

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Hearings and Engagement Committee will be held on:

Date: Wednesday 24 March 2021
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Hearings and Engagement Committee

Komiti Whiriwhiri Kaupapa

OPEN AGENDA

(Korikori Green and Traffic Matters)

Membership

Chairperson Cr M Gallagher
Heamana

Deputy Chairperson Cr E Wilson
Heamana Tuarua

Members	Mayor P Southgate	Cr K Naidoo-Rauf
	Deputy Mayor G Taylor	Cr R Pascoe
	Cr M Bunting	Cr S Thomson
	Cr M Forsyth	Cr M van Oosten
	Cr R Hamilton	Cr A O'Leary
	Cr D Macpherson	Maangai Norm Hill

Meeting frequency As required

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

16 March 2021

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Purpose

1. To conduct fair and effective hearings and make determinations on a range of the Council's quasi-judicial functions under legislation and other matters as referred to the Committee.
2. To convene and coordinate advisory groups on matters referred by other Committees.

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

1. Hear and determine any statutory or regulatory hearings under relevant legislation unless otherwise delegated by Council, including (but without limitation):
 - objections under the Dog Control Act 1996;
 - matters regarding drainage and works on private land under the Local Government Act 1974 and Local Government Act 2002;
 - proposals for temporary closure of any road.
2. Consider and determine changes to the registers and restrictions in the Traffic Bylaw and Speed Limit Bylaw, including hearing any submissions relating to those proposed changes.
3. Hear and determine matters arising under current bylaws and policies, including applications for dispensation from compliance with the requirements of bylaws or policies, unless such matters are otherwise delegated by Council.
4. Hear and determine other matters that require hearings or submissions, as referred by Council or other Committees.

The Committee is delegated the following powers to act:

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of the establishment of hearings panels and their terms of reference.

The Committee is delegated the following recommendatory powers:

- The Committee may make recommendations to the Council.
- The Committee may make recommendations to Committees.

Special Notes:

- The Committee may request expert advice through the Chief Executive when necessary.
- The Committee may appoint additional members for hearings where the relevant terms of reference specify the requirement for expert or external representation.

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaaanga*

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

Council Report

Item 4

Committee: Hearings and Engagement Committee
Date: 24 March 2021
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Hearings and Engagement Committee Open Minutes of 24 February 2021

Report Status	Open
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting (Traffic Matters) held on 24 February 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Minutes 24 February 2021

Hearings and Engagement Committee

Komiti Whiriwhiri Kaupapa

OPEN MINUTES

(Traffic Matter)

Minutes of a meeting of the Hearings and Engagement Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Wednesday 24 February 2021 at 9.30am.

PRESENT

Chairperson Cr M Gallagher
Heamana

Deputy Chairperson Cr E Wilson
Heamana Tuarua

Members: Cr K Naidoo-Rauf (Audio-visual Link)
Cr S Thomson (Audio-visual Link)
Cr M van Oosten
Cr M Bunting (Audio-visual Link)

In Attendance: Robyn Denton – Operations Team Leader

Governance Staff: Amy Viggers – Governance Team Leader
Narelle Waite and Carmen Fortin – Governance Advisors

1. Apologies – *Tono aroha*

Resolved: (Cr Gallagher/Cr van Oosten)
That the apologies from Mayor Southgate, Deputy Mayor Taylor, Crs Hamilton, O’Leary, Macpherson, Bunting and Pascoe for absence, and from Cr Naidoo-Rauf for lateness and early departure (Council Business).

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Gallagher/Cr van Oosten)
That the agenda is confirmed.

Crs Naidoo-Rauf and Thomson joined the meeting (9.32am) during the above item. They were present when the matter was voted on.

3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Confirmation of the Hearings and Engagement Committee Open Minutes - 1 December 2020 (Traffic Matters)

Resolved: (Cr Wilson/Cr van Oosten)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting concerning Traffic Matters held on 1 December 2020 as a true and correct record.

5. Parking Restrictions and Traffic Bylaw Changes

The Operations Team Leader outlined the staff report. She responded to questions from Members concerning mobility parking, Nisbet Street, the Victoria Street northbound cycle lane, the public engagement process, on-going monitoring and traffic management of the proposed changes, detailed design of the Victoria Street intersection, traffic congestion, community education of traffic changes and potential project delays.

Resolved: (Cr van Oosten/Cr Thomson)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) approves the changes to parking restrictions and controls, as set out below, be implemented at the time of the construction of the NZ Blood Service development on the corner of London Street and Anglesea Street:

Location	Description
London Street	Extend the existing 28m 'No Stopping' outside #111 London Street to a total length of 39m. Install 6m 'P120 Mobility park' outside #135 London Street.
London Street	Rescind 28m 'No Stopping' outside #111 London Street Rescind 5m 'P120 Mobility park' outside #111 London Street

- c) approves the following addition to the Register 9: One Way Roads of the Hamilton Traffic Bylaw 2015 as set out below:

Road	Section/Part	Permitted direction of travel
<u>Nisbet Street</u>	<u>For a distance of 133 metres north east from the intersection of Tristram Street</u>	<u>North-easterly</u>

- d) approves in principle the following addition to the Register 10: Special Vehicle Lanes Part 1 Cycle Lanes of the Hamilton Traffic Bylaw 2015 as set out below, noting that detailed design will be brought to the Hearings and Engagement Committee meeting of 24 March 2021:

Location	Description
<u>Victoria Street</u>	<u>Northbound cycle lane from the intersection of Alma Street progressing 87 metres to the intersection of Claudelands Road.</u>

- e) approves in principle the following addition to the Register 11: Turning Movements of the Hamilton Traffic Bylaw 2015 as set out below, noting that detailed design will be brought to the Hearings and Engagement Committee meeting of 24 March 2021:

Location	Description
<u>Victoria Street</u>	<u>Northbound cycles and powered transport devices are permitted to turn right from Victoria Street into Claudelands Road.</u>

Cr Bunting joined the meeting (9.56am) during discussion of the above item. He was present when the matter was voted on.

6. Temporary road closures for Upcoming Events

The Operations Team Leader introduced the report noting the events requiring the road closures, the Road Closure process and the short notice period that required Council approval for temporary road closures:

These applications for road closures were not submitted within the 42-working day timeframe required for processing under the Transport (Vehicular Traffic Road Closures) Regulations 1965, so Council approval under the Local Government Act 1974 is being sought;

She responded to questions from Members concerning the road closure policy and resident access.

Staff Action: Staff undertook to contact the relevant stakeholders with communication materials confirming the access rights of residents during the road closures.

Resolved: (Cr Gallagher/Cr Wilson)

That the Hearings and Engagement Committee:

- a) receives this report;
- b) approves the closure of the following roads to accommodate the events listed below:

Chinese Lantern Festival 2021

Worley Place shared zone will be closed to the public on 27 February 2021 between 1.00pm and 10.00pm.

Super Rugby 2021 Chiefs vs Highlanders match

The following roads will be closed on 5 March 2021:

- i. Abbotsford Street (from Willoughby Street to Tristram Street) - 4.00pm to 11.00pm
- ii. Tristram Street (from Abbotsford Street to Mill Street) – 4.00pm to 11.00pm
- iii. Seddon Road (from Gate 5 to Mill Street) - 4.00pm to 11.00pm
- iv. Mill Street (from Norton Road to Willoughby Street) – 6.00pm to 11.00pm
- v. Liverpool Street to Vialou Street - 6.00pm to 11.00pm
- vi. Tristram Street from Mill Street to Rostrevor Street – 6.00pm to 11.00pm

Childrens Day 2021

Worley Place shared zone will be closed to the public on 6 March 2021 between 8.00am and 4.00pm.

Balloons Over Waikato 2021 activities:

- i. **Morning flights in Innes Common.**
Lake Domain Drive between Lake Crescent and Killarney Road will be closed 16 March – 20 March 2021 between 5.30 – 10.30am each day.
- ii. **Walk through the balloon events in Garden Place**
Worley Place shared zone will be closed on the following date and time periods:
 - I. 16 March – 19 March 2021 between 3.30 – 5.30pm; and

II. 19 March 2021 between 11.30am – 1.30pm.

iii. **Night Glow at Waikato University**

On 20 March 2021 or 21 March 2021 (reserve rain day) between 5.00am – 12.00pm the following roads will be closed:

- I. Nottingham Drive at Ruakura Road
- II. Knighton Road between Ruakura Road and Helena Road
- III. Old Farm Road at Archer Court
- IV. Greensboro Street at Knighton Road
- V. May Street at Knighton Road
- VI. Ruakura Road between Innovation park entrance and Percival Road
- VII. Hillcrest Road between Silverdale Road to by O'Donoghue Street

- c) approves the Notice of Decision be issued stating Council's decision to close the following roads to accommodate the events listed below:

Chinese Lantern Festival 2021

- i. Worley Place shared zone will be closed to on 27 February 2021 between 1.00pm and 10.00pm.

Super Rugby 2021 Chiefs vs Highlanders match

- i. The following roads will be closed on 5 March 2021:
- ii. Abbotsford Street (from Willoughby Street to Tristram Street) - 4.00pm to 11.00pm
- iii. Tristram Street (from Abbotsford Street to Mill Street) – 4.00pm to 11.00pm
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- v. Mill Street (from Norton Road to Willoughby Street) – 6.00pm to 11.00pm
- vi. Liverpool Street to Vialou Street - 6.00pm to 11.00pm
- vii. Tristram Street from Mill Street to Rostrevor Street – 6.00pm to 11.00pm

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- IV. Greensboro Street at Knighton Road
- V. May Street at Knighton Road
- VI. Ruakura Road between Innovation park entrance and Percival Road
- VII. Hillcrest Road between Silverdale Road to by O'Donoghue Street

The meeting was declared closed at 10.29am

Council Report

Item 5

Committee: Hearings and Engagement Committee
Date: 24 March 2021
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Hearings and Engagement Committee Open Minutes of 3 March 2021

Report Status	Open
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 3 March 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Minutes 3 March 2021

Hearings and Engagement Committee

Komiti Whiriwhiri Kaupapa

OPEN MINUTES

(Hamilton Stormwater Bylaw)

Minutes of a meeting of the Hearings and Engagement Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Wednesday 3 March 2021 at 9.33am.

PRESENT

Chairperson Cr M Gallagher
Heamana

Members Mayor P Southgate
Cr M Bunting
Cr R Hamilton
Cr D Macpherson
Cr K Naidoo-Rauf (Audio-visual Link)
Cr R Pascoe
Cr S Thomson (Audio-visual Link)
Cr M van Oosten (Audio-visual Link)
Cr A O'Leary (Audio-visual Link)
Maangai N Hill (Audio-visual Link)

In Attendance Maire Porter – City Waters Manager
Raewyn Simpson – Senior Planner City Waters

Governance Staff Amy Viggers – Governance Team Leader
Narelle Waite and Carmen Fortin – Governance Advisors

1. **Apologies – *Tono aroha***
Resolved: (Cr Gallagher/Cr Macpherson)
That the apologies for absence from Deputy Mayor Taylor, Crs Forsyth and Wilson (Council business) are accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Gallagher/Cr Pascoe)
That the agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipaaanga***
No members of the Council declared a Conflict of Interest.
4. **Confirmation of the Hearings and Engagement Committee Open Minutes - 20 November 2020**

Resolved: (Cr Bunting/Cr Pascoe)
That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 20 November 2020 as a true and correct record.

5. Confirmation of the Hearings and Engagement Committee Open Minutes - 23 November 2020

Resolved: (Cr Bunting/Cr Gallagher)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 23 November 2020 as a true and correct record.

6. Confirmation of the Hearings and Engagement Committee Open Minutes - 1 December 2020

Resolved: (Cr Gallagher/Cr Pascoe)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 1 December 2020 as a true and correct record.

7. Hamilton Stormwater Bylaw Engagement Report

Bruce MacKay (Kukutaaruhe Trust (Fairfield Project)) spoke to their submission noting their support of the proposed changes concerning swimming pool backwash, gullies, public drains and natural causeways. He responded to questions from Members concerning erosion, stormwater to gullies, impact on wildlife, and public drains and natural causeways.

David le Marquand (4Sight Consulting Limited on behalf of Oil Companies) spoke to their submission noting their opposition of the proposed changes concerning overriding existing resource consents, requirements for high-risk facilities, and Pollution Control Plans. He responded to questions from Members concerning existing resource consents and high-risk facilities.

The City Waters Manager and the Senior Planner City Waters introduced Angus McKenzie (Director, Place Group) and Tim Manukau (Waikato Tainui). They spoke to the report noting the history of the Stormwater Bylaw review, the engagement process, stakeholder outreach, and submitter feedback. They responded to questions from Members concerning private pools, high-risk facilities, Pollution Control Plans, natural causeways, enforcement, bio-diversity, education strategy, stormwater management, water quality management including through a cultural framework (maatauranga maaori), water quality monitoring, and stormwater infrastructure.

Members requested the following points be addressed in the deliberations report:

- community education and awareness;
- gully management;
- compliance monitoring;
- high-risk facilities education;
- bylaw review timelines; and
- water quality monitoring.

Staff Action: Staff undertook to schedule an Elected Member session concerning stormwater management.

Resolved: (Cr Bunting/Cr Pascoe)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) hears and considers submissions to the proposed revised Hamilton Stormwater Bylaw; and
- c) notes that the Deliberations Report will be considered at the Infrastructure Operations Committee meeting of 27 April 2021.

Cr Macpherson retired from the meeting (11.02am) during discussion of the above item. He was not present when the matter was voted on.

The meeting was declared closed at 11.15am.

Council Report

Committee: Hearings and Engagement Committee
Date: 24 March 2021
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Korikori Green Proposal to Declare a Pedestrian Mall Submissions

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

1. To inform the Hearings and Engagement Committee on submissions received for the Statement of Proposal for declaring a section of Korikori Green a Pedestrian Mall.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Hearings and Engagement Committee:
 - a) receives the report;
 - b) hears and considers public submissions with regard to the consultation process that was held for the proposal to declare a section of Korikori Green a Pedestrian Mall under Section 83 of the Local Government Act 2002, undertaken from 26 January 2021 to 28 February 2021; and
 - c) notes that a Deliberations and Adoption Report that includes feedback from the consultation and hearings will be brought to the Infrastructure Operations Committee on 27 April 2021.

Executive Summary - *Whakaraapopototanga matua*

3. The 19 November 2020 meeting of the Infrastructure Operations Committee considered and:
 - i. approved the draft Statement of Proposal document for declaring a section of Korikori Green a Pedestrian Mall for consultation under Section 83 of the Local Government Act 2002;
 - ii. approved public consultation from 26 January 2021 to 28 February 2021 on the draft Statement of Proposal to declare a section of Korikori Green a Pedestrian Mall; and
 - iii. noted that the outcome results of the public consultation would be presented to the Hearings and Engagement Committee tentatively scheduled for 24 March 2021.
5. The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green anticipated this to be a 'park lane' to service the park and is not expected to operate as a key link in the road network.

6. A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs, which enable vehicles to turn around if the bollards are raised. This is the section of Korikori Green that is proposed to be declared as a Pedestrian Mall.
7. A public consultation occurred between 26 January 2021 and 28 February 2021, which received 154 submissions, 73% of the respondents agreed with Council's proposal to declare a section of Korikori Green a pedestrian mall (**Option Three**).
8. A copy of the responses received can be viewed [here](#).
9. Three options were considered:
 - **Option One** - Do nothing;
 - **Option Two** - Lift the bollards In Korikori Green occasionally; and
 - **Option Three** - Declare a section of Korikori Green a Pedestrian Mall. This was recommended by staff and further detail is provided in paragraph 20 below.
10. Following hearings, a Deliberations and Adoption report will be prepared by staff and presented to the 27 April 2021 Infrastructure Operations Committee meeting.
11. Staff consider that the recommendations comply with Council's legal and policy requirements and the Local Government Act 1974 section 336 and Local Government Act 2002 section 83.

Background - *Koorero whaimaarama*

12. Korikori Green was constructed in Rototuna in conjunction with Korikori Park and provides access and parking to the park. It also provides a link between the Rototuna Village and Rototuna High School and surrounds to the north east of the village.
13. The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green, anticipated this area to be a 'park lane' to service the park and is not expected to be a well-used through route connecting Kimbrae Drive with the Rototuna Village.
14. In early November 2020, a 30km/h speed limit was introduced on this section of road, along with Fergy Place and Micah Place – to reflect the high 'place' value of this area and the high numbers of pedestrians and cyclists that move through this area already, with the expectation that this will grow as Rototuna Village develops.
15. A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs which enables vehicles to turn around if the bollards are raised as shown in Figure 1 below:



Figure 1: Korikori Green – cul-de-sac areas adjacent to raised pedestrian platform to allow vehicles to turn around

16. It was planned to generally have the bollards raised and to only lower them when Korikori Park is being used for events.
17. In order to operate the bollards and have them up to create 'temporary road closure' it is recommended that the section of Korikori Green at the raised pedestrian platform is declared a Pedestrian Mall under Section 83 of the Local Government Act 2000.
18. The 27 August 2020 Infrastructure Operations Committee considered a [report](#) on the proposal to declare part of Korikori Green a Pedestrian Mall (Item 12) and resolved:

That the Infrastructure Operations Committee:

 - a) *receives the report;*
 - b) *approves a Statement of Proposal, Communications Plan and estimate of costs for a proposal to declare Korikori Green a Pedestrian Mall be prepared for consideration of the Infrastructure Operations Committee; and*
 - c) *approves staff to undertake early engagement with key stakeholders on the proposal to declare Korikori Green a pedestrian mall, to be considered with the information in 3b) above at a future Infrastructure Operations Committee meeting.*
19. The 19 November 2020 Infrastructure Operations Committee meeting considered a further report which set out the three options that staff assessed for the Infrastructure Operations Committee to consider.
20. The three options proposed were:

Option One - Do nothing.	This option will allow vehicles to have unrestricted access along the full length of Korikori Green between North City Road and Kimbrae Drive.
Option Two - Lift the bollards in Korikori Green occasionally.	This option will result in Korikori Green being closed to through traffic occasionally – with limits on length of closure periods and frequency.

	Temporary closures could be completed under the provisions of the Transport (Vehicular Traffic Road Closures) Regulations 1965 or Local Government Act 1974.
Option Three - Declare a section of Korikori Green a Pedestrian Mall. (Preferred)	<p>This will enable Korikori Green to generally be closed to through vehicles.</p> <p>The bollards would be able to be lowered to enable through traffic when there are key events on in the surrounding area that have large vehicles (eg buses) that are unable to turn in the turning areas provided adjacent to the bollards.</p> <p>Appropriate signage and electronic mapping systems would show Korikori Green as No Exit.</p>

21. The 19 November 2020 Infrastructure Operations Committee meeting resolved the following:

That the Infrastructure Committee:

- a) receives the report;*
- b) approves **Option Three** (outlined in the staff report) - Declare a section of Korikori Green a Pedestrian Mall;*
- c) approves the draft Statement of Proposal document for declaring a section of Korikori Green a Pedestrian Mall for consultation under Section 83 of the Local Government Act 2002;*
- d) approves public consultation from 26 January 2021 to 28 February 2021 on the draft Statement of Proposal (**Attachment 1**) to declare a section of Korikori Green a Pedestrian Mall; and*
- e) notes that the results of the public consultation will be presented to the Hearings and Engagement Committee tentatively scheduled for 24 March 2021.*

22. This report sets out the public consultation process that has been completed and summarises the submissions received as a result of the consultation which took place between 26 January 2021 and 28 February 2021.

Discussion – *Matapaki*

Consultation and Engagement

23. A Statement of Proposal document was prepared for use in the consultation process and is included in this report as **Attachment 1**.

24. Face-to-face engagement with key stakeholders (for example the schools in the area, retirement village and sports groups who use Korikori Park) was carried out prior to the public consultation taking place. Follow up emails were also sent to key stakeholder groups during the public consultation period. This was to ensure these key groups were involved right from the beginning, and continued to be involved, in the consultation and decision-making process.

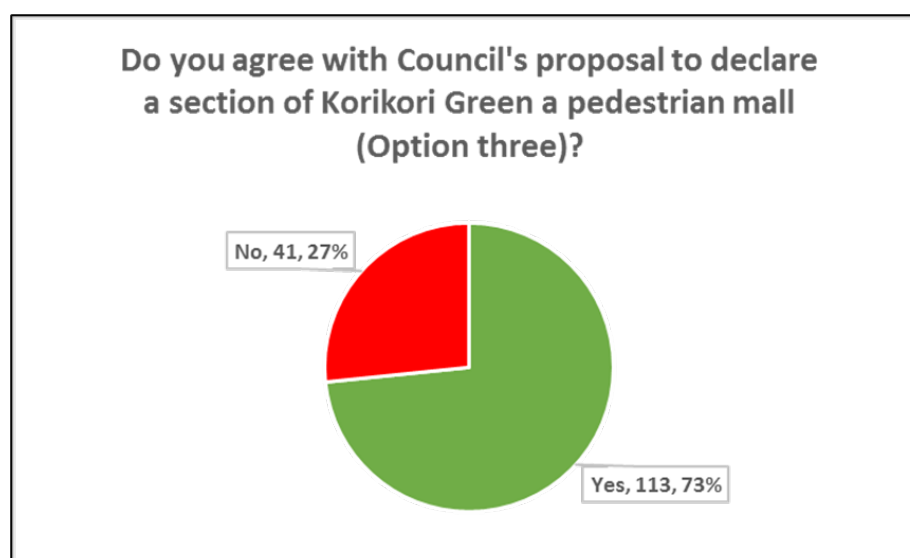
25. The public consultation tactics included:

- i. Printed copies of the survey were made available in our city libraries and Council building foyer;
- ii. Temporary signage installed on Korikori Green (signs aimed at both motorists and pedestrians/cyclists);
- iii. Press advert in local paper Hamilton Press (27 January 2021);

- iv. Large digital billboard advert on Pukete Road (ran from 8 February – 14 February 2021);
 - v. Digital adverts running across Facebook and Instagram;
 - vi. Media release/Our Hamilton story informing readers about the consultation and educating them on what a pedestrian mall is;
 - vii. Posters made available to the schools and some of the local businesses in the area to put on display (follow up also done with schools to include notices in their school newsletters);
 - viii. eDM distributed to a Rototuna and north-east community database; and
 - ix. Internally (within Council) the consultation was shared with elected members, customer services and all staff via internal communication channels such as Moorena Mail and posters onsite.
26. A copy of the poster used to publicise the proposal to declare a section of Korikori Green as a Pedestrian Mall is included as **Attachment 2**.

Submissions

27. During the period of public consultation between Tuesday 26 January 2021 and Sunday 28 February 2021, the Council received 154 submissions through 'Have Your Say', of which two were hard copy submissions.
28. A copy of the responses received can be viewed [here](#).
29. From the responses through 'Have your Say', 73% of the respondents agreed with Council's proposal to declare a section of Korikori Green a pedestrian mall (**Option Three**).
30. The majority of the remaining 27% of the respondents who did not agree with Council's proposal, noted **option one** as their preferred alternative option i.e., do nothing.



Have Your Say Submissions

31. The key themes for comments from submitters who supported (73%) the Pedestrian Mall proposal (**Option Three**) noted that it will:
- i. make it safer for everyone;
 - ii. prevent traffic issues such as speeding, those who use it as a short cut and when they result in traffic jams;
 - iii. prevent cars using it to race at present; and

- iv. promote walking and cycling.
32. For the submitters who did not support (27%) the pedestrian mall proposal:
- a. Thirty preferred **Option One** - keeping the section of Korikori Green as is /do nothing. The top themes from their verbatim responses were:
 - i. that allowing unrestricted access of Korikori Green relieves congestion for majority of users in the area e.g. school traffic;
 - ii. they were happy with how it is at present; and
 - iii. that closing a section of Korikori Green will increase traffic on surrounding roads.
 - b. Nine preferred **Option Two** - lift the bollards in Korikori Green occasionally. The top theme from their verbatim response was that allowing unrestricted access of Korikori Green relieves congestion for majority of users in the area e.g. school traffic.
 - c. Two did not answer the question to note their preferred alternative option.
33. A summary and analysis of submissions, including details of the public engagement process and key themes from the feedback is outlined in **Attachment 3**.
34. Twelve submitters have indicated that they wish to provide a verbal presentation to the Hearings and Engagement Committee.

Next Steps

35. Following the 24 March 2021 Hearing and Engagement Committee meeting which will consider all submissions and hear those making verbal presentations of their submissions, a Deliberations and Adoption report will be prepared by staff and presented to the 27 April 2021 Infrastructure Operations Committee meeting.

Financial Considerations - *Whaiwhakaaro Puutea*

36. The key costs associated with this project have been consultation materials and staff time managing the consultation process and completing committee reports. The costs incurred to date are within the previously estimated \$2,000 - \$4,000 budget. Further staff time will be required to complete additional committee reports but it is not expected that the budget for this work will be exceeded. These costs have been accommodated within existing City Transportation Unit operational budgets.

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

37. Staff confirm that recommendations comply with the Council's legal and policy requirements and those of the Local Government Act 1974 section 336 and Local Government Act 2002 section 82.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

38. 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').
39. 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.
40. The recommendations set out in this report are consistent with that purpose.

Social

41. Having the ability to close Korikori Green to through traffic as needed enables the community to best access the recreational and social opportunities of Korikori Park along with the associated walking and biking facilities in the area.

Economic

42. There are no known economic considerations associated with this matter.

Environmental

43. Limiting the volumes of through traffic in Korikori Green enables the walking and biking facilities to be better utilised thereby reducing the vehicle emissions in this area.

Cultural

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

Risks - *Tuuraru*

45. There is a risk of public and stakeholder concern and dissatisfaction if the Council is not seen to respond to the feedback received as a result of the consultation completed for the proposal to declare part of Korikori Green a Pedestrian Mall.
46. There are no known legal or policy risks associated with the decisions required for this matter in this report.
47. If following the public consultation process Council did decide to proceed with the proposed declaration of a section of Korikori Green as a Pedestrian Mall there is a risk that the decision could be appealed in the Environment Court.
48. This risk has been minimised by ensuring that there was a robust Special Consultative Procedure undertaken which has enabled Council to hear the public's views and to be able make a decision that aligns with them.
49. The risk associated with not approving the recommendations in this report is that Korikori Green will become a short cut route between the Rototuna Village and Rototuna High School and surrounds and the benefits of Korikori Park will not be able to be fully realised.

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

50. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of the matter(s) in this report.

Engagement

51. There is a statutory requirement to consult as per legislation outlined below.
52. Special Consultative Procedures are required to be followed before a council can declare a road or section of road to be a Pedestrian Mall and these are set out in Section 83 of the Local Government Act 2002.
53. Staff invited the public and stakeholders to provide formal feedback through the public consultation from 26 January 2021 to 28 February 2021 so that their views could be captured on the proposal to declare a section of Korikori Green a Pedestrian Mall.
54. Submitters have been given an opportunity to present their views in a spoken form at the Hearings and Engagement Committee for 24 March 2021.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Statement of Proposal for Korikori Green Pedestrian Mall

Attachment 2 - Korikori Green Pedestrian Mall proposal poster

Attachment 3 - Korikori Green Pedestrian Mall proposal submissions analysis report

PROPOSAL TO DECLARE A SECTION OF KORIKORI GREEN A PEDESTRIAN MALL

STATEMENT OF PROPOSAL

26 JANUARY TO 28 FEBRUARY 2021

Hamilton City Council (Council) is seeking community feedback on a proposal to declare a section of Korikori Green a Pedestrian Mall to limit through vehicle access between North City Road and Kimbrae Drive, except when there are events in Korikori Park or the immediately surrounding area.

WHY ARE WE DOING THIS?

Korikori Green is a road that was constructed in conjunction with Korikori Park and provides access and parking to the park. It also provides a link between the Rototuna Village and Rototuna High School and the surrounds to the north east of the village.

The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green anticipated this to be a 'park lane' to service the park and is not expected to operate as a key link in the road network.

A 30km/h speed limit was introduced on this section of road in early November 2020, along with Fergy Place and Micah Place - to reflect the high 'place' value of this area and the high numbers of pedestrians and cyclists that move through this area already, with the expectation that this will grow as the Rototuna Village develops.

A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs, which enable vehicles to turn around if the bollards are raised.

It was planned to generally have the bollards raised and to only lower them when Korikori Park is being used for events. There is still a need to formalise the ability to 'close' Korikori Green for a large portion of the day by having the bollards raised, so currently the bollards are sitting in the 'down' position, meaning that vehicles can drive freely through. This is contrary to the planned use of Korikori Green.

Temporary road closures (as opposed to a permanent road closure) are generally dealt with under the provisions of either two pieces of legislation:

- The Transport (Vehicular Traffic Road Closures) Regulations 1965.
- Local Government Act 1974, Schedule 10, Clause 11(e).

Both of these legislative provisions are aimed at short-term temporary road closures for events.

FURTHER INFORMATION

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton



haveyoursay@hamilton.govt.nz



07 838 6699



hamilton.govt.nz/haveyoursay



[/hamiltoncitycouncil](https://www.facebook.com/hamiltoncitycouncil)

In order to 'close' Korikori Green to through traffic for a longer period, Council is therefore considering declaring a section of Korikori Green as a Pedestrian Mall under the Local Government Act 1974, section 336. The location is shown in Figures 1 and 2 below:



Figure 1: Proposed section of Korikori Green to be declared a Pedestrian Mall.



Figure 2: Proposed section of Pedestrian Mall on Korikori Green.

If declared a Pedestrian Mall under the Local Government Act 1974, Council can:

'Prohibit or restrict the driving, riding, or parking of any vehicle, or the riding of any animal, on all or any portion of the pedestrian mall either -

- i. generally; or*
- ii. during particular hours.'*

Council is seeking feedback on the proposal from people in the community who may be affected by, or have an interest, in the proposed change.

PROPOSAL

Council are proposing to declare a section of Korikori Green a Pedestrian Mall to enable the bollards to remain up and limit through access for vehicles for extended periods of time.

It is proposed that:

The portion of Korikori Green mapped below be designated as a Pedestrian Mall. This means that driving, riding or parking any vehicle, excluding an emergency vehicle, a powered or unpowered transport device, cycles or e-bikes, or a vehicle with prior permission from Council, will be prohibited on all of the mapped Pedestrian Mall area.

These restrictions and prohibitions will remain in place 24 hours a day, 365 days a year, except where prior permission from Council has been given to open Korikori Green to vehicles in relation to a particular event.



REASONS FOR THE PROPOSAL

The key reasons for the proposal are so that Korikori Green:

- Is able to operate as a road that primarily services the adjacent Korikori Park and the associated activities in this area.
- Does not become a de-facto through route and short cut between the Rototuna Village and Kimbrae Drive for traffic.
- Will be able to be safely used by pedestrians and cyclists for all movements and the bollards will only be lowered at the times that events are being held at the adjacent Korikori Park or surrounding area that require larger vehicles to move along Korikori Green e.g. buses for competing sports teams.

REASONS FOR THE PROPOSAL

The following options have been identified as a means of achieving temporary road closures on Korikori Green. An analysis of the advantages and disadvantages of each option is provided below.

Option description	Advantages	Disadvantages
Option One - Do nothing.		
<ul style="list-style-type: none"> • This option will allow vehicles to have unrestricted access along the full length of Korikori Green between North City Road and Kimbrae Drive. 	<ul style="list-style-type: none"> • No cost to implement. 	<ul style="list-style-type: none"> • Likely to have a lot of through traffic using Korikori Green as a short cut. • Does not support the intended use of Korikori Green as a safe and enjoyable place for people to walk or bike. • There is potential for increased speeds along the route at times when there are not vehicles parked in Korikori Green.
Option Two - Lift the bollards in Korikori Green occasionally.		
<ul style="list-style-type: none"> • This option will result in Korikori Green being closed to through traffic occasionally - with limits on length of closure periods and frequency. • Temporary closures could be completed under the provisions of the Transport (Vehicular Traffic Road Closures) Regulations 1965 or Local Government Act 1974. 	<ul style="list-style-type: none"> • Low cost process to enable Council to legally close Korikori Green for short periods of time. 	<ul style="list-style-type: none"> • Unable to close Korikori Green to through traffic for extended periods of time. • Could cause confusion for people not familiar with the area who won't easily know if Korikori Green is open to through traffic or not. • Would need to have signage in place to detour traffic times when Korikori Green is temporarily closed. • Would require formal application and public notification as per the Transport (Vehicular Traffic Road Closures) Regulations 1965 or Local Government Act 1974 requirements.

Option description	Advantages	Disadvantages
Option Three - Declare a section of Korikori Green a Pedestrian Mall. (Preferred).		
<ul style="list-style-type: none"> This will enable Korikori Green to generally be closed to through vehicles. The bollards would be able to be lowered to enable through traffic when there are key events on in the surrounding area that have large vehicles (e.g. buses) that are unable to turn in the turning areas provided adjacent to the bollards. Appropriate signage and electronic mapping systems would show Korikori Green as No Exit. 	<ul style="list-style-type: none"> Provides flexibility for when Korikori Green is open or closed to through traffic. Enables people walking and biking in the area, and along the link path from Hector Drive, to cross the Korikori Green safely and easily. Creates an expectation that the Korikori Green is generally closed to through traffic and is therefore less confusing. 	<ul style="list-style-type: none"> Pedestrian Mall declaration process is subject to Right of Appeal in Environment Court which could add time and cost to the process if an appeal to this process is made.

TELL US YOUR THOUGHTS ON THE PROPOSAL

Before making any final decisions, we'd like to have your input. You can give us feedback from 26 January to 28 February 2021.

HOW TO GIVE FEEDBACK:

- Fill out a feedback form online at hamilton.govt.nz/haveyoursay
- Fill out the feedback form included in this Statement of Proposal and send to: Hamilton City Council, Communication and Engagement team, **Korikori Green**, Private Bag 3010, Hamilton, 3240.
- Fill out the feedback form and deliver to the Municipal Building Reception or any branch of Hamilton City Libraries.

Feedback forms and this Statement of Proposal are available from all Hamilton City Libraries, and from the Ground Floor reception of the Council's Municipal Building in Civic Square.

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

NEXT STEPS

Council staff will collect and analyse all feedback at the close of the submission period.

The analysis of this feedback will be presented to the 24 March 2021 meeting of the Hearings and Engagement Committee. At this meeting, submitters who want to speak to their written submission will be able to do so.

The Council will then consider all the views and make a decision.

RIGHT OF APPEAL

Under section 336(3) of the Local Government Act 1974, any person may, within one month after the making of a declaration of the pedestrian mall, or within such further time as the Environment Court may allow, appeal to the Environment Court against the declaration.

FEEDBACK FORM

PROPOSAL TO DECLARE A SECTION OF KORIKORI GREEN A PEDESTRIAN MALL

Consultation dates: 26 January to 28 February 2021.

HAMILTON CITY COUNCIL IS PROPOSING TO DECLARE A SECTION OF KORIKORI GREEN A PEDESTRIAN MALL.

FEEDBACK FORMS CAN BE:

- Completed online at hamilton.govt.nz/haveyoursay
- Posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Korikori Green, Private Bag 3010, Hamilton, 3240.
- Emailed to: haveyoursay@hcc.govt.nz

Privacy statement:

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

YOUR FEEDBACK: (please print clearly)

DO YOU AGREE WITH THE COUNCIL'S PROPOSAL TO DECLARE A SECTION OF KORIKORI GREEN A PEDESTRIAN MALL (OPTION THREE)?

☐ Yes ☐ No

CAN YOU PLEASE EXPLAIN WHY/WHY NOT? (please print clearly)

IF YOU DON'T SUPPORT THE DECLARATION OF A PEDESTRIAN MALL, PLEASE LET US KNOW IF YOU PREFER ONE OF THE ALTERNATIVE OPTIONS.

☐ Option One ☐ Option Two

CAN YOU PLEASE EXPLAIN WHY YOU PREFER THIS OPTION? (please print clearly)

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

WOULD YOU LIKE THE OPPORTUNITY TO TALK TO US ABOUT YOUR SUBMISSION IN PERSON?

☐ Yes ☐ No

Verbal submissions will take place in late March 2021 and we will contact you to arrange a time.
Please give us your contact details in the next section.

ABOUT YOU:

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

WHERE DO YOU LIVE?

I live in Hamilton, my suburb is: _____

I live outside Hamilton:

☐ Waipa ☐ Waikato ☐ Elsewhere in New Zealand ☐ Overseas

CONTACT DETAILS (please print clearly)

We will use this to get in touch with you if you would like the opportunity to talk to us about your submission in person.

Name: _____

Organisation (if responding on behalf of) _____

Phone: (day) _____ (evening) _____

Email: _____

WHAT IS YOUR AGE GROUP? (at your last birthday)

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

WHICH ETHNIC GROUP DO YOU IDENTIFY AS? (select all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan
☐ British ☐ Filipino ☐ Tongan ☐ South African ☐ Cook Island Maaori
☐ Other _____

WHICH LANGUAGE(S) DO YOU PREFER TO COMMUNICATE IN? (select all that apply)

☐ English ☐ Te Reo Maaori ☐ Hindi ☐ Sinitic ☐ North Chinese
☐ Tagalog ☐ French ☐ Afrikaans ☐ Yue ☐ Punjabi
☐ Samoan ☐ Spanish ☐ Other _____

WHICH OF THE FOLLOWING BEST DESCRIBES YOUR HOUSEHOLD SITUATION?

☐ Living alone ☐ Living with others that are not family
☐ Family or couple with dependants (children or other family) ☐ Family or couple with no dependants

Please get your feedback to us by 28 February 2021.

Should we make Korikori Green a street for people?



**We're considering making
a section of Korikori Green
in Rototuna a pedestrian mall.**

A pedestrian mall is a street for people, which means you can still walk, cycle, scooter or park on Korikori Green, but you may only be able to drive through when there are events in Korikori Park.

We welcome your feedback on this change.

Share your voice by 28 February.

hamilton.govt.nz/haveyoursay



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Item 6

KORIKORI GREEN PEDESTRIAN MALL: ENGAGEMENT TACTICS AND SUBMISSIONS INSIGHTS

Attachment 3

Report prepared by:

Preeta Chitre, Research and Insights Analyst
Rebecca Robinson, Communication and Engagement Advisor
March 2021.

Report reviewed by:

Nicole Nooyen, Team Leader – Best in Business, Communication and Engagement
Julie Clausen, Unit Manager, Strategy and Corporate Planning
March 2021.

EXECUTIVE SUMMARY

Hamilton City Council (Council) asked for community feedback on a proposal to declare a section of Korikori Green in Rototuna a pedestrian mall to limit through vehicle access between North City Road and Kimbrae Drive, except when there are events in Korikori Park or the immediately surrounding area. For those that did not agree with Council's proposal, they were asked if they preferred any of the alternative options – do nothing or lift the bollards in Korikori Green occasionally.



Community engagement took place from 26 January to 28 February 2021. We reached 36,783 people through social media and 2342 of those engaged with our posts across Facebook and Instagram (liked, commented, shared). We received 154 submissions through our online Have Your Say platform and two hard copy submissions. The survey was promoted through a range of channels including social media, media release, press advert, digital billboard, signage on Korikori Green and posters at local schools and businesses.

Majority of the respondents were from East Area 1 and East Area 2 (Flagstaff, Callum Brae, Huntington, Rototuna, Rototuna North) which are the surrounding suburbs. There was a good representation across a wide age range e.g. 30 to over 80-year olds, which is perhaps reflective of the different types of users of Korikori Green, such as those whose children attend the school or residents of nearby retirement villages.

From the responses received, 73% of the respondents agreed with Council's proposal to declare a section of Korikori Green a pedestrian mall. Of these who gave a reason for their choice, the key themes that came through were around safety, preventing traffic issues and promoting walking and cycling. Majority of the remaining 27% of the respondents who did not agree with Council's proposal, noted option one (do nothing) as their preferred alternative option. The key theme that came through their responses highlighted that allowing unrestricted access of Korikori Green relieves congestion for majority of users in the area.

It's important to note that in response to safety concerns being expressed by pedestrians and cyclists about vehicles failing to slow at the crossing point on Korikori Green late last year, safety fencing was installed. This temporarily blocked vehicle access along Korikori Green at the location of the proposed pedestrian mall. This may have had some effect on the number of submissions received, given people may have already assumed Korikori Green was closed to through traffic.

ENGAGEMENT TACTICS

GOAL

The community and all road users of this area (Rototuna) feel well informed of what a pedestrian mall is and have had the opportunity to have their say on the proposed change.

OBJECTIVES

- To educate the community on what a pedestrian mall is and how this aligns with other developments in the Rototuna area (i.e. the Rototuna Village developments).
- To meet the legislative requirements for the special consultative process of declaring a pedestrian mall.
- To involve key stakeholders and the community in the decision-making.

ENGAGEMENT OUTCOME

Engagement is varied and wide with numerous audiences (internal, key stakeholders, businesses, residents). People feel involved in the decision-making process and have had ample opportunity to have their say. Results are to be presented at a Council Hearings and Engagement Committee in March 2021, before a decision is made.

ENGAGEMENT CAMPAIGN REVIEW

The engagement campaign was largely targeted at the north-east of the city, in particular the Rototuna area and those who use Korikori Green as part of their daily commute. Some city-wide tactics were also included though to ensure wider exposure. All tactics had the call to action of providing feedback online via Have your Say.


Face-to-face engagement with key stakeholders (for example the schools in the area, retirement village and sports groups who use Korikori Park) was carried out prior to the public consultation taking place. Follow up emails were also done to key stakeholder groups during the public consultation time. This was to ensure these key groups were involved right from the beginning, and continued to be involved, in the decision-making process.

The public consultation tactics included:

- Online survey
- **Printed copies of the survey** were made available in our city libraries and Council building foyer
- **Temporary signage** installed on Korikori Green (signs aimed at both motorists and pedestrians/cyclists)
- **Press advert** in local paper Hamilton Press (27 January 2021)
- **Large digital billboard advert** on Pukete Road (ran from 8 February – 14 February 2021)
- **Digital adverts** running across Facebook and Instagram
- **Media release/Our Hamilton story** informing readers about the consultation and educating them on what a pedestrian mall is
- **Posters** made available to the schools and some of the local businesses in the area to put on display (follow up also done with schools to include notices in their school newsletters)
- **eDM** distributed to a Rototuna and north-east community database
- **Internally (within Council)** the consultation was shared with elected members, customer services and all staff via internal communication channels such as Moorena Mail and posters onsite.

Examples of the consultation artwork:

Should we make Korikori Green a street for people?




We're considering making a section of Korikori Green in Rototuna a pedestrian mall.

A pedestrian mall is a street for people, which means you can still walk, cycle, scooter or park on Korikori Green, but you may only be able to drive through when there are events in Korikori Park.

We welcome your feedback on this change.
Share your voice by 28 February.

hamilton.govt.nz/haveyoursay

YOUR Share your voice. Shape your city.
NEIGHBOURHOOD



Hamilton City Council
Te Kaunihera o Kirikiriroa

Should we close Korikori Green to through traffic?

Go to hamilton.govt.nz/haveyoursay before 28 February.



Hamilton City Council
Te Kaunihera o Kirikiriroa

Should we make Korikori Green a street for people?




Hamilton City Council
Te Kaunihera o Kirikiriroa

ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

A total of 154 submissions were received – 152 through Have Your Say and 2 hardcopy feedback forms. 152 people provided their names and 154 people provided their email address. Detailed results and further analysis are provided from page 6 onwards.

The online survey page was visited by 3,014 users, translating to a conversion rate of 5%. The top sources of traffic were Facebook (1,414), direct by typing the URL hamilton.govt.nz/haveyoursay (177), Our Hamilton (53) and organic search (43).

SOCIAL MEDIA

We reached 36,783 people through social media and 2342 of those engaged with our posts across Facebook and Instagram e.g. liked, commented, shared. A paid advertising campaign through Facebook and Instagram reached more than 24,000 people alone, driving 721 unique users to our Have your Say website.

Date/Post	Reach	Engagement	Comments	Reactions	Shares	Post Clicks
Campaign – Facebook and Instagram	24980		42	45	4	721
27 Jan – Facebook post	11803	2342	40	39	3	909
TOTAL	36783	2342	82	84	7	1630

Some additional points to note from the social media campaign:

- This was a small-scale campaign running across Facebook, Facebook Messenger, Audience Network, Instagram Feed and Instagram Stories.
- The campaign reached 24,980 users over the four-week period. It was specifically targeted to the location of Rototuna and surrounds and performed well in reach, engagement and click through measure compared to other similar size campaigns.
- The campaign was most popular with women aged 35-44 on Facebook, this is representative of the most engaged demographic across social media platforms. It was also delivered across Instagram reaching 1500 users and resulting in 39 post clicks.

WEBSITE

There were **1,159 views** (between 27 January and 28 February 2021) of the Our Hamilton story, published 27 January 2021:

<https://ourhamilton.co.nz/on-the-move/should-we-make-korikori-green-a-street-for-people/>

There were **3,014 views** (between 26 January and 28 February 2021) of the Have your Say webpage and 154 submissions:

<https://haveyoursay.hamilton.govt.nz/city-transportation/korikori-green/>

EMAILS/LETTERS

We did not receive any feedback on this consultation through emails or letters.

SUBMISSIONS INSIGHTS

Attachment 3

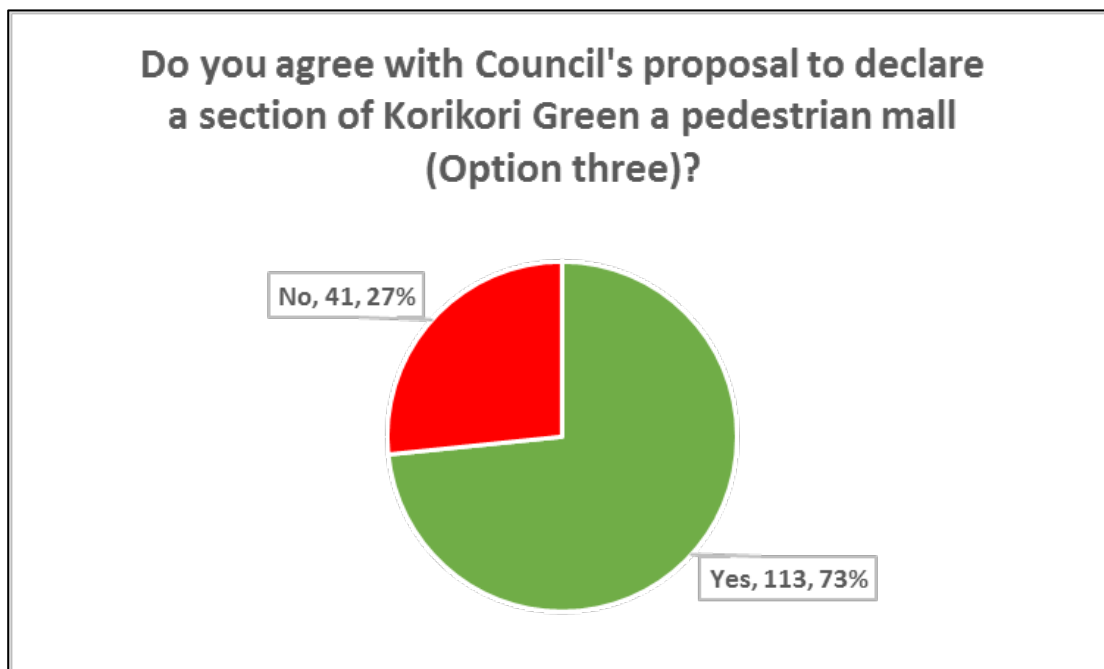
FEEDBACK THROUGH SUBMISSION FORMS (ONLINE & PAPER COPY)

This was an opt-in survey and promoted through social media, online media release, newspaper, digital advertisements, direct mailers, signage on Korikori Green, and posters in local schools and businesses in the area, particularly aimed at those who live in the area and are regular users of Korikori Green.

Quantitative analysis of the data from responses has been shown below to note number of responses where people could select options to note their choice. Thematic analysis of people's verbatim responses has been done and the top themes have been noted below.

1. We received a total of 154 submissions through Have Your Say.
2. We received 2 hardcopy submission forms.
3. Of the 154 submissions, 152 were submissions from individuals and 2 were on behalf of organisations.
4. Of the 154 submissions, 73% agree with Council's proposal to declare a section of Korikori Green a pedestrian mall (option three).

Item 6



5. 95 (84%) of the 113 people who agreed with Council's proposal gave a reason for their choice.
6. The top themes from their verbatim responses are listed below:
 - a. 64 (67%) people's comments were reflected that this proposal will make it safer for everyone.
 - b. 22 (23%) people's comments highlighted that this proposal will prevent traffic issues such as speeding, those who use it as a short cut and when they result in traffic jams.

- c. 17 (18%) people's comments highlighted that this proposal will prevent cars using it to race at present.
 - d. 16 (17%) people's comments reflected that this proposal will promote walking and cycling.
7. Of the 41 submitters, who disagreed with Council's proposal:
- a. 30 (73%) preferred Option one i.e. keeping the section of Korikori Green as is /do nothing. 24 of these gave a reason for their choice. The top themes from their verbatim responses are listed below:
 - i. 12 comments highlighted that allowing unrestricted access of Korikori Green relieves congestion for majority of users in the area e.g. school traffic
 - ii. 6 comments showed they were happy with how it is at present.
 - iii. 5 comments highlighted that closing a section of Korikori Green will increase traffic on surrounding roads.
 - b. 9 (22%) preferred Option two i.e. lift the bollards in Korikori Green occasionally. 7 of these gave a reason for their choice. The top theme from their verbatim response was from 4 people where their comments highlighted that allowing unrestricted access of Korikori Green relieves congestion for majority of users in the area e.g. school traffic.
 - c. 2 did not answer the question to note their preferred alternative option (i.e. Option 1/Option 2).
8. The below table shows details of responses submitted on behalf of organisations.

Response ID	Name of organisation	Name of respondent	Their response
ANON-G8CC-NEYE-P	North East Community Hub (NECH)	Katy King	<ul style="list-style-type: none"> Agree with Council's proposal to declare a section of Korikori Green a pedestrian mall. Comments: The original purpose of this road was for access to the park, and not as a through-route. It makes sense to have the barriers present by default and removed only when there is a specific need (for particular events, for example). If the land needs to be re-designated as a Pedestrian Mall in order for the barriers to be in use the majority of the time, then please go ahead and declare this section a pedestrian mall. This shouldn't be a through route; having access from both ends, but not through the middle, allows access to the park and facilities and car parking, but prevents the road being used as a 'rat run' through the park.
ANON-G8CC-NEY4-5	Beca Ltd. on behalf of the Ministry of Education	Danielle Rogers	<ul style="list-style-type: none"> Agree with Council's proposal to declare a section of Korikori Green a pedestrian mall. Comments: The Ministry of Education is in support of declaring a section of Korikori Green a Pedestrian Mall as it will support the intended use of Korikori Green as a safe and

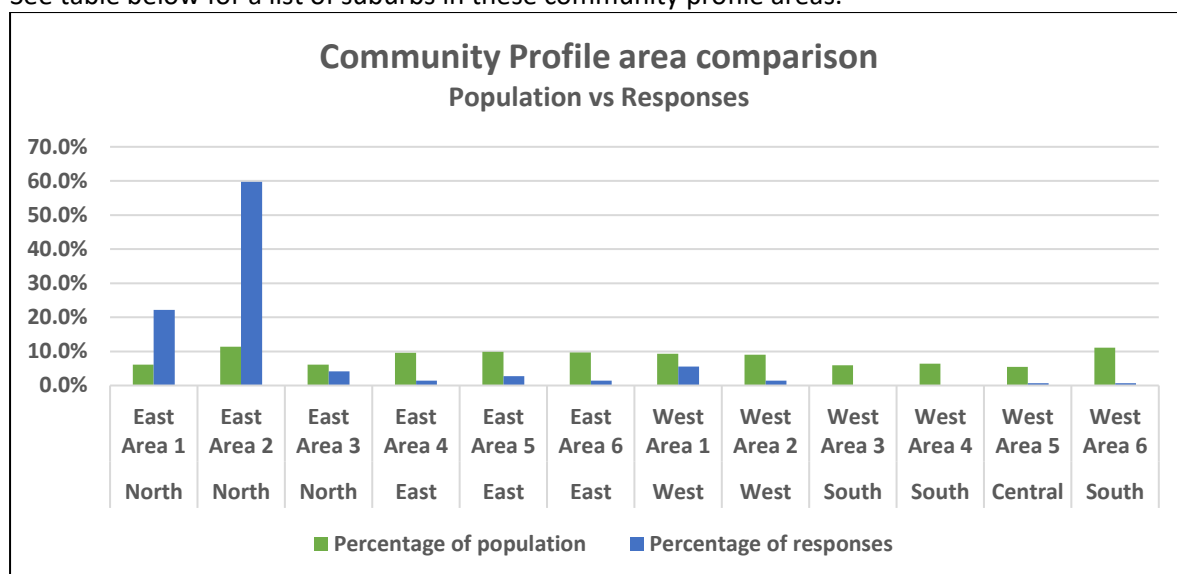
			<p>enjoyable place for people, particularly students of the surrounding schools (Te Totara Primary School, Barnardos Early Learning Centre Te Totara, Rototuna Junior high School, Rototuna Senior high School and Hamilton Christian School) to walk or bike. The closure of Korikori Green to through traffic will enable safe pedestrian and cycle crossing of the Green to the Reserve and reduce the potential for increased speeds along the route thus improving the safety of students and other people using this network.</p>
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DEMOGRAPHIC COMPARISON

RESPONDENTS VS HAMILTON CITY PROFILE*-LOCATION

We had a high representation from East Area 1 and East Area 2, which meets the objective of the consultation as Korikori Green is in this part of the city.

See table below for a list of suburbs in these community profile areas.



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

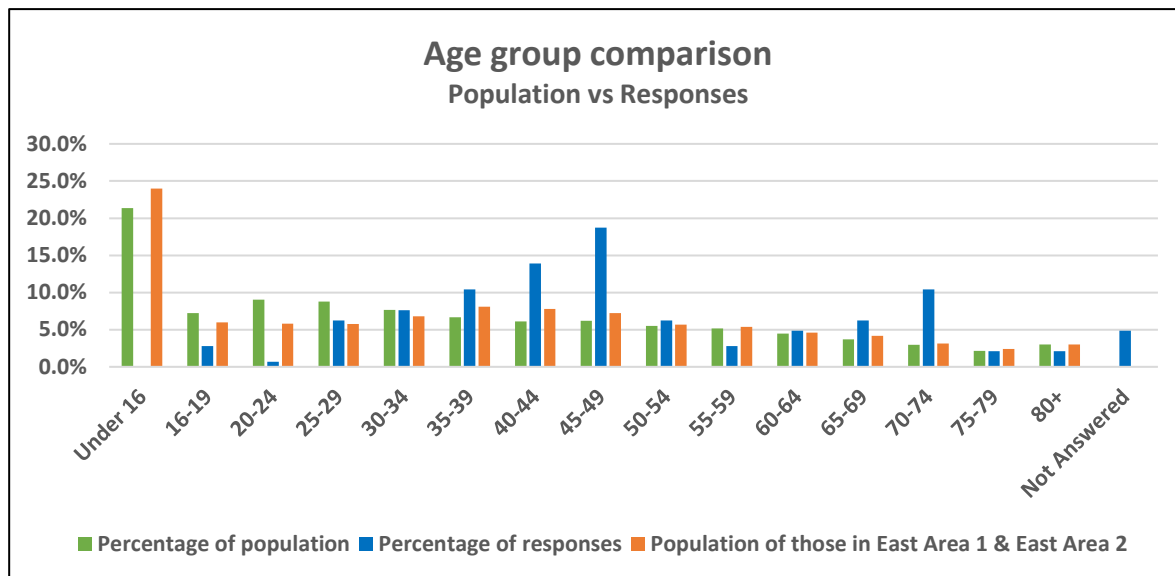
Community Profile Area	List of suburbs
East Area 1	Flagstaff
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood
East Area 4	Enderley, Fairfield, Fairview Downs
East Area 5	Claudeland, Hamilton East, Peachgrove
East Area 6	Hillcrest,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

West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiara
West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke

RESPONDENTS VS HAMILTON CITY PROFILE*-AGE GROUP

We had a low representation from under 24 year olds. There was a good representation across a wide age range i.e. 30 to over 80-year olds, which is perhaps reflective of the different types of users of Korikori Green, such as those whose children attend the school or residents of nearby retirement villages.

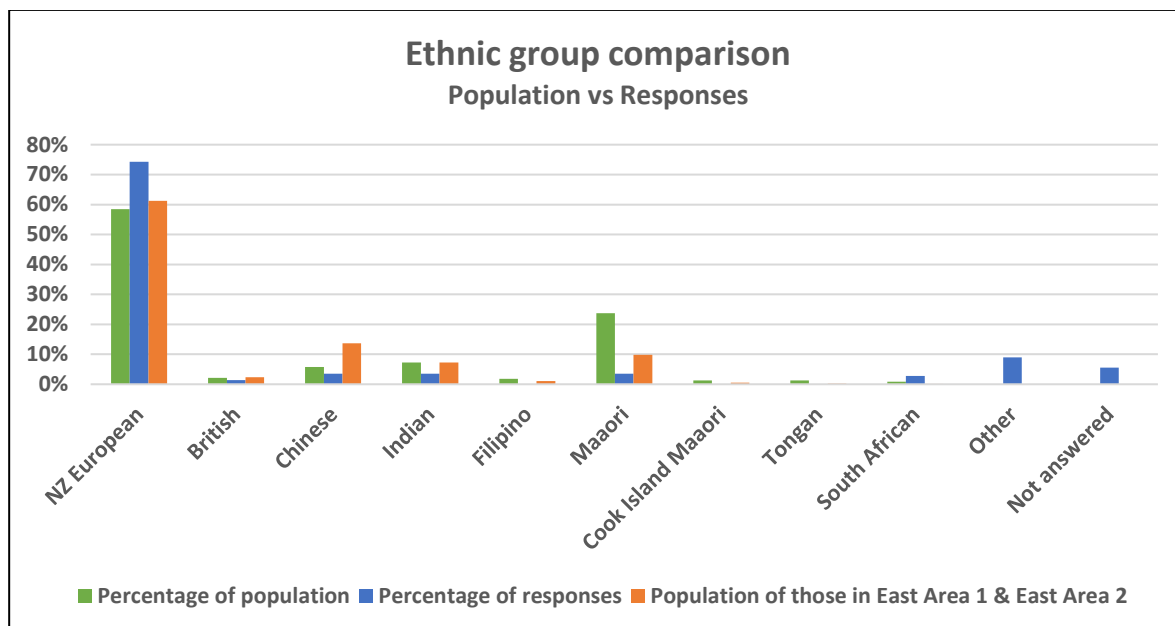
The orange bars represent percentage of population of those from East Area 1 and East Area 2 split by the below age groups, as these are the people it will impact.



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

RESPONDENTS VS HAMILTON CITY PROFILE*-ETHNIC GROUP

We had a high representation from NZ European and South African ethnic groups. The orange bars represent percentage of population of those from East Area 1 and East Area 2 split by the below ethnic groups, as these are the people it will impact.



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

Attachment 3

FEEDBACK FROM SOCIAL MEDIA

We received 41 comments (including replies to comments) on social media posts on Facebook.

- 11 of these comments were related to Korikori Green.
- 4 of the comments showed preference for Option 3.
- A couple of the comments noted that for the past few weeks traffic couldn't go through Korikori Green due to the temporary fencing. We recognise this was in response to safety concerns being expressed by pedestrians and cyclists about vehicles failing to slow at the crossing point on Korikori Green, as noted in the executive summary.

WHAT'S NEXT

Results are to be presented to a Council Hearings and Engagement Committee on 24 March 2021, before a decision is made.

Item 6

Council Report

Item 7

Committee: Hearings and Engagement Committee

Date: 24 March 2021

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

- To seek approval from the Hearings and Engagement Committee of the proposed changes to traffic controls throughout Hamilton City.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Hearings and Engagement Committee:
 - receives the report;
 - approves the changes to parking restrictions and controls:

Location	Description
Taiatea Drive	Install 4m 'No Stopping' outside #24 Taiatea Drive.
Beale Street	Install 38m 'No Stopping' from #1 to #13 Beale Street.
O'Connell Court	Install the following 'No Stopping'. 6m outside #33 Oakfield Crescent. 6m outside #2 O'Connell Court.
Oakfield Crescent	Install the following 'No Stopping'. 6m outside #33 Oakfield Crescent. 6m outside #2 O'Connell Court.
Gallagher Drive	Install 30m 'No Stopping' outside #13 Gallagher Drive.
Jones Crescent	Install 12m 'No Stopping' across the driveways of #8-10 Jones Crescent.
Minchin Crescent	Install 6m 'No Stopping' outside #1 Minchin Crescent.
Beerescourt Road	Install 6m 'No Stopping' outside #1 Minchin Crescent on Beerescourt Road frontage.
King Street	Install 12.5m 'No Stopping' outside #49 King Street.
Te Rapa Road	Extend the existing 'No Stopping' outside #674 Te Rapa Road to a new length of 40m.
Hogan Street	Install the following 'No Stopping'. 6m outside #2 Snead Place. 6m outside #1 Snead Place. 6m outside #16 Cameron Road. 6m outside #20 Cameron Road.

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Snead Place	Install the following 'No Stopping'. 6m outside #2 Snead Place. 6m outside #1 Snead Place.
Cameron Road	Install the following 'No Stopping'. 6m outside #16 Cameron Road. 6m outside #20 Cameron Road.
Nisbet Street	Installation of two 6m 'Mobility parks' outside #173 Ward Street. Installation of 14.5m 'No Stopping' outside #173 Ward Street. Installation of 12m a P10 Loading Zone outside #173 Ward Street Relocation of existing P10 Loading Zone from outside #9 Nisbet Street to #173 Ward Street.
Sapper Moore-Jones Place	Installation of a 7.5m 'P10 loading zone' outside #1 Sapper Moore-Jones Place. Extend the existing 'No Stopping' restriction to a new length of 49m.
Te Rapa Road	Install the following 'No Stopping'. 9m outside #471 Te Rapa Road. 18m outside #471 Te Rapa Road. 6m outside #455 Te Rapa Road. 17m outside #455 Te Rapa Road. 17m outside #471 Te Rapa Road. 32m outside #471 Te Rapa Road.
Sir Tristram Avenue	Installation of 13m 'No Stopping' outside #455 Te Rapa Road.
Rostrevor Street	Extend the existing 'No Stopping' outside #122 Rostrevor Street to a length of 49m. Shorten the existing 'P120' outside #118-122 Rostrevor Street to a length of 15m.
Liverpool Street	Install the 'CBD zone parking' restrictions
Clyde Street	Installation of a 12m 'Bus Stop' outside #52 Clyde Street.
Grange Avenue	Installation of a 15m 'Bus Stop' outside #32 Grange Avenue.
Rotokauri Road	Installation of a 15m 'Bus Stop' outside #248 Rotokauri Road.
Eagle Way	Gazette 'No Stopping'. 67m outside #10 Eagle Way. 37m outside #10 Eagle Way. 146m outside #980 Te Rapa Road.
River Road	Gazette 39m 'No Stopping' outside #527 River Road.
Hillcrest Road	Gazette 5m 'No Stopping' outside #98 Hillcrest Road.
Cambridge Road	Gazette 22m 'No Stopping' outside #109-113 Cambridge Road.
McCracken Avenue	Gazette 23m 'No Stopping' outside #33 McCracken Avenue to #280 Cambridge Road.
Collins Road	Gazette 53m 'No Stopping' outside #65 Deanwell Avenue to #87 Collins Road.
Kent Street	Gazette 9m 'No Stopping' outside #16 Empire Street.
Te Rapa Road	Rescind 25m 'No Stopping' outside #674 Te Rapa Road.
Sapper Moore-Jones Place	Rescind 33m 'No Stopping' outside #1 to #6 Sapper Moore-Jones Place.
Rostrevor Street	Rescind 34m 'No Stopping' outside #122-130 Rostrevor Street. Rescind 28m 'P120' outside #118-122 Rostrevor Street.
Cambridge Road	Rescind 15m 'No Stopping' outside #109-113 Cambridge Road.

Collins Road	Rescind 41m 'No Stopping' outside #65 Deanwell Avenue to #85 Collins Road.
Liverpool Street	Rescind '7m' 'Bus Stop' outside 13 Liverpool Street.
Liverpool Street	Rescind '15m' 'Bus Stop' outside 20 Liverpool Street.

- c) approves the following addition to the Register 10: Special Vehicle Lanes Part 1 Cycle Lanes of the Hamilton Traffic Bylaw 2015 as set out below:

Location	Description
<u>Victoria Street</u>	<u>Northbound cycle lane from the intersection of Alma Street progressing 87 metres to the intersection of Claudelands Road.</u>

- d) approves the following addition to the Register 11: Turning Movements of the Hamilton Traffic Bylaw 2015 as set out below:

Location	Description
<u>Victoria Street</u>	<u>Northbound cycles and powered transport devices are permitted to turn right from Victoria Street into Claudelands Road.</u>

Executive Summary - *Whakaraapopototanga matua*

- The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A Council resolution is required to make changes to any of these restrictions.
- The changes proposed for approval in this report to be considered are:
 - parking restriction changes including No Stopping and time restrictions, bus stops; and
 - changes to two registers of the Traffic Bylaw.
- Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
- Targeted consultation has been completed for all proposed changes and generally there is support for these.
- Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

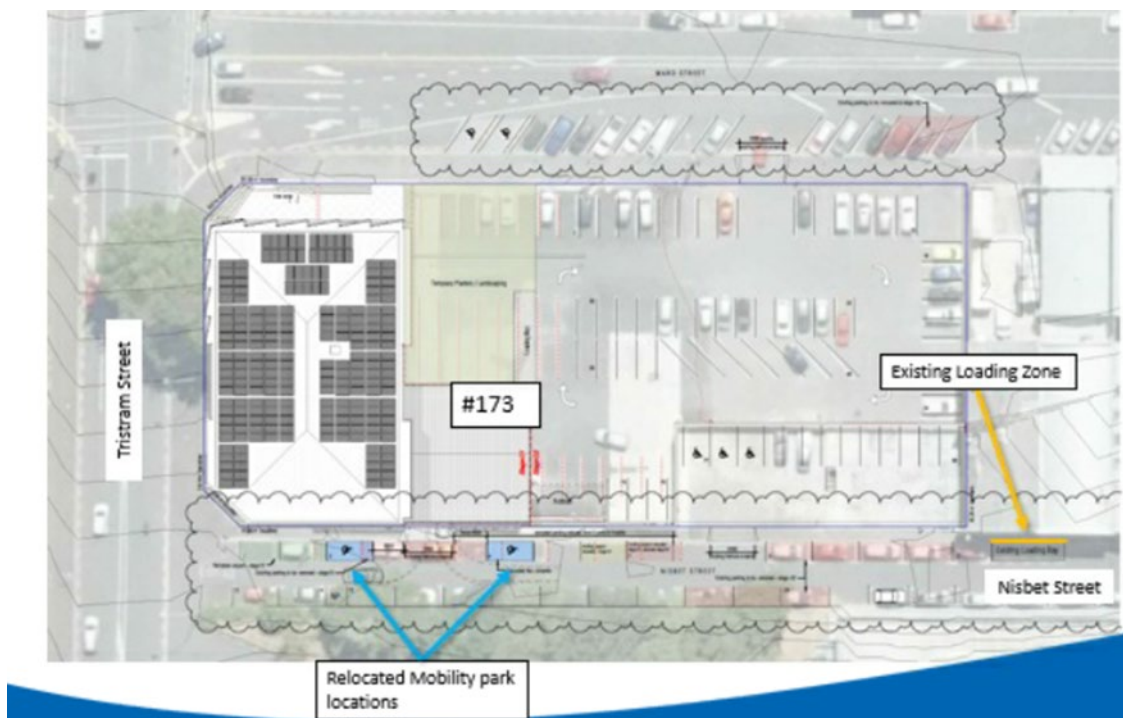
- The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - parking;
 - general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - creation of cycle lanes and paths; and
 - establishment of specific parking zones such as bus stops, taxi stands, loading zones.
- A resolution of the Hearings and Engagement Committee is required to make changes to any of these restrictions.
- 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.
- 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. Changes are proposed to parking restrictions which are associated with a proposed development and the details of these changes 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. The feedback received was positive and supportive of the proposed changes.

Tuapapa development – Ward Street and Nisbet Street

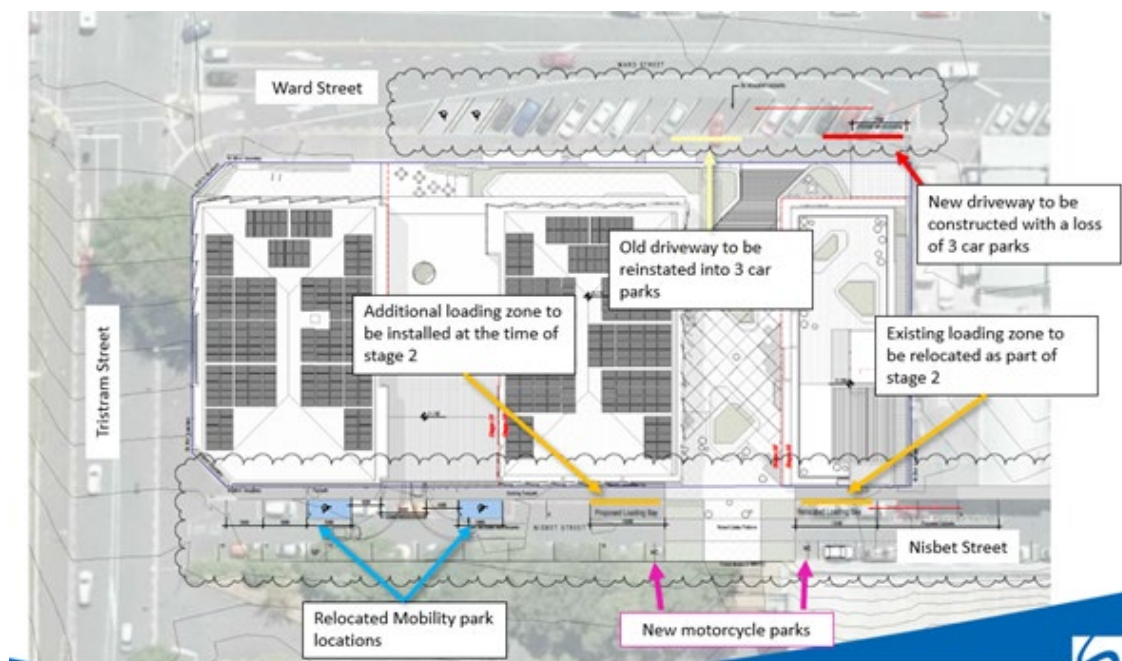
14. As discussed at the 30 November 2020 Central City and River Plan Advisory Group meeting, and noted in the 24 February 2021 Hearings and Engagement meeting, changes are proposed to the parking provisions in both Ward Street and Nisbet Street in association with the Tuapapa development.
15. The Tuapapa development is sited on the section of land bounded by Ward Street, Tristram Street and Nisbet Street and has two stages of implementation proposed. The stages and related parking changes are shown in the plans below.
16. The Stage one will require relocation of two mobility carparks to allow a new vehicle entrance to be put in place on Nisbet Street. This change will result in the loss of two carpark spaces. It is expected that work on this stage will commence in 2021.



Stage 1 of the Tuapapa Development

17. The timing of Stage two is currently not known and will be dependent upon market demands, but as a minimum will not proceed until stage one is complete. Stage two will require the following changes to parking:
 - i. Reallocation of three carparks to accommodate a new vehicle entrance onto Ward Street. These can be relocated to the existing vehicle entrance that will be closed as part of the development. It is noted that parking allocation on Ward Street is likely to be changed as part of the Ward Street Innovating Streets trial and subsequent upgrade by the time that this stage in the development proceeds.

- ii. Removal of six carpark spaces in Nisbet Street to accommodate a raised pedestrian platform to link the development to stairs (proposed) into Wintec and a new loading zone.
- iii. Relocation of an existing loading zone in Nisbet Street
- iv. Installation of motorcycle parks – to utilise short sections remaining either side of raised pedestrian platform in Nisbet Street.



Stage 2 of the Tuapapa Development

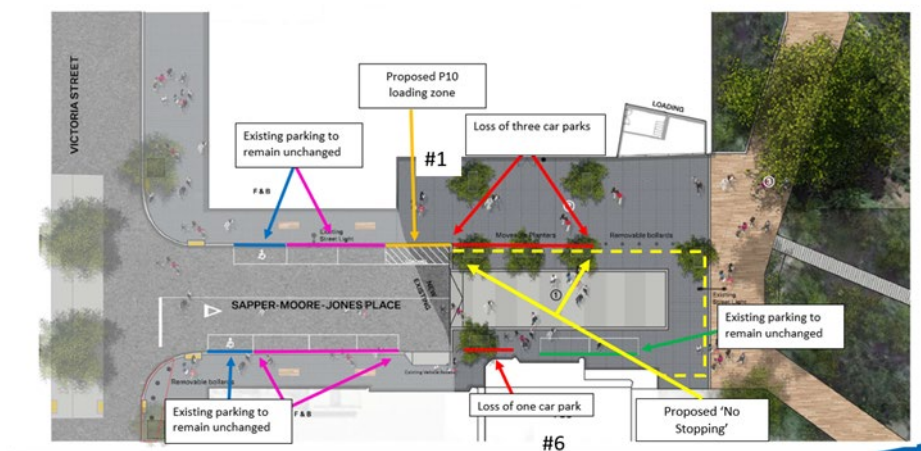
Waikato Regional Theatre – Sapper Moore Jones Place

- 18. As discussed at the 11 March 2021 Central City and River Plan Advisory Group meeting, changes to the parking restrictions in Sapper Moore Jones Place are required to accommodate the loading dock facility that will be constructed as part of the Waikato Regional Theatre.
- 19. The plan below shows the largest of the truck turning movements (articulated 'B-Train') that will be undertaken to access the loading dock via Sapper Moore Jones Place. It is proposed that there will be planters and bollards installed that can be moved/removed as required to accommodate the 'B-Train' movements – estimated to be 12 – 15 times a year.
- 20. At other times the space will be available for pedestrians and cyclists moving through to the walkways accessed off the end of Sapper Moore Jones Place. Cars and vehicles servicing the businesses on the southern side of Sapper Moore Jones Place will be able to turn at the end of the street.



Turning movements for a 'B Train' in Sapper Moore Jones Place to access the Loading Dock

21. To accommodate the Waikato Regional Theatre development, it is proposed to:
- Remove four carparks
 - Install a loading zone for general deliveries to the Waikato Theatre and surrounding businesses

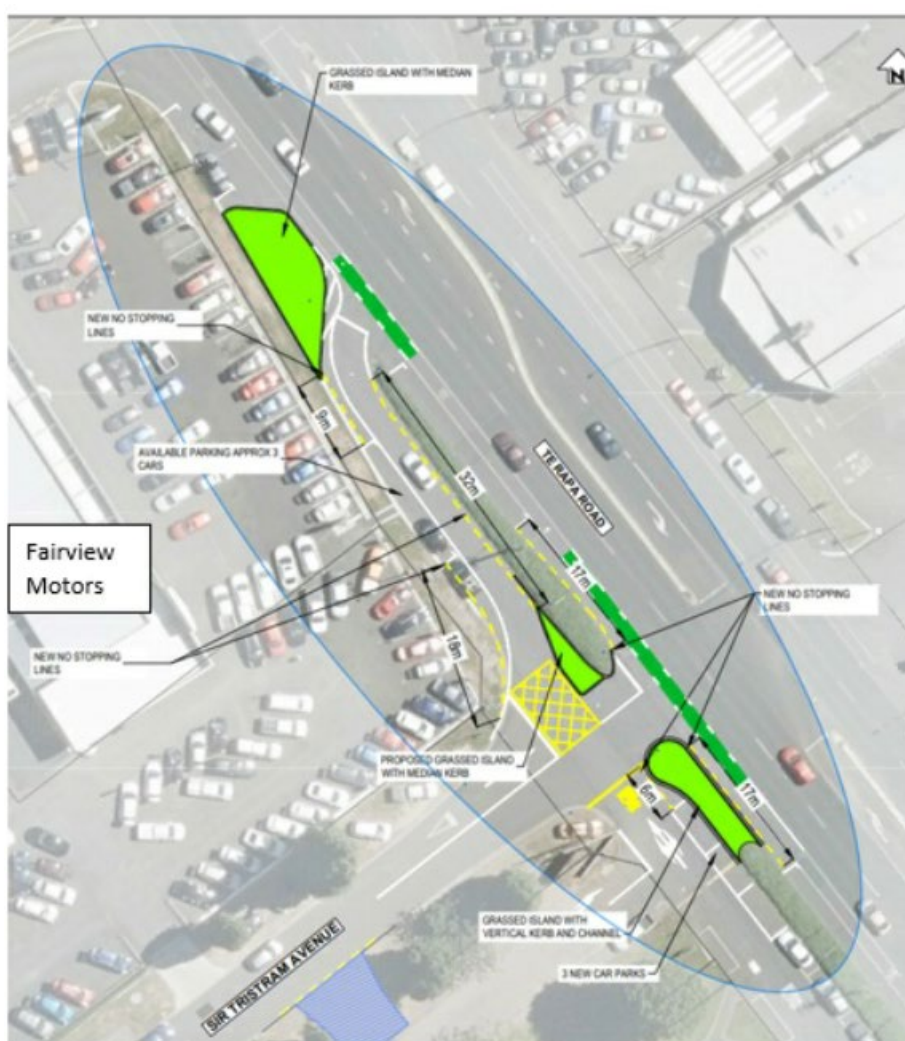


Sapper Moore Jones Place parking changes

22. The final details of the materials to be used and exact extent of work in this area are yet to be finalised by the Waikato Regional Property Trust, but the design will require sign off by Council before implementation.
23. Further updates will be provided to the Central City and River Plan Advisory Group as detailed design of Sapper Moore Jones progresses to determine the scope of work which Council may look to invest in. Approval of the use of the funding for the 'Theatre Access and Pedestrian Environment' proposed activity in the draft 2021-24 Long Term Plan would be sought through the Infrastructure Operations Committee.

Te Rapa Road Service Lane and Sir Tristram Ave intersection

24. A new childcare centre at 4-6 Sir Tristram Avenue has been approved and improvements at the intersection of the northern end of the Te Rapa Road Service Lane and Sir Tristram Avenue have been included in the resource consent requirements. The childcare centre and improvements are programmed for implementation around April/May 2021.
25. The primary reason for the intersection improvements is to allow for the safe movement of traffic through the intersection and this includes providing better definition to the intersection by extension of some of the existing islands.
26. The improvements require several parking restrictions to ensure the safe movement of heavy vehicles through the area. Overall, there is a loss of 9 carparks from the Te Rapa service lane as a result of these proposed changes – noting that many of these carparks were not able to be used because if they had been used they would have prevented vehicles moving through the service lane outside Fairview Motors.
27. Consultation with Fairview Motors has been completed and they have no concerns with the proposal. The physical works for these safety improvements are being paid for by the developer of the childcare center.
28. The plan below shows the proposed safety improvements planned for the intersection:



Proposed intersection improvements at Te Rapa Road Service Lane and Sir Tristram Avenue intersection.

Traffic Bylaw Changes

29. The Traffic Bylaw has a series of registers that are able to be updated resolution of the Council.
30. Changes are proposed to the following registers of the of the Traffic Bylaw:
 - Register 10: Special Vehicle Lanes Part 1: Cycle Lanes
 - Register 11: Turning Movements

Victoria Street – Register 4: Cycle Paths and Register 11: Turning Movements

31. The 24 February 2021 Hearings and Engagement Committee approved in principle the introduction of a proposed right turn cycle lane from Victoria Street onto Claudelands Bridge but requested that a more detailed plan be presented to the committee for final approval. The detailed plan is included in this report as **Attachment 3**.
32. It is proposed that a dedicated right turn bay and traffic signal for people on bikes or powered transport devices (eg e-scooters) to enable them to safely and legally turn right from Victoria Street into Claudelands Road be implemented.
33. Currently there is a right turn ban at the intersection for all vehicle types – including cyclists and as a result, people on bikes undertake a variety of manoeuvres over sections of shared paths to head east across Claudelands bridge from the southern central city area.
34. In conjunction with the cycling improvements on Claudelands Bridge it was identified that providing the ability for people on bikes to turn right onto the bridge from the southern end of Victoria Street was a key link. This has been reinforced via the development of the Biking and Micro-mobility draft Biking and Micro-mobility Network Plan with both Victoria Street and Claudelands Road being considered as primary ‘cross city connector’ routes.
35. The installation of the right turn cycle lane will result in the removal of a short section of ‘double lane’ stacking space for vehicles between Claudelands Road and Ward Street.
36. The proposed cycleway facilities in Victoria Street have minimal impact on traffic flows and no impact on adjacent businesses therefore no consultation has been undertaken with these parties. Consultation with Bike Waikato has been completed for this proposal.
37. Monitoring of traffic queues in this area has been undertaken and staff are comfortable that there will be minimal impact from the loss of the ‘second lane’ for the short section of Victoria St between Ward St and Claudelands Rd. At its worst there will be approximately 5 cars that need to move back into the single lane.
38. Staff are proposing to install the right turn lane initially via temporary traffic management to check that everything works as expected before formalising via the permanent solution.
39. Cyclist numbers on Claudelands Bridge are around 200-220 per day with the last count being completed on 22 February 2021. There is now technology in place to do regular counts and staff will be able to complete them on a regular basis. Prior to this technology the counts were completed manually and generally on an annual basis.
40. Staff will be doing monitoring of this site (both cycle numbers and queues on Victoria Street) once the temporary traffic management is in place and then once the permanent solution is in place.
41. To enable these facilities to operate legally, changes are needed to two registers within the Traffic Bylaw as set out below:

- The following addition to Register 10: Special Vehicles – Part 1: Cycle Lanes which sets out the on-road dedicated cycle lanes:

Location	Description
<u>Victoria Street</u>	<u>Northbound cycle lane from the intersection of Alma Street progressing 87 metres to the intersection of Claudelands Road.</u>

- The following addition to Register 11: Turning Movements which sets out Permitted turning movements by specified classes of vehicles:

Location	Description
<u>Victoria Street</u>	<u>Northbound cycles and powered transport devices are permitted to turn right from Victoria Street into Claudelands Road.</u>

42. The implementation of these changes is planned for completion in April/May 2021.

Financial Considerations – *Whaiwhakaaro Puutea*

43. The parking changes associated with Tuapapa, Regional Theatre and Sir Tristram Ave childcare center will be covered by the developers as part of their works.
44. Funding for the implementation of the remaining proposed parking changes is included in the 2020/21 City Transportation Operations and Parking Activity budgets.
45. Funding for the implementation of the right turn cycle lane in Victoria Street are included in the 2020/21 Biking Connectivity budget at an estimated \$75,000. The cost to develop the additional plans for this meeting was \$820.

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

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

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 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

51. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.
52. The recommendations associated with the Tuapapa and Waikato Regional Theatre developments will be crucial to enabling these developments to proceed and thereby contribute to the economic vitality of the central city area.

Environmental

53. Providing an active mode link to the Claudelands Bridge for the wider bike network will enable decreased reliance on personal transport vehicles reducing the negative impact on the environment.

Cultural

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

Risks - *Tuuraru*

55. There are no known risks associated with the decisions required for this matter.
56. There are risks associated with not approving the recommendations in this report as set out as follows:
- 2 b) parking restriction changes are required to enable proposed development to proceed and ensure safe operation of the proposals; and
 - 2 c) & d) enables a safe right turn facility for cyclists and e-scooters etc from Victoria Street into Claudelands Bridge to operate legally.

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

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

Engagement

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

Attachments

Attachment 1 - Illustrations of proposed parking restrictions

Attachment 2 - Schedule of proposed parking restrictions

Attachment 3 - Plan of Right turn cycle lane from Victoria Street into Claudelands Bridge



Hearings and Engagement Committee

Proposed Parking Restriction Changes

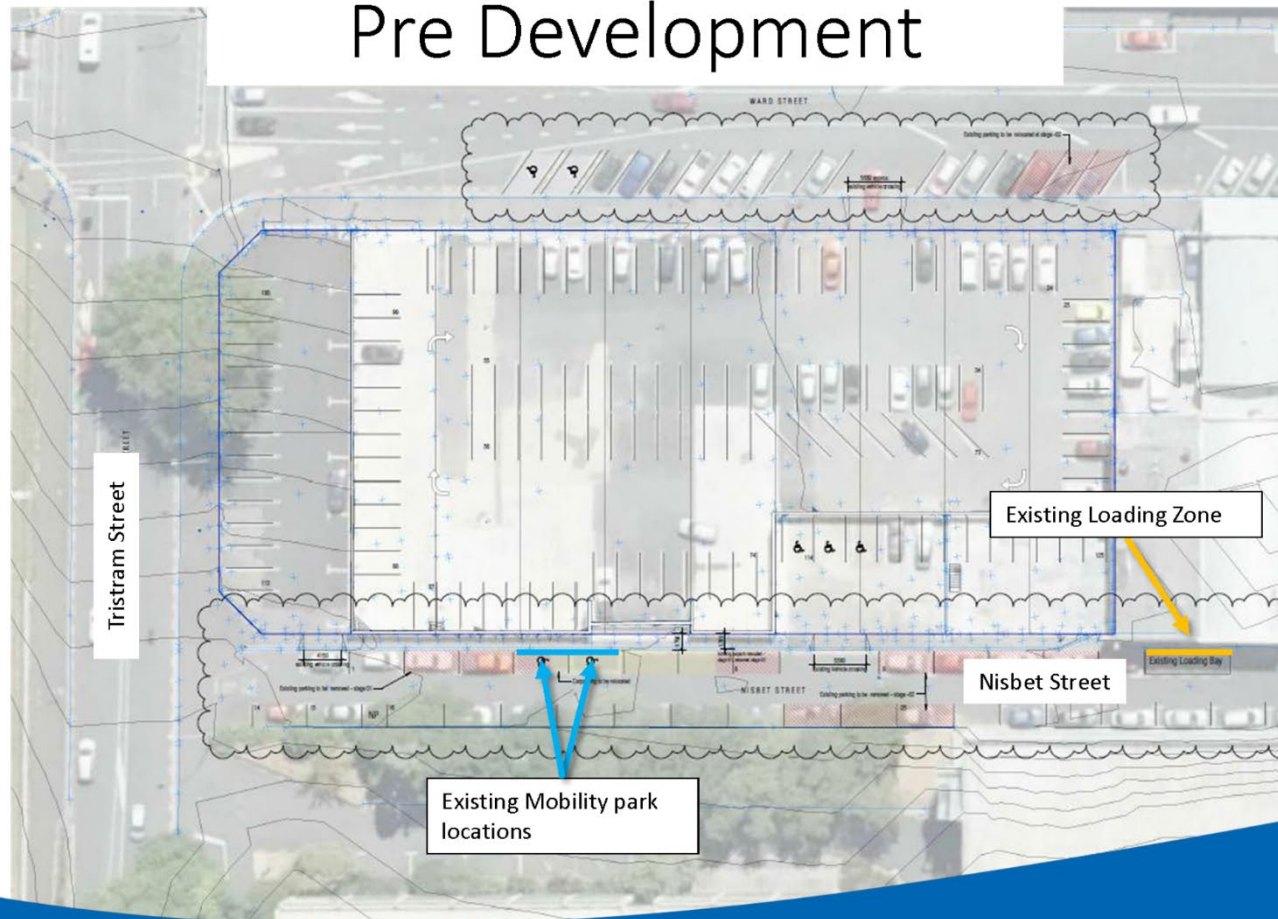
24 March 2021



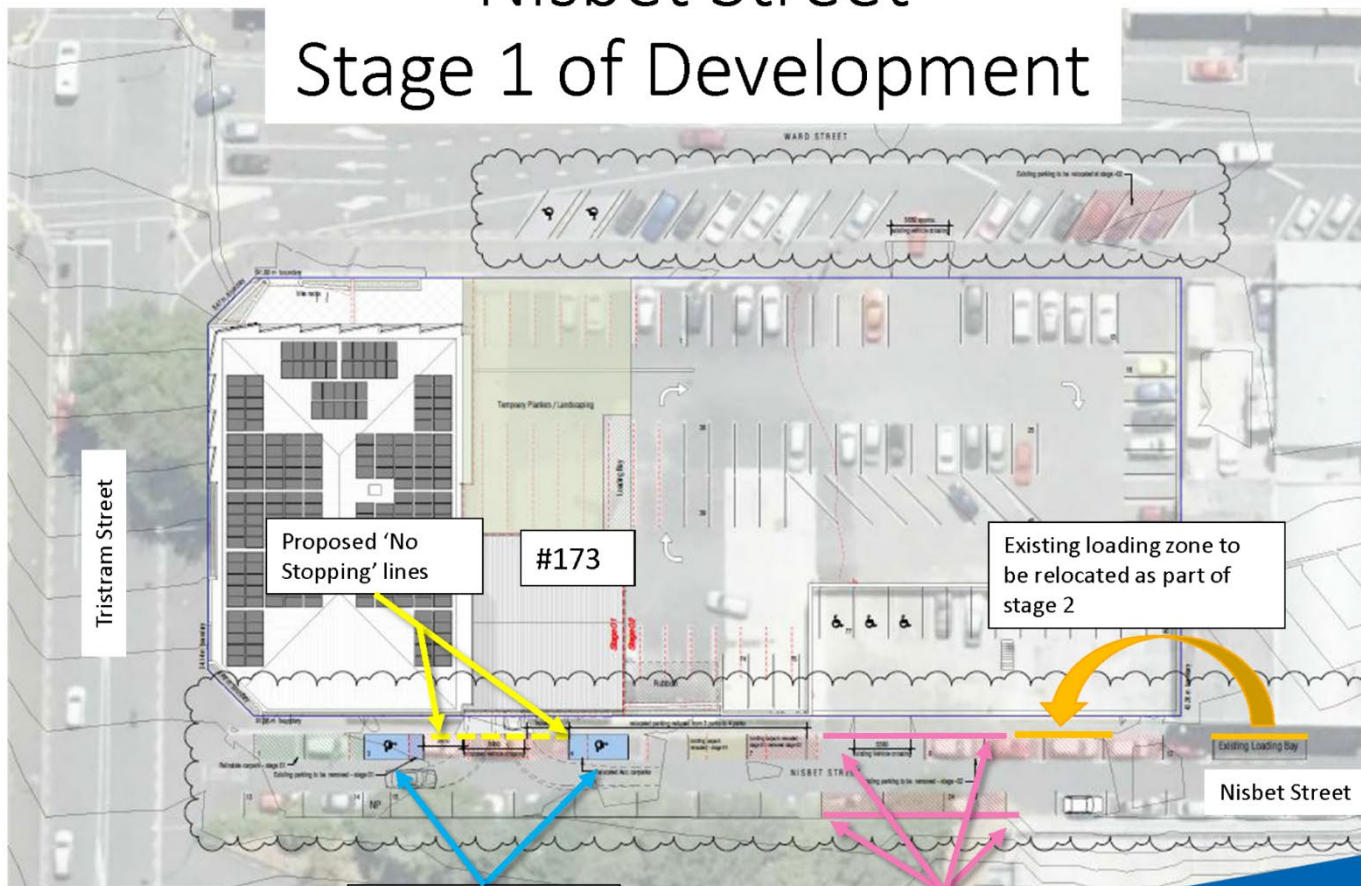
Item 7

Attachment 1

Nisbet Street Pre Development



Nisbet Street Stage 1 of Development

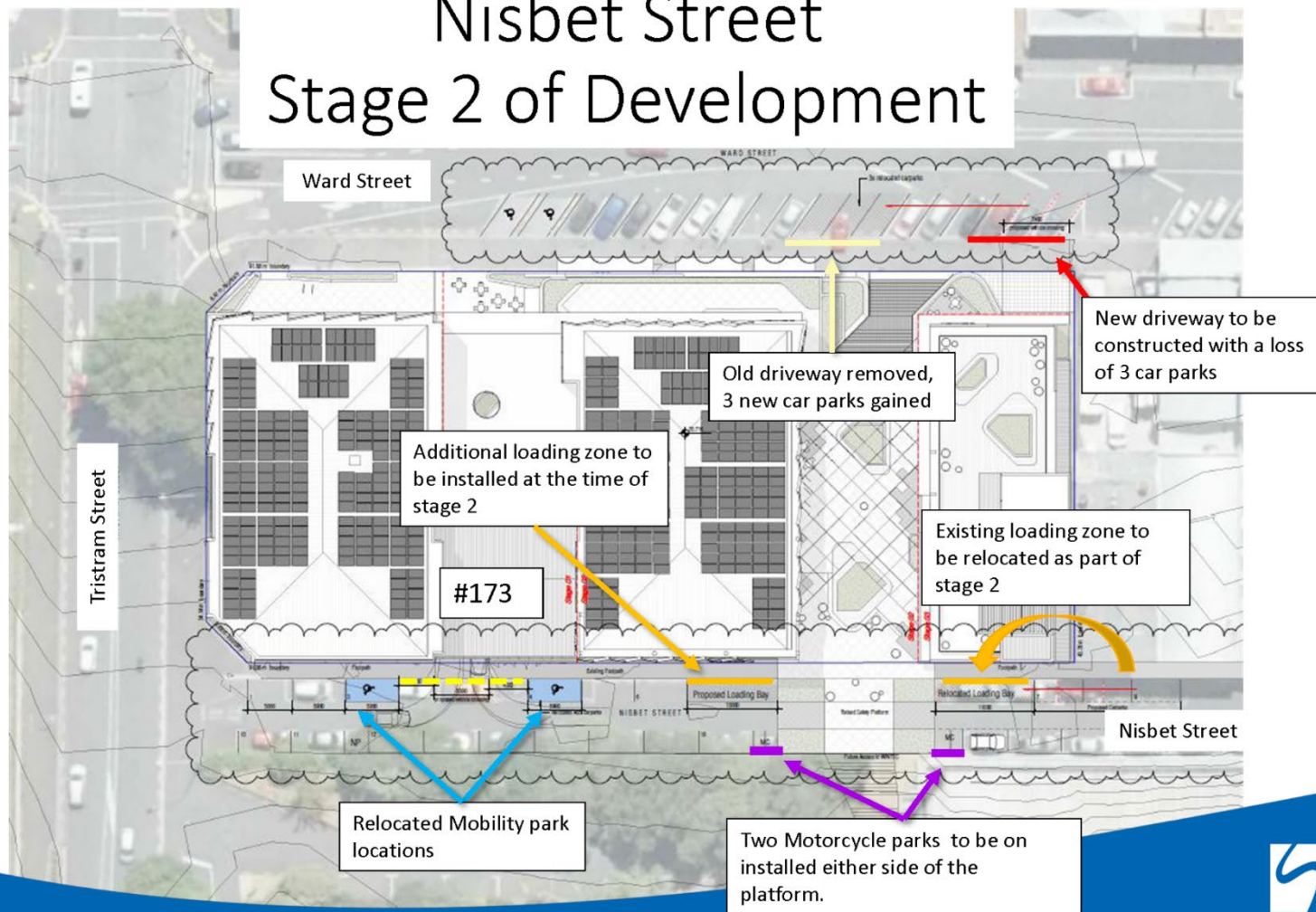


Relocated Mobility park locations

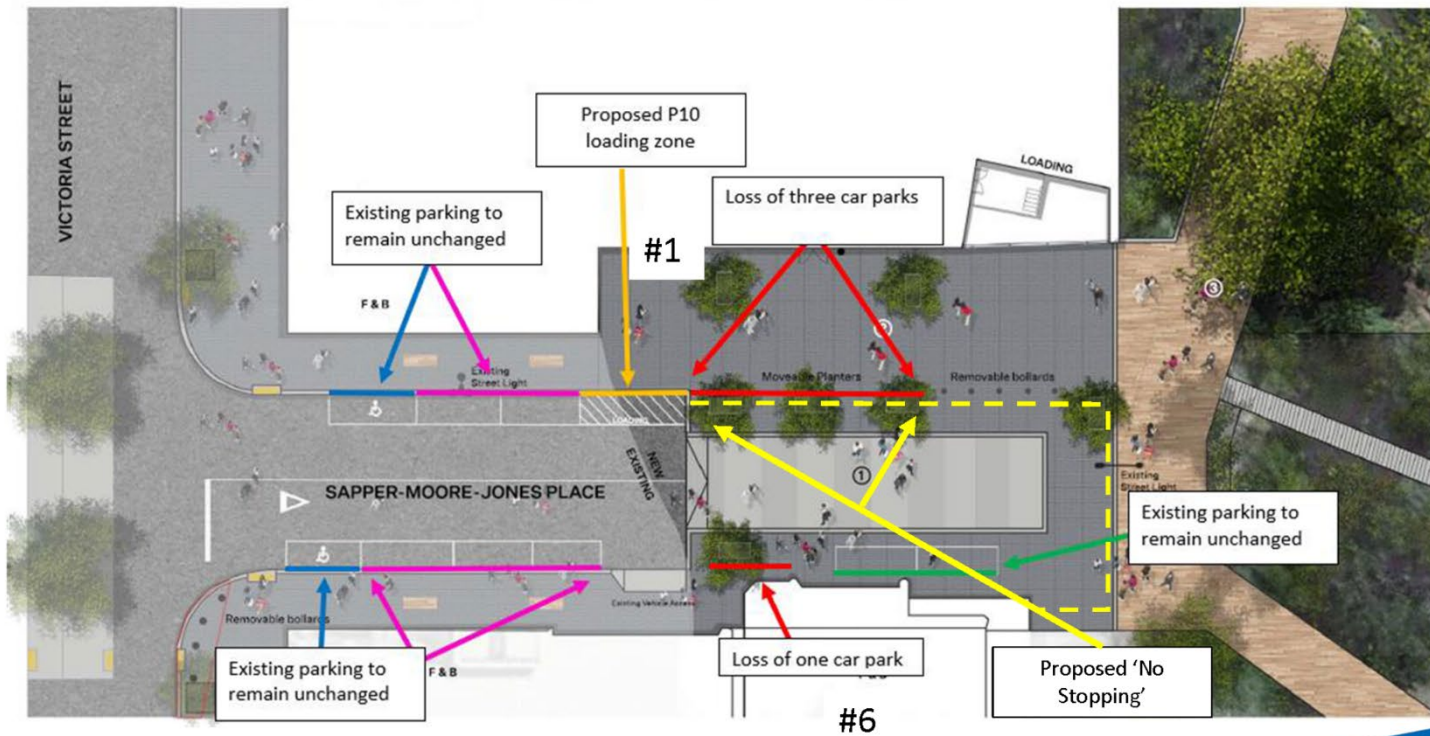
Raised platform to be constructed as part of stage 2. Loss of 5 car parks



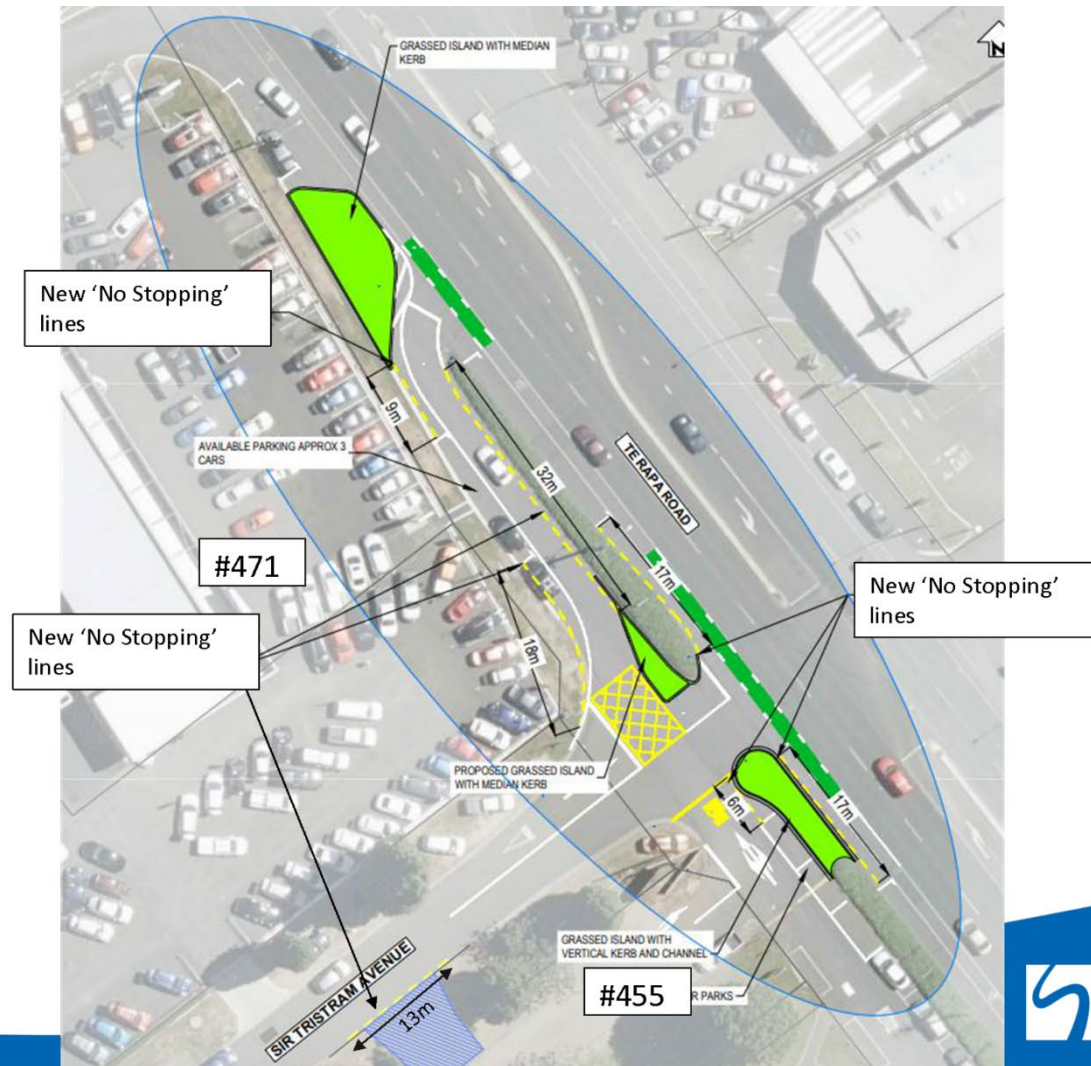
Nisbet Street Stage 2 of Development



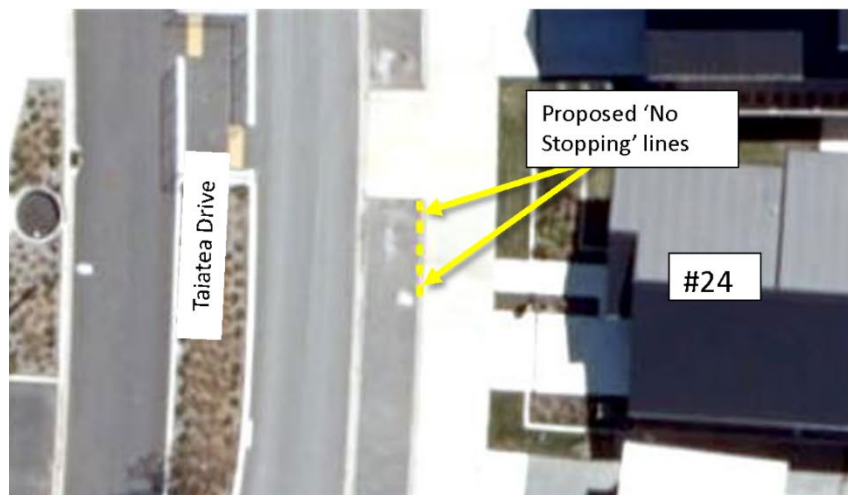
Sapper Moore-Jones Place



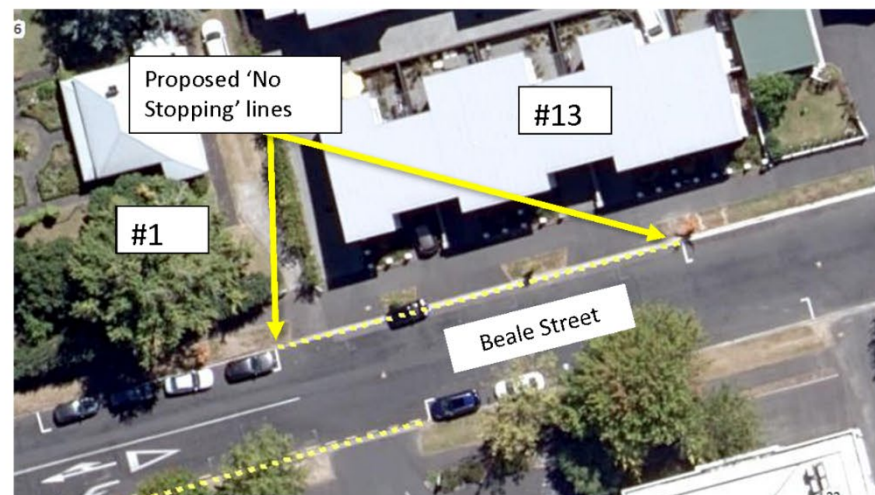
Te Rapa Road & Sir Tristram Avenue



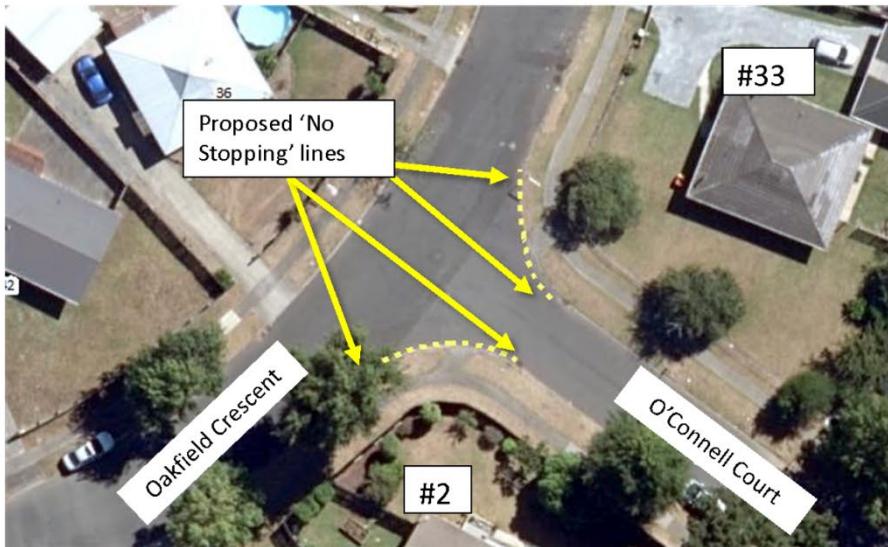
Taiatea Drive



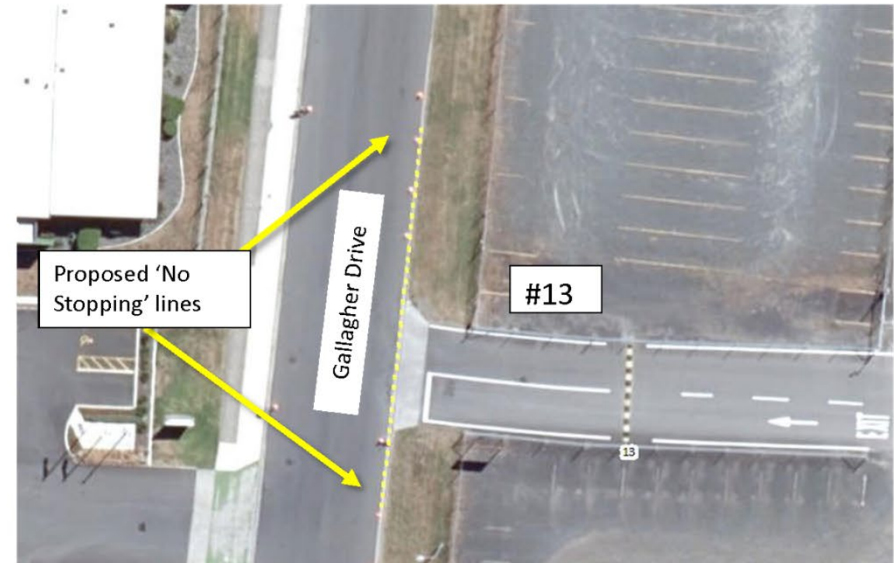
Beale Street



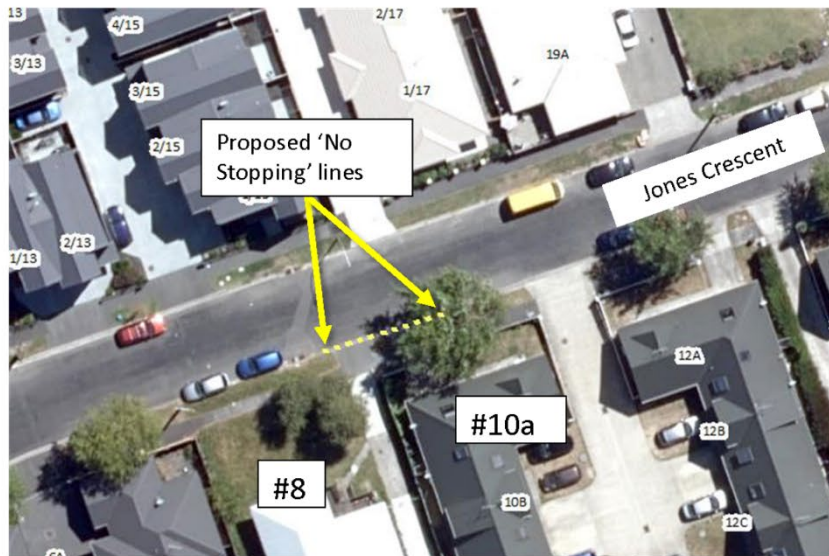
O'Connell Court & Oakfield Crescent



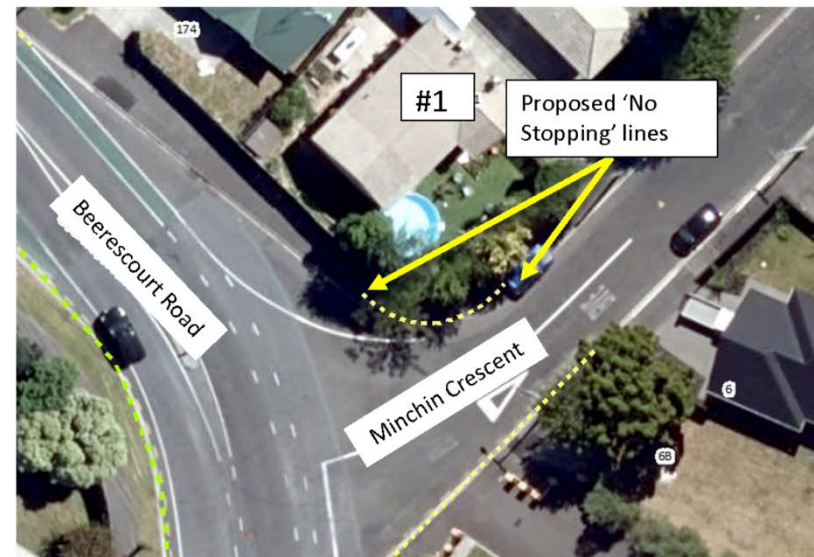
Gallagher Drive



Jones Crescent



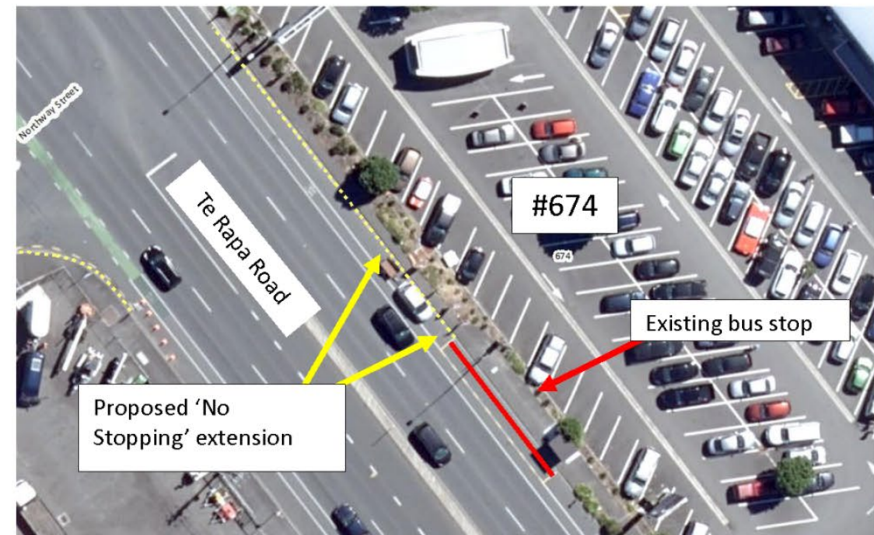
Minchin Crescent & Beerescourt Road



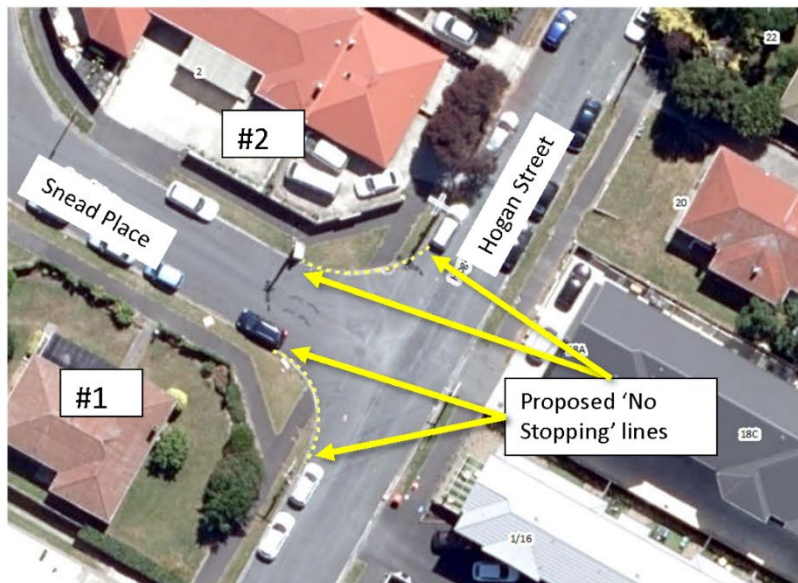
King Street



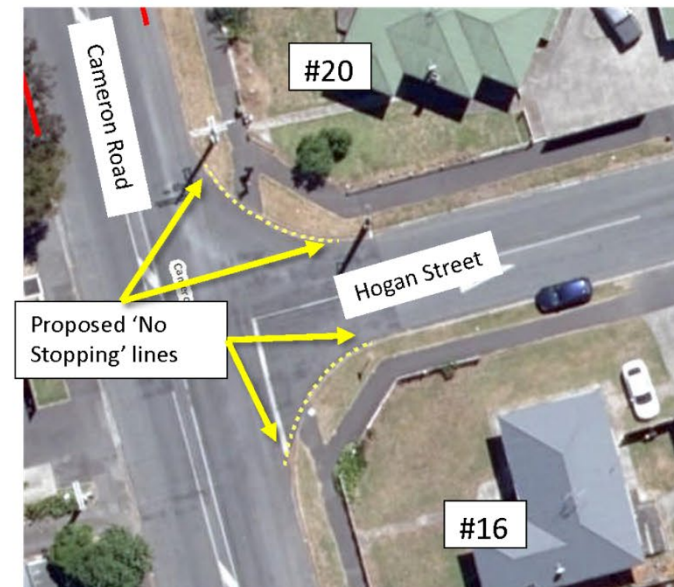
Te Rapa Road



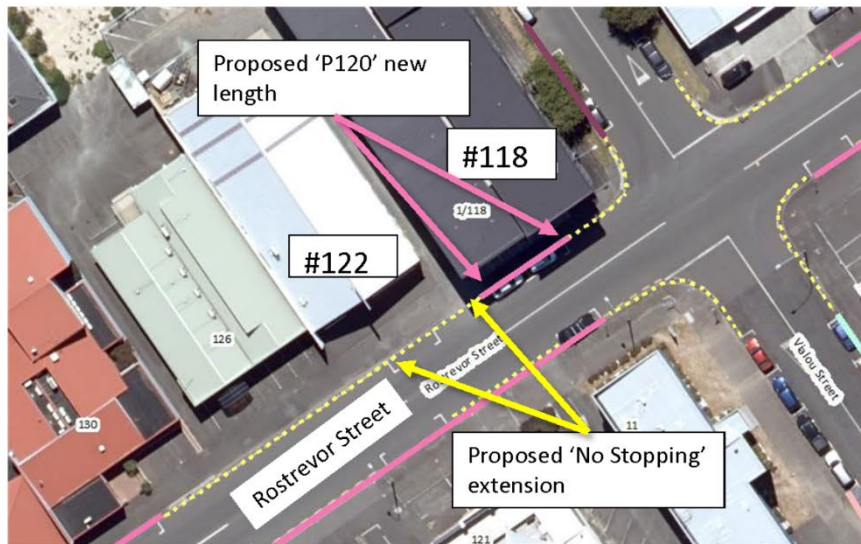
Hogan Street & Snead Place



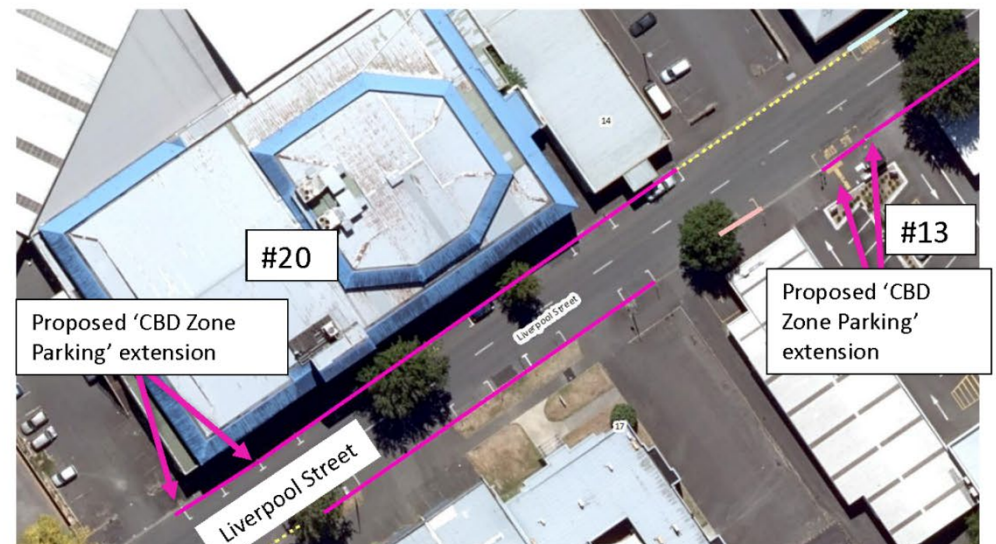
Hogan Street & Cameron Road



Rostrevor Street



Liverpool Street



New bus stops

Clyde Street



Grange Avenue



Rotokauri Road



Existing Restrictions to be Gazetted

Eagle Way

Item 7

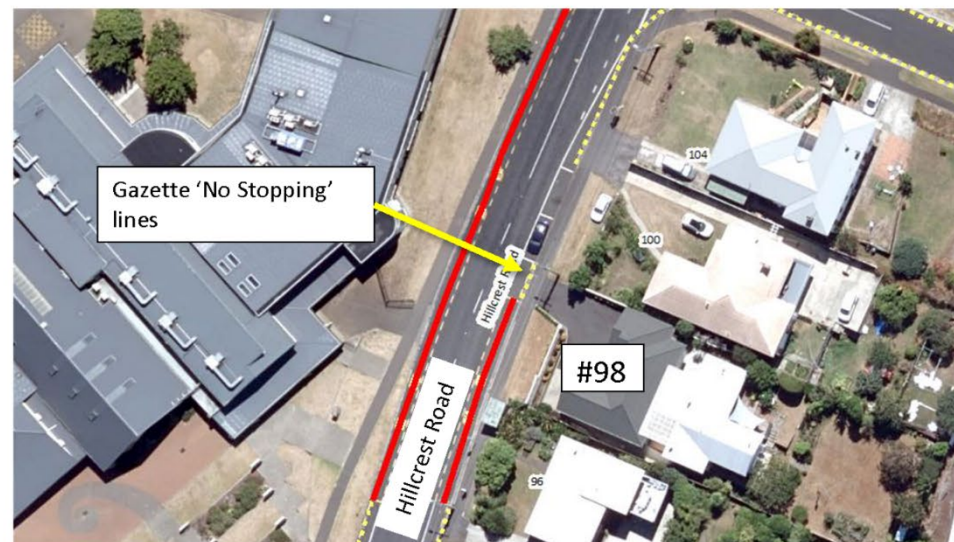


Attachment 1

River Road



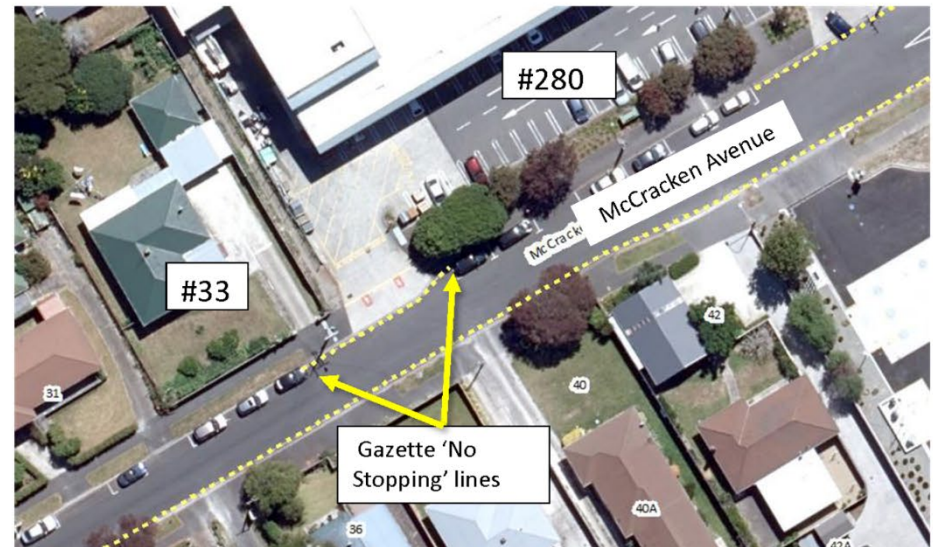
Hillcrest Road



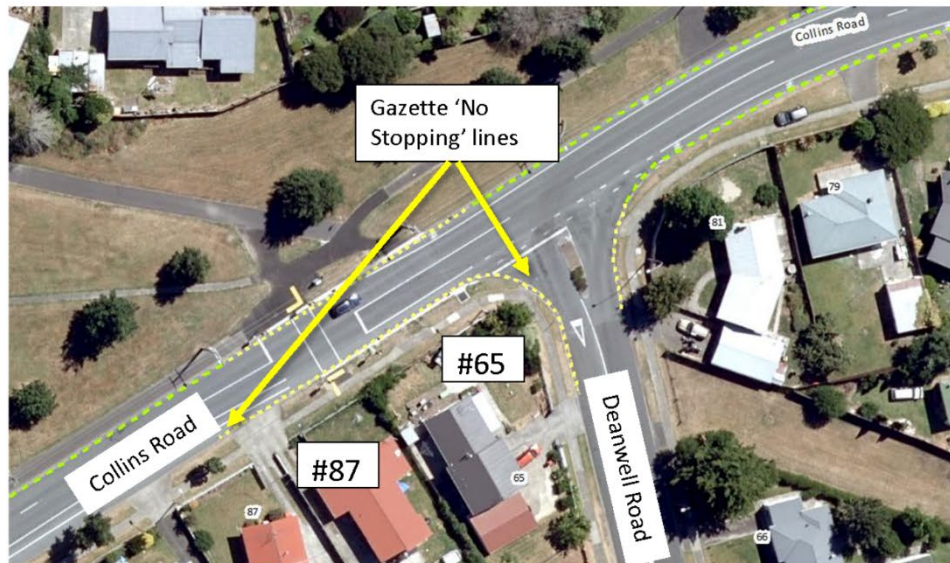
Cambridge Road



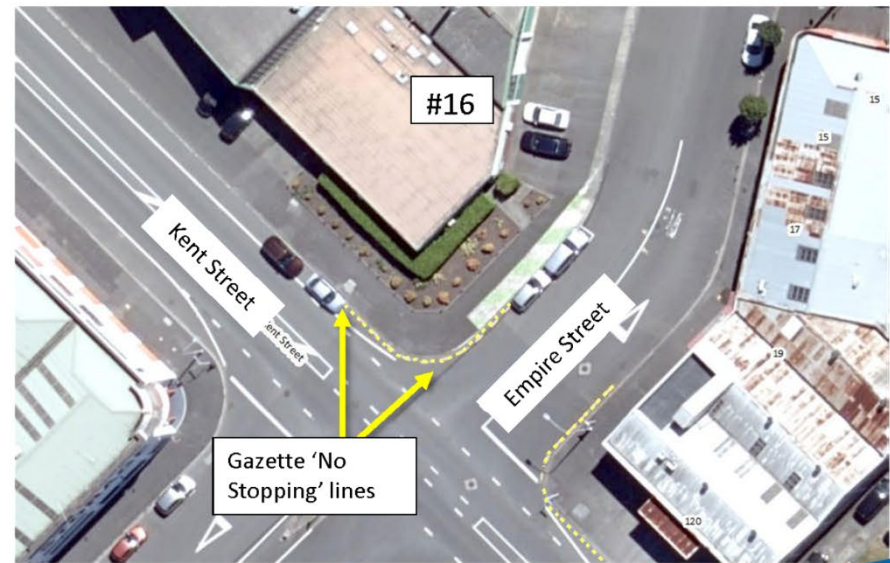
McCracken Avenue



Collins Road



Kent Street




FURTHER INFORMATION

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @CouncilHamilton

 07 838 6699

hamilton.govt.nz

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Taiatea Drive	Developer	To prevent vehicles from parking in a space too small for a car park.	Install 4m 'No Stopping' outside #24 Taiatea Drive.
Beale Street	Resident	Vehicles are parking in a space too small for a car park.	Install 38m 'No Stopping' from #1 to #13 Beale Street.
O'Connell Court	Resident	Vehicles are parking too close to the intersection.	Install the following 'No Stopping'. 6m outside #33 Oakfield Crescent. 6m outside #2 O'Connell Court.
Oakfield Crescent	Resident	Vehicles are parking too close to the intersection.	Install the following 'No Stopping'. 6m outside #33 Oakfield Crescent. 6m outside #2 O'Connell Court.
Gallagher Drive	Business	Trucks are having difficulty accessing the property when vehicles are parked nearby.	Install 30m 'No Stopping' outside #13 Gallagher Drive.
Jones Crescent	Resident	On going issues with vehicles parking over driveway.	Install 12m 'No Stopping' across the driveways of #8-10 Jones Crescent.
Minchin Crescent	Resident	Vehicles are parking too close to the intersection.	Install 6m 'No Stopping' outside #1 Minchin Crescent.
Beerescourt Road	Resident	Vehicles are parking too close to the intersection.	Install 6m 'No Stopping' outside #1 Minchin Crescent on Beerescourt Road frontage.
King Street	Business	Ongoing issues with vehicles using the driveway as a parking space.	Install 12.5m 'No Stopping' outside #49 King Street.
Te Rapa Road	WRC	Buses have trouble accessing the bus stop when vehicles park at the back of the stop.	Extend the existing 'No Stopping' outside #674 Te Rapa Road to a new length of 40m.
Hogan Street	Resident	Vehicles are parking too close to the intersection.	Install the following 'No Stopping'. 6m outside #2 Snead Place. 6m outside #1 Snead Place. 6m outside #16 Cameron Road. 6m outside #20 Cameron Road.
Snead Place	Resident	Vehicles are parking too close to the intersection.	Install the following 'No Stopping'. 6m outside #2 Snead Place. 6m outside #1 Snead Place.

Cameron Road	Resident	Vehicles are parking too close to the intersection.	Install the following 'No Stopping'. 6m outside #16 Cameron Road. 6m outside #20 Cameron Road.
Nisbet Street	Developer	On street changes to be implemented as part of the Tuapapa development.	Installation of two 6m 'Mobility parks' outside #173 Ward Street. Installation of 14.5m 'No Stopping' outside #173 Ward Street. Installation of 12m a P10 Loading Zone outside #173 Ward Street Relocation of existing P10 Loading Zone from outside #9 Nisbet Street to #173 Ward Street.
Sapper Moore-Jones Place	Developer	On street changes are needed to support the development of the Waikato Regional Theatre.	Installation of a 7.5m 'P10 loading zone' outside #1 Sapper Moore-Jones Place. Extend the existing 'No Stopping' restriction to a new length of 49m.
Te Rapa Road	Developer	On street changes are needed to support the Sir Tristram Avenue development.	Install the following 'No Stopping'. 9m outside #471 Te Rapa Road. 18m outside #471 Te Rapa Road. 6m outside #455 Te Rapa Road. 17m outside #455 Te Rapa Road. 17m outside #471 Te Rapa Road. 32m outside #471 Te Rapa Road.
Sir Tristram Avenue	Developer		Installation of 13m 'No Stopping' outside #455 Te Rapa Road.
Rostrevor Street	Business	Ongoing issues with vehicles access to onsite parking spaces.	Extend the existing 'No Stopping' outside #122 Rostrevor Street to a length of 49m. Shorten the existing 'P120' outside #118-122 Rostrevor Street to a length of 15m.
Liverpool Street	HCC	Bus stops are now redundant with central city shuttle no longer operating.	Install the 'CBD zone parking' restrictions
BUS STOPS			
Location	Requested By	Reason	Description
Clyde Street	WRC	New East West frequent and direct route to improve bus services between Silverdale Road (eastern most arrival/destination) and Rotokauri Area (western most arrival/destination).	Installation of a 12m 'Bus Stop' outside #52 Clyde Street.
Grange Avenue	WRC		Installation of a 15m 'Bus Stop' outside #32 Grange Avenue.
Rotokauri Road	WRC		Installation of a 15m 'Bus Stop' outside #248 Rotokauri Road.

EXISTING PARKING RESTRICTIONS TO BE GAZETTED			
Location	Requested By	Reason	Description
Eagle Way	HCC	Existing No Stopping	Gazette the following 'No Stopping'. 67m outside #10 Eagle Way. 37m outside #10 Eagle Way. 146m outside #980 Te Rapa Road.
River Road	HCC	Existing No Stopping	Gazette 39m 'No Stopping' outside #527 River Road.
Hillcrest Road	HCC	Existing No Stopping	Gazette 5m 'No Stopping' outside #98 Hillcrest Road.
Cambridge Road	HCC	Existing No Stopping	Gazette 22m 'No Stopping' outside #109-113 Cambridge Road.
McCracken Avenue	HCC	Existing No Stopping	Gazette 23m 'No Stopping' outside #33 McCracken Avenue to #280 Cambridge Road.
Collins Road	HCC	Existing No Stopping	Gazette 53m 'No Stopping' outside #65 Deanwell Avenue to # 87 Collins Road.
Kent Street	HCC	Existing No Stopping	Gazette 9m 'No Stopping' outside #16 Empire Street.
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Te Rapa Road	HCC	Updated length proposed	Rescind 25m 'No Stopping' outside #674 Te Rapa Road.
Sapper Moore-Jones Place	HCC	Updated length proposed	Rescind 33m 'No Stopping' outside #1 to #6 Sapper Moore-Jones Place.
Rostrevor Street	HCC	Updated length proposed	Rescind 34m 'No Stopping' outside #122-130 Rostrevor Street. Rescind 28m 'P120' outside #118-122 Rostrevor Street.
Cambridge Road	HCC	Updated length proposed	Rescind 15m 'No Stopping' outside #109-113 Cambridge Road.
Collins Road	HCC	Updated length proposed	Rescind 41m 'No Stopping' outside #65 Deanwell Avenue to # 85 Collins Road.
EXISTING BUS STOPS TO BE RESCINDED			
Location	Requested By	Reason	Description
Liverpool Street	HCC	Redundant bus stop	Rescind '7m' 'Bus Stop' outside 13 Liverpool Street.
Liverpool Street	HCC	Redundant bus stop	Rescind '15m' 'Bus Stop' outside 20 Liverpool Street.

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ORIGINAL SIZE
A1
A3

A1	1:100	0	20m
A3	1:200		

Minor Safety Works - Detailed Design notes

General

- all notes shown herein shall form part of the contract.
- all notes shall be read in conjunction with the contract documents and design drawings.
- all works shall be constructed as detailed in the design drawings and in accordance with the requirements of the contract specifications.
- contractor shall liaise with service authorities for location of services prior to any construction work.
- all cross references to standard engineering detail drawings and nzta's manuals and specifications shall be to the latest revision.

Setting out

- the contractor shall check all drawings and verify levels/dimensions/set-outs prior to commencement of work and report discrepancies, if any, immediately to the engineer.
- the contractor shall take all steps to involve the engineer to verify the levels/dimensions/set-outs on site.
- all measurements are taken from the kerb face and not the edge of channel unless stated otherwise.
- all levels/dimensions/set-outs are in metres unless stated otherwise.

Roading

- engineer to assess all carriageway reinstatement work to confirm suitability of existing material prior to any reinstatement work. the contractor shall allow in their rates for the appropriate testing to conform to the specifications.
- all carriageway reinstatement shall be made up of gap65 (300mm), tnz m/4 ap40 (150mm) and ac14 including tack coat (30mm) unless specified otherwise.
- all joints between the contract work and existing must be sawcut neatly. sawcutting shall generally be square and/or parallel to the kerb alignment and/or carriageway. dry cutting is not permitted.
- the contractor shall undertake level survey on all footpath and drainage channel to ensure that no ponding will occur. work may be required to extend beyond the limits shown in the design drawings with the engineer's approval.
- only pram crossings at signalised and zebra controlled pedestrian crossings shall have approved tactile concrete pavers. other forms of tactile warning indicators are not permitted unless prior approval from the engineer is obtained.
- tactile pavers shall be set perpendicular to the direction of crossing and within the pram crossing. staggered arrangement is generally not permitted unless specified otherwise by the engineer.
- all kerb perimeter at pedestrian refuges, traffic islands and splitter islands must not be painted white.
- new kerbs adjacent to grass berm or planting bed to be pointed before reinstatement with topsoil, mulch etc.

Roadmarkings

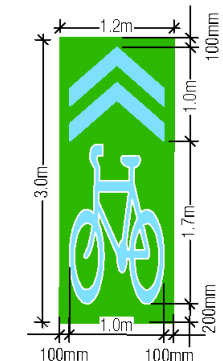
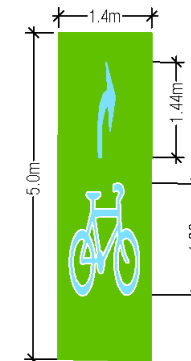
- the contractor shall ensure that all reinstated roadmarkings are to be extended as required beyond the limits shown in the drawings to achieve continuity matching into the existing lane markings.
- all redundant lane marking shall be permanently removed. blacking out of markings with paint is not permitted.
- all roadmarkings to be laid in two coats within a month of each other. all first coat markings shall be of reflectorised pavement markings.
- all second coat bus lane lines, continuity lines, flush median bars, no overtaking lines, parking restriction lines and speed table triangular markings shall be reflectorised pavement marking. all other road markings shall be long life pavement marking.

Traffic signals

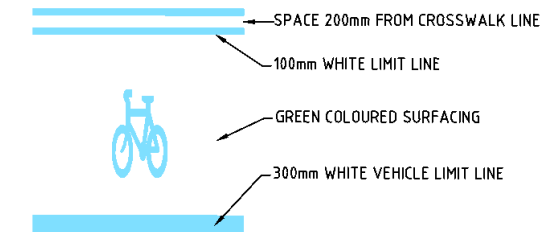
- all traffic signal equipment and installation shall comply with the latest revision of the national traffic signal specification unless stated otherwise.
- all signal controllers are to be tsc/4 compliant.
- contractor to allow for the installation of e-prom dat and testing.
- ducts between chambers shall be 100mm diameter.
- if thrust, one 100mm diameter duct is to be installed. if open cut, two 100mm diameter ducts are to be installed.
- all new displays including pedestrian displays shall be led lanterns.
- where possible, avoid placing ducting under pram crossings.
- aukland transport will specify the software and determine the level of protection set. refer to final c.i.s. to be issued by aukland transport's principal traffic signals engineer.
- pedestrian push buttons must have call accept feature and the products to be audio/tactile rta complaint units.
- unless specified otherwise, all mast arm outreach shall be 5 metres and minimum overhead display mounting height to have a clearance of at least 5.8 metres between the bottom of target board and road level. clearance to be at least 6 metres along overdimensional routes.

LEGEND

	NEW CYCLE LANE MARKING, MMA APPLE GREEN
	NEW ROADMARKING
	NEW 400mm WIDE PRECAST CONCRETE SEPARATOR WITH MOUNTABLE KERB
	CYCLIST REST RAIL
	CYCLE WAND / FLEXI-POST
	NEW CYCLE ASPECT
	NEW / RELOCATED SIGN
	NEW SIGN PLATE ON EXISTING POST
	EXISTING SIGN
	EXISTING YELLOW MARKING
	EXISTING WHITE MARKING
	EXISTING KERB
	EXISTING CARRIAGEWAY
	ROAD MARKING REMOVED



TYPICAL CYCLE BOX



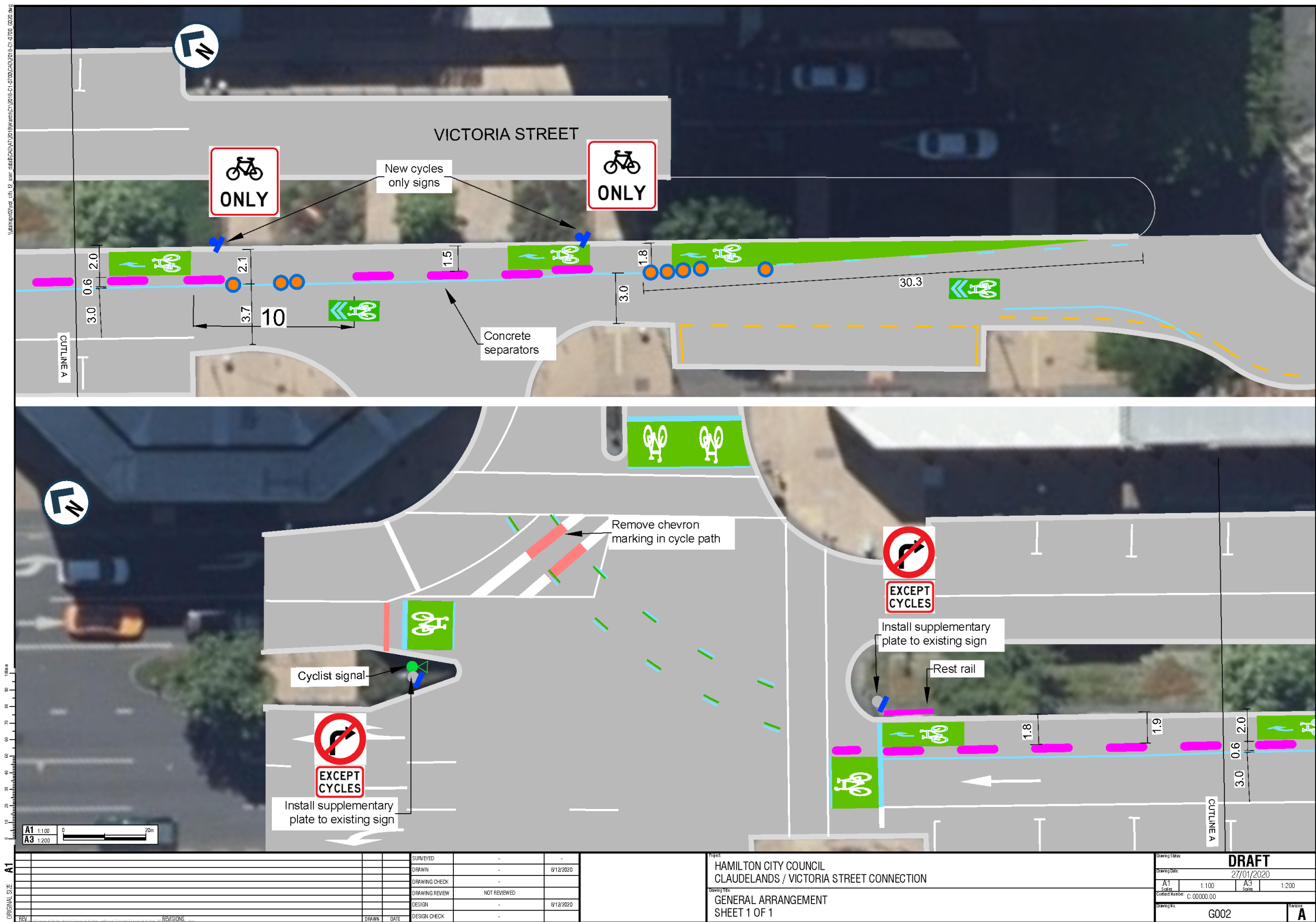
SCALE: NTS

TYPICAL CYCLE SIGNAL ASPECT



			SURVEYED			-	-		Project HAMILTON CITY COUNCIL CLAUDELANDS / VICTORIA STREET CONNECTION Drawing Title GENERAL NOTES SHEET 1 OF 1	Drawing Status DRAFT Drawing Date 27/01/2020 A1 Scale 1:200 A3 Scale 1:400 Contract Number C: 000000.00 Drawing No. G001 Revision A
			DRAWN			-	8/12/2020			
			DRAWING CHECK			-				
			DRAWING REVIEW			NOT REVIEWED				
			DESIGN			-	8/12/2020			
REV	REVISIONS		DRAWN	DATE	DESIGN CHECK	-				





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Council Report

Item 8

Committee: Hearings and Engagement Committee
Date: 24 March 2021
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Temporary Road Closure for Rostrevor Street Innovating Streets project

Report Status	Open
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Purpose - *Take*

1. To seek approval from the Hearings and Engagement Committee for the temporary road closure of Rostrevor Street between Norton Road and Tristram Street for the purpose of undertaking the associated Hamilton Kirikiriroa Innovating Streets (Innovating Streets) project.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Hearings and Engagement Committee:
 - a) receives the report;
 - b) approves the temporary closure of Rostrevor Street between Norton Road and Tristram Street under the provision of the Local Government Act 1974 No 66, Schedule 10, Clause 11(d) between 9am Monday 12 April 2021 and 9am Monday 5 July 2021 for the purpose of trialling the Innovating Street project; and
 - c) notes that following the completion of the Innovating Streets projects in Ward Street and Rostrevor Street further updates will be provided to the Infrastructure Operations Committee for final decisions on any long term designs.

Executive Summary - *Whakaraapopototanga matua*

3. In May and July 2020, Hamilton City Council applied to Waka Kotahi NZ Transport Agency (Waka Kotahi) for the Innovating Streets for People Programme. The applications were tested with and approved by the Infrastructure Operations Committee. Two were successful: Ward Street (Tristram to Anglesea Streets) and Rostrevor Street (Norton Road Roundabout to Tristram Street) – refer **Attachment 1** for locations.
4. The Ward and Rostrevor Street projects were successful in part because they had clear strategic mandates from key council plans and strategies: Access Hamilton, the West Town Belt Masterplan, the Play Strategy and the Central City Transformation Plan.
5. Approval under the Local Government Act 1974 is being sought for a temporary closure of Rostrevor Street between Tristram Street and Norton Road to vehicular traffic to trial the Innovating Streets project for approximately 12 weeks. Refer **Attachment 2** for map of proposed temporary road closure.

6. There is a risk that funding for the Rostrevor Street Innovating Streets Project from Waka Kotahi would be withdrawn if the temporary road closure does not proceed.
7. The purpose of the temporary diversion of vehicles from a portion of Rostrevor Street is to test two things:
 - a. how important Rostrevor Street is to the surrounding street network, including when Mill Street is closed for large events at FMG Stadium Waikato; and
 - b. whether new recreation-based uses will help to generate an enhanced park space. Improved access to this area will also be introduced via installation of raised safety platforms at the Rostrevor/Tristram roundabout.
8. Monitoring and evaluation is a fundamental component of the Innovating Streets programme. If the staff recommendation in this report is approved, monitoring of the site and surrounding network will be undertaken prior to, during and after the temporary closure.
9. The temporarily closed portion of Rostrevor Street will remain open to pedestrians, cyclists and other micro-mobility users.
10. Staff consider the decision in this report has low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

11. Waka Kotahi has a vision of New Zealand being a place where towns and cities are constantly improving their streets, so it is easier and safer for people to walk, cycle and catch the bus. They want suburbs and town centres to be welcoming, vibrant places where people can connect with each other and feel relaxed.
12. There is a vision that local authorities can make progress by quickly testing and piloting projects to help demonstrate their value to the community, building confidence in new street layouts and getting feedback in real time, rather than off paper plans.
13. In 2018, Waka Kotahi identified an opportunity to foster and develop nationwide capability for delivering tactical urban street projects. In response, the Innovating Streets for People Programme was established.
14. Innovating Streets delivers on the Government's wish to create liveable cities and thriving regions, and is a flagship programme of [Keeping Cities Moving](#), Waka Kotahi's national mode-shift action plan.
15. In March 2020, Waka Kotahi invited local authorities to apply to the Innovating Streets for People pilot fund (the pilot fund) to deliver transformational change in their towns and cities. The pilot fund provides a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice and communication and engagement guidance.
16. In May and July 2020, Hamilton City Council made a total of five applications to Waka Kotahi. The applications were considered and approved by the Infrastructure Operations Committee at its 26 May 2020 meeting ([Agenda, Minutes](#)) and 30 June 2020 meeting ([Agenda, Minutes](#)). Two were successful: Ward Street (Tristram to Anglesea Streets) and Rostrevor Street (Norton Road Roundabout to Tristram Street).
17. The Ward and Rostrevor Street projects were successful in part because they had clear strategic mandates from key council plans and strategies: Access Hamilton, the West Town Belt Masterplan, the Play Strategy and the Central City Transformation Plan. The Ward Street project also includes a pathway to permanent change in the future.
18. The fund requires that the projects be completed by June 2021. Council demonstrated in the application that tactical urbanism for both streets could be delivered within this timeframe.

Council also demonstrated that the project will be developed and delivered based on co-design with key stakeholders and the community, have an appropriately resourced team to complete the project, milestones will be met, costs with key risks and mitigation actions identified, and both projects have clear processes for monitoring and evaluation to demonstrate success of delivery.

19. These programmes of work are part of Council's broader strategic approach and goal of making Hamilton a 20-minute city, one where we are well connected by a variety of safe and accessible transport options.

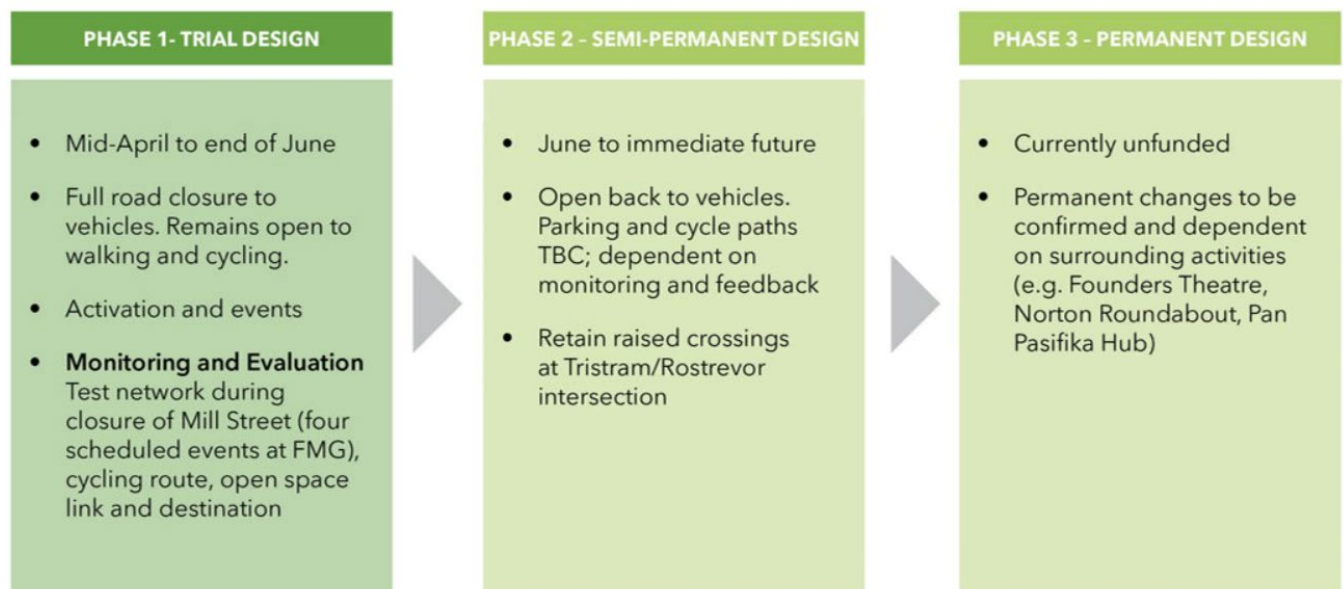
Discussion - Matapaki

20. The proposed implementation plan for the Rostrevor Street and Ward Street Innovating Streets project was presented and discussed at the 11 March 2021 Central City and River Plan Advisory Group meeting and the Elected Members in attendance indicated general support for the projects.

Rostrevor Street

21. Rostrevor Street is located in the heart of the West Town Belt between Boyes and Hinemoa Parks. Both parks are underutilised and have significant potential for future recreation and walking and cycling connectivity. The current predominant use for Rostrevor Street is for free commuter parking and vehicle access between Frankton and the City Centre.
22. Through the West Town Belt Masterplan, the community supported Boyes and Hinemoa Park becoming the heart of the West Town Belt and an important destination open space in the central city for recreation and activities. They also supported Rostrevor Street becoming a more pedestrian and recreation friendly street.
23. Innovating Streets has created an opportunity to test two things:
 - a) how important Rostrevor Street is to the surrounding street network, including when Mill Street is closed for large events at FMG Stadium Waikato; and
 - b) whether new recreation-based uses will help to generate an enhanced park space. Improved access to this area will also introduced via installation of raised safety platforms at the Rostrevor/Tristram roundabout.
24. A series of co-design workshops have been held over the last five months with the community in the Rostrevor Street area with the following vision being developed:

"Boyes and Hinemoa Parks are a destination within Hamilton. Rostrevor Street connects the two parks together to create a seamless, accessible, inclusive, playful and healthier space for all to enjoy."
25. Staged implementation has been proposed for the project:



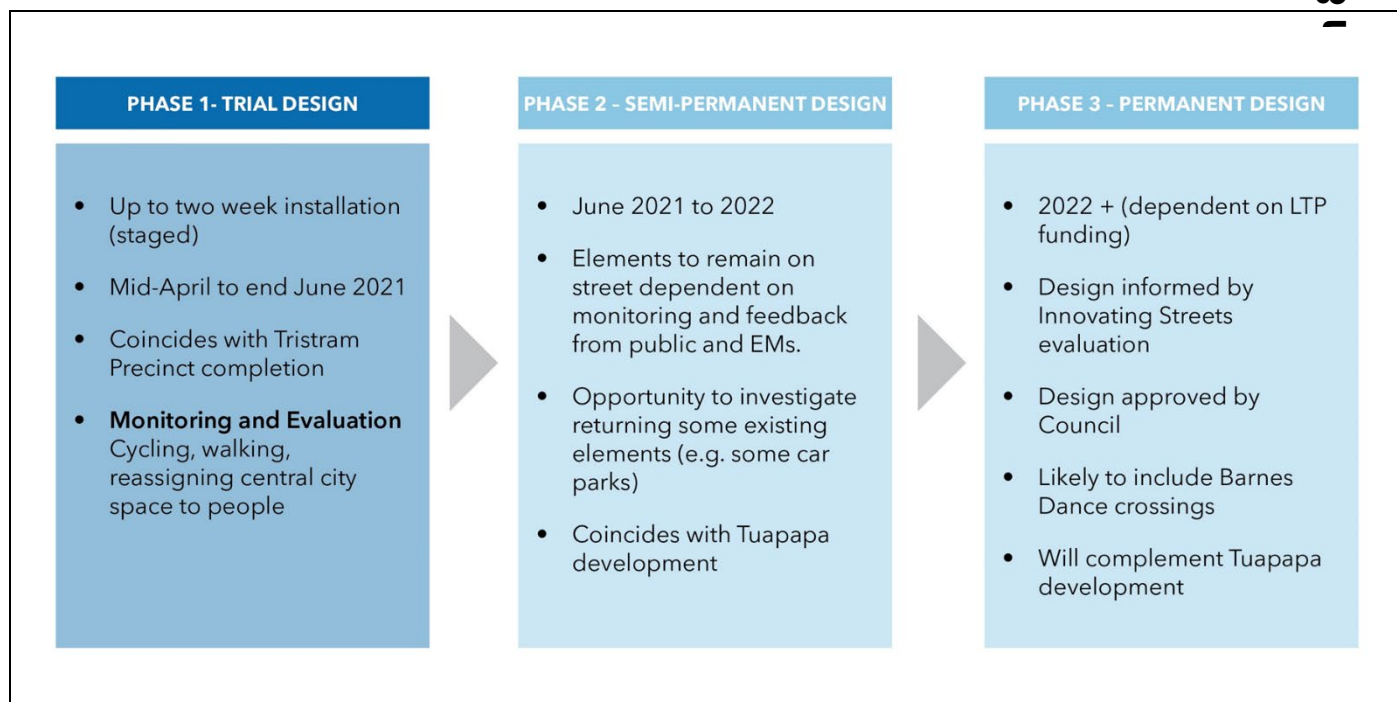
26. Approval of a temporary road closure for the purpose of trialling a period of limited 'through traffic' may be granted under the Local Government Act 74 - Section [342](#)(1)(b), Schedule 10, Clause 11, "(d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads".
27. It is proposed that Rostrevor Street between Norton Road roundabout and Tristram Street will be closed to through traffic for a trial period of 9am Monday 12 April 2021 and 9am Monday 5 July – approximately 12 weeks.
28. The portion of Rostrevor Street closed to vehicles will remain open to pedestrians, cyclists and other micro-mobility users.
29. This period of closure will accommodate the installation and removal of street art and activation components within the closed section of Rostrevor Street while also allowing for events to be held in the area.
30. If the staff recommendation in this report is approved, monitoring of the site and surrounding network will be undertaken prior to, during and after the closure. This includes when road closures are in place on Mill Street in associated with events at the FMG Stadium Waikato.

Ward Street

31. Ward Street is an important street that connects Anglesea and Tristram streets and a key pedestrian route in the central city. It connects the Western Rail Trail and West Town Belt to the central city and the river path. It also connects Wintec, Hamilton Girls' High School, Centre Place shopping mall and the Bus Interchange.
32. Future commercial, retail and residential development at the Tristram Street end will see a significant increase in people using the street.
33. Currently the section of Ward Street between Anglesea Street and Tristram Street is dominated by private vehicles with a disproportionate amount of space allocated to vehicles (67% including parking) and no safe, easy connection with the Western Rail Trail.
34. This results in a space that is not inviting, pleasant, equitable or safe for pedestrians, cyclists and micro-mobility. The Innovating Streets programme presents an opportunity to test different street arrangements to address these issues.
35. A series of co-design workshops have been held over the last five months with the community in the Ward Street area with the following vision being developed:

“Ward Street is accessible, safe and lively for people of all ages and abilities and easily connects Norris Ward Park and the Western Rail Trail to the City Centre and supports local businesses to thrive.”

36. Staged implementation has been proposed for the project:



37. Installation of the Innovating Streets project will be undertaken under traffic management and this will be managed to minimise impact on adjacent businesses.

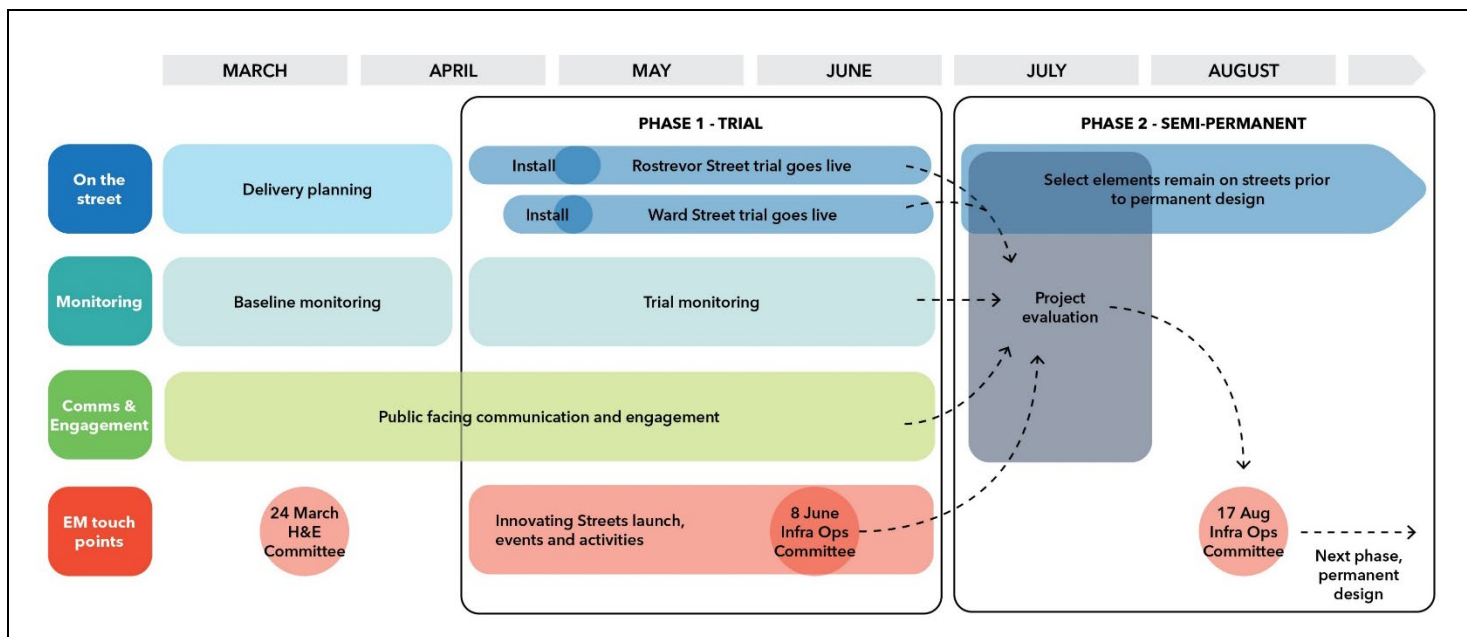
38. Monitoring of the site will be undertaken prior to, during and after the trial.

39. Temporary changes to parking restrictions and the speed limit will all be managed under the traffic management plan which will ensure that any necessary changes throughout the trial period are able to be implemented quickly and easily.

Next steps

40. If the temporary changes outlined in this report are approved, and following the Phase 1 trials, any longer-term changes to parking restrictions and speed limits would be determined following consultation with the community and Elected Members and approved at the Infrastructure Operations Committee. These would then be formalised via the Hearings and Engagement Committee.

41. The proposed next key steps in the Innovating Streets projects are set out below:



Financial Considerations - *Whaiwhakaaro Puutea*

42. All costs associated with the two public notices required by the Local Government Act and temporary traffic management are met by the Innovating Streets Project.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

44. 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').
45. 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.
46. The recommendations set out in this report are consistent with that purpose.

Social

47. The recommendations included in this report help the community achieve their goals by ensuring their safety, improving the amenity and enjoyment of the spaces being trialled under the Innovating Streets projects.

Economic

48. The Innovating Streets projects aim to create spaces that are attractive for people to visit and linger and potentially even attract visitors into Hamilton City and thereby support the local businesses in the vicinity.

Environmental

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

Cultural

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

Risks - *Tuuraru*

51. There are no risks associated with the recommendations in this report.
52. There is a risk that funding for the Rostrevor Street Innovating Streets Project from Waka Kotahi would be withdrawn if the temporary road closure does not proceed.

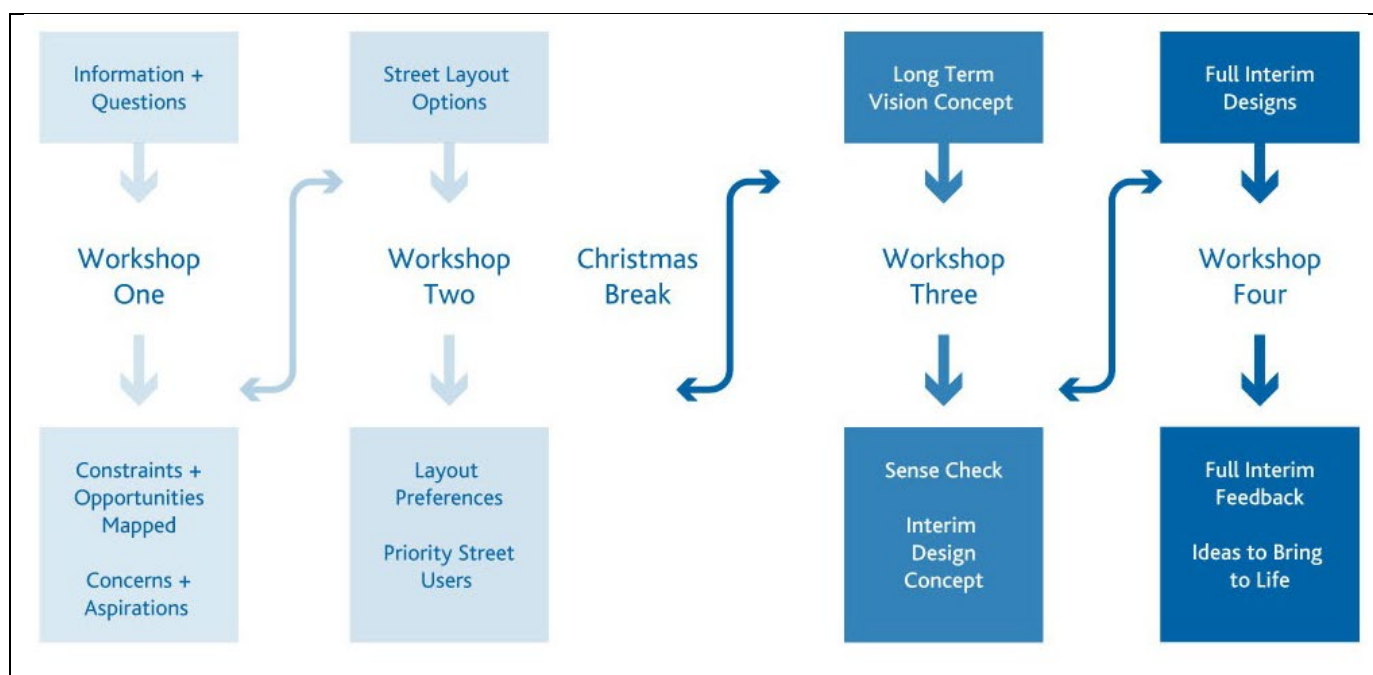
Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

53. Staff considered the following factor under the Significance and Engagement Policy:
54. the form of engagement used in the past for similar proposals and decisions.
55. Based on these factors, staff have assessed that the matters in this report have low significance.

Engagement

56. A community Co-design process has been used in the development of the Innovating Streets projects for both Ward Street and Rostrevor Street as set out below:



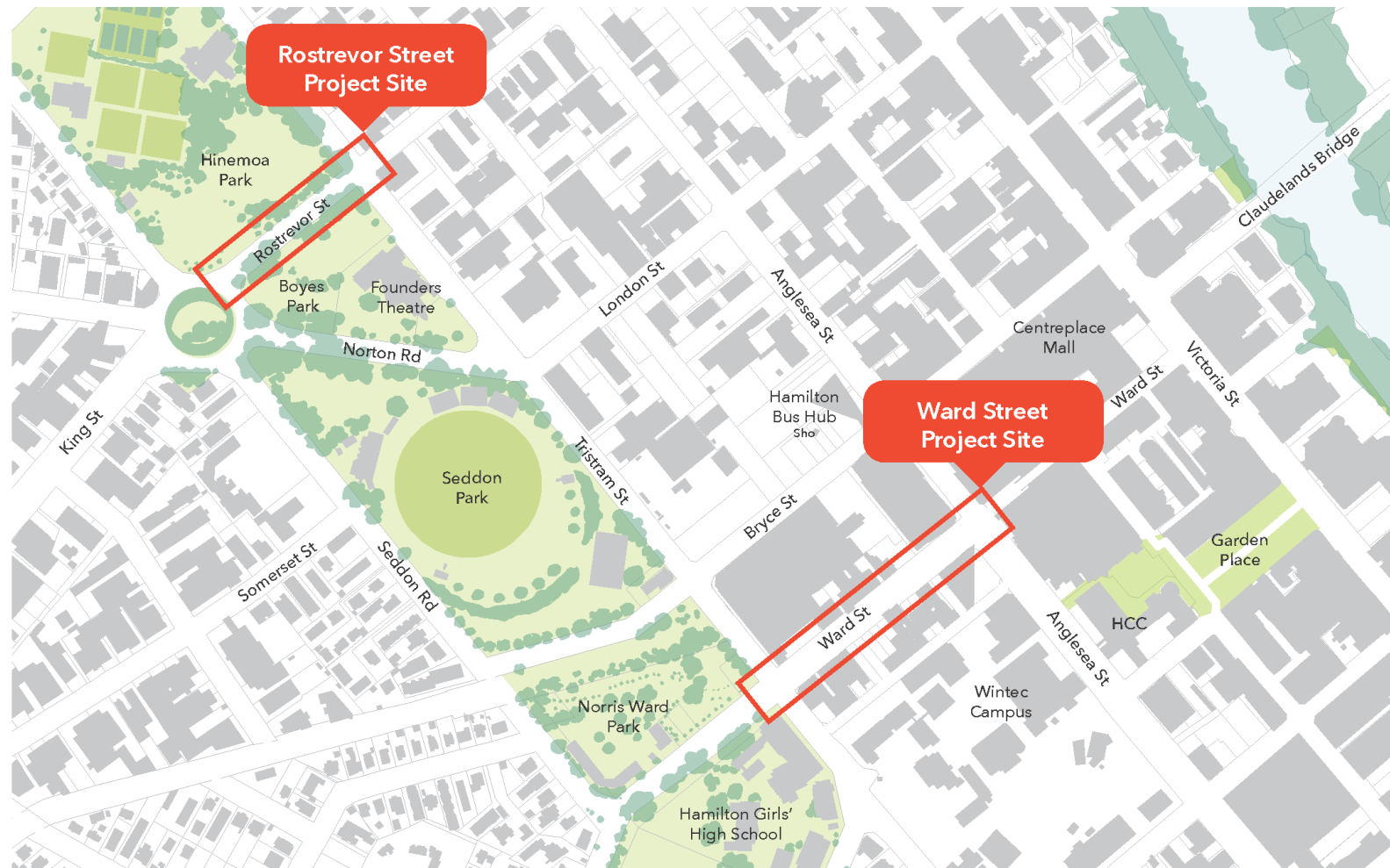
57. A detailed communications plan has been developed for both projects which will include early notifications of the proposed temporary road closure in Rostrevor Street between Norton Road and Tristram Street.

Attachments

Attachment 1 - Location of Innovating Streets projects

Attachment 2 - Rostrevor Street - extent of proposed temporary road closure

HAMILTON KIRIKIRIROA INNOVATING STREETS

Project locations and extents

Rostrevor Street - temporary closure extent

