
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 the Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 8 August 2023 at 9.30am.

PRESENT

Chairperson Cr Mark Donovan

Heamana

Members

Deputy Mayor Angela O'Leary (via Audio Visual link)
Cr Anna Casey-Cox
Cr Ewan Wilson (via Audio Visual link)
Cr Louise Hutt
Cr Maxine van Oosten (via Audio Visual link)

In Attendance

Eeva-Liisa Wright – Executive Director Infrastructure Operations
Robyn Denton – Network & Systems Operations Manager – Transport
Honor Young – Urban Mobility Lead
Cr Melaina Huaki
Cr Moko Tauariki

Governance Staff

Amy Viggers - Governance Lead
Chantal Jansen and Arnold Andrews - Governance Advisors

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1. **Apologies – *Tono aroha***
Resolution (Cr Donovan/Cr Hutt)
That the apologies for absence from Cr Taylor are accepted.
 2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolution (Cr Donovan/Cr Wilson)
That the agenda is confirmed noting that Item 5 (Parking Restrictions and Traffic Bylaw Changes) will be taken after Item 7 (Parking Restrictions and Traffic Bylaw Changes) to accommodate submitters in attendance.
 3. **Declarations of Interest – *Tauaakii whaipanga***
No members of the Council declared a Conflict of Interest.
 4. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 23 May 2023**
Resolved: (Cr Donovan/Cr Casey-Cox)
That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 23 May 2023 as a true and correct record noting that Deputy Mayor O'Leary and Cr van Oosten were absent from the meeting on Council Business.

6. Hamilton City Speed Limit Changes

Liam Carter gave a verbal submission regarding his concerns of speed on the Mears Road and requested that the speed be further reduced to 30kms.

The Network & Systems Operations Manager then spoke to the report and highlighted speed limit change proposed for Horsham Down and Mears Road.

Resolved: (Cr Donovan/Cr van Oosten)

That the Traffic, Speed Limit and Road Closure Hearings Panel

- a) receives the report; and
- b) approves the following changes to speed limits within Hamilton City be reflected in the National Speed Limits Register:

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date comes into Force
60	50	Borman Road	Kimbrae Drive to Barrington Drive	Upon completion of works
50	40	Cecil Street	Sandwich Road to end of Cecil Street	September 2023
50	40	Dale Place	Garland Drive to end of Dale Place	September 2023
50	40	English Street	Mears Road to Larnach Street	September 2023
80	60	Ennion Rise	Horsham Downs Road to Resolution Drive	September 2023
50	40	Garland Drive	Garland Drive to Garland Drive	September 2023
60	50	Horsham Downs Road	North Ridge Drive to 165 Horsham Downs Road	Upon completion of works
80	60	Horsham Downs Road	165 Horsham Downs Road to Ennion Rise	September 2023
50	40	Hugh Place	Larnach Street to end of Hugh Place	September 2023
50	40	Larnach Street	Cecil Street to end of Larnach Street	September 2023
50	40	Maahutaupoke Place	Waiherowhero Drive to end of Maahutaupoke Place	September 2023
50	40	Mangakoea Place	Waiherowhero Drive to end of Mangakoea Place	September 2023
50	40	Mears Road	Sandwich Road to Cecil Street	September 2023
80	60	North City Road	Ennion Rise to 71 North City Road	September 2023
50	40	Waiherowhero Drive	Sandwich Road to Bryant Road	September 2023

7. Hamilton Speed Management Plan review - Submissions and Hearings report

[Donna Barraclough](#) spoke to her submission which objected to amendments to the Speed Management Plan and outlined her experiences as an ambulance officer.

[Phil Evans](#) (Bike ACTION Hamilton) spoke to their submission in support of the proposed amendments to the Speed Management Plan and outlined the positive impact that it could have for the community.

[Liam Carter](#) (Ride your Trike NZ) spoke to their submission and thanked Council for the work that had been undertaken.

Jordan Jamieson provided a verbal submission to the Speed Management Plan in support of safer speed areas and noted the large number of incidents that he has seen due to speed.

[Peter H Bos](#) spoke to his submission in support of the amendments to the Speed Management Plan in particular Bader street being a high priority.

[John Butler](#) spoke to his submission in support of the amendments to the Speed Management Plan and suggested that all suburban streets should be reduced to 40km.

[Vaughan](#) (via Zoom) spoke to his submission which was in support of the decreased speed limit on residential streets but not in commercial and central areas.

[Bill McMaster](#) (Automobile Association – Waikato District) spoke to their submission in strong support of the amendment to the Speed Management Plan, suggested some additional changes in relation to arterial routes, signage, and road markings. He responded to questions from Members concerning the number of members which he represented which was 70,000.

[Melissa Smith](#) (Bike Waikato) spoke to their submission noting the points that could be strengthened regarding proactive measures to increase walking and cycling.

Members asked questions concerning the consultation process. Members asked that the following matters are addressed in the deliberations report:

- financial plan for infrastructure changes;
- how specific feedback was to be addressed in future changes;
- what infrastructure measure could be put in place in areas of high incidents;
- how to consult with emergency service providers;
- data;
- use of variable speed limits;
- communication of changes.

Resolved: (Cr Donovan/Cr Hutt)

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

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

5. Parking Restrictions and Traffic Bylaw Changes

Mr Dileep Rajendran gave a verbal submission regarding the proposed bus stop at 51 St James Drive and addressed his concerns of privacy with its placement. A copy of his presentation is attached to these minutes as Appendix 1.

The Network & Systems Operations Manager then introduced the report and noted in particular the actions undertaken by staff concerning Liverpool Street since the last meeting. Staff responded to questions from Members concerning the locations of other bus stops on St James Drive, the consultation that would occur prior to the next meeting regarding parking on Liverpool Street, and the number of additional mobility parking spaces added to the central city and Hamilton East area.

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Road Closure Hearings Panel does not approve the installation of 15m bus stop outside #51 St James Drive.

Those for the Motion:

Cr Donovan, Councillors O'Leary and Wilson

Those against the Motion:

Councillors Casey-Cox, Hutt and van Oosten

The Motion was declared equal.

The Chair casting vote and the motion was declared CARRIED.

Resolved: (Cr Wilson/Cr Donovan)

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
Aberdeen Drive	Improve traffic operations, safe intersection sight distances at intersection by: <ul style="list-style-type: none">• Installation of 15m 'No Stopping' restriction outside #19 Aberdeen Drive.• Installation of 25m 'No Stopping' restriction between #21 - #23 Aberdeen Drive.• Installation of 35m 'No Stopping' restriction between #23 - #27 Aberdeen Drive.• Installation of 40m 'No Stopping' restriction between #30 - #28 Aberdeen Drive.• Installation of 30m 'No Stopping' restriction between #2 Sandalwood Drive and #18 Aberdeen Drive.• Installation of 10m 'No Stopping' restriction outside #18 Aberdeen Drive.• Installation of 5m 'No Stopping' restriction outside #14 Aberdeen Drive.
Ascot Road	Improve traffic operations, safe intersection sight distances at intersection by: <ul style="list-style-type: none">• Installation of 50m 'No Stopping' restriction between #48 - #50 Ascot Road.• Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue on Ascot Road.• Installation of 15m 'No Stopping' restriction outside #5

	Elmira Avenue on Ascot Road.
Barrie Crescent	<p>Improve Parking for Mobility Permit Holders for Silverdale Normal School by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Parking - Mobility Card Holders - P120' Parking outside (Silverdale Normal School) #62 Silverdale Road.
Barrington Drive	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #33 Barrington Drive • Installation of 20m 'No Stopping' restriction outside #40 Barrington Drive • Installation of 20m 'No Stopping' restriction outside #36 Barrington Drive • Installation of 20m 'No Stopping' restriction outside #34 Somerton Drive <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #56 - #58 Barrington Drive • Installation of 15m 'Bus Stop' outside #49 - #51 Barrington Drive
Barton Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 49m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. • Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #308 Barton Street. • Installation of 45m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. <p>Parklet installation by:</p> <ul style="list-style-type: none"> • Rescinding of 98.5m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street. • Installation of 95m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street.
Bruce Avenue	<p>Improve access for maintenance crew to Glenview Park by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside Glenview Park, opposite #59 Bruce Avenue.
Bryce Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 24.5m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street. • Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #2 Bryce Street. • Installation of 20m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street.
Butler Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 60m 'No Stopping' restriction starting outside

	#1 and ending outside #2 Butler Place.
Collingwood Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 10m of Time Restricted 'Parking - P120 - 8:00AM-6:00PM - Mon-Sat' outside #183 Collingwood Street. • Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #183 Collingwood Street.
Cook Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Installation of 5m of 'Parking - Mobility Card Holders - P120' outside #300 Grey Street. • Installation of 150m of Time Restricted 'P120, 8:00AM-6:00PM, Mon-Fri' outside #300 Grey Street. • Installation of 2.5m 'Parking - Mobility Card Holders - P60' opposite #300 Grey Street. • Installation of 205m Time Restricted 'P60, 8:00AM-6:00PM, Mon-Fri' outside Steel Park. • Rescinding 157m of Time Restricted 'Parking - P120 - At all Times' outside #300 Grey Street. • Rescinding 205m of Time Restricted 'Parking - P60 - At All Times' outside Steel Park.
Cranmore Avenue	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #2 Cranmore Avenue. • Installation of 15m 'No Stopping' restriction outside #1 Cranmore Avenue.
Elmira Avenue	<p>Improve traffic operations, safe intersection sight distance by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #5 Elmira Avenue. • Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue.
Garnett Avenue	<p>Improve traffic operations, safe intersection sight distance by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #62 Storey Avenue.
Grandview Road	<p>Improve safety for raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 20m of 'No Stopping' restriction between #114 - #116 Grandview Road.
Grantham Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Installation of 25m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street. • Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #102 Grantham Street. • Installation of 10m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street. • Installation of 15m of 'Parking - Mobility Card Holders - P120' outside #150 Grantham Street.
Grey Street	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> • Installation of 35m 'No Stopping' restriction starting outside #22 Naylor Street and ending outside #96 Grey Street.

	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #103 Grey Street. • Installation of 30m 'No Stopping' restriction starting outside #121 Grey Street and ending outside #123 Grey Street. • Installation of 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street. <p>Installation of a new parklet by:</p> <ul style="list-style-type: none"> • Rescinding of 15m of 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction starting outside #355 and ending outside #359 Grey Street. • Installation of 25m of 'No Stopping' restriction starting outside #355 and ending outside #359 Grey Street.
Heather Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction starting outside #5 and ending outside #6 Heather Place.
Holford Place	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #2 Holford Place. • Installation of 10m 'No Stopping' restriction outside #16 Somerton Drive.
Hyde Avenue	<p>Improve safety for raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Rescinding of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #61 Hyde Avenue. • Installation of 15m of 'No Stopping' restriction outside #22 Durham Street. • Installation of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #59 Hyde Avenue.
Inverness Avenue	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 105m 'No Stopping' restriction starting outside #9 and ending outside #21 Inverness Avenue. • Installation of 15m 'No Stopping' restriction for central traffic island starting outside #15 and ending outside #16 Inverness Avenue. • Installation of 15m 'No Stopping' restriction for central traffic island starting outside #14 and ending outside #15 Inverness Avenue.
Kimbrae Drive	<p>Improve traffic operations, safe sight distances by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #35 Kimbrae Drive. • Installation of 40m 'No Stopping' restriction outside #39 Kimbrae Drive. • Installation of 25m 'No Stopping' restriction outside #39 Kimbrae Drive. • Installation of 10m 'No Stopping' restriction outside #39 Kimbrae Drive. • Installation of 10m 'No Stopping' restriction on Northside of

	<p>Kimbrae Drive opposite #39 Kimbrae Drive.</p> <ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction on Northside of Kimbrae Drive opposite #39 Kimbrae Drive.
Krippner Place	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #18 Aberdeen Drive on Krippner Place. Installation of 10m 'No Stopping' restriction outside #14 Aberdeen Drive on Krippner Place.
Lewis Street	<p>Improve access to properties by:</p> <ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #65 - #69 Lewis Street.
Littler Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction Starting outside #1 and ending outside #2 Littler Place. Rescind of 40m 'No Stopping' restriction starting outside #2 and ending outside #3 Littler Place.
McKenzie Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 40m 'No Stopping' restriction starting outside #3 and ending outside #12 McKenzie place.
Meteor Theatre Carpark – Victoria Street	<p>Improve parking by:</p> <ul style="list-style-type: none"> Rescinding 26m of 'Parking - Campervan Only' Restriction. Gazetting existing 6m of 'Parking - Mobility Card Holders - All Day' Restriction.
Naylor Street	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction on Naylor Street outside #23 Naylor Street. Installation of 20m 'No Stopping' restriction on Naylor Street outside #22 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street starting outside #105 Grey Street and ending outside #18 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street outside #121 Grey Street.
Rengarenga Close	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction starting outside #6 and ending outside #11 Rengarenga Close.
Repoiti Court	<p>Improve traffic operations and access to properties on a turn-around bay by:</p> <ul style="list-style-type: none"> Installation of 80m 'No Stopping' restriction starting outside #5 and ending outside #8 Repoiti Court.
Richmond Street	<p>Improve access to Hamilton Central Plunket Childcare by:</p> <ul style="list-style-type: none"> Rescinding 31.5m of 'No Stopping' restriction outside #20 Richmond Street. Installation of 50m of 'No Stopping' restriction between #12 - #20 Richmond Street.
Rostrevor Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> Rescinding 55m of time restricted 'Parking - P120 - At All

	<p>Times' Parking Bay outside #820 Victoria Street.</p> <ul style="list-style-type: none"> • Rescinding 32m of time restricted 'Parking - P120 8am-6pm Mon-Sun' Parking Bay outside #18 - #20 Rostrevor Street. • Installation of 90m of time restricted 'P120, 8:00AM-6:00PM, Mon-Fri' Parking Bay starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. • Installation of 15m 'Parking - Mobility Card Holders - P120' outside #820 Victoria Street.
Sandalwood Drive	<p>Improve traffic operations, safe sight distances by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #28 Aberdeen Drive on Sandalwood Drive. • Installation of 20m 'No Stopping' restriction outside #2 Sandalwood Drive.
Sillary Street	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 55m 'No Stopping' restriction starting outside Dillicar Park, opposite #1 Sillary Street and ending outside #1 McFarlane Street.
Snead Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #2 and ending outside #3 Snead Place.
Somerton Drive	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #16 Somerton Drive. • Installation of 50m 'No Stopping' restriction beginning outside #10 Somerton Drive and ending outside #2 Holford Place. • Installation of 50m 'No Stopping' restriction beginning outside #5 Somerton Drive and ending outside #1 Cranmore Avenue. • Installation of 20m 'No Stopping' restriction outside #24 Somerton Drive. • Installation of 20m 'No Stopping' restriction opposite #24 Somerton Drive. • Installation of 25m 'No Stopping' restriction outside #34 Somerton Drive. • Installation of 20m 'No Stopping' restriction outside #2 Cranmore Avenue. • Installation of 25m 'No Stopping' restriction outside #33 Barrington Drive. • Installation of 20m 'No Stopping' restriction outside #40 Barrington Drive. • Installation of 20m 'No Stopping' restriction outside #36 Barrington Drive. <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #13 Somerton Drive

	<ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #18 Somerton Drive
Splitt Avenue	<p>Improve traffic operations, access to properties and access to a pumpstation for maintenance and during an emergency by:</p> <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #16 and ending outside #18 Splitt Avenue.
St James Drive	<p>Improve Rototuna Circular Bus Route by:</p> <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #27 St James Drive • Rescind existing 'Bus Stop' outside #20 - #22 St James Drive • Installation of 15m 'Bus Stop' outside #18 - #20 St James Drive • Installation of 15m 'Bus Stop' outside #2 Stratford Place • Installation of 15m 'Bus Stop' outside #111 - #113 St James Drive • Installation of 15m bus stop outside #158 St James Drive.
Stirling Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 65m 'No Stopping' restriction starting outside #4 and ending outside #5 Stirling Place.
Storey Avenue	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #62 Storey Avenue.
Taitea Drive	<p>Gazette parking restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> • Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 10m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 15m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 40m 'No Stopping' Restriction opposite #1 Pukenga Avenue. • Installation of 10m 'No Stopping' Restriction opposite #1 Pukenga Avenue. • Installation of 15m 'No Stopping' Restriction opposite #1 Pukenga Avenue.
Te Wetini Drive	<p>Gazette parking restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' Restriction outside #100 Taiatea Drive. • Installation of 80m 'No Stopping' Restriction outside #100 Taiatea Drive. • Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. • Installation of 90m 'No Stopping' Restriction outside #1 Pukenga Avenue. <p>Gazette Bus Stop restrictions for a new asset created from a</p>

	development project by: <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #100 Taiatea Drive. • Installation 15m 'Bus Stop' outside #1 Pukenga Avenue.
Teaview Court	Improve traffic operations and access to properties on a turn-around bay by: <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #5 and ending outside #6 Teaview Court.
Tristram Street	Improve traffic operations and access to properties by: <ul style="list-style-type: none"> • Gazette existing of 45m 'No Stopping' restriction starting outside #410 and ending outside #416 Tristram Street. Improve access for maintenance crew to Waikato Stadium by: <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction starting outside Waikato Stadium, opposite #416 Tristram Street.
Ulrich Avenue	Improve traffic operations and safety for a raised pedestrian crossing by: <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction starting outside #70 and ending outside #72 Ulrich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #68 and ending outside #70 Ulrich Avenue. • Installation of 20m 'No Stopping' restriction starting outside #43 and ending outside #49 Ulrich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #49 and ending outside #53 Ulrich Avenue.
York Street	Improve traffic operations and access to properties on cul-de-sac by: <ul style="list-style-type: none"> • Installation of 35m 'No Stopping' restriction starting outside #34 and ending outside #35 York Street. • Installation of 60m 'No Stopping' restriction starting outside #62 and ending outside #65 York Street.

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

i. Cycle Path Register

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

	<u>intersection of Wairere Drive, progressing 60m in North direction.</u> <u>(ii) Cycle Path on Eastern side Hukanui Road from the intersection of Wairere Drive, progressing 75m in North direction.</u> <u>(iii) Cycle Path on Western side of Hukanui road from the intersection with Wairere Drive, progressing 25m in South direction.</u>
<u>Quentin Drive</u>	<u>(i) Cycle path on the Western side of Quentin Drive from the intersection with Kahikatea Drive, progressing 20m in North direction.</u>
<u>Naylor Street</u>	<u>(i) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 45m in East direction.</u> <u>(ii) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 25m in East direction.</u> <u>(iii) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 30m in West direction.</u> <u>(iv) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 40m in West direction.</u>
<u>Taiatea Drive</u>	<u>(i) Cycle path on the Western Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u> <u>(ii) Cycle Path on the Eastern Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u>
<u>Te Wetini Drive</u>	<u>(i) Cycle Path on Northern side of Te Wetini Drive from the Intersection of Taiatea Drive, progressing 245m in East Direction.</u> <u>(ii) Cycle Path on Southern side of Te Wetini Drive from the Intersection of Taiatea Drive, progressing 245m in East direction.</u>

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

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

The meeting was declared closed at 11:53am.

Appendix 1



Proposed Bus Stop

51 St James Drive, Huntington Hamilton

Dileep Rajendran
8 August 2023

Overview

- Lack of consideration of privacy and safety of residents.
- Poor planning | Safety issues.
- Poor responses from HCC | Misinformation | Incomplete | Deflection.

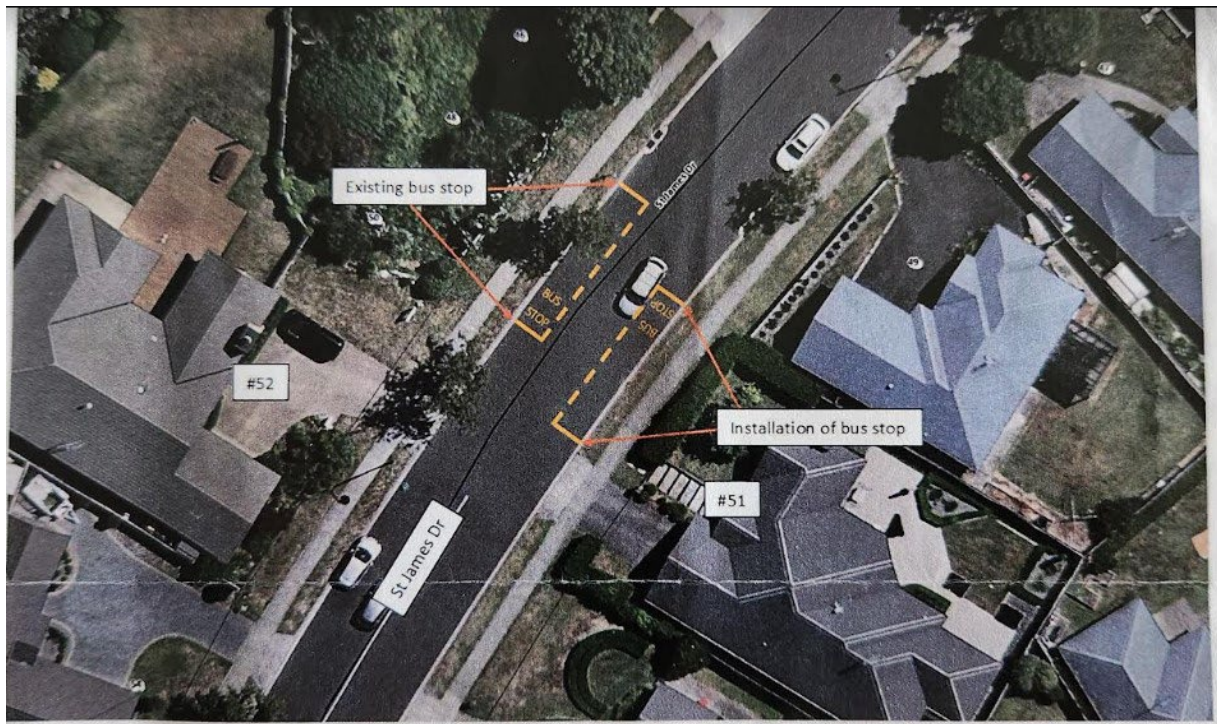
Lack of consideration of resident's privacy

Property front doors

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To maintain privacy, try to avoid positioning bus stops outside the front door of residential properties.

Identify opportunities to use existing hedges or fences of private properties to give occupants privacy, without unduly compromising appropriate bus stop spacing or requiring customers to wait in secluded locations.







Safety Issues

- Compounding factors:
 - On a blind bend on both sides- Have seen many close encounters.
 - Directly opposite another bus stop.
 - Very close to my steep driveway which requires reversing a car onto the road.
 - Spoken with neighbours





My Submission

- "I would also like to address the close proximity of our house to two other planned stops at 27 and 69 St James Drive. Could you please provide the rationale for establishing three stops in such proximity to each other?"

HCC Urban Mobility Assistant Engineer Response

- *"In regards to the distance for each stop, we're following the required guidelines set by Waka Kotahi (NZTA) BUS STOP SPACING GUIDANCE. Recommended spacing is a **maximum distance of 400m**. You can see the existing bus stops on the map spaced out accordingly we are simply following the same layout as per the guidelines with the new bus stops. This is done to ensure optimal spacing and to create a balance between the passenger need and the bus operator's requirement to run an efficient service. Most people in the bus service catchment area have about a **5-minute walk to or from the nearest bus stop**. For buses to offer a real alternative to private cars, they must be within a comfortable walking distance from people's origins and destinations."*

Waka Kotahi Guidelines Summary

- Spacing: **250-800m or more**
 - 400m general recommendation in the range for very densely populated areas.
 - 400m is not a maximum.
 - **Should be no less than 250m**(minimum).
 - More frequent stopping pattern around major trip generator (city centre / community facilities).
 - Five-minute walk to bus stop.

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-stop/bus-stop-location-planning/location-fundamentals/bus-stop-spacing/>

Summary

- Lack of consideration of privacy and safety of residents.
- Poor responses from HCC – Misinformation | Incomplete | Deflection.
- Poor planning and safety issues:
 - Bus stop spacing for city centre or major trip generator (250-260m).
 - Bus stop can be removed – Well within Waka Kotahi guidelines.
 - Blind bend on each side.
 - Near a steep driveway.
 - Directly opposite another bus stop
 - Better safe than sorry