because of the available parking.

Future Developments

- 1. The old Briscoes Building in Liverpool St
- 2. Lodge Real Estate owns the buildings on the corner of Liverpool & Ulster
- 3. Lugtons Building in Victoria St

These 3 sites have all been earmarked for multilevel apartments with retail underneath. This will bring more people to live in town and more demand on parking.

11

Summary

- Liverpool St is a very different street than the other streets you are considering/considered. Because of the types of businesses, we count on our parking to survive, thrive and keep trading.
- If you took those 16 proposed carparks (more than half) it makes the council look hypocritical, and that revenue gathering is more important than supporting your local businesses.

Attachment 1

Appendix 3

WAIKATO REGIONAL DIABETES



14th July 2022

Hamilton City Council Parking Services

Re: Proposed chargeable all day parking along the southern side of Clarence Street, Hamilton

To Whom It May Concern

The Te Whatu Ora Health New Zealand Waikato Regional Diabetes Service is situated at number 26 Clarence Street Hamilton. We are a publicly funded Waikato Hospital outpatient service providing specialist level care to people with diabetes in the Waikato region.

We provide services for people with diabetes aged from 15 years and upwards.

A disproportionate number of people with diabetes in our community are Maori. Unfortunately it is our Maori people who often go on to develop complications of diabetes and need to be seen by our specialist teams. Some of the services we provide are for women with diabetes who are pregnanC people with chronic leg or foot ulcers with mobility difficulties, amputees, wheelchair bound, morbidly obese, older adults requiring support person assistance, vision impaired, renal failure, and people attending the retinal photo screening programme. All whom appreciate having the ability to park in Clarence St.

I am sure council is aware of the work being done nationally in the health sector to reduce the inequities for our Maori people. This work needs to be supported at the localities level if we are going to make transformational changes to the health and wellbeing of all people in Aotearoa New Zealand.

Access to health care is one of the barriers faced by many people in our community, urban and rural. This is one of the reasons the Diabetes Service moved off the hospital campus and into the city over ten years ago. People with diabetes do not require to be seen in an acute hospital setting for the majority of their care. Council should also be aware that there is a greater push to have many of the chronic disease speciality services working from within, or at least closer, to the local community they serve.

Our diabetes team working from Clarence Street have welcomed the free two hour parking as it means car parks are freed up frequently to allow patients to park close to our clinic.

Many patient appointments are for one to two hours and the parking system supports their attendance at clinic.

I understand council may have an outdated view of the parking situation for the Diabetes Service. Initially we had ten car parks behind our building with two disability parks, and another three parks at the front of our building.

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With the growth in diabetes leading to the growth in our service we have had to build an addition onto our clinic and as a result we lost over half of the car parks. A resource consent was approved by council for this build even though it reduced the patient car parking considerably.

Council approved the build on the basis of us having six patient car parks at the back of our building - please note two are land-locked and totally unusable - and three car parks at the front of the building - two are mobility reserved. A total of six usable car parks on site.

If any of the current parking in our end of Clarence Street was converted to all day paid parking it would significantly disadvantage those in the community who use our health service and those using the services of other health care providers in the street.

The all day parks will be taken up by people working locally and will be occupied during clinic hours. This is likely to create a barrier to patients attending their clinic appointments. Not a good move when try to reduce inequity and improve access to health care.

We would receive at least one complaint per week from patients unable to find a car park. Converting the two hour free car parks will exacerbate this.

I would implore council to reconsider this proposal and allow the current two hour free car parking to remain on both sides of Clarence Street for the benefit of our vulnerable community.

I am happy to be contacted if further information is required. Kindest

regards

Vikki Lowe-Reid

Charge Nurse Manager Diabetes Service Te Whatu Ora Health New Zealand

021 356 828

RP05I

26 Clarence St, Private Bag 3200, Hamilton 3240, New Zealand T: 07 859 9180

yany waikatadhh health nz

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Attachment 1

Appendix 4

Hugh Litchfield 16 Clarence Street Hamilton

11th July 2022

Hamilton City Council **Parking Services**

Summary, the services in this street most often are for disabled, seimi-disabled or aged persons and to make it more difficult for them to access the buildings from the road would be a disaster for this street.

My name is Hugh Litchfield. I am the owner of 12, 16-24, 28 Clarence Street and 109 Anglesea Street. I am a surgeon, I purchased 16 Clarence Street, a five storey building with offices so that I could use the ground floor for my practice, enabling me to set up a day stay hospital, which actually catered for Kohanga Reo children under a contract for grommets at well below cost. In the last twelve years I have been providing a service for the hearing impaired.

I subsequently bought other properties for the purpose of providing parking for occupants of the building. On the south west corner of Clarence Street was an area used for all day parking for cars that arrived early in the morning and their occupants walked into the city centre, they were there all day. Also it was a very untidy entrance to Hamilton city from the south.

I am extremely concerned if there were to be a loss of any carparks for the use of occupants of the buildings in this street. The present system works well and I believe we paid extra rates for this.

The street also houses the District Diabetes Services and this organisation lost carparks recently when they built onto their carpark. This has subsequently increased the demand for short term parking.

As you would understand, medical and disabled people often have to be dropped off close to the service they are visiting. I have carparks and disabled persons carparks as close as possible but it is much easier for disabled persons to be dropped off closer to the door in many cases.

Long term parking here would not service this area. It would tend to serve the workers in the centre of the city and make it more difficult for our clients. This does not attract business to the city which is already in competition with outlying shopping areas such as The Base.

I have contacted nearly everyone in the street and they agree with me that the two hour free parking has been very good for allowing us to provide our services.

All these big buildings need upgrading and it is ideal for them to be brought up to the latest standards. I am looking to do this once more to 16-24 Clarence Street, as I did with 109 Anglesea Street, opposite the court house. This will probably cost around 2 million dollars and I really need to know whether it would be worthwhile if the access to the services we provide are going to be limited.

Please maintain the present parking system in Clarence Street. If any of the committee have further questions please contact me at hughlitchfield@xtra.co,nz

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Traffic, Speed Limit and Road Closure Hearings Panel 27 JULY 2022 - OPEN

Appendix 5

The Chairman
Hearings Committee
HCC Hamilton

- HCC PROPOSAL FOR PAYED COMMUTER CARPARKS ON HARWOOD STREET (DAILY BASIS)
- SUBMISSION FROM THE MONCKTON CHARITABLE TRUST, (MCT) CARPARK BUILDING OWNER ON
 HARWOOD & ROSTREVOR STREETS

Dear Sir,

Our Charitable Trust writes in support of the above HCC Commuter Carparking Proposal. We do so on the basis of the following four points that were discussed by our Trustee, Geoff Monckton, and Aditya Mitta, Senior Officer of Parking, Streets and Traffic HCC, in a recent telephone conversation:

- 1. The HCC will be responsible with its Pricing for these Parks.
- 2. The HCC will not hit upon the MCT with artificially low prices.
- 3. The HCC parking price will be subject to review from time to time.
- 4. The MCT will make available to the HCC its schedule of Carpark prices when requested. (These have remained unchanged for the past 8 years)

We make this submission with these above 4 points, as we do not wish to revisit the Historical Situation where for 17 years, our Carpark Building faced Competition from "Zero Priced Carparks" in the surrounding HCC Streets

On this basis we can all work together and our Carpark Building can have an important Function in keeping the HCC streets safe.

Yours Sincerely,
Kirsty Gillespie
Jonty Bell
FOR THE MONCKTON CHARITABLE TRUST

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Traffic, Speed Limit and Road Closure Hearings Panel 27 JULY 2022 - OPEN

Good afternoon,

Apologies for the late response but I am unable to attend in person tomorrow due to conflicting appointments. Please do ensure this is shared.

- Firstly, I would like to support the speed reduction proposal for Mahoe Street (however not the
 painted parking bay proposal). Reducing the legal speed to 30 or 40kms will also achieve nothing.
- I have resided on Mahoe Street for four years and can confidently say speed is a serious issue. I have seen many vehicles and trees being crashed into over a short period of time. Additionally, cars being clipped (wing mirrors) is also an issue. I believe that it is just a matter of time until someone getting out of a parked vehicle will be hit or children/people crossing the road.
- I would estimate that vehicles can easily reach up to 100+km on this road (I know this may be hard to believe but it's a long stretch of road and people often race down here, especially in the evenings). This includes dirt bikes.
- Often this stretch of road is used for burnouts and you can see this from the tyre marks on the roads.

The question I had for one of your engineers were how was this proposal to <u>not</u> include speed bumps on Mahoe Street decided on - and the response was due to the other roads having received more complaints. If I had to complain for speeding vehicles there could easily bee 100 per day (that's not even an exaceration - however speeding is just normal now on this road). This is just a silly process to invest money - based on complaints. Have you monitored speeds on this stretch of road? Any data been collected? Try it for 1 week and I'm sure 80% of vehicles drive over the 50km speed now. Mahoe street is 1.3kms long with no roundabouts or stop signs, meaning cars reach excessive speeds (especially with the layout of the road). I would challenge to look at data for speeds across various locations on the road - and I will guarantee you will be shocked by the speeds people reach.

I am not in support of having parking bays painted as proposed. I believe that a more aggressive approach is required e.g. Aggressive Speed Bumps, single lane avenues or speed cameras.

The parking bays wont work as:

- already cars are parked on this road, it makes no difference and means cares are crossing the centre line at great speed
- people tend to part off-street or on footpath as many cars have been clipped by passing vehicles
- people park off-street as this is not the safest neighbourhood
- there are not enough cars to park on the road to create easing, especially not further down the road - people have bigger sections and park off road. The only place cars are parked generally is close to the hospital, which is only the beginning of the road and is not busy (parked on) in evenings.

I know its illegal to park on the footpath etc, but this still happens, and will continue to happen.

Thanks

Rickardt van Dyk

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Traffic, Speed Limit and Road Closure Hearings Panel 27 JULY 2022 - OPEN

Dear Aditya

We are the owners of 11 Liverpool Street Hamilton.

We have been notified by a tenant of these proposed changes. We are disappointed that this notification did not come to us as owners of the building.

We would like to register our opposition to this parking change.

All day parking along one side of Liverpool Street will be detrimental to our tenants businesses. It is against what most councils are doing i.e. trying to get people out of cars for commuting into the city.

It seems that at times there is a lack of short term parking in the area, so your change will exasperate the problem.

This proposal is short sighted and against the philosophy which the council should be adopting.

Please register our opposition.

Also please add us to the information list, so we can be informed on this matter from now on. We are disappointed that we have not been informed to date.

regards Bridget Ledbrook, Simon Tompkins and David Tompkins Owners of 11 Liverpool Street Building. Traffic, Speed Limit and Road Closure Hearings Panel 27 JULY 2022 - OPEN

Hi Aditya,

I am the branch manager of Escape HQ on Harwood/Liverpool Street and I am writing this letter to oppose the upcoming proposal for all day parking on Liverpool Street.

I can't find any evidence of us ever being contacted regarding this proposal and have only just been told about it by Djuanne from Colors Hair Company. I don't know whether this was intentional or not, but this directly affects our business as well as many others on the street.

We have two allocated parking spaces for our staff on site but we have no customer parking so our customers have to use the parking available on the street. There is already very limited parking at our end of the street to begin with but if the northern side of the road isn't able to be used by our customers then they will literally have nowhere to park. There are only 3 car parks on our side of the street in front of the vets on the corner and these are 99% of the time occupied by the vets. Where are our customers expected to park if all the parks are taken?

I think this street needs more parking, not less. So I would like it on the record that we are very much opposed to the all day parking proposal and hope that this doesn't go ahead.

Kind regards,

Maddy Raynel

Branch Manager

Escape HQ Hamilton

Ian Campbell ONZM, Professor (Honorary)
Breast Oncoplastic, General and Endocrine Surgeon BHB MBChB Dip.Obst FRACS

36 Clarence Street • PO Box 97 • Hamilton 3240 • New Zealand • Phone 07 8391114 • Fax 07 8391118 email ian@stanne.co.nz • HealthLink fijlhamtn

14 July 2022

The Manager Hamilton City Parking Hamilton City Council

Dear Sir/Madam

Re: All day parking on southern side of Clarence Street

There are multiple businesses including my own and a café, and a gym, in Clarence Street where short-term parking is needed. As a business owner in Clarence Street, I am very much against a move to all day parking which will make it very difficult for clients needing relatively short-term parking to access the local businesses. This will also be an issue for people needing to attend the Hamilton Courthouse across the road from this part of Clarence Street. I request that the parking in Clarence Street remains as it is, including the two hours free parking that Hamilton City Council rate payers have been paying for.

Ian Campbell

Council Report

Committee: Traffic, Speed Limit and Road Date: 08 September 2022

Closure Hearings Panel

Author: Aditya Mitta **Authoriser:** Eeva-Liisa Wright

Position: Transport Network Operations **Position:** General Manager

Engineer Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

Report Status	Open
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Purpose - Take

1. 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

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

Location	Amendments to current restrictions	
	Improve Safety and Access for properties by:	
Kent Street	1. Installation of 20m 'No Stopping' restriction outside #4 - #6	
	Kent Street.	
	Improve Safety and Access for properties by:	
	1. Installation of 25m 'No Stopping' restriction outside #142 -	
	#150 Lake Crescent.	
	2. Installation of 30m 'No Stopping' restriction outside #150 -	
Lake Crescent	#152 Lake Crescent.	
	3. Rescind 20m of the existing 'No Stopping' restriction outside	
	#142 - #150 Lake Crescent.	
	4. Rescind 26.5m of the existing 'No Stopping' restriction	
	outside #150 - #152 Lake Crescent.	
	Improve Safety and Access for properties by:	
	Installation of 30m 'No Stopping' restriction starting outside	
	#75 Lake Domain Drive and ending outside #77 Lake Domain	
Lake Domain Drive	Drive.	
Lake Domain Drive	2. Installation of 80m 'No Stopping' restriction starting outside	
	#79 Lake Domain Drive and ending outside #89 Lake Domain	
	Drive.	
	3. Installation of 120m 'No Stopping' restriction starting	

	opposite #75 Lake Domain Drive and ending opposite #89 Lake Domain Drive.		
	Improve Safety and Access for properties associated with new		
	development by:		
Lake Road	1. Installation of 15m 'No Stopping' restriction outside #82 - #84		
	Lake Road.		
	Improve traffic movement on cul-de-sac and access for properties		
	by:		
	1. Installation of 40m 'No Stopping' restriction outside #62		
	Malcolm Street.		
	2. Installation of 10m 'No Stopping' restriction outside #58		
Malcom Street	Malcolm Street.		
	3. Rescind 7m of the existing 'No Stopping' restriction outside		
	#62 Malcolm Street.		
	Improve Safety at intersection by:		
	4. Installation of 30m 'No Stopping' restriction outside #46		
	Malcolm Street.		
	5. Installation of 30m 'No Stopping' restriction outside #37		
	Malcolm Street.		
	Improve Safety and Access for properties by:		
	1. Installation of 75m 'No Stopping' restriction outside #11 - #22		
Mary Street	Mary Street.		
	2. Installation of 25m 'No Stopping' restriction outside #20 - #22		
	Mary Street.		
	Improve Safety and Access for properties by:		
	1. Installation of 15m 'No Stopping' restriction outside #16 - #20		
Nautau Daad	Norton Road.		
Norton Road	2. Installation of 10m 'No Stopping' restriction outside #20 - #22		
	Norton Road.		
	3. Installation of 20m 'No Stopping' restriction outside #22 - #24 Norton Road.		
	Improve Safety and Access for properties by:		
	Installation of 40m 'No Stopping' restriction outside #14 - #16		
Ruakiwi Road	Ruakiwi Road.		
Radkiwi Roda	Rescind 22m of the existing 'No Stopping' restriction outside		
	#14 - #16 Ruakiwi Road.		
	Speed Management and improve Safety by:		
	1. Installation of 40m 'No Stopping' restriction outside #6 - #8		
	Storey Avenue.		
Storey Avenue	2. Installation of 30m 'No Stopping' restriction outside #7 - #21		
	Storey Avenue.		
	3. Installation of 30m 'No Stopping' restriction outside #36 - #52		
	Storey Avenue.		
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	4. Installation of 30m 'No Stopping' restriction starting outside #37 Storey Avenue and ending outside #1 Christie Street. Provide a new accessway for a property development, by:	
Ward Street	1. Installation of 11.5m of 'CBD Zone Parking; 8am-8pm, Mon-	
	Sat'; outside #36 - #40 Ward Street.	
	2. Rescinding 24.5m of 'CBD Zone Parking; 8am-8pm, Mon-Sat';	
	outside #16 - #40 Ward Street.	
	Provide P120 time restriction on Mobility Parking by:	
	1. Installation of 5m 'P120 Mobility at All Times' parking	
	restriction outside #134 Ward Street.	
	2. Installation of 6m 'P120 Mobility at All Times' parking	
	restriction outside #137 Ward Street.	
Ward Street	3. Installation of 5m 'P120 Mobility at All Times' parking	
ward Street	restriction outside #160 Ward Street.	
	4. Rescind 5m of the existing 'Mobility' restriction outside #134	
	Ward Street.	
	5. Rescind 6m of the existing 'Mobility' restriction outside #137	
	Ward Street.	
	6. Rescind 5m of the existing 'Mobility' restriction outside #160	
	Ward Street.	

- c) approves the following changes to the Traffic Bylaw 2021 registers:
 - i. Turning Restrictions Register Part 1: Right Turns

Location	Amendments to current restrictions	
Grey Street	2. Grey Street (North bound) right turn on to Claudelands Road.	

ii. Cycle Paths Register

Location	Section/Part	Priority
Brooklyn Road	 (i) Cycle Path on southern side Heaphy Terrace/Brooklyn Road intersection, progressing 40 metres east. (ii) Cycle Path on northern side of Heaphy Terrace/Brooklyn Road intersection, progressing 100 metres east. 	Nil
Claudelands Road	 (i) Cycle Path from 7m North East of the intersection of Victoria Street, progressing 22 metres (north east). (i) Cycle Path beginning 7 metres from Victoria Street/Claudelands Road intersection (northeast), progressing 22 metres northeast. (ii) Cycle Path on southern side of Grey Street/Claudelands Road intersection, progressing 25metres east. 	Nil
Grey Street	(i) Cycle Path from Anzac Parade to Clyde Street	Nil

		(eastern side).	
	(ii)	Cycle Path from Anzac Parade south 35m	
		towards Clyde Street (western side).	
	(i)	Cycle Path on eastern side of Anzac Parade/Grey	
		Street intersection, progressing 125 metres south	
		to Clyde Street/Grey Street intersection.	
	(ii)	Cycle Path on western side of Anzac Parade/Grey	
		Street intersection, progressing 125 metres south	
		to Clyde Street/Grey Street intersection.	
	(iii)	Cycle Path on western side of Claudelands	
		Road/Grey Street intersection, progressing 25	
		metres south.	
	(iv)	Cycle Path on eastern side of Claudelands	
		Road/Grey Street intersection, progressing 30	
		metres south.	
	(v)	Cycle Path on western side of O'Neil	
		Street/Heaphy Terrace intersection, progressing	
		30 metres north.	
	(vi)	Cycle Path on eastern side of Brooklyn	
		Road/Heaphy Terrace intersection, progressing 40	
		metres north.	NI:I
Heaphy Terrace	(vii)	Cycle Path on western side of Claudelands	Nil
		Road/Heaphy Terrace intersection, progressing 50	
		metres north.	
	(viii)	Cycle Path on eastern side of Claudelands/Heaphy	
		Terrace intersection, progressing 80 metres north.	
	(ii)	Cycle Path on the northern side of Killarney Road	
		from the intersection of Queens Avenue,	
		progressing <u>21 30</u> metres east.	
Killarney Road		Cycle path on the northern side of Killarney Road	Nil
Killurricy Rodd		from the intersection of Lake Domain Drive,	
		progressing 25 metres west.	
		Cycle path on the southern side of Killarney Road	
		from the intersection of Lake Domain Drive,	
		progressing 25 metres west.	
		Cycle Path on the western side of Lake Domain	
		Drive from the intersection with Killarney Road,	
<u>Lake Domain</u>		progressing 20 metres north.	Nil
<u>Drive</u>		Cycle Path on the western side of Lake Domain	
		Drive from the intersection with Killarney Road,	
		progressing 30 metres south.	
O'Neill Street	(i)	Cycle Path on northern side of Heaphy	Nil

	Terrace/O'Neill Street intersection, progressing 30 metres west.	
Queens Avenue	 (v) Cycle Path on the western side of Queens Avenue from the intersection with Killarney Road, progressing 30 metres south. (vi) Cycle Path on the eastern side of Queens Avenue from the intersection with Killarney Road, progressing 45 metres south. 	Nil

iii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description	
	(ii) Westbound cycle lane starting from #2 Brooklyn Road	
Brooklyn Road	progressing 100m to the intersection with Heaphy Terrace.	
,		
	(v) Northbound cycle lane from the intersection with Te Aroha	
	Street progressing 110 metres to the intersection with	
	Boundary Road.	
Grey Street	(vi) Southbound cycle lane from the intersection with	
	Claudelands progressing 110 metres to the intersection with	
	<u>Te Aroha Street.</u>	
	(iii) Northbound cycle lane from the intersection with	
	Claudelands Road, progressing <u>800 830</u> metres to <u>10 metres</u>	
Hoanby Torraco	south of the intersection with Boundary Road.	
Heaphy Terrace	(iv) Southbound cycle lane from the intersection with Brooklyn	
	Road progressing 110 metres to the intersection with	
	<u>Claudelands Road</u>	
	(iii) Northern side of Killarney Road from the intersection of	
	Queens Avenue, progressing 29 metres west.	
	(iv) Southern side of Killarney Road from the intersection of	
	Queens Avenue, progressing 13 metres west.	
	(v) Southern side of Killarney Road from the intersection of	
	Queens Avenue, progressing 21 metres east.	
Killarney Road		
	(iii) <u>Eastbound cycle lane from 30m east of the intersection</u>	
	with Queens Avenue, progressing 105 metres to 20m west	
	from the intersection with Lake Domain Drive.	
	(iv) Westbound cycle lane from 15 west of the intersection	
	with Lake Domain Drive, progressing 115 metres to 15m	
	east from the intersection with Queens Avenue.	

Executive Summary - Whakaraapopototanga matua

3. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.

4. The changes proposed for approval in this report to be considered are:

i. parking restriction changes including No Stopping and time restrictions; and

- ii. changes to a register of the Traffic Bylaw:
 - a. Turning Restrictions Register Part 1: Right Turns;
 - b. Cycle Paths Register; and
 - c. Special Vehicle Lanes Part 1: Cycle Lanes Register.
- 5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
- 6. 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.
- 7. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - Koorero whaimaarama

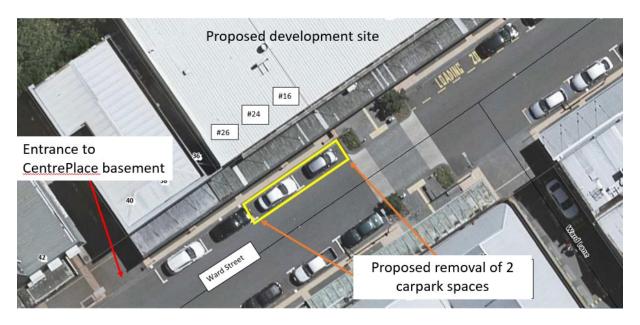
- 8. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
- 9. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
- 10. 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.
- 11. 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 discretionary transport projects.

Parking Restriction Changes

- 12. 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**.
- 13. 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.
- 14. For locations were there was negative feedback received or locations where there is likely to be a higher degree of public interest further information is included below.

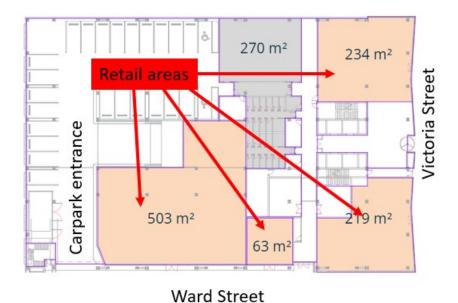
Ward Street - POKA development

15. Staff have received a request for changes to parking restrictions on Ward Street in conjunction with a proposal for a new entranceway to a private carpark. The carpark is associated with Project POKA which is a proposed development on the corner of Ward Street and Victoria Street.



Location of proposal removal of carpark spaces on Ward Street.

- 16. A drop-in session for Elected Members to discuss this development proposal was held on Tuesday 26 July 2022 following the Strategic Growth Committee meeting. The following key points were noted in that session:
 - there is a gap between the proposed entrance to the new carpark and the existing carpark access that services the Centre Place tower basement (refer plan above);
 - there is retail activity planned along the ground level frontage of Ward Street as shown in the floor plan and artist's impression below; and



Proposed plan for ground floor of POKA development



Artists impression of Ward Street frontage of POKA development

- there has been consideration given to how safety for people walking and on bikes moving along Ward Street will be kept safe with vehicles entering and exiting the new carpark entrance. Further information on this is provided below.
- 17. Specific focus on pedestrian safety has been given in the design of the carpark entrance including features such as:
 - a speed hump located 2m inside the car park will slow traffic and emphasise the change in environment and pedestrian priority for exiting traffic;
 - the retail unit adjacent to the access has been angled at the corner in order to provide direct visibility for vehicles exiting the site to pedestrians that may be crossing the road at the raised table (just to the east of the entrance) and walking along Ward Street footpath.
 - the proposed open entry system (vs a barrier and swipe card system) is considered to sufficiently mitigate the risk for queuing to occur across the footpath, minimising the effect on the pedestrian frontage;
 - for vehicles exiting the site, a detector loop or laser beam would be used to detect an
 outbound vehicle. This would trigger a 'car coming' warning for pedestrians to make them
 aware that a vehicle is approaching from the site side. Any queuing generated as vehicles
 give way to pedestrians on exit would be within the parking area and would not affect
 pedestrians or other road users within the public realm. This system similar to many other
 systems used for car parking areas to enhance pedestrian safety including for other
 recently consented projects in Hamilton; and
 - a 'watch for pedestrians' sign would also be installed at the exit to remind drivers that pedestrians have right of way. The speed hump would also extend across the full width of the driveway thereby ensuring that exiting vehicles are also travelling at slow speeds.
- 18. These changes will result in loss of two metered car parking spaces which are currently part of the '2 hours free' parking offering.

Storey Avenue – improvements to support 40km/h safer speed area

19. The Garnett Ave area became a safer speed area in March 2022, with a speed limit reduction in surrounding streets to 40km/h following approval at the <u>9 December 2021</u> meeting of the Traffic, Speed Limits and Road Closures Panel.

- 20. This area was prioritised as a result of a petition which had been submitted to Council in July 2020 and was signed by 79 residents requesting a reduction the speeds in this area, but in Storey Avenue in particular.
- 21. To support the reduced speed limit, infrastructure improvements were proposed in several locations within the area and consultation for the proposed works commenced in April 2022. The proposed infrastructure improvements included:
 - two raised safety platforms one on Garnett Avenue outside Waterworld and the other on Hinton Avenue outside the back entrance of Forest Lake School; and
 - Chicanes on Storey Avenue two different layouts at two separate locations.
- 22. Minor improvements to the existing roundabouts at the intersections of Storey Avenue with Garnett Avenue and Steele Road are also proposed.
- 23. During the consultation phase, Hamilton City Council received negative feedback regarding the proposed loss of on-street parking that was associated with the chicane proposals. The following table sets out the concerns for each of the proposed chicane locations:

Chicane Location	Concern	
#10 and #27 Storey Avenue	 Community group (Waikato Guild of Woodworkers) located at #8 Storey Avenue expressed their concerns for the removal of on street parking. Many of their members are elderly who carry their tools and other equipment int the hall used by the group. 	
	• Living streets express their concern for cyclist who travel behind the chicane as cyclists will exit in the desire line of motor vehicle movement near chicanes. They do not support the chicane due and quoted cycle lane behind the chicane as "suicide lanes".	
#54 and #41 Storey Avenue	Forest Lake School Principal concerned the close proximity of the chicane to the school meant parents would need to park further away in order to be able to pick up and drop off their children.	
	 A resident was also concerned that vehicles would now be parking down Christie Street which is already a narrow street causing congestion. 	

- 24. After assessing the feedback received from the community, staff undertook to review the location and design of the two chicanes and try to develop a solution that would address the concerns while also achieving the desired lower travelling speeds on Storey Avenue.
- 25. Traffic speed surveys have also been taken since the speed limit has been changed to confirm whether additional infrastructure changes were still needed to achieve the desired lower travelling speeds.
- 26. The results of the vehicle speed surveys are shown in the table below, with the speed count locations illustrated on the map in paragraph 27:

Site	Location	Vehicle speeds before the speed limit was changed (February 2022)	Vehicle speeds since the speed limit has changed (July/August 2022)
А	7 Storey Avenue	48km/h	45 km/h
В	42 Storey Avenue	43km/h	44km/h
С	66 Storey Avenue	Not measured	34km/h

27. The revised proposal for infrastructure improvements for Storey Avenue are summarised in the plan below, with specific explanations for each site.



Overview of speed management proposal in Storey Avenue

- 28. The review of the chicanes resulted in the following proposed changes:
 - The proposed chicane outside #7 and #10 Storey Avenue has been moved slightly towards Te Rapa Road to utilise driveways to provide the clear space on entry to and exit from the chicanes where possible outside #7 Storey Avenue.
 - A second driveway into the grassed area beside community facility has been removed as this only had limited use during the summer. Staff propose to widen the main entrance to maintain access to this grassed area in the drier months.
 - While originally there were 8 carparks proposed to be removed, this has been reduced to 5
 as a result of these changes. The following plan illustrates the updated chicane design and
 location:



Proposed parking restriction changes on #10 and #7 Storey Avenue

- The proposed chicane outside #41 and #56 Storey Ave has been moved to being outside #37 and #42 Storey Avenue and the design changed to be a single lane style. The new location maximises the use of existing driveways to provide the clear space on entry to and exit from the chicanes where possible and is approximately 70 metres further away from the school.
- While originally there were 12 carparks proposed to be removed, this has been reduced to 6 as a result of these changes. The following plan illustrates the updated chicane design and location:



Proposed chicane and parking restrictions at #42 and #37 Storey Avenue.

- 29. The no stopping lines are proposed to reinforce the requirement that vehicles not to park across existing driveways or too close to the intersection at Christie Place. They are also proposed to avoid any parked vehicles causing an obstruction for vehicles travelling through the chicane and for cyclists moving behind the chicanes.
- 30. It is also noted that moving forward implementation of the 30km/h school speed limits is planned for all school frontages in Hamilton City. Early planning for this work indicates the proposed chicane at #37 and #42 Storey Avenue (next to Christie Place) would form an ideal entrance point for slowing vehicles down as they enter the proposed 30km/h area proposed for Storey Avenue.
- 31. Consultation has been undertaken with adjacent property owners and the school on the revised chicane designs and location and the following feedback received:

Feedback in support of the proposals

- A resident of Storey Ave fully supports the speed calming proposals as many cars speed and use Storey Ave as a rat run. Applauds our efforts especially as Forest Lake school is nearby.
- b) A resident of Storey Ave likes the proposed designs and hopes that they are to go ahead.
- c) A resident of Storey Ave gives his support of the proposed speed calming methods as he hopes they reduce vehicle speeds.
- d) A resident of Storey Ave supports the up upgrade of the Steele Road roundabout and the chicane outside the Woodworkers hall.
- e) Forest Lake School Principal Supports the proposed works and is happy that we have shifted to chicane closest to the school on the other side of Christie Street as they wanted to maintain those carparks in between for parents to do pick ups/ drop offs.

Feedback against the proposals

- a) A resident of Storey Ave doesn't want the chicane outside her property because they believe it will be hard to get in and out of her driveway, the traffic slowing is going to create more noise, removes parking for school pick up and drop off, feels as the chicane outside their property is unnecessary as there is already one proposed near Te Rapa end. (Staff note the chicane is not directly outside their property).
- b) A resident of Storey Ave expressed concerns about the locations of both chicanes.
- c) Concerns about access for people with disabilities who visit Woodworkers hall.
- d) Concerns about traffic movement at the chicane near intersection of Christie Street and access to neighbouring properties.
- e) A resident of Storey Ave expressed their concerns about safety of road users (head on crashes) resulting from a narrow lane width on the traffic lanes due to the chicanes.
- f) A resident expressed their unhappiness about the removal of parking outside the hall as many community groups use the hall and removal of on-street parking creates inconvenience. They suggest moving the chicane towards Garnett Ave end.
- g) Feedback received from Woodworkers Guild group and their members:
 - Woodworkers group are against the chicane outside #7 and #10 Storey Avenue because of the loss of proximity to on street parking from their community hall. 75 members of Woodworkers Guild have an average age between 72 and 75, who need to park as close to the hall to carry their equipment and tools into the hall. Increased distance to on-street parking will be a difficulty for members with disabilities. They expressed between 15 to 20 on-street carparks outside the hall are used by members of their meetings. The Hall is used

by other community organisations including a disability group. The Woodworkers group would like to see the chicanes moved further towards Te Rapa Road where it will not affect the close proximity on street car parking to the hall.

h) Feedback received from Living Streets:

Living Streets generally do not support the proposed changes on Storey Ave due to the school children mixing with vehicles on the road through the intersections. The chicane is dangerous by design for cyclist travelling behind the chicane as they may be hit upon a car swinging wide as they enter or exit the chicane. Living Streets support the road narrowing to reduce speeds but ask if it can be done in a more suitable way to keep children on bikes away/ off the road by widening the footpath.

i) Feedback received from Bike Waikato:

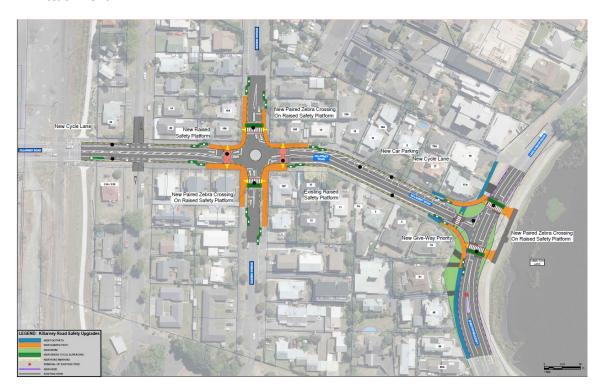
Bike Waikato supports the narrowing of the road to reduce vehicle speeds but does not support the design of a cycle lane behind the chicane. They express safety concerns for a cyclist from a vehicle approaching or travelling through the chicane. Their comments on the proposed design include:

- (i) the design is not clear and expressed queries if road users expect cyclist to use a cycle lane behind the chicane or whether cyclists would go through the chicane.
- (ii) there are no off-road detours for cyclists who are not confident of travelling through a roundabout.
- 32. Staff will continue to liaise with Bike Waikato and Living Streets to address their concerns and improve the designs in general.
- 33. Staff have considered the use of alternative speed management infrastructure such as raised safety platforms. The use of chicanes in these locations was considered preferable as they would be less likely to result in concerns about noise and vibration by adjacent residents and provided additional areas of planting within the street.
- 34. An assessment of the impact of raised safety platforms on the legally available parking if they were used instead of the proposed chicanes indicates that there would be a loss of 3 carparks at the location of each chicane and a total loss of 6 carparks.
- 35. The travelling speeds observed since the speed limit change was imposed still indicate the need for physical changes in Storey Avenue to achieve the desired lowered speeds expected in a 40km/h safer speed area and requested by the residents in their original petition.
- 36. The loss of parking for the Woodworkers Hall users appears to be the primary concern for the chicane proposed at #7 and #10 Storey Avenue and this could potentially be addressed by changes to the grassed area surrounding the hall to enable parking to occur in this area yearround.
- 37. It is recommended that the two chicanes are approved with the associated no stopping restrictions in order to achieve the desired travelling speeds in this area with a loss of a total of 11 car parks along Storey Avenue.

Killarney Road / Queens Avenue / Lake Domain Road: Improvements

- 38. Changes at Lake Domain Drive and Killarney Road intersection have been identified to address a current crash problem at this intersection. Funding for this work is included in the approved Low Cost Low Risk Road to Zero programme.
- 39. The proposal will change the layout of the intersection into a t-intersection to slow vehicles down and prioritise traffic travelling straight along Lake Domain Drive. This change supports the change that was made to the status of Lake Domain Drive in the One Network Frame Programme which resulted in Queens Avenue being identified as the Arterial Route and Lake Domain Drive being reclassified to a Secondary Collector.

- 40. The project will include installing new raised zebra crossings to help pedestrians and people on bikes and scooters cross the road safely to access the Lake Rotoroa (Hamilton Lake) reserve.
- 41. In conjunction with these works, improvements to the Queens Avenue and Killarney Road roundabout have also been identified to reflect the status of this route as a community link in the Biking and Micro-mobility network plan. These works will improve pedestrian, biking, and scootering connections between the Western Rail Trail and Lake Domain Drive, Lake Rotoroa reserve and the Gallagher Hockey Centre.
- 42. The proposed work will include installing new raised pedestrian crossings at each approach to the roundabout and relocating and upgrading the existing pedestrian crossing on Queens Avenue. Funding for this work is proposed to be sought via the Climate Emergency Relief Fund.
- 43. The plan below shows an overview of the extent of works. A larger version can be viewed in **Attachment 1**.



Proposed improvement on Killarney Road, Queens Avenue and Lake Domain Drive.

- 44. Consultation has been completed with adjacent residents and property owners and responses received indicated support of the proposal in principle, with some suggestions.
- 45. Concerns raised by a feedback submitter about loss of parking was resolved by staff and the feedback submitter understood the need for parking removal.
- 46. Proposed changes to parking on Killarney Street will result in a total loss of 10 on-street carparks, details below:
 - Loss of 1 carpark on Northside of Killarney Road between Queens Ave and Lake Domain Road
 - Loss of 2 carparks on Southside of Killarney Road between Queens Ave and Lake Domain Road.
 - Loss of 2 carparks outside #31A Killarney Road.
 - Loss of 5 carparks outside #8Mary Street on Killarney Road.
- 47. No Speed limit changes are proposed as part of this project.

Grey Street/ Heaphy Terrace: Intersection Improvements

- 48. Changes at intersection of Grey Street and Claudelands Road, intersection of Heaphy Terrace and Brooklyn Road, O'Neill Street will include upgrading traffic signals, new signage, new raised pedestrian and cycle crossings.
- 49. These works will improve pedestrian, biking, and scootering connections between the City Centre and East Hamilton and were discussed at the Elected Member briefing held on 28 June 2022.
- 50. The plan below shows an overview of the extent of works. A larger version can be viewed in **Attachment 1**.



Proposed improvements on Grey Street and Heaphy Terrace Claudelands Rd, Brooklyn Rd, O'Neil St.

- 51. Feedback received from consultation with adjacent residents, businesses and property owners was supportive of the proposal in general.
- 52. Concerns raised through feedback on the proposal were regarding traffic delays resulting from cycling. Claudelands Event Centre / H3 raised concerns regarding larger vehicle access but agreed with proposals in principle with some suggestions.
- 53. Funding for this work is included in the approved Low-Cost Low-Risk Road to Zero programme. Additional funding for this work is proposed to be sought via the Climate Emergency Relief Fund.

Traffic Bylaw Changes

- 54. 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).
- 55. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
 - i. Turning Restrictions Register Part 1: Right Turns
 - ii. Cycle Paths Register; and
 - iii. Special Vehicle Lanes Part 1: Cycle Lanes Register.

Turning Restrictions Register Part 1: Right Turns

- 56. As a result, the proposed improvements at the Grey Street and Claudelands Road intersection outlined in paragraph 48 above, the right turn for traffic north bound on Grey Street into Claudelands Road is proposed to be banned. This is not a highly used turn, and an alternative route is available via New Street and Whyte Street off Te Aroha Street.
- 57. Consultation for the proposed changes to turning restrictions was included under the project consultation phase. In general, the feedback received from adjacent residents, businesses and property owners did not object the proposal.
- 58. The Turning Restrictions Register Part 1 Right Turns is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Amendments to current restrictions	
Grey Street	2. Grey Street (North bound) right turn on to Claudelands Road.	

Cycle Paths Register

- 59. 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'.
- 60. Road changes to cycle paths resulting from the proposed improvements at the Claudelands East intersection and Lake Domain Road, Killarney Road intersection are listed below.
- 61. The Cycle Paths Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Section/Part	Priority
Brooklyn Road	 (i) Cycle Path on southern side Heaphy Terrace/Brooklyn Road intersection, progressing 40 meters east. (ii) Cycle Path on northern side of Heaphy Terrace/Brooklyn Road intersection, progressing 100 meters east. 	<u>Nil</u>
Claudelands Road	(i) Cycle Path from 7m North East of the intersection of Victoria Street, progressing 22 metres (north east). (i) Cycle Path beginning 7 meters from Victoria Street/Claudelands Road intersection (northeast), progressing 22 metres northeast. (ii) Cycle Path on southern side of Grey Street/Claudelands Road intersection, progressing 25meters east.	<u>Nil</u>
Grey Street	(i) Cycle Path from Anzac Parade to Clyde Street (eastern side). (ii) Cycle Path from Anzac Parade south 35m towards Clyde Street (western side). (i) Cycle Path on eastern side of Anzac Parade/Grey Street intersection, progressing 125 meters south to Clyde Street/Grey Street intersection. (ii) Cycle Path on western side of Anzac Parade/Grey Street intersection, progressing	<u>Nil</u>

		125meters south to Clyde Street/Grey Street	
		intersection.	
	(iii)	Cycle Path on western side of Claudelands	
		Road/Grey Street intersection, progressing	
		25meters south.	
	(iv)	Cycle Path on eastern side of Claudelands	
	, ,	Road/Grey Street intersection, progressing	
		30meters south.	
	(v)	Cycle Path on western side of O'Neil	
	, ,	Street/Heaphy Terrace intersection, progressing	
		30 meters north.	
	(vi)	Cycle Path on eastern side of Brooklyn	
		Road/Heaphy Terrace intersection, progressing 40	
Heaphy Terrace		meters north.	
пеарпу тепасе	(vii)	Cycle Path on western side of Claudelands	
	, ,	Road/Heaphy Terrace intersection, progressing 50	
		meters north.	
	(viii)	Cycle Path on eastern side of Claudelands/Heaphy	
	(****)	Terrace intersection, progressing 80 meters north.	
	(ii)	Cycle Path on the northern side of Killarney Road	
	(,	from the intersection of Queens Avenue,	
		progressing 21 30 metre east.	
	(v)	Cycle path on the northern side of Killarney	
Killarney Road	(•)	Road from the intersection of Lake Domain	Nil
Timarrie, rioda		Drive, progressing 25 metres west.	_
	(vi)	Cycle path on the southern side of Killarney	
	` ′	Road from the intersection of Lake Domain	
		Drive, progressing 25 metres west.	
	(i)	Cycle Path on the western side of Lake Domain	
		Drive from the intersection with Killarney Road,	
Lake Domain		progressing 20 metres north.	
Drive	(ii)	Cycle Path on the western side of Lake Domain	<u>Nil</u>
		Drive from the intersection with Killarney Road,	
		progressing 30 metres south.	
	(i)	Cycle Path on northern side of Heaphy	
O'Neill Street	(.,	Terrace/O'Neill Street intersection, progressing	Nil
O Neill Street		30 meters west.	<u></u>
	(v)	Cycle Path on the western side of Queens	
Queens Avenue	(-)	Avenue from the intersection with Killarney	
		Road, progressing 30 metres south.	
	(vi)	Cycle Path on the eastern side of Queens	<u>Nil</u>
	(*')	Avenue from the intersection with Killarney	
		Road, progressing 45 metres south.	
	<u> </u>	progressing to metres south	

- 62. Road changes to cycle lanes resulting from the proposed improvements at the Claudelands East intersection and Lake Domain Road, Killarney Road intersection are listed below.
- 63. The Cycle Lanes Register is to be updated by making the following changes which are underlined and marked in red.

Location	Descr	iption		
Dunaldon Dand	(ii)	Westbound cycle lane starting from #2 Brooklyn Road		
Brooklyn Road		progressing 100m to the intersection with Heaphy Terrace.		
	<u>(v)</u>	Northbound cycle lane from the intersection with Te Aroha		
		St progressing 110 metres to the intersection with		
Cura Chura ah		Boundary Road.		
Grey Street	<u>(vi)</u>	Southbound cycle lane from the intersection with		
		Claudelands progressing 110 metres to the intersection		
		with Te Aroha St.		
	(iii)	Northbound cycle lane from the intersection with		
		Claudelands Road, progressing 800 830 metres to 10 metres		
Handa Tamasa		south of the intersection with Boundary Road.		
Heaphy Terrace	(iv)	Southbound cycle lane from the intersection with Brooklyn		
		Road progressing 110 metres to the intersection with		
		<u>Claudelands Road</u>		
	(iii)	Northern side of Killarney Road from the intersection of		
		Queens Avenue, progressing 29 metres west.		
	(iv)	Southern side of Killarney Road from the intersection of		
		Queens Avenue, progressing 13 metres west.		
	(v)	Southern side of Killarney Road from the intersection of		
		Queens Avenue, progressing 21 metres east.		
Killarney Road				
	<u>(vii)</u>	Eastbound cycle lane from 30m east of the intersection		
		with Queens Avenue, progressing 105 metres to 20m west		
		from the intersection with Lake Domain Drive.		
	(viii)	Westbound cycle lane from 15 west of the intersection		
		with Lake Domain Drive, progressing 115 metres to 15m		
		east from the intersection with Queens Avenue.		

Financial Considerations - Whaiwhakaaro Puutea

- 64. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets for 2022/23 City Transportation Operations and Parking Activity budgets for general changes.
- 65. Loss of revenue for the two carparks to be removed in Ward Street for the POKA development is estimated to be \$280/per space per annum under the current 2-hour free parking offering.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

- 68. 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').
- 69. 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.
- 70. The recommendations set out in this report are consistent with that purpose.

Social

71. 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

72. 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

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

Cultural

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

Risks - Tuuraru

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

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

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

Engagement

78. 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 parking changes

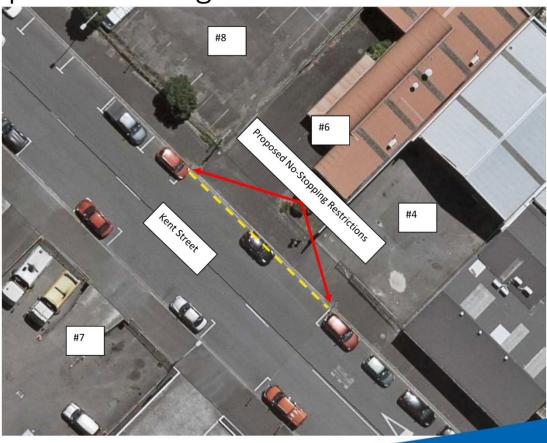
Attachment 2 - Schedule of proposed parking changes



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022

1

Proposed Parking Restrictions – Kent Street



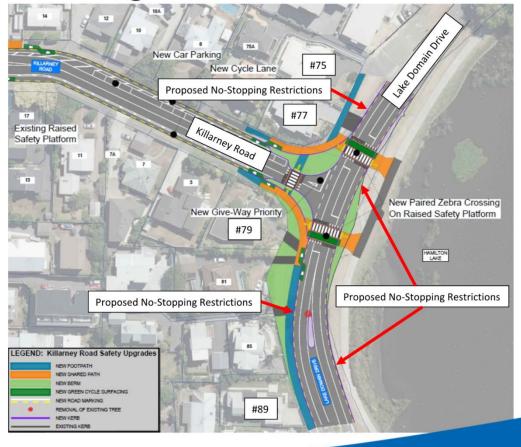
Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022



Proposed Parking Restrictions – Killarney Road



Proposed Parking Restrictions – Lake Domain Drive





Attachment 1 - Wustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022

Proposed Parking Restrictions – Lake Crescent



Proposed Parking Restrictions – Lake Road



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022



Proposed Parking Restrictions – Mary Street



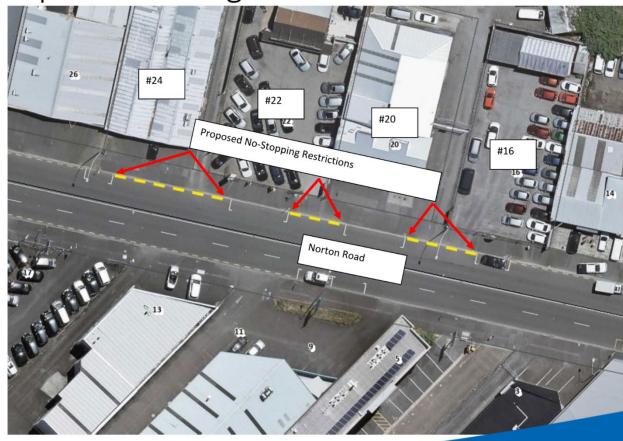
Proposed Parking Restrictions – Malcolm Street



Hamilton City Council Te kaunibera o Kirikiriroa

Attachment 1 - Wastrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022

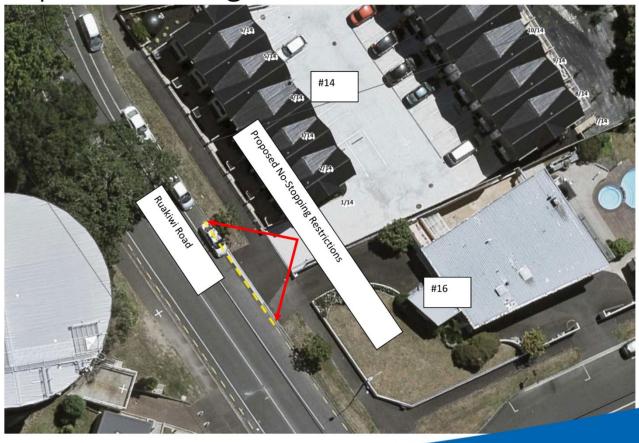
Proposed Parking Restrictions – Norton Road





Ittachment 1 - Wustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022

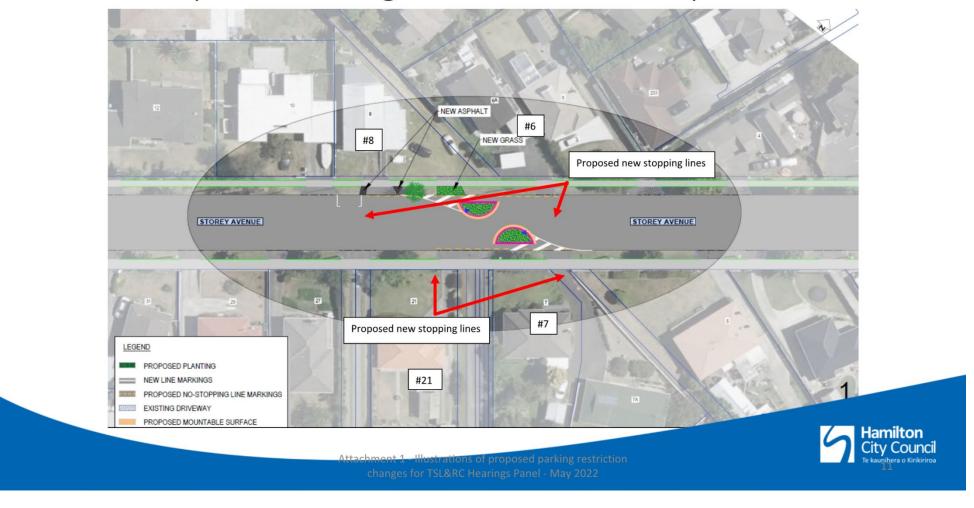
Proposed Parking Restrictions – Ruakiwi Road



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022



Proposed Parking Restrictions – Storey Avenue

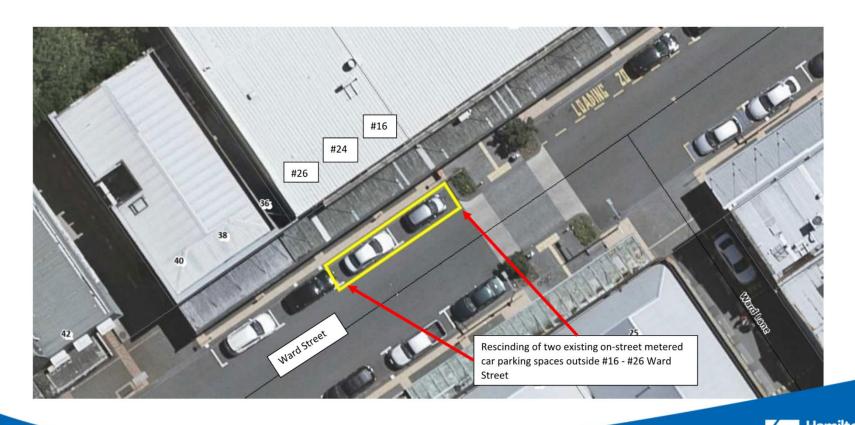


Proposed Parking Restrictions – Storey Avenue



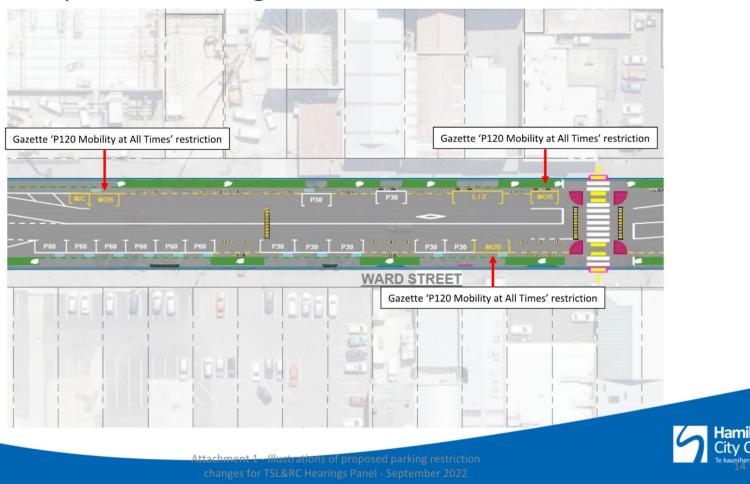
Traffic, Speed Limit and Road Closure Hearings Panel Agenda 8 September 2022- OPEN

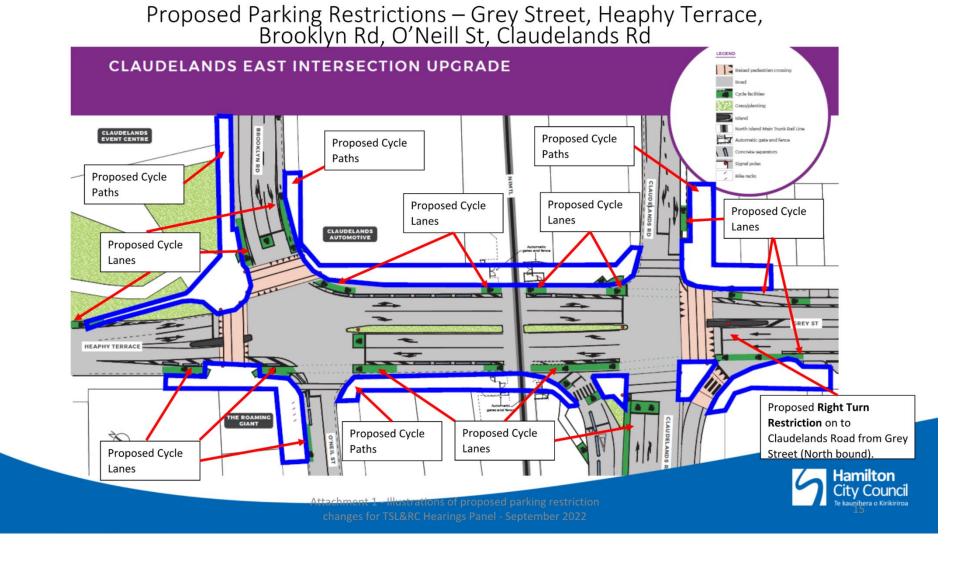
Proposed Parking Restrictions – Ward Street



Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - September 2022

Proposed Parking Restrictions – Ward Street





NEW PARKING RESTRICTIONS TO BE INSTALLED				
Location	Requested By	Reason	Description	
Kent Street	CRM	Safety and Access improvements for properties	Installation of 20m 'No Stopping' restriction outside #4 - #6 Kent Street.	
Lake Crescent Road	CRM	Safety and Access improvements for properties	 Installation of 25m 'No Stopping' restriction outside #142 - #150 Lake Crescent. Installation of 30m 'No Stopping' restriction outside #150 - #152 Lake Crescent. 	
Lake Domain Drive	сти	Improve Safety and Transport Network for Walking and Cycling	 Installation of 25m 'No Stopping' restriction outside #142 - #150 Lake Crescent. Installation of 30m 'No Stopping' restriction outside #150 - #152 Lake Crescent. 	
Lake Road	New Developement	Improve Safety and Access for properties	Installation of 15m 'No Stopping' restriction outside #82 - #84 Lake Road.	

Attachment 2 - Schedule Page 1 of 8 D-4330387

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - September 2022

Malcom Street	CRM	Safety and Access improvements for properties	 Installation of 40m 'No Stopping' restriction outside #62 Malcolm Street. Installation of 10m 'No Stopping' restriction outside #58 Malcolm Street. Installation of 30m 'No Stopping' restriction outside #46 Malcolm Street. Installation of 30m 'No Stopping' restriction outside #37 Malcolm Street.
Mary Street	New Developement	Safety and Access improvements for properties	 Installation of 75m 'No Stopping' restriction outside #11 - #22 Mary Street. Installation of 25m 'No Stopping' restriction outside #20 - #22 Mary Street.
Norton Road	CRM	Safety and Access improvements for properties	 Installation of 15m 'No Stopping' restriction outside #16 - #20 Norton Road. Installation of 10m 'No Stopping' restriction outside #20 - #22 Norton Road. Installation of 20m 'No Stopping' restriction outside #22 - #24 Norton Road.
Ruakiwi Road	CRM	Safety and Access improvements for properties	1. Installation of 40m 'No Stopping' restriction outside #14 - #16 Ruakiwi Road.
Storey Avenue	сти	Safer Speed Management	 Installation of 40m 'No Stopping' restriction outside #6 - #8 Storey Avenue. Installation of 30m 'No Stopping' restriction outside #7 - #21 Storey Avenue. Installation of 30m 'No Stopping' restriction outside #36 - #52 Storey Avenue. Installation of 30m 'No Stopping' restriction starting outside #37 Storey Avenue and ending outside #1 Christie Street.

Attachment 2 - Schedule Page 2 of 8 D-4330387

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - September 2022

Ward Street	CRM	Provide Access for a property development	1. Installation of 11.5m of CBD Zone Parking; 8am-8pm, Mon-Sat'; outside #36 - #40 Ward Street.
Ward Street	сти	Improve Parking Restrictions	 Installation of 5m 'P120 Mobility at All Times' parking restriction outside #134 Ward Street. Installation of 6m 'P120 Mobility at All Times' parking restriction outside #137 Ward Street. Installation of 5m 'P120 Mobility at All Times' parking restriction outside #160 Ward Street.

improvements for properties

improvements for properties

Safety and Access

EXISTING PARKING RESTRICTIONS TO BE RESCINDED Requested Description Location Reason By 1. Rescind 20m of the existing 'No Stopping' restriction outside #142 - #150 Lake Safety and Access Lake Crescent Crescent. CRM Road improvements for properties 2. Rescind 26.5m of the existing 'No Stopping' restriction outside #150 - #152 Lake Crescent. 1. Rescind 20m of the existing 'No Stopping' restriction outside #142 - #150 Lake Improve Safety and Lake Domain CTU **Transport Network for** Drive 2. Rescind 26.5m of the existing 'No Stopping' restriction outside #150 - #152 Walking and Cycling Lake Crescent. Safety and Access 1. Rescind 7m of the existing 'No Stopping' restriction outside #62 Malcolm Malcom Street CRM

Street.

Road.

1. Rescind 22m of the existing 'No Stopping' restriction outside #14 - #16 Ruakiwi

Attachment 2 - Schedule Page 4 of 8 D-4330387

CRM

Ruakiwi Road

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - September 2022

Ward Street	CRM	Provide Access for a property development		Rescinding 24.5m of 'CBD Zone Parking; 8am-8pm, Mon-Sat'; outside #16 - #40 Ward Street.
Ward Street	СТИ	Improve Parking Restrictions	2.	Rescind 5m of the existing 'Mobility' restriction outside #134 Ward Street. Rescind 6m of the existing 'Mobility' restriction outside #137 Ward Street. Rescind 5m of the existing 'Mobility' restriction outside #160 Ward Street.

Attachment 2

Changes to the Traffic Bylaw 2021 registers (changes are underlined and marked in red)

a) Turning Restrictions Register Part 1: Right Turns

Location	Amendments to current restrictions	
Gray Straat	1. Grey Street (South bound) right turn on to Cobham Drive	
Grey Street	2. Grey Street (North bound) right turn on to Claudelands Road.	

b) Cycle Paths Register

Location	Section/Part	Priority
Brooklyn Road	 (i) Cycle Path on southern side Heaphy Terrace/Brooklyn Road intersection, progressing 40 meters east. (ii) Cycle Path on northern side of Heaphy Terrace/Brooklyn Road intersection, progressing 100 meters east. 	<u>Nil</u>
Claudelands Road	 (i) Cycle Path from 7m North East of the intersection of Victoria Street, progressing 22 metres (north east). (i) Cycle Path beginning 7 meters from Victoria Street/Claudelands Road intersection (northeast), progressing 22 metres northeast. (ii) Cycle Path on southern side of Grey Street/Claudelands Road intersection, progressing 25meters east. 	Nil
Grey Street	 (i) Cycle Path from Anzac Parade to Clyde Street (eastern side). (ii) Cycle Path from Anzac Parade south 35m towards Clyde Street (western side). (i) Cycle Path on eastern side of Anzac Parade/Grey Street intersection, progressing 125meters south to Clyde Street/Grey Street intersection. 	Nil

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - September 2022

	(ii) Cycle Path on western side of Anzac Parade/Grey Street intersection, progressing 125meters south to	
	Clyde Street/Grey Street intersection.	
	(iii) Cycle Path on western side of Claudelands Road/Grey Street intersection, progressing 25meters south.	
	(iv) Cycle Path on eastern side of Claudelands Road/Grey Street intersection, progressing 30meters south.	
	(v) Cycle Path on western side of O'Neil Street/Heaphy Terrace intersection, progressing 30meters north.	
	(vi) Cycle Path on eastern side of Brooklyn Road/Heaphy Terrace intersection, progressing 40meters north.	
	(vii) Cycle Path on western side of Claudelands Road/Heaphy Terrace intersection, progressing 50meters	NI:1
Heaphy Terrace	north.	Nil
	(viii) Cycle Path on eastern side of Claudelands/Heaphy Terrace intersection, progressing 80meters north.	
	(ii) Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 21	
	30 metre east.	
Killarney Road	(v) Cycle path on the northern side of Killarney Road from the intersection of Lake Domain Drive, progressing	Nil
,	25 metres west.	
	(vi) Cycle path on the southern side of Killarney Road from the intersection of Lake Domain Drive, progressing	
	25 metres west.	
	(i) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road,	
Lake Domain	progressing 20 metres north.	A 111
<u>Drive</u>	(ii) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road,	<u>Nil</u>
	progressing 30 metres south.	
	(i) Cycle Path on northern side of Heaphy Terrace/O'Neill Street intersection, progressing 30 meters west.	
O'Neill Street		<u>Nil</u>
	(v) Cycle Path on the western side of Queens Avenue from the intersection with Killarney Road, progressing	
Queens Avenue	30 metres south.	Nil
	<u>50 metres soutii.</u>	

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Attachment 2

(vi) Cycle Path on the eastern side of Queens Avenue from the intersection with Killarney Road, progressing 45 metres south.

c) Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
Brooklyn Road	(ii) Westbound cycle lane starting from #2 Brooklyn Road progressing 100m to the intersection with Heaphy Terrace.
Grey Street	 (v) Northbound cycle lane from the intersection with Te Aroha St progressing 110 metres to the intersection with Boundary Road. (vi) Southbound cycle lane from the intersection with Claudelands progressing 110 metres to the intersection with Te Aroha St.
Heaphy Terrace	 (iii) Northbound cycle lane from the intersection with Claudelands Road, progressing 800 830 metres to 10 metres south of the intersection with Boundary Road. (iv) Southbound cycle lane from the intersection with Brooklyn Road progressing 110 metres to the intersection with Claudelands Road
Killarney Road	 (iii) Northern side of Killarney Road from the intersection of Queens Avenue, progressing 29 metres west. (iv) Southern side of Killarney Road from the intersection of Queens Avenue, progressing 13 metres west. (v) Southern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metres east. (iii) Eastbound cycle lane from 30m east of the intersection with Queens Avenue, progressing 105 metres to 20m west from the intersection with Lake Domain Drive. (iv) Westbound cycle lane from 15 west of the intersection with Lake Domain Drive, progressing 115 metres to 15m east from the intersection with Queens Avenue.

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Council Report

Committee: Traffic, Speed Limit and Road Date: 08 September 2022

Closure Hearings Panel

Author: Robyn Denton **Authoriser:** Eeva-Liisa Wright

Position: Network Operations and Use **Position:** General Manager

Leader

Infrastructure Operations

Report Name: Hamilton City Speed Limit Changes

Report Status	Open
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Purpose - Take

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

Staff Recommendation - Tuutohu-aa-kaimahi

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

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date speed limit comes into force
50	30	Bankwood Road	Clarkin Road to 70m north of Clarkin Road	10 October 2022
50	30	Clarkin Road	60m southwest of Bankwood Road to 60m northeast of Heaphy Terrace.	10 October 2022
50	30	Heaphy Terrace	Clarkin Road to 70m south of Clarkin Road.	10 October 2022
50	30	O'Neill Street	32 O'Neill Street to Heaphy Terrace	Upon completion of planned physical works.
50	30	Grey Street	829 Heaphy Terrace to 650 Grey Street	Upon completion of planned physical works

50	30	Brooklyn Road	2 Brooklyn Road to Heaphy Terrace	Upon completion of planned physical works
50	30	Claudelands Road	2 Claudelands Road to Grey Street	Upon completion of planned physical works
50	30	Palmer Street	2 Claudelands Road to Te Aroha Street	Upon completion of planned physical works
50	30	Te Aroha Street	15 Te Aroha Street to Grey Street 30 Te Aroha Street to Grey Street	Upon completion of planned physical works
50	30	North City Road	Korikori Green to Bourn Brook Avenue	Upon completion of planned physical works
50	40	Chilman Terrace	Carrs Road to end	Upon vesting of road with Hamilton City Council.
50	40	Earp Crescent	Chilman Crescent to Musselwhite Terrace	Upon vesting of road with Hamilton City Council.
50	40	Musselwhite Terrace	Northern intersection of Earp Crescent to southern the intersection of Earp Crescent	Upon vesting of road with Hamilton City Council.
50	40	Cogar Terrace	Musselwhite Terrace to Earp Crescent	Upon vesting of road with Hamilton City Council.
50	40	Watkins Street	From 120m east of Fairview St to Musselwhite Terrace	Upon vesting of road with Hamilton City Council.
60	50	Borman Road	45 Borman Road to Horsham Downs Road	Upon completion of planned physical works.
60	50	Horsham Downs Road	112 Horsham Downs Road to 165 Horsham Downs Road	Upon completion of planned physical works.

Executive Summary - Whakaraapopototanga matua

- 3. The Hamilton City Speed Management Plan (adopted at the <u>18 August 2022 Council meeting</u>) 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.
- 4. 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.

- 5. Speed limits changes proposed in this report generally support the speed management plan and changes to the physical road environment to support the reduced speed limits. The Speed limits will be adopted on the practical completion of the road works at the proposed locations.
- 6. Speed changes proposed in this report include:
 - i. near Clarkin Road shops;
 - ii. Claudelands East at the intersection of Grey Street, Claudelands Roads, Heaphy Terrace, O'Neill Street and Brooklyn Terrace;
 - iii. new roads to be vested in Hamilton City Council by the relevant developers; and
 - iv. projects under capital work improvements around the city such as North City
 Road Rototuna Village, Borman Road and Horsham Downs Road urbanisation
 works.
- 7. 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

- 8. The <u>Growth and Infrastructure Committee</u> meeting on 20 June 2017 adopted 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.
- 9. 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.
- 10. 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.
- 11. 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. 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.
- 12. 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.
- 13. The following **principles** guide the application of speed management within Hamilton:
 - 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.
- 14. 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.
- 15. 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 <u>31 May 2022</u> Infrastructure Operations Committee meeting (General Managers report).
- 16. 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.
- 17. 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.
- 18. Members of the public will be 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.
- 19. 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.
- 20. The proposed changes to the speed limits in this report will be recorded in the NSLR.
- 21. 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

- 22. In addition to the adjacent businesses, residents and property owners, the following key stakeholders have also been consulted regarding the proposed changes with the opportunity to provide feedback:
 - 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
- 23. Further details of the specific changes to speed limits are detailed below.

Clarkin Road Shops - proposed 30km/h

- 24. To support the safety improvements (raised safety platforms and roundabouts) previously completed at the Clarkin Road shops a permanent 30km/h speed limit in this area is proposed.
- 25. This proposed speed limit change is in accordance with principle ii of the Speed Management Plan:
 - "where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h".
- 26. Consultation was undertaken from late July 2022 to early August 2022 with adjacent businesses and adjacent property owners in Clarkin Road. At the time of drafting this report all of the feedback received was supportive of the proposed changes.
- 27. A plan showing the extent of the speed limit changes is included as Map 1 in **Attachment 1**.
- 28. The proposed speed limit change will come into effect 10 October 2022 and this will be supported by new speed limit signage and road marking (red box with 30 painted on the road)

Grey Street, Heaphy Terrace / Claudelands Road, Brooklyn Road, O'Neill Street intersections

- 29. Safety improvements for people walking and biking in road corridor with general traffic is proposed for the intersections of Grey Street/Claudelands Road through to and including Heaphy Terrace/Brooklyn Road and O'Neill Street. A plan showing an overview of the proposed works is included as Map 2a in **Attachment 1**.
- 30. This proposed speed limit change is in accordance with principle ii of the Speed Management Plan:
 - "where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h".
- 31. It is proposed to have a 30km/h speed limit come into effect once these works are completed with the speed limit on Grey Street extending up to and including the Te Aroha Street intersection. A plan showing the extent of the speed limit changes is included as Map 2b in **Attachment 1**.
- 32. The proposed speed limit change will come into effect once the physical works have been completed and this will be supported by new speed limit signage and road marking (red box with 30 painted on the road).
- 33. Consultation for speed changes was undertaken as part of the consultation for the speed management plan between late April 2022 to early May 2022 with adjacent businesses, adjacent property owners and residents. Feedback was collected through Have Your Say HCC website and considered at the 21 June 2022 Hearings and Engagement Committee meeting. In general, feedback received was supportive of the proposed changes.

New Roads to be vested in Hamilton City Council

- 34. New residential roads are soon to be vested in Hamilton City Council as part of the ongoing Greenhill development. In accordance with principles iii and iv of the Speed Management Plan:
 - "residential local roads will be constructed for a 40km/h environment"
 - "new roads will be constructed appropriate to the function and to create a safe and appropriate environment"
- 35. A plan showing the extent of the proposed 40km/h speed limits is included as Map 3 in **Attachment 1**.
- 36. The proposed speed limit change will come into effect when the roads are vested to Hamilton City Council.

North City Road - Rototuna Village

- 37. The next stage of upgrading North City Road for the development of the Rototuna Village is underway. This proposed speed limit change is in accordance with principle ii of the Speed Management Plan:
 - "where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h".
- 38. The proposed speed limit change from 50km/h to 30km/h will come into effect once the physical works are completed as part of the Rototuna Village contract.
- 39. A plan showing the extent of the speed limit changes is included as Map 4 in Attachment 1.

Borman Road and Horsham Downs Road Urbanisation

- 40. The contract for the upgrade of parts of Borman Road and Horsham Downs Road (along with the extension of Borman Road) is in the process of being awarded at the time of writing this report.
- 41. The proposed speed limit change will come into effect once the physical works are completed as part of the contract works. These works are expected to be progressively completed in 2023.
- 42. A plan showing the extent of the speed limit changes is included as Map 5 in Attachment 1 to this report.

Financial Considerations - Whaiwhakaaro Puutea

43. The budgets for the costs associated with the speed limit changes are included in the table below:

Area	Budget for implementation
Clarkin Road shops	Low-Cost Low Risk – Speed Management approved by the 31 May 2022 Infrastructure Operations Committee meeting (Low Cost Low Risk Programme).
Grey Street/ Heaphy Terrace from Te Aroha Street to north of Brooklyn Road – and associated side roads	Low-Cost Low Risk – Speed Management approved by the 31 May 2022 Infrastructure Operations Committee meeting (Low Cost Low Risk Programme).

New Roads to be vested in Hamilton City Council	By the relevant developer
North City Road – Rototuna Village	Rototuna Village capital works project.
Borman Road and Horsham Downs Road	Borman Road and Horsham Downs Road Urbanisation capital works project

44. Staff costs for preparing this report are covered from within existing City Transportation Operational budgets.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

- 45. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
- 46. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds will result in reduced emissions and increasing numbers of people walking and biking.

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

- 47. 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').
- 48. 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.
- 49. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

51. The slower speeds at the shopping precincts of Clarkin Road and Claudelands will enable easier access for people shopping in these areas and thereby support the economic viability of these community facilities.

Environmental

52. 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

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

Risks - Tuuraru

54. There are risks associated with not approving the recommendations of this report as they are recommended to improve safety at the proposed locations.

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

55. 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

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

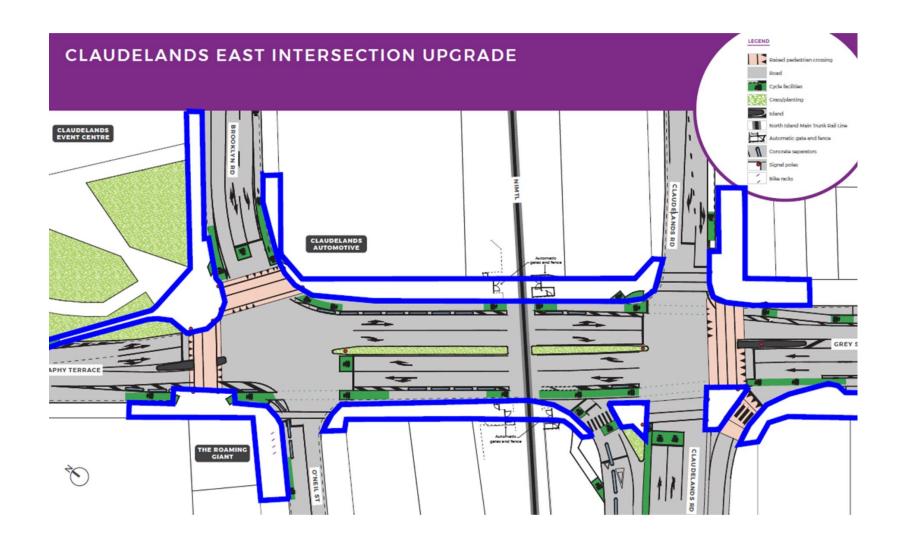
Attachments - Ngaa taapirihanga

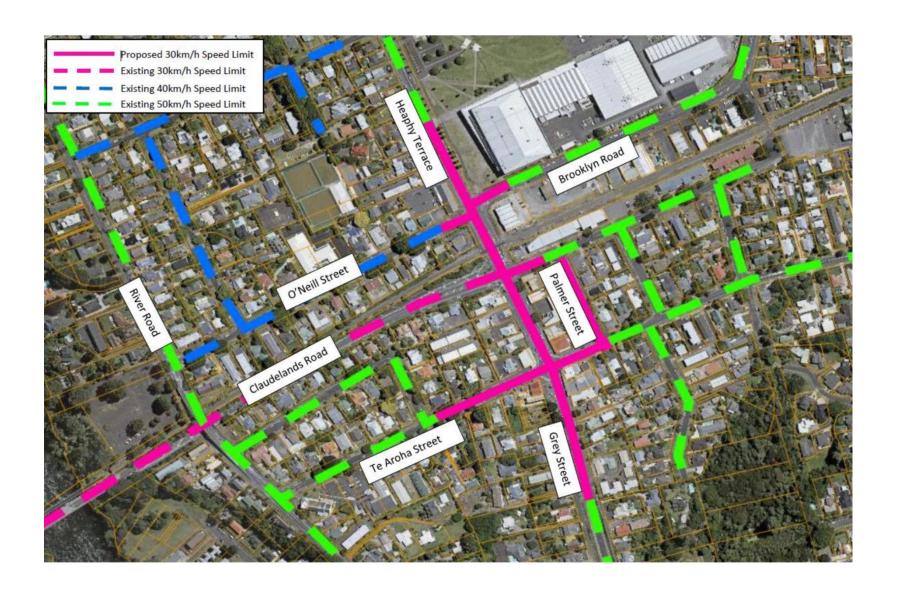
Attachment 1 - Illustrations of proposed speed limit changes



Map 1 – Clarkin Road Shops

Hamilton **CLARKIN ROAD SHOP** PROPOSED 30km/h SAFER SPEED SHOPPING ARE PROPOSED 30km/hr SPEED ZON EXISTING 50km/hr SPEED ZONE BANKWOOD ROAD CLARKIN ROAD HEAPHN TERRACE





Greenhill Development – Stages 16 & 17

Map 3 – New Roads Vested in Hamilton City Council

