

Notice of Meeting:

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

Date: Tuesday 1 December 2020

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

(Traffic Matters)

Membership

Chairperson

Cr M Gallagher

Heamana

Deputy Chairperson
Heamana Tuarua

Cr E Wilson

Members Mayor P Southgate

Deputy Mayor G Taylor

Cr M van Oosten

Cr M O'Leary

Cr M Forsyth

Maangai Norm Hill

Cr R Hamilton

Cr D Macpherson

Cr M van Oosten

Maangai Norm Hill

Maangai James Whetu

Maangai Olly Te Ua

Cr S Thomson

Cr K Naidoo-Rauf Cr R Pascoe

Meeting frequency As required

Quorum Three members

Becca Brooke Governance Manager Menetia Mana Whakahaere

Maangai Te Pora Thompson-Evans

23 November 2020

Telephone: 07 838 6727 Becca.Brooke@hcc.govt.nz www.hamilton.govt.nz

Purpose

- 1. To conduct fair and effective hearings and make determinations on a range of the Council's quasijudicial 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:

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 whaipaanga

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

Council Report

Committee: Hearings and Engagement **Date:** 01 December 2020

Committee

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

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

Leader Infrastructure Operations

Report Name: Hamilton City Speed Limit Bylaw Register Changes

Report Status	Open
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Purpose - Take

1. To seek approval from the Hearings and Engagement Committee for proposed changes to the Hamilton City Speed Limit Bylaw registers.

Staff Recommendation - Tuutohu-aa-kaimahi

- 2. That the Hearings and Engagement Committee:
 - a) receives the report; and
 - b) approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers:
 - i. amends the following speed limit registers:

SPEED LIMIT (km/h)	ROAD NAME/DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT			
Register 4: Roads with a Speed Limit of 40 km/h							
Rotokauri Road From a point 310m west of Kawariki Drive to a point 300m northwest of Baverstock Road		30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013			
	Danistan 4.4. Cita	C.1. '1. C	111 11 04				

Register 14: City of Hamilton Speed Limits Map

<u>Updated map as at December 2020 as per attachment 2 presented at the 01 December 2020 Hearings and Engagement Committee meeting.</u>

ii. adds the following speed limits to registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	Reg	ister 4: Roads with a S	peed Limit o	f 40km/h	
<u>40</u>	<u>Ashmore</u> <u>Court</u>	Montrose Crescent to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Ashton Way	Christobel Circle to Fasham Lane	14 December 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	=
<u>40</u>	<u>Azure Place</u>	Huntington Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Badminton</u> <u>Court</u>	Montrose Crescent to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Ballantrae</u> <u>Place</u>	Keswick Crescent to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Bayswater</u> <u>Court</u>	Haswell Place to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton

				2020	Speed Limit Bylaw 2013.
<u>40</u>	<u>Belgrave</u> <u>Court</u>	Whiltshire Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Briar Roase</u> <u>Court</u>	Tallentire Crescent to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Camberley</u> <u>Way</u>	Whiltshire Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Castlewold</u> <u>Place</u>	Keswick Crescent to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Christobel Circle	Te Manatu Drive to Christobel Circle	14 December 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	=
<u>40</u>	Cole Thomas Place	Tallentire Crescent to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Connor Court	Rhys Avenue to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018.	<u>Hamilton</u> <u>Speed Limit</u> <u>Bylaw</u>

				Change to Register 1 December 2020	Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Darjon Drive</u>	Huntington Drive to Gordonton Road	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Ellsworth Place	Stoneleigh Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Gracefield</u> <u>Place</u>	Whiltshire Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Grasmere</u> <u>Court</u>	St James Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Haswell Place	St James Drive to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Helmsdale</u> <u>Place</u>	Keswick Crescent to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit

					Bylaw 2013.
<u>40</u>	Huntington Drive	Wairere Drive to Wairere Drive	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Jaemont</u> <u>Court</u>	Palliser Drive to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Jarvis Court	Tallentire Crescent to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Kawariki Drive	Rotokauri Road to end of	14 <u>December</u> 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Keswick</u> <u>Crescent</u>	Huntington Drive to Huntington Drive	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Kinnaird Place	Rhys Avenue to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Kourataki</u> <u>Road</u>	Rotokauri Road to Ohau Road	<u>14</u> <u>December</u>	<u>Hamilton</u> <u>Speed Limit</u>	=

			<u>2020</u>	Bylaw 2018. Change to Register 01 December 2020	
<u>40</u>	<u>Langdale</u> <u>Court</u>	Shalimar Place to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Logan Court	Stoneleigh Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Margrain</u> <u>Close</u>	Palliser Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Merlin Close	Huntington Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Milbrook</u> <u>Place</u>	Stoneleigh Drive to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Milford Place	Stoneleigh Drive to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit

					Bylaw 2013.
<u>40</u>	<u>Montrose</u> <u>Crescent</u>	Huntington Drive to Huntington Drive	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Ohau Road</u>	<u>Kourataki Road to</u> <u>end of</u>	14 <u>December</u> 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	=
<u>40</u>	<u>Palliser Drive</u>	Huntington Drive to Huntington Drive	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Parkwood</u> <u>Place</u>	Whiltshire Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Patatee</u> <u>Terrace</u>	Kawariki Drive to end of	14 <u>December</u> 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Portobello</u> <u>Way</u>	St James Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Pukaki Road</u>	Tekapo Road to end of	14 December 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01	=

				<u>December</u> <u>2020</u>	
<u>40</u>	<u>Ravenscourt</u> <u>Place</u>	St James Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Rembrandt</u> <u>Terrace</u>	St James Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Rengarenga</u> <u>Place</u>	Patatee Terrace to end of	14 <u>December</u> 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Rhys Avenue	<u>Darjon Drive to</u> <u>Darjon Drive</u>	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Rocky Road	Borman Road to end	14 December 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 01 December 2020	=
<u>40</u>	<u>Rosewood</u> <u>Court</u>	Whiltshire Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Samantha</u> <u>Way</u>	Christobel Circle to Swan Lane	14 December 2020	Hamilton Speed Limit Bylaw 2018. Change to	=

				Register 01	
				<u>December</u> 2020	
<u>40</u>	Shalimar Place	Huntington Drive to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Shirley Place	Darjon Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	St James Drive	<u>Thomas Road to</u> <u>Gordonton Road</u>	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Stoneleigh Drive	Wairere Drive to Gordonton Road	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	Stratford Place	St James Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Tallentire</u> <u>Crescent</u>	St James Drive to St James Drive	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Tekapo Road</u>	<u>Kourataki Road to</u>	<u>14</u>	<u>Hamilton</u>	Ξ

		<u>Pukaki Road</u>	December 2020	Speed Limit Bylaw 2018. Change to Register 01 December 2020 Hamilton	Hamilton Speed Limit
<u>40</u>	The Esplanade	Huntington Drive to Huntington Drive	<u>5 April</u> <u>2021</u>	Speed Limit Bylaw 2018. Change to Register 1 December 2020	Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	The Peninsula	The Esplanade to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Vermont</u> <u>Close</u>	Palliser Drive to end	<u>5 April</u> <u>2021</u>	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Wiltshire</u> <u>Drive</u>	St James Drive to St James Drive	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
<u>40</u>	<u>Winslow</u> <u>Court</u>	Palliser Drive to end	<u>5 April</u> 2021	Hamilton Speed Limit Bylaw 2018. Change to Register 1 December 2020	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.

Executive Summary - Whakaraapopototanga matua

3. The Hamilton City Speed Limit Bylaw 2018 (the Speed Limits Bylaw) sets out the speed limits for all local (not state highway) roads in the city. The Speed Limits Bylaw is supported by the Speed Management Plan which sets out the principles and prioritisation methodology for implementing speed limit changes within the city.

- 4. Speed limit changes have been proposed for five locations throughout the city.
- 5. Consultation has been completed for all proposed changes and in general there is support for the changes. Where there has been negative feedback received, this is discussed within the report.
- 6. 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

- 7. The <u>Growth and Infrastructure Committee</u> meeting on 20 June 2017 adopted Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
- 8. The <u>Council meeting</u> on 6 September 2018 adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.
- 9. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
- 10. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
- 11. The Speed Management Plan for Hamilton City was adopted at the <u>Council meeting</u> on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
- 12. The following **principles** have been adopted to guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.

- 13. The following **priorities** will guide us in our approach to implementing speed management:
 - i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - ii. places where there is strong community demand for change;
 - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
 - iv. places where lots of people walk or bike, or where they will soon walk and bike.

Proposed Speed Limit Changes

- 14. The Hamilton City Speed Limits Bylaw 2018 (the Speed Limits Bylaw) has a series of registers that can be updated via a Council resolution to reflect changes in speed limits.
- 15. Changes are proposed for the following Speed Limit Bylaw registers:
 - Register 4: Roads with a Speed Limit of 40km/h; and
 - Register 14: City of Hamilton Speed Limits Map.
- 16. These proposed speed limit changes were all included in the Safe and Appropriate Speed map included in the Speed Management Plan that was adopted by the Council at the 27 June 2019 meeting.
- 17. Directly affected residents, businesses and the key stakeholders set out in the Land Transport Rule: Setting of Speed Limits 2017, have been consulted regarding the proposed changes and provided with the opportunity to provide feedback.
- 18. Speed limit changes have been proposed in the following locations:
 - Huntington Safer Speed area,
 - St James Safer Speed area,
 - Rotokauri area,
 - Christobel Safer Speed area, and
 - Rocky Road
- 19. Details of the proposed changes and how these relate to our Speed Management Principles and Prioritisation methodology are set out below:

Map #	Proposed change	Register to be changed	Applicable Principles (refer clause 10)	Reason for prioritisation (refer clause 11)	Reason for proposed change
Huntir	ngton Area				
1 & 2	All streets within the area shown on the maps. Lower speed limit from 50km/h to 40km/h	4	iii, v, vi	c, d	To align with the speed management plan of 40km/hr speed limits on all residential streets. This supports a wider Hamilton City project which will see the implementation of a cycle route through the Huntington Areas.

St James Area						
3	All streets within the area shown on the maps. Lower speed limit from 50km/h to 40km/h	4	iii, v, vi	c, d	To align with the speed management plan of 40km/hr speed limits on all residential streets This supports a wider Hamilton City project which will see the implementation of a cycle route through the Huntington Areas.	
Rotok	kauri Area					
4	Kourataki Road, Tekapo Road, Pukaki Road, Ohau Road, Add a speed limit to 40km/h.	4	iii, iv	b, c, d	New residential streets in new local residential streets designed for 40km/h.	
4	Rotokauri Road Lower speed limit from 60km/h to 50km/h	14	V	а, с	Rotokauri Road upgrade will be designed to a 50km/h environment	
4	Taiatea Drive Add a speed limit of 50km/h	14	vi	С	Taiatea Drive is designed to a 50km/h environment	
4	Kawariki Drive, Patatee Terrace, Rengarenga Place Lower speed limit from 50km/h to 40km/h	4	vi	c, d	Existing roads on Kawariki Drive area is already built to a 40km/h environment.	
Christ	obel Area					
5	Christobel Circle, Samantha Way, Ashton Way Add a speed limit to 40km/h.	4	iii	c, d	These roads have just currently been vested to Council and is already within the 40km/h Safer Speed Areas.	
Rocky	Rocky Road					
6	Rocky Road Add a speed limit to 40km/h.	4	iii, iv	c, d	New local residential streets designed for 40km/h.	

20. Illustrations of the proposed areas and extents of speed limit changes are included in the maps included as **Attachment 1** to this report. The updated Register 14 – City of Hamilton Speed Limits Map is included as **Attachment 2**.

Consultation and Engagement Process

- 21. The key stakeholders set out in the Land Transport Rule: Setting of Speed Limits 2017, have been consulted regarding the proposed changes and provided with the opportunity to provide feedback, including:
 - Waka Kotahi NZ Transport Agency (the Agency)
 - Waikato Regional Council
 - Waikato District Council
 - Waipa District Council
 - New Zealand Police
 - Waikato District Health Board
 - The Automobile Association (AA)
 - Living Streets
 - Bike Waikato
 - Generation Zero
 - Blind Foundation
 - CCS Disability Action
 - Disabled Persons Assembly
 - The Road Transport Association (RTA)
- 22. The outcome of the external consultation for each of the areas proposed to have speed limit changes is set out below.

Huntington and St James Areas

- 23. These Safer Speed Areas have been proposed to support a project which was identified as part of the Gordonton Road business urbanisation case. It was recognised that it would be very difficult and expensive to create a safe cycling facility on Gordonton Road between Wairere Drive and Thomas Road.
- 24. An alternative parallel safe cycling route utilising the local street network within Huntington and St James areas was identified.
- 25. The planned cycling route will provide a clear north/south connection to existing cycle facilities on Wairere Drive. Currently there is no accessible cycle route to gain access to these cycle facilities for the wider Rototuna community. The most direct route for cyclists is Gordonton Road but it is narrow, has a 60km/h speed limit and has high volumes of traffic (15,600 vehicles per day).
- 26. The planned alternative route will service a wide range of cyclists including families and those less confident, by providing a safe low speed and traffic environment to cycle on. A bridge is being installed on the northern end of the recreation reserve to span the gully network currently separating these two areas.
- 27. The Safer Speed Area proposals also align with the adopted Hamilton Speed Management Plan principles and priorities set out in points 11 and 12 above.
- 28. The scope of the proposed Safer Speed Areas and the planned cycle route are shown in Figure 1 below.

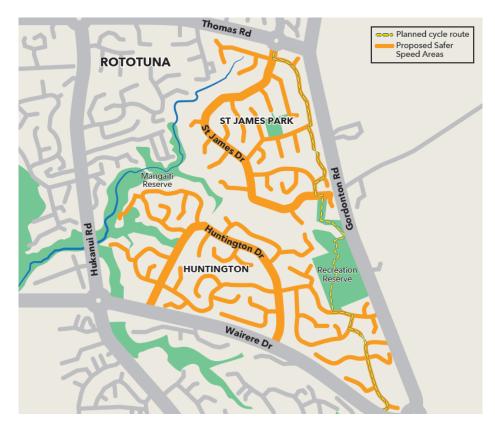


Figure 1: scope of proposed Huntington and St James Safer Speed Areas

- 29. All residents within the proposed Safer Speed Areas have been consulted with a total of 1660 flyers detailing the proposal being delivered to all properties within the areas. Flyers were also sent to property owners not living in the area. A copy of the flyer is included as **Attachment 3** to this report.
- 30. A total of 58 responses were received regarding the proposal, feedback was both in support (25) and against (33) the proposed changes. There were three requests to present to this committee meeting received at the time of writing this report.
- 31. The feedback received has been analysed and is summarised in the table below:

Area of proposed speed limit change	Do not support lower speed limit	Support lower speed limit
Huntington	21 responses Do not believe that speeds are high due to the alignment of the roads There are only a very small number of crashes. Any physical works would be a waste of money.	7 responses Concerned about high speeds in the area. Alignment of road would suit the lower speed limit Concerned about safety of pedestrians, animals and motorists
	Changes to Wairere Drive speed limit and intersections would be a better use of money and effort.	Mixed views on any physical works – some in support, some against.

St James	9 responses	9 responses	
	Speed is not the safety issue in this area, it is vehicles parking	Concerned about high speeds in the area.	
	on bends. There are no cyclists in the	Alignment of road would suit the lower speed limit.	
	area so a waste of time and money.	Concerned about safety of pedestrians (especially children walking to school) and cyclists.	
		The link through to Huntington will be a great asset	
Area not identified 3 responses		5 responses	
	Proposal is a waste of time and money.	Concerned about safety of pedestrians (especially children	
	Cyclists should ride elsewhere if they don't feel safe.	walking to school) and cyclists.	
Stakeholders	0 responses	4 responses	
		Aligns with the Hamilton City Speed Management Plan.	
		Will improve safety for people walking in the area.	
Total	33	25	

- 32. Discussion on the key points raised in the feedback is provided below:
 - Speed limit and safety of Wairere Drive and intersections
- 33. Residents raised concerns of the safety at the intersection of Huntington/Wairere and the current speed limit on Wairere Drive. Requests were made to make minor safety improvements to the intersection and reduce speed to 60km/hr on Wairere Drive.
- 34. Wairere Drive was designed and built as a major arterial road and is expected to take large volumes of traffic at a reasonable speed. The current speed limit is 80km/h. For a lower speed to be effective it would require major infrastructure changes to achieve compliance and result in a wide variety of travelling speeds along the route. Without consistent and predictable speeds along Wairere Drive, drivers pulling onto Wairere Drive from a side road are at risk of having incorrect expectations of the speed of an approaching vehicle and a driver risking not choosing a safe gap in the traffic.
- 35. Staff have reviewed the 5-year (2015-2019) crash history of Wairere Drive (between Hukanui and Gordonton Road). There has been a total of 27 crashes (excluding Hukanui and Gordonton roundabouts) of which 11 were minor and 16 non-injury. There have been no serious crashes since 2012. Both intersections where serious crashes have occurred in the past have undergone minor safety improvements in recent years.
- 36. In early 2015 minor safety improvements were made to the intersection of Raungawari/ Wairere Drives to improve right turn movement into Raungawari Drive. In the five years since these changes were made there have been a total of two crashes at the intersection both of a minor nature. **Attachment 4** shows the extent of work completed at this site.

- 37. In November 2018 the intersection of Huntington/Wairere Drives had minor safety improvements completed following a trial of the proposed layout over several months. Since these changes have made there has only been one minor crash recorded at this intersection.

 Attachment 4 shows the extent of work completed at this site.
- 38. Wairere Drive was not a part of the Safer Speed Area proposal, and there are no plans to reduce the speed limit on this section of Wairere Drive at this time.

A lower speed limit is unnecessary and waste of time and money

- 39. Some residents questioned the need for a speed change in the area as the streets mitigate speed through their winding nature, the footpaths are clear of the road and there is not a serious crash history. It was considered by many that the existing 50km/hr speed limit was acceptable, and they were more concerned about vehicles parking on bends and reducing visibility.
- 40. Providing more visibility and a wider road by introducing No Stopping restrictions often results in drivers being less cautious when approaching or navigating a bend and being more comfortable to travel at speed. Having to negotiate a tight bend with lower visibility requires more attention and caution when approaching or navigating the bend and therefore helps to manage speeds.
- 41. It is expected that as a result of the introduction of the lower speed limits in these areas, in conjunction with the cycle route linking Huntington and St James, that there will be an increase in biking activity in these areas. Gordonton Road is currently the only alternative in this area and is not safe for people on bikes especially families or young children.
- 42. Speed surveys have been completed at various locations in the Huntington and St James areas. The four speed survey sites in Huntington area gave an average mean operating speed of 44km/h. In St James, the average mean operating speed is 47km/h (based on two survey sites). Attachment 5 shows the location and results of the speed surveys.
- 43. The Land Transport Rule: Setting of Speed Limits sets out that when setting a speed limit, the road controlling authority must aim to achieve a mean operating speed less than 10% above that of the speed limit.
- 44. It is proposed to support the new biking route with new infrastructure (raised safety platforms) at key crossing points along the route. These will also support the lower speed limit and will add to the attractiveness of the residential area by facilitating and encouraging more people to safely walk and bike in these areas.
- 45. Additional new infrastructure is also proposed in St James Drive at the key crossing points for those people using the gully network walkways to link through to Coleraine Drive and the Rototuna Primary School. This was a location that recorded higher travel speeds in the speed survey. **Attachment 6** sets out the proposed locations and details of the infrastructure improvements planned for the implementation of the bike route.
- 46. No additional infrastructure is proposed within the Huntington area based on the speed survey results at this time.
- 47. These proposed Safer Speed Areas aim to align with the Hamilton Speed Management Plan which aims to have all local residential streets with a 40km/hr speed limit. Crash history is just one of eight principles adopted by Council found under clause 11, this proposal aligns with three key principles iii, v, vi.
- 48. The speeds in Huntington are already operating at the desired level and so the speed limit change will only reinforce this behaviour for the few that are not driving safely in the area and causing concerns for some residents.

- 49. Physical works will only be undertaken at locations where people who are walking or biking are crossing the road to utilise the safe local road network that is being created by the installation of a bridge across the gully network. This network not only opens up a link between Huntington and St James, but also enables students from Huntington to through to Rototuna Primary School.
- 50. Staff therefore recommend proceeding with the proposed 40km/h Safer Speed Areas in both Huntington and St James.

Rotokauri Safer Speed Area

- 51. Rotokauri Rise Residents Association community group provided feedback in support for the speed limit changes proposed and welcomed the upcoming changes to lower the speed limit in their area.
- 52. Feedback has been received in support of these changes from our key stakeholders. There were no requests to present to this committee meeting received at the time of writing this report.
- 53. No physical works are proposed as the area is already built to an appropriate standard to support the proposed 40km/h speed limit. For those roads in this area yet to be vested to Council, signage will be provided by the developer.
- 54. Based on the outcome of the external consultation for these proposed speed limit changes, it is recommended that the proposed speed limit changes are implemented.

Christobel Safer Speed Area

- 55. The Christobel area was a private roading network at the time of implementing the surrounding Safer Speed Area for Te Manatu Drive. Now that this area has been vested to Hamilton City Council it is proposed to formalise the lower speed limit on these streets.
- 56. Feedback has been received in support of these changes from our key stakeholders. There were no requests to present to this committee meeting received at the time of writing this report.
- 57. No physical works are proposed as the area is already built to an appropriate standard to support the proposed 40km/h speed limit.
- 58. Based on the outcome of the external consultation for these proposed speed limit changes, it is recommended that the proposed speed limit changes are implemented.

Rocky Road

- 59. This is a new street that is yet to be vested to Hamilton City Council. Key stakeholders have been consulted about this proposal along with the developer.
- 60. Feedback has been received in support of these changes from our key stakeholders. There were no requests to present to this committee meeting received at the time of writing this report.
- 61. No physical works are proposed as the area is already built to an appropriate standard to support the proposed 40km/h speed limit and signage will be provided as part of the development.
- 62. Based on the outcome of the external consultation for these proposed speed limit changes, it is recommended that the proposed speed limit change be implemented.

Implementation of the New Speed Limits

63. The new speed limits will come into effect as set out in the table below:

Speed Limit Area	Date new speed limits come into effect	
Huntington area	5 April 2021	
St James area	5 April 2021	
Rotokauri area	14 December 2020	
Christobel area	14 December 2020	
Rocky Rd	14 December 2020	

- 64. Any infrastructure and supporting roadmarking and signage changes will be undertaken prior to the date of the speed limit changing. The final formal notifications of the speed limit changes to NZ Police and Waka Kotahi will also be completed prior to this date.
- 65. New speed limits will be publicly advertised and temporary yellow 'new speed limit' signage put in place at each site to raise awareness of the changes.

Financial Considerations - Whaiwhakaaro Puutea

- 66. The signage associated with the new development roads will be provided by the Developer prior to vesting the roads with Council and will therefore incur no cost to Council.
- 67. Funding for the implementation of the proposed speed limit changes in are included in the 2020/21 City Transportation Operations budget along with the Low Cost Low Risk (Discretionary Transport) Capital Programme.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

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

Social

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

Economic

73. No specific economic considerations were identified in the development of this report.

Environmental

74. The proposed speed limit changes support increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

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

Risks - Tuuraru

- 76. Consultation with all directly affected parties has been undertaken and while there are a number of residents not in support of the speed limit change, there are also people who have safety concerns.
- 77. There is a risk associated with not proceeding with these proposed changes as these changes are proposed to improve road safety.

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

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

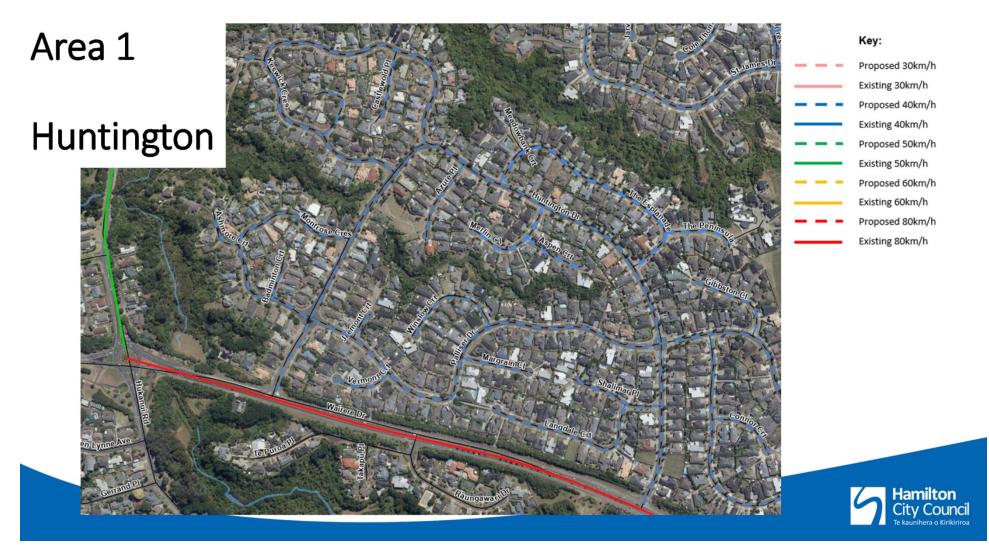
Engagement

80. 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 Maps of proposed speed limit changes
- Attachment 2 Proposed new speed limit map for the Speed Limit Bylaw
- Attachment 3 Flyer for Proposed Huntington and St James Safer Speed Areas
- Attachment 4 Minor safety works completed at Raungawai and Huntington (West) intersections with Wairere Drive
- Attachment 5 Speed Survey Locations and Results Map
- Attachment 6 Huntington St James Safer Speed Area





Area 1

continued

Huntington





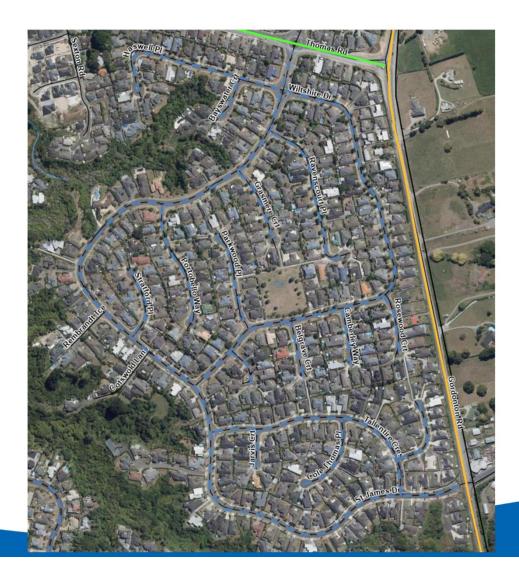
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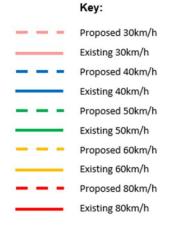
Proposed 30km/h Existing 30km/h

Proposed 40km/h

Existing 40km/h Proposed 50km/h Existing 50km/h Proposed 60km/h Existing 60km/h Proposed 80km/h Existing 80km/h

Area 2 St James

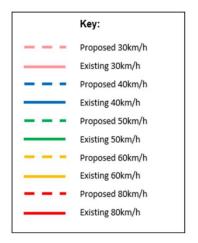






Area 3: Rotokauri Area

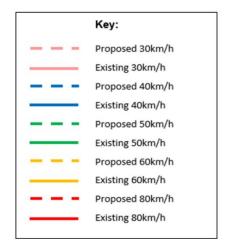




Street Name	Description	Current Speed Limit	Proposed Limit
Kourataki Road	Rotokauri Road to Ohau Road	1	40
Tekapo Road	Kourataki Road to Pukaki Road	-	40
Pukaki Road	Tekapo Road to end of	-	40
Ohau Road	au Road Kourataki Road to end of		40
Kawariki Drive	rive Rotokauri Road to end of		40
Patatee Terrace Kawariki Drive to end of		50	40
Rengarenga Place Patatee Terrace to end of		50	40
Taiatea Drive	Rotokauri Road to end of	60	50
Rotokauri Road	320 east of Baverstock Road to 160m west of Taiatea Drive	60	50

Area 4: Christobel Circle Area





Street Name	Description	Current Speed Limit	Proposed Speed Limit
Christobel Circle	Te Manatu Drive to Christobel Circle	50	40
Ashton Way	Christobel Circle to Fasham Lane	50	40
Samantha Way	Christobel Circle to Swan Lane	50	40



Area 5: Rocky Road





Street Name	Street Name Description		Proposed Speed Limit	
Rocky Road	Borman Road to end of	1.5	40	

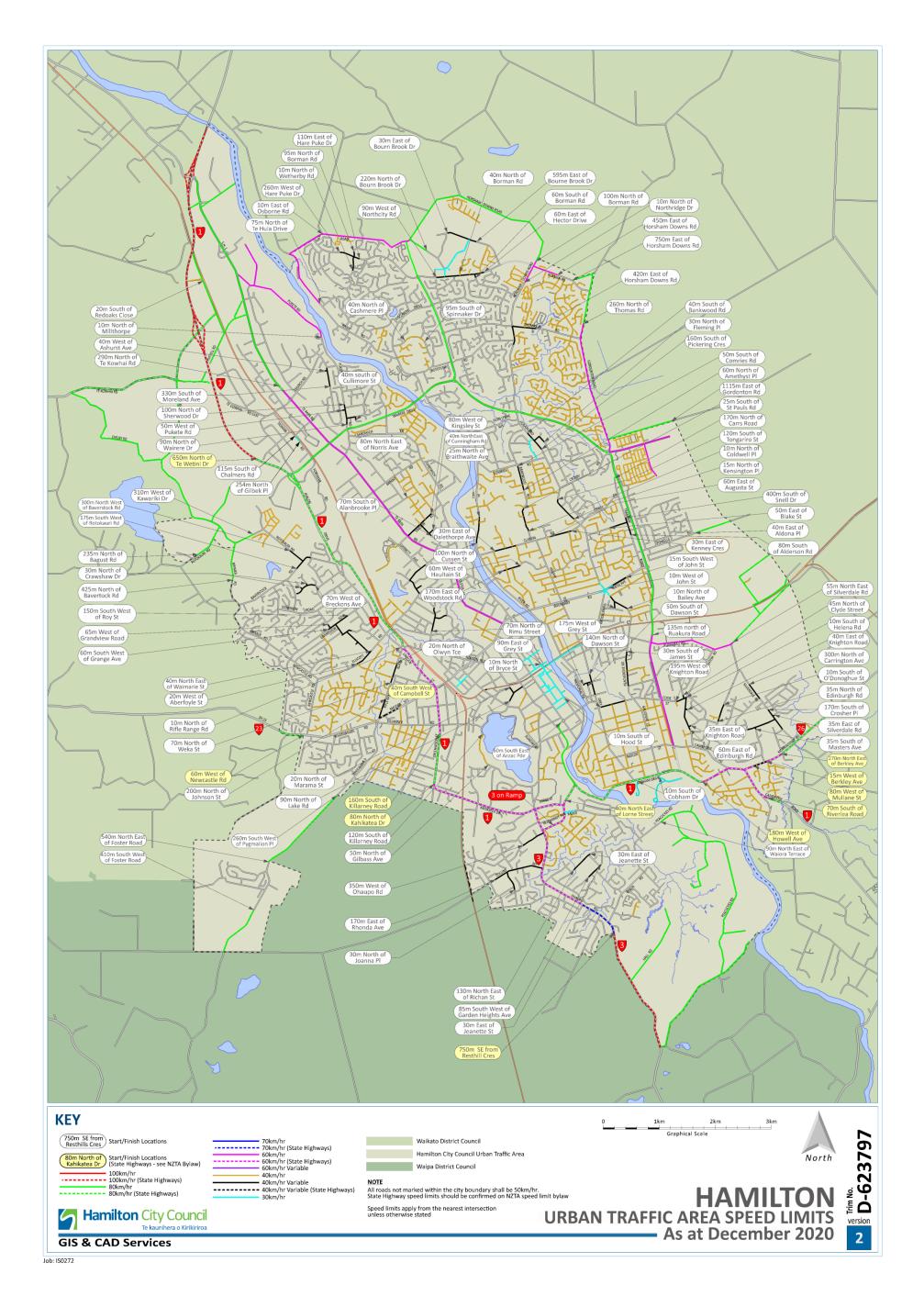


FURTHER INFORMATION

Hamilton City Council Garden Place, Private Bag 3010, Hamilton

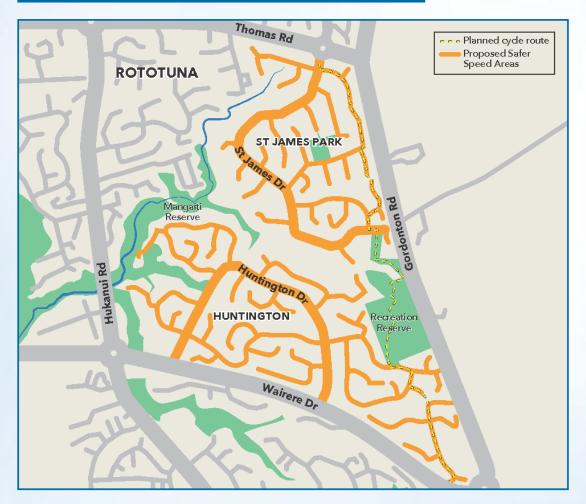
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Proposed Safer Speed Areas

HUNTINGTON AND ST JAMES AREAS



As part of our ongoing focus on safer streets for all, we're proposing a speed limit change from 50km/h to 40km/h on all residential streets within the Huntington and St James areas. These areas are indicated on the map above.

The Safer Speed Areas we are proposing support a wider Hamilton City Council project, which will see the implementation of new safer cycling routes for people on bikes in these Huntington areas.



It also aligns with our Hamilton Speed Management Plan, which is about achieving safe and appropriate speeds to allow residential neighbourhoods to have a safe environment to live and play. A copy of the Speed Management Plan can be viewed online at hamilton.govt.nz/saferroadshamilton

Minor works are also going to be proposed at key locations within these areas to support the lower speed limit. We would like to understand if there are any road safety concerns that you have before we finish developing the concepts for these improvements. Once we have the concepts developed, we will consult with adjoining property owners and residents. We expect this to happen in late October 2020.

WHY ARE WE CONSULTING?

As per our Hamilton Speed Management Plan, a key element of speed management is community input. Hamilton City Council recognised when developing the Hamilton Speed Management Plan that it was crucial to consult with the community to understand their views, and that going forward engagement with the community in advance of any proposed speed management change needs to be maintained.

HAVE YOUR SAY

Your views are important to us. Go to **hamilton.govt.nz/haveyoursay** to share your views on this proposal. Consultation will open **Monday 28 September 2020** and close **Sunday 18 October 2020**.

QUESTIONS?

If you wish to discuss this proposal, or if you have questions, please contact Ethan Young, City Transportation Unit, on **07 838 6861** or **ethan.young@hcc.govt.nz**



Safety Improvements at the Intersection of Raungawari and Huntington Intersections with Wairere Drive

Raungawari/Wairere Intersection

Aerial photograph taken in 2010 showing previous configuration



Aerial photo taken in 2015 showing current configuration

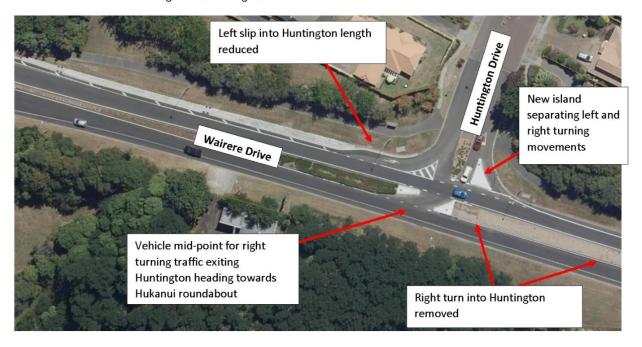


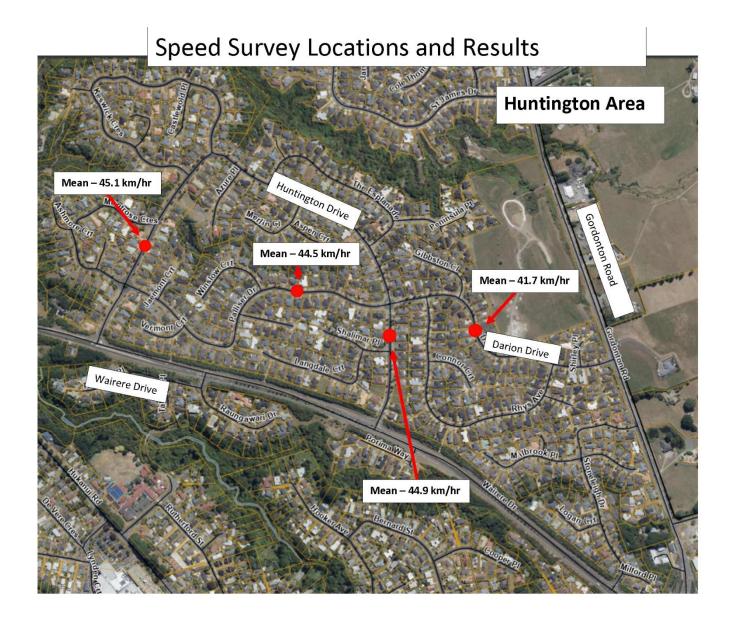
Huntington/Wairere Intersection

Aerial photo taken in 2017 showing previous configuration

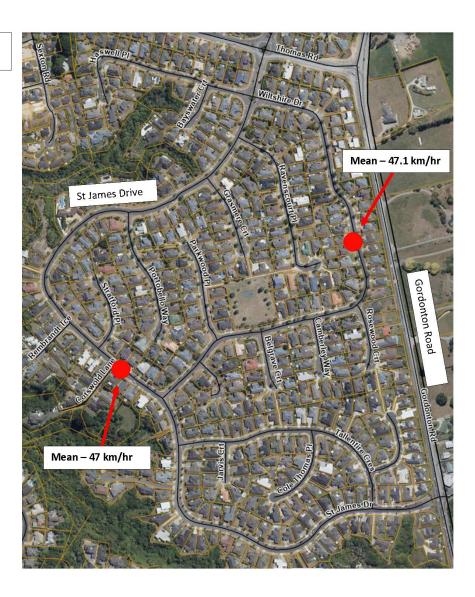


Aerial taken in 2019 showing the new configuration





St James Area



GORDONTON CYCLE PROJECT RAISED SAFETY PLATFORM

BUS STOP INFRASTRUCTURE RAISED SAFETY PLATFORM

SAFER SPEED AREA RAISED

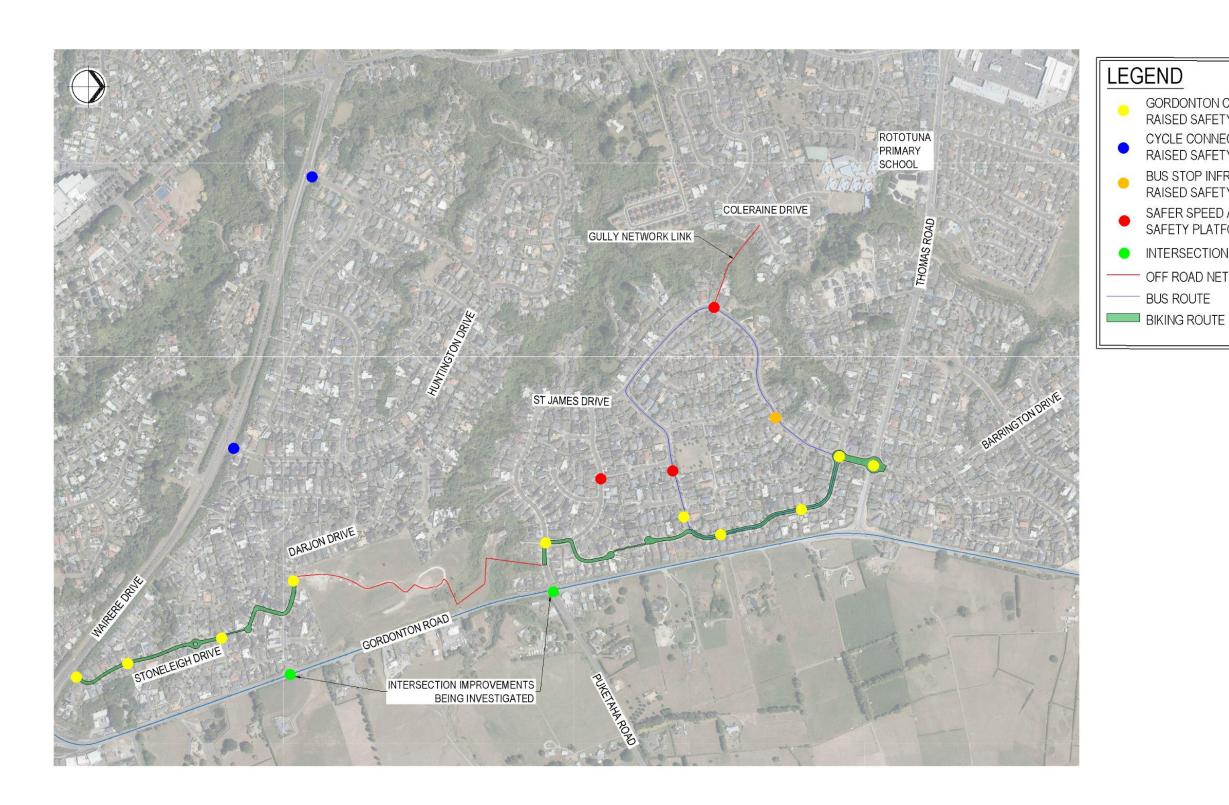
INTERSECTION IMPROVEMENTS

CYCLE CONNECTIVITY RAISED SAFETY PLATFORM

SAFETY PLATFORM

OFF ROAD NETWORK

BUS ROUTE



INFRASTRUCTURE IMPROVEMENT LOCATIONS AND DETAILS

Council Report

Committee: Hearings and Engagement **Date:** 01 December 2020

Committee

Author: Robyn Denton Authoriser: Eeva-Liisa Wright

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

Leader Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

Report Status	Open
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Purpose - Take

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

Staff Recommendation - Tuutohu-aa-kaimahi

- 2. That the Hearings and Engagement Committee:
 - a) receives the report;
 - b) approves the changes to parking restrictions and controls as set out below:

Location	Description	
Wellington Street	Install 10m 'No Stopping' outside #26 Wellington Street.	
Marire Avenue	Install the following 'No Stopping'.	
	11m outside #1 Marire Avenue.	
	14m outside #2 Marire Avenue.	
Teddy Street	Install the following 'No Stopping'.	
	8m outside #1217 Victoria Street.	
	18m outside #1227 Victoria Street.	
Vickery Street	Install the following 'No Stopping'.	
	10m outside #63 Vickery Street.	
	10.5m outside #63-67 Vickery Street.	
Williams Place	Install 37m 'No Stopping' in the cul-de-sac head outside #114	
	Holland Road to #4 Williams Place.	
Manuka Street	Install the following 'No Stopping'.	
	19m outside #72 Manuka Street.	
	18m outside #76 Manuka Street.	
Pohutukawa Drive	Install the following 'No Stopping'.	
	13m outside #72 Manuka Street.	
	12m outside #76 Manuka Street.	
Ellicott Road	Install 19m 'No Stopping' outside #93-95 Ellicott Road.	
Korikori Green	Install the following 'No Stopping'.	
	83m around the Cul-De-Sac head south from Kimbrae Drive.	
	80m around the Cul-De-Sac head north from Fergy Place.	

Meachem Road	Install the following 'No Stopping'.
	3m outside #14 Alker Road.
	3m outside #15 Alker Road.
	3m outside #13 Hatric Road.
	3m outside #14 Hatric Road.
	3m outside #13 Libeau Road.
	3.5m outside #14 Libeau Road.
	3m outside #12 Jobe Road.
	3.5m outside #13 Jobe Road.
Alker Road	Install the following 'No Stopping'
	7m outside #14 Alker Road.
	7.5m outside #15 Alker Road.
Hatric Road	Install the following 'No Stopping'
	8m outside #13 Hatric Road.
	8m outside #14 Hatric Road.
Libeau Road	Install the following 'No Stopping'
	7.5m outside #13 Libeau Road.
	7m outside #14 Libeau Road.
Jobe Road	Install the following 'No Stopping'
JOBE ROLL	8m outside #13 Jobe Road.
	8m outside #14 Jobe Road.
Kawakawa Place	Install the following 'No Stopping'.
Rawakawa Flace	45m outside Lot 1-2 Kawakawa Place.
	40m outside Lot 4-6 Kawakawa Place.
	72m outside Lot 7-14 Kawakawa Place.
	16m outside Lot 18 Kawakawa Place.
	6m outside Lot 19 Kawakawa Place.
	23m outside Lot 23 Kawakawa Place.
Oku Close	Install the following 'No Stopping'.
Oku Ciose	6m outside Lot 18 Kawakawa Place
	6m outside Lot 16 Kawakawa Place.
Hillcrest Road	Install the following 'No Stopping'.
milicrest Road	
	10m opposite# 64 Hillcrest Road.
Datalia	30m opposite #74 Hillcrest Road.
Rotokauri	Install the following restrictions.
Transport Centre	Four 3.5m 'Mobility Card Holders Only'.
	Four 1m 'Motorcycle Only'
	Two 3m 'Electric Vehicle Only'
	Two 6m 'Taxi Stands' on the north eastern side of the Pick Up
	Drop Off zone.
	37m 'P15 At All Times' on the north eastern side of the Pick Up
	Drop Off zone.
	43m 'P15 At All Times' on the south western side of the Pick Up
	Drop off zone.
	6m 'P15 At All Times' on the south western side of the Pick Up
	Drop off zone.
Mitcham Avenue	Adjust the existing 23m 'No Stopping' outside #10-12 Mitcham
	Avenue to a total length of 66m 'No Stopping' lines outside #8-12
	Mitcham Avenue.
	Gazette the existing 43m 'No Stopping' opposite #8-12 Mitcham
	Avenue.
	Installation of 12m 'Bus Stop' outside #8 Mitcham Avenue.

Mistry Place	Install the following 'No Stopping'.	
	26m outside #31 Harrowfield Drive	
	19m outside #3-5 Mistry Place	
	13m outside #6-10 Mistry Place	
	9m outside #7 Mistry Place	
	49m outside #9-12 Mistry Place around the Cul-de-Sac Head.	
Foster Road	Install 12m 'Bus Stop' opposite #12 Foster Road.	
McKay Drive	Install the following 'Bus Stops'.	
	12m outside #27-29 McKay Drive.	
	12m opposite #58 McKay Drive	
River Road	Gazette the following 'No Stopping' on cycle lane.	
	29m outside #1789-1791 River Road.	
	69m outside #1788-1794 River Road.	
	29m outside #1795-1797 River Road.	
	28m outside #1801-1803 River Road.	
	207m outside #13 Hensley Crescent to #1822 River Road.	
	47m outside #1807-1811 River Road.	
	383m outside #1815-1855 River Road.	
	13.5m outside #1824-1826 River Road.	
	190m outside #1826-1846 River Road.	
	21m outside #1850C River Road.	
	42m outside #1857-1867 River Road.	
	12m outside #1 Te Huia.	
East Street	Gazette 10m 'No Stopping' outside #2A East Street.	
Enderley Avenue	Gazette 7m 'No Stopping' outside #42 Enderley Avenue.	
Halifax Street	Gazette 6m 'No Stopping' outside #42 Enderley Avenue.	
Grey Street	Gazette 21m 'No Stopping' outside #8-16 Grey Street.	
Pukete Road	Gazette 100m 'No Stopping' outside #1Cullimore Street to #100	
	Pukete Road.	
Mill Lane	Gazette 14m 'No Stopping' opposite #10-12 Mill Lane.	
Tennyson Road	Rescind 13m 'Bus Stop' outside #42 Mardon Road.	
Vickery Street	Rescind 32m 'No Stopping' outside #63-67 Vickery Street.	
Mitcham Avenue	Rescind 15m 'Bus Stop' outside #10 Mitcham Avenue.	

c) approves the following addition to the Register 4: Cycle Paths of the Hamilton Traffic Bylaw 2015 as set out below:

Location	Section/Part	
Kiriwai Drive	Cycle Path on the south eastern side of Kiriwai Drive	
	progressing 75m south west from the intersection of Tasman	
	Road.	
	Cycle Path on the north west side of Kiriwai Drive progressing	
	54m south west from 33m south west of the intersection of	
	Tasman Road.	

d) notes that the spelling of Kiriwai Drive has been previously mis-spelt in previous reports and the Register will be updated to reflect the correct spelling.

Executive Summary - Whakaraapopototanga matua

3. The Hamilton City Traffic Bylaw 2015 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.

- 4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping, bus stops and time limits; an
 - ii. changes to Register 4: Cycle Paths of the Hamilton Traffic Bylaw 2015:
- 5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
- 6. Consultation has been completed for all proposed changes and generally there is support for these. Further information is provided within the report for the locations where support for the change has not been gained via the consultation process.
- 7. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background – Parking Restrictions and Traffic Bylaw Changes

- 8. The Hamilton City Traffic Bylaw 2015 (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.
- 9. A resolution of the Hearings and Engagement Committee is required to make changes to any of these restrictions.
- 10. Regular changes to traffic restrictions (including parking controls) are required throughout the city often in response to requests from the general public or businesses in regard to safety or accessibility concerns.
- 11. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g. developments or discretionary transport projects.

Parking Restriction Changes

- 12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
- 13. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. The feedback received was positive and supportive of the proposed changes except in the following locations which are discussed in further detail below.

Mistry Place - Proposed No Stopping Restrictions

- 14. Mistry Place is a new development off Harrowfield Drive where residential properties have recently been completed. As more properties become occupied the demand for on street parking has increased which has led to access issues.
- 15. Access issues are not due to vehicles being parked over driveways. Due to the narrow width of the street, when vehicles park opposite driveways they do cause issues such as vehicles not having enough space to pull out of their driveways.

- 16. With a road width of 5.5 metres, it is not wide enough to accommodate vehicles parking on both sides, unless the vehicles are parked partially on berm. This type of parking could have an impact on emergency services and core essential services accessing the area.
- 17. Figure 1 below shows the current view up Mistry Place from Harrowfield Drive:



Figure 1: View of Mistry Place from Harrowfield Drive.

- 18. A request for No Stopping Restrictions has been received from the Property Manager of Pragma Rentals, who look after several of the Mistry Place properties, due to concerns about the inability for vehicles to move along Mistry Place safely and easily.
- 19. Consultation with the affected property owners and property manager (who originally made the request) was undertaken with a proposal to install No Stopping Restrictions for the full length of one side of Mistry Place (**Option 1** shown in paragraph 21 below). This resulted in a response from the Property Manager in support and a response from the resident of #7 Mistry Place in opposition to the proposed restriction.
- 20. The reasons given by the resident objecting to the proposal were:
 - that there are already not enough parks for the residents of Mistry Place and further limiting the available parks will mean that residents are forced to park on Harrowfield Drive which they believe will lead to a great increase of complaints;
 - that a resource consent was given to have this number of houses, and that Hamilton City
 Council are now restricting the enjoyment of those living in those houses; and
 - that while they already have neighbours' vehicles park in front of their home trying to force them not to by installing No Stopping Restrictions will just make it worse for everyone.
- 21. Following this initial feedback, further consultation was completed with the following three options offered. The options and the number of responses received for each option is set out in the table below:

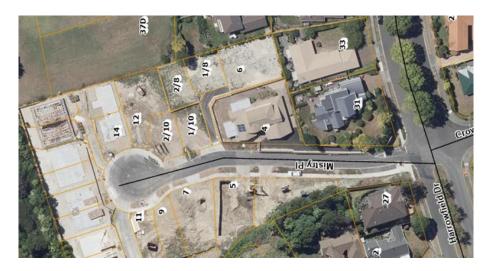
Option 1: No Stopping restrictions for the full length of one side of Mistry Place and around the cul-de-sac as originally proposed – three in support



Option 2: No Stopping restrictions only near driveways – two in support



Option 3: Do Nothing – one in support



22. Staff recommend that **Option 2** be approved. As there is no strong community demand for No Stopping, limiting the amount installed will allow us to come back at a later date if additional No Stopping is required. We have not had high numbers of residents raising concerns that they cannot access their property and have not had any indications of difficulties relating to rubbish service.

Traffic Bylaw Changes

- 23. The Traffic Bylaw has a series of registers that are able to be updated resolution of the Council.
- 24. Changes are proposed to the Register 4: Cycle Paths of the of the Hamilton Traffic Bylaw 2015.
- 25. As part of the construction of the new road (Kiriwai Drive) linking Arthur Porter Drive to Tasman Road and new Rotokauri Transport Centre cycle paths (off road shared paths) have been provided. These require formal adoption now that the road has been opened and named Kiriwai Drive by Ngaati Maahanga.
- 26. The following addition to the Traffic Bylaw Register 4: Cycle Paths is therefore proposed:

Location	Section/Part	
Kiriwai Drive	Cycle Path on the south eastern side of Kiriwai Drive	
	progressing 75m south west from the intersection of Tasman	
	Road.	
	Cycle Path on the north west side of Kiriwai Drive progressing	
	54m south west from 33m south west of the intersection of	
	Tasman Road.	

Financial Considerations – Whaiwhakaaro Puutea

27. Funding for the implementation of the proposed changes is included in the 2020/21 City Transportation Operations and Parking Activity budgets.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

- 29. 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').
- 30. 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.
- 31. The recommendations set out in this report are consistent with that purpose.

Social

32. 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

33. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.

Environmental

34. Providing an active mode link to the Rotokauri Transport hub for the wider bike network will enable decreased reliance on personal transport vehicles reducing the negative impact on the environment.

Cultural

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

Risks - Tuuraru

- 36. There are no known risks associated with the decisions required for this matter.
- 37. There are risks associated with not approving the recommendations in this report as set out as follows:
 - 2 b) parking restrictions to enable parking turnover and safety; and
 - 2 c) formalisation of the cycle path enables cyclists to legally ride on the shared path.

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

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

Engagement

40. 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 restriction changes

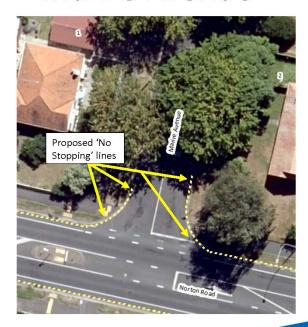
Attachment 2 - Schedule of Proposed Parking Restriction Changes



Wellington Street

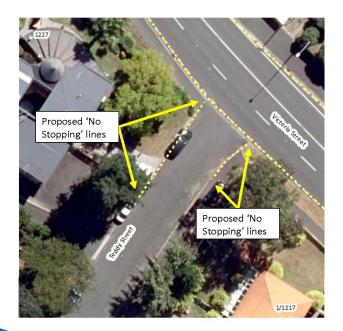


Marire Avenue





Teddy Street



Vickery Street





Williams Place



Manuka Street & Pohutukawa Drive

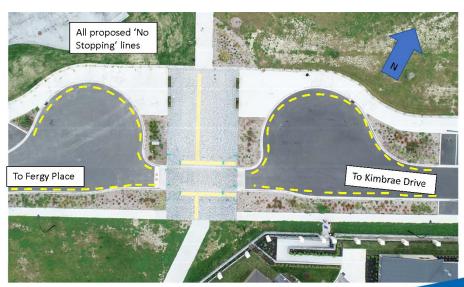




Ellicott Road

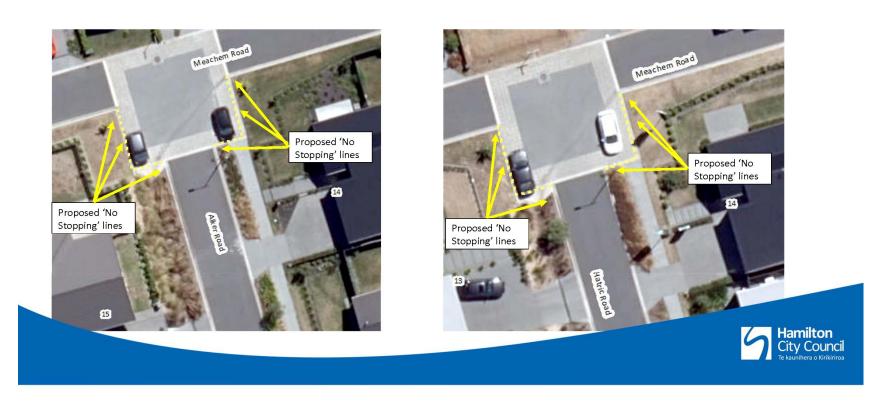
Korikori Green







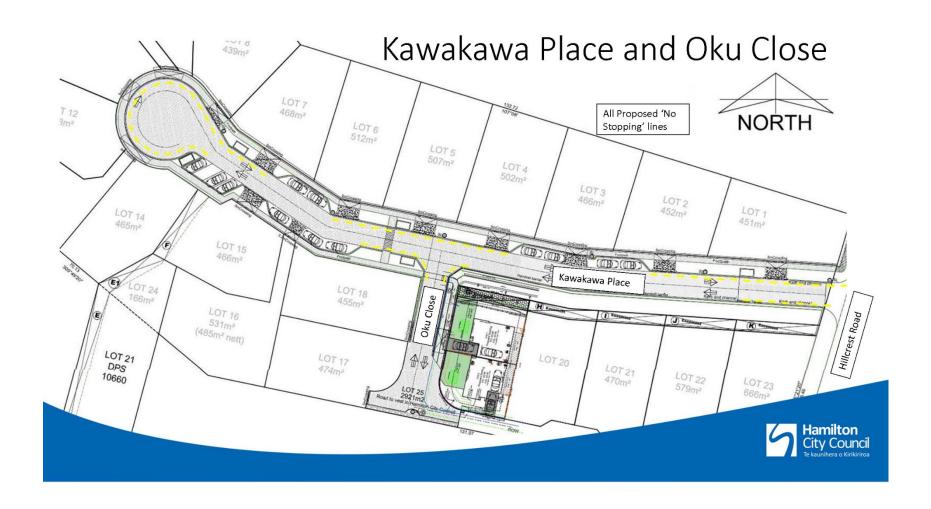
Meachem Road & Alker Road & Hatric Road



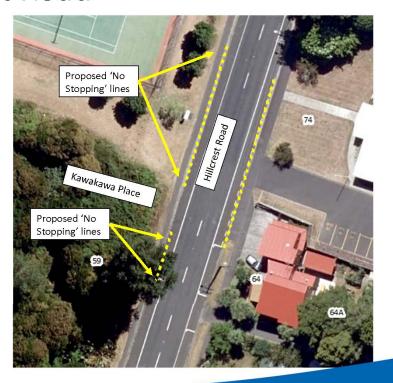
Meachem Road & Libeau Road & Jobe Road



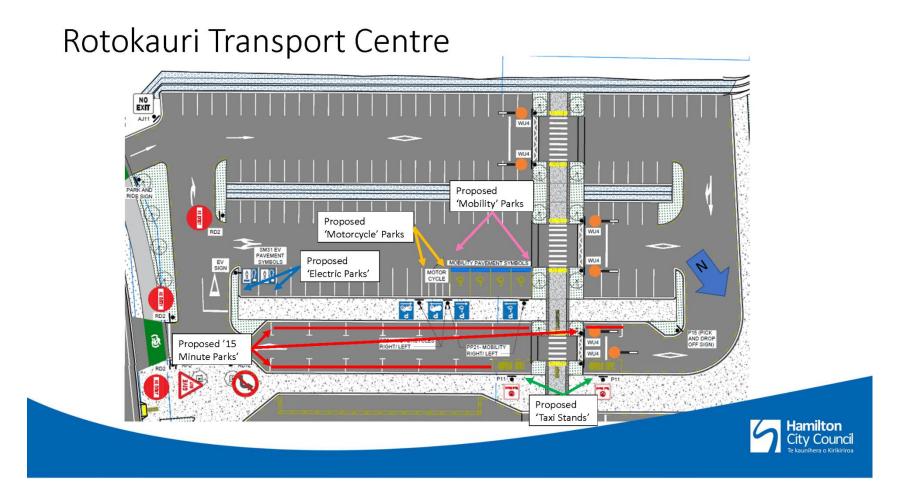




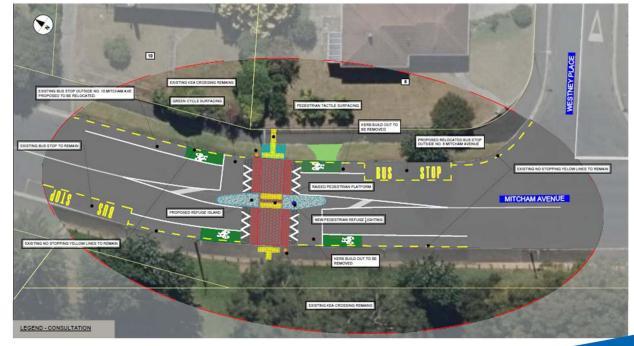
Hillcrest Road







Mitcham Avenue





Mistry Place





Foster Road





McKay Drive







Tennyson Road



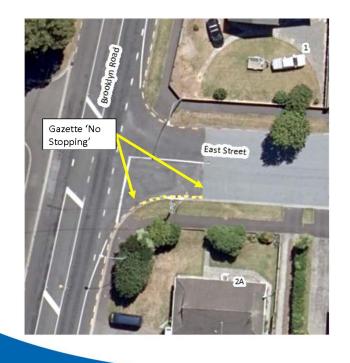


River Road





East Street



Enderley Avenue & Halifax Street



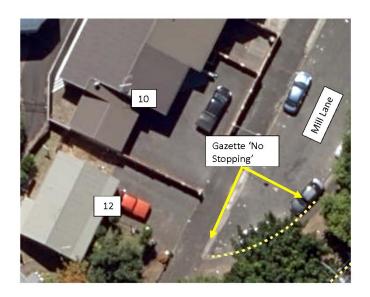
Grey Street



Pukete Road



Mill Lane





FURTHER INFORMATION Hamilton City Council Garden Place, Private Bag 3010, Hamilton f /HamiltonCityCouncil @CouncilHamilton 0 07 838 6699 hamilton.govt.nz

Location	Requested By	Reason	Description
Wellington Street	Business	Vehicles parking too close to a driveway.	Install 10m 'No Stopping' outside #26 Wellington Street.
Marire Avenue	Resident	Vehicles parking too close to the intersection	Install the following 'No Stopping'. 11m outside #1 Marire Avenue. 14m outside #2 Marire Avenue.
Teddy Street	HCC	Vehicles parked too close to intersection.	Install the following 'No Stopping'. 8m outside #1217 Victoria Street. 18m outside #1227 Victoria Street.
Vickery Street	Resident	Fire station has moved and therefore does not need the additional manoeuvrability out of the driveways.	Install the following 'No Stopping'. 10m outside #63 Vickery Street. 10.5m outside #63-67 Vickery Street.
Williams Place	Resident	Vehicles parking in space too small for a car park.	Install 37m 'No Stopping' in the cul-de-sac head outside #114 Holland Road to #4 Williams Place.
Manuka Street	HCC	Minor Safety Works – to ensure good visibility	Install the following 'No Stopping'. 19m outside #72 Manuka Street. 18m outside #76 Manuka Street.
Pohutukawa Drive	HCC	Minor Safety Works – to ensure good visibility	Install the following 'No Stopping'. 13m outside #72 Manuka Street. 12m outside #76 Manuka Street.
Ellicott Road	Resident	Area between two driveways too small for a legal car park.	Install 19m 'No Stopping' outside #93-95 Ellicott Road.
Korikori Green	HCC	Parking in the Cul-De-Sac heads prevents vehicles from turning in this area as it was designed for	Install the following 'No Stopping'. 83m around the Cul-De-Sac head south from Kimbrae Drive. 80m around the Cul-De-Sac head north from Fergy Place.
Meachem Road	НСС	Cobbled entrance area being used for parking. Law prohibits parking within six metres of an intersection to ensure good visibility for pedestrians and	Install the following 'No Stopping'. 3m outside #14 Alker Road. 3m outside #15 Alker Road. 3m outside #13 Hatric Road.

		vehicles entering and exiting the side	3m outside #14 Hatric Road.
		road.	3m outside #13 Libeau Road.
			3.5m outside #14 Libeau Road.
			3m outside #12 Jobe Road.
			3.5m outside #13 Jobe Road.
Alker Road	HCC	Cobbled entrance area being used for	Install the following 'No Stopping'
		parking. Law prohibits parking within	7m outside #14 Alker Road.
		six metres of an intersection to ensure	7.5m outside #15 Alker Road.
		good visibility for pedestrians and	
		vehicles entering and exiting the side	
		road.	
Hatric Road	HCC	Cobbled entrance area being used for	Install the following 'No Stopping'
		parking. Law prohibits parking within	8m outside #13 Hatric Road.
		six metres of an intersection to ensure	8m outside #14 Hatric Road.
		good visibility for pedestrians and	
		vehicles entering and exiting the side	
		road.	
Libeau Road	HCC	Cobbled entrance area being used for	Install the following 'No Stopping'
		parking. Law prohibits parking within	7.5m outside #13 Libeau Road.
		six metres of an intersection to ensure	7m outside #14 Libeau Road.
		good visibility for pedestrians and	
		vehicles entering and exiting the side	
		road.	
Jobe Road	HCC	Cobbled entrance area being used for	Install the following 'No Stopping'
		parking. Law prohibits parking within	8m outside #13 Jobe Road.
		six metres of an intersection to ensure	8m outside #14 Jobe Road.
		good visibility for pedestrians and	
		vehicles entering and exiting the side	
		road.	
Kawakawa Place	Developer	New development requires	Install the following 'No Stopping'.

		restrictions to ensure safe and easy	45m outside Lot 1-2 Kawakawa Place.
		access along the street.	40m outside Lot 4-6 Kawakawa Place.
			72m outside Lot 7-14 Kawakawa Place.
			16m outside Lot 18 Kawakawa Place.
			6m outside Lot 19 Kawakawa Place.
			23m outside Lot 23 Kawakawa Place.
Oku Close	Developer	New development requires	Install the following 'No Stopping'.
		restrictions to ensure safe and easy	6m outside Lot 18 Kawakawa Place
		access along the street.	6m outside Lot 20 Kawakawa Place.
Hillcrest Road		New development requires	Install the following 'No Stopping'.
		restrictions to ensure safe and easy	10m opposite# 64 Hillcrest Road.
		access along the street.	30m opposite #74 Hillcrest Road.
Rotokauri	HCC	Management of parking activities in	Install the following restrictions.
Transport Centre		the parking area provided at the new	Four 3.5m 'Mobility Card Holders Only'.
		transport centre for specific carparks	Four 1m 'Motorcycle Only'
			Two 3m 'Electric Vehicle Only'
			Two 6m 'Taxi Stands' on the north eastern side of the Pick Up Drop Off zone.
			37m 'P15 At All Times' on the north eastern side of the Pick Up Drop Off zone.
			43m 'P15 At All Times' on the south western side of the Pick Up Drop off Zone
			6m 'P15 At All Times' on the south western side of the Pick Up Drop off Zone
Mitcham Avenue	HCC	Minor Safety Works	Adjust the existing 23m 'No Stopping' outside #10-12 Mitcham Avenue to a total length
			of 66m 'No Stopping' lines outside #8-12 Mitcham Avenue.
			Gazette the existing 43m 'No Stopping' opposite #8-12 Mitcham Avenue.
			Installation of 12m 'Bus Stop' outside #8 Mitcham Avenue.
Mistry Place	Developer	Road too narrow limits resident	Install the following 'No Stopping'.
		access.	26m outside #31 Harrowfield Drive.
			19m outside #3-5 Mistry Place.
			13m outside #6-10 Mistry Place.
			9m outside #7 Mistry Place.
			49m outside #9-12 Mistry Place around the Cul-De-Sac Head.

Location	Requested By	Reason	Description
Foster Road	WRC	New improved bus service in the	Install 12m 'Bus Stop' opposite #12 Foster Road.
McKay Drive	WRC	Templeview area.	Install 1211 Bus 3:00 opposite #12 roster Road.
wickay Drive	VVIC	Templeview area.	12m outside #27-29 McKay Drive.
			12m opposite #58 McKay Drive
EVICTINIC DADI	INC DECEDICE	IONIC TO DE CARETTED	12m opposite #56 Mickay Drive
		IONS TO BE GAZETTED	
Location	Requested By	Reason	Description
River Road	HCC	Existing No Stopping on cycle lane.	Gazette the following 'No Stopping' on cycle lane.
			29m outside #1789-1791 River Road.
			69m outside #1788-1794 River Road.
			29m outside #1795-1797 River Road.
			28m outside #1801-1803 River Road.
			207m outside #13 Hensley Crescent to #1822 River Road.
			47m outside #1807-1811 River Road.
			383m outside #1815-1855 River Road.
			13.5m outside #1824-1826 River Road.
			190m outside #1826-1846 River Road.
			21m outside #1850C River Road.
			42m outside #1857-1867 River Road.
			12m outside #1 Te Huia.
East Street	HCC	Existing No Stopping on intersection.	Gazette 10m 'No Stopping' outside #2A East Street.
Enderley Avenue	HCC	Existing No Stopping on intersection.	Gazette 7m 'No Stopping' outside #42 Enderley Avenue.
Halifax Street	HCC	Existing No Stopping on intersection.	Gazette 6m 'No Stopping' outside #42 Enderley Avenue.
Grey Street	HCC	Existing No Stopping as marked on site	Gazette 21m 'No Stopping' outside #8-16 Grey Street.
Pukete Road	HCC	Existing No Stopping as marked on site	Gazette 100m 'No Stopping' outside #1Cullimore Street to #100 Pukete Road.
Mill Lane	HCC	Existing No Stopping as previously	Gazette 14m 'No Stopping' opposite #10-12 Mill Lane.
		marked on site before reseal.	

Location	Requested By	Reason	Description
Tennyson Road	HCC	Old restriction that is posted as a Taxi	Rescind 13m 'Bus Stop' outside #42 Mardon Road.
		Stand	
Vickery Street	HCC	New restriction proposed.	Rescind 32m 'No Stopping' outside #63-67 Vickery Street.
Mitcham Avenue	HCC	New restriction proposed.	Rescind 15m 'Bus Stop' outside #10 Mitcham Avenue.

Council Report

Item (

Committee: Hearings and Engagement **Date:** 01 December 2020

Committee

Author: Robyn Denton Authoriser: Eeva-Liisa Wright

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

Leader Infrastructure Operations

Report Name: Temporary road closures for Maori All Blacks vs Pasifika 2020

Report Status	Open
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Purpose - Take

 To seek approval from the Hearings and Engagement Committee for temporary road closures associated with the Maori All Blacks vs Pasifika 2020 rugby game to be held in Hamilton on 5 December 2020.

Staff Recommendation - Tuutohu-aa-kaimahi

- 2. That the Hearings and Engagement Committee:
 - a) receives this report; and
 - b) approves the closure of the following roads on Saturday 5 December 2020 between 4pm and 11pm to accommodate Maori All Blacks vs Moana Pasifika 2020 rugby match:
 - Tristram Street (between Mill Street and Abbotsford Street);
 - Abbotsford Street (between Tristram Street and Willoughby Street);
 - Seddon Rd (between Goldsmith Street and Mill Street); and
 - Mill St (between Norton Road and Willoughby Street);
 - approves the issue of a Notice of Decision stating Council's decision to close the following roads on Saturday 5 December 2020 between 4pm and 11pm to accommodate the Maori All Blacks vs Moana Pasifika 2020 rugby match:
 - Tristram Street (between Mill Street and Abbotsford Street);
 - Abbotsford Street (between Tristram Street and Willoughby Street);
 - Seddon Rd (from Goldsmith Street to Mill Street); and
 - Mill St (from Norton Road to Willoughby Street).

Executive Summary - Whakaraapopototanga matua

3. An application has been received for temporary road closures to accommodate the Maori All Blacks vs Pasifika 2020 rugby game to be held in Hamilton on 5 December 2020. This event was only announced on 12 November 2020 following changes to the international rugby fixture calendar due to travel restrictions associated with COVID 19.

- 4. The application for the match was not able to be submitted within the 42-working day timeframe required for processing under the Transport (Vehicular Traffic Road Closures) Regulations 1965, so the Council's approval under the Local Government Act 1974 is being sought.
- 5. Similar closures of these streets have been undertaken in the past. Consultation with adjacent property owners has been undertaken, along with NZ Police and Waka Kotahi NZ Transport Agency (NZTA).
- 6. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Discussion - Matapaki

- 7. Due to the late changes in the New Zealand International rugby series, resulting from COVID 19, the application for the road closures associated with the Maori All Blacks vs Pasifika 2020 rugby game was not able submitted to Council in time for it to be processed under the Transport (Vehicular Traffic Road Closures) Regulations 1965 which requires 42 days public notice.
- 8. Approval by resolution for a temporary road closure for an event can be granted under the Local Government Act 1974 No 66, Schedule 10, Clause 11(e). It is proposed to approve all four of the series matches to be held at FMG Stadium, Hamilton via this process.
- 9. To allow for installation and pack-down of the temporary traffic management it is proposed to allow for the closure the following roads between 4pm and 11pm for the match:
 - Tristram Street (between Mill Street and Abbotsford Street);
 - Abbotsford Street (between Tristram Street and Willoughby Street);
 - Seddon Rd (from Goldsmith Street to Mill Street); and
 - Mill St (from Norton Road to Willoughby Street).
- 10. The final extent of closure is determined on the day determined upon whether crowds can attend and based on any tickets sales and likely number of attendees. The extent of the proposed maximum extent of road closures are shown in Figure 1 below:



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

11. Consultation with residents and property owners along with NZ Police and Waka Kotahi NZ Transport Agency has been completed. There are no objections to the proposed closure.

Financial Considerations - Whaiwhakaaro Puutea

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

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

13. 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

- 14. 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).
- 15. 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.
- 16. The recommendations set out in this report are consistent with that purpose.

Social

17. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access the key sporting facility (FMG Stadium).

Economic

18. The recommendations included in this report enables FMG Stadium to operate efficiently by ensuring safe access to their property.

Environmental

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

Cultural

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

Risks - Tuuraru

21. If a road closure is not approved, there are potential risks associated with public safety and accessibility.

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

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

Engagement

24. In accordance with the Local Government Act provisions, public notification was given of the intention to consider the temporary road closures application at this meeting.

- 25. Staff have undertaken consultation with the NZ Police and Waka Kotahi NZ Transport Agency (NZTA) and they are supportive of the temporary road closure for the events.
- 26. In addition, the applicant has undertaken consultation with all properties in the section of road closures.
- 27. If the closures are approved by this committee, a public notice of the decision to temporarily close the road will be issued.

Attachments

There are no attachments for this report.