

**Notice of Meeting:**

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

**Date:** Wednesday 21 August 2019  
**Time:** 9.30am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Regulatory and Hearings Committee OPEN AGENDA (Tasman Road Consultation - Deliberation Report)

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**Membership**

**Chairperson:** Cr Angela O'Leary

**Deputy Chairperson:** Cr Leo Tooman

**Membership:** The Mayor and all Councillors  
Maangai James Whetu  
(The composition of any Regulatory Hearings Committee for quorum purposes to be determined by the Chairperson)

**Meeting frequency:** As required

**Quorum:** Three members

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Becca Brooke  
Governance Lead

**16 August 2019**

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<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>6</b>	<b>Tasman Road Consultation - Deliberation Report</b>	<b>3</b>

# Council Report

**Committee:** Regulatory and Hearings Committee

**Date:** 21 August 2019

**Author:** Lyle Barker

**Authoriser:** Chris Allen

**Position:** Project Engineer

**Position:** General Manager Development

**Report Name:** Tasman Road Consultation - Deliberation Report

**Report Status**

*Open*

## Purpose

1. To inform the Regulatory and Hearings Committee on the outcomes of the public consultation process for the Rotokauri Public Transport Hub and proposed changes to Tasman Road.
2. To seek approval from the Regulatory and Hearings Committee of proposed changes to traffic controls and speed limits on Tasman Road.

## Staff Recommendation

3. That the Regulatory and Hearings Committee:
  - a) receives the report; and
  - b) approves the proposed safety changes outlined as Option 1 in this report; and
  - c) approves the changes to the parking restrictions and controls as set out below:

Location	Description of proposed change
Tasman Road	Installation of 1065m 'No Stopping' restriction on the north eastern side of Tasman Road heading south east from the intersection of Te Kowhai Road.
	Installation of 423m 'No Stopping' restriction on the south western side of Tasman Road heading south east from the intersection of Te Kowhai Road
	Installation of 130m of 'No Stopping' restriction on the south western side of Tasman Road heading south east from the intersection of Chalmers Road
	Installation of 222m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting 260m from the intersection of Chalmers Road
	Installation of 6m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 141m from the intersection of Chalmers Road

	<p>Installation of 6m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 221m from the intersection of Chalmers Road</p> <p>That a 15m 'bus stop' restriction be imposed on the south western side of Tasman Road at a point 147m south of the intersection with Chalmers Road</p> <p>Installation of 16m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 162m south of the intersection with Chalmers Road</p> <p>That a 29m 'bus stop' restriction be imposed on the south western side of Tasman Road at a point 178m south of the intersection with Chalmers Road</p> <p>Installation of 8m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 207m south of the intersection with Chalmers Road</p>
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d) approves the following changes to the Hamilton Traffic Bylaw 2015 as set out below:

i. Cycle Paths Register

Location	Description	Priority
Tasman Road	<p>Cycle Path on the north eastern side of Tasman Road progressing 370m south east starting 346m from the intersection of Te Kowhai Road.</p> <p>Cycle Path from the intersection of Chalmers Road progressing 135m south east</p>	nil

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

Location	Description
Tasman Road	<p>Southbound cycle lane progressing 346m from the intersection of Te Kowhai on the north eastern side of Tasman Road</p> <p>Northbound cycle lane progressing 400m south from the intersection of Te Kowhai on the south western side of Tasman Road</p>

iii. Special Vehicle Lanes Register – Part 2: Bus Lanes

Location	Description
Tasman Road	115m of bus only special vehicle lane from a point 130m south of the intersection with Chalmers Road and progressing 115m south

iv. Heavy Traffic Prohibitions Register – Part 6B: Higher Productivity Motor Vehicle - approved routes. Replace existing map with that included as Attachment 2 to this report - which contains the following changes:

- Removal of the section of Tasman Road between Chalmers Road and the Future Road that passes through the transport hub
- Addition of future road (yet to be named)

v. One Way Roads Register



Road	Section/Part	Permitted direction of travel
Tasman Road	Starting at a point 141m south of Chalmers Road and progressing 80m to the south	north

e) approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
<b>Register 3: Roads with a Speed Limit of 30km/h – Add the following:</b>					
<u>30</u>	<u>Tasman Road</u>	<u>254m north of Gilbek Place to 115m south of Chalmers Road</u>	<u>1 January 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<b>Register 8: Roads with a speed limit of 80km/h – Delete the following:</b>					
<u>80</u>	<u>Tasman Road</u>	<u>Avalon Drive overbridge to Te Kowhai Road East</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>	
<b>Register 14: City of Hamilton Speed Limits Map - Update</b>					
<u>Updated map as at 2020 - Attachment 3 presented at the 14 August 2019 Regulatory and Hearings Committee meeting.</u>					

## Executive Summary

- Councils planning and decision making to date has determined that a Rotokauri Public Transport (PT) hub is to be built adjacent to Tasman Road opposite The Base.
- This PT Hub will accommodate bus-based passenger transport as well as be integrated with passenger rail.
- The PT Hub spans across Tasman Road and the railway line and a number of measures are required to ensure that the hub is safe for all users including the public transport operators and users, pedestrians and cyclists and users of the local roading network.
- The Hamilton City District Plan had anticipated these matters and shows a re-diversion of the collector road network around the PT Hub.
- The PT Hub project includes the urbanisation of Tasman Road and the construction of a length of new collector road (yet to be named – known as Future Road in this report) to provide an alternative road layout in keeping with the District Plan.
- There are a number of changes required to the regulatory regime to supplement the physical works proposed to ensure that the PT Hub operates safely. This report relates to those changes, which need to be given effect to through Council Bylaws.

10. Under the Hamilton Traffic Bylaw 2015 it is proposed to:
  - Make a section of Tasman Road bus-only access and closed to private vehicles (from 130m south of Chalmers Road progressing 115m south just north of the intersection of future road).
  - Impose no stopping and bus stop restrictions along sections of Tasman Road.
  - Build biking infrastructure improvements along Tasman Road and the future road including cycle paths and cycle lanes.
11. Under the Hamilton City Speed Limits Bylaw 2018 it is proposed to:
  - Reduce the speed on Tasman Road from 80km/h to 50 km/h
  - Reduce the speed on Tasman Road for the bus only section from 80 km/h to 30 km/h
12. On 29 March 2019 the Growth and Infrastructure Committee approved the macroscopic of the Rotokauri Public Transport Hub and requested staff to commence a local engagement process to establish special vehicle lanes (bus lanes) on Tasman Road between the PT Hub site and the railway line.
13. The public consultation opened on 24 June 2019 and closed on 21 July 2019.
14. The consultation resulted in 61 submissions. Of the 61 responses received 31 (52%) were in favour of the proposed changes, 27 (45%) were **not** in favour of the proposed changes and 2 (3%) indicated that they were neither for or against the proposed changes and 1 response was invalid.
15. 13 of the submitters indicated that they wished to be heard in support of their submission, with 8 attending the hearing on 14 August 2019.
16. Analysis of the consultation has been completed and these results along with a summary of submission comments has been included in this report.
17. The Rotokauri PT Hub is anticipated to be a highly utilised and vibrant pedestrian area, as part of a critical public transport node spanning between the PT facility and The Base in addition to supporting a passenger rail connection. The high volumes of pedestrians and potential conflict with vehicles and particularly heavy vehicles in this industrial area is a significant safety risk.
18. Staff Recommend Option 1 as set out in this report which incorporates the recommended changes to the Bylaws. Option 1 is aligned with the Vision Zero Safety Policy adopted by Council. Staff believe that the safety benefits of Option 1 outweigh any dis-benefits through reduced efficiency of restricted vehicles which are mitigated by the construction of a new high-quality road (future road) in keeping with the Rotokauri Structure Plan proposals.
19. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

## **Background**

### **History of Rotokauri Public Transport Site Development**

20. A Structure Plan for Rotokauri was developed and incorporated into the District Plan. A component of the Rotokauri Structure Plan is a Passenger Transport (PT) Facility (reference section 3.6.2.6 Volume 1 Hamilton City Council District Plan).
21. The District Plan identifies that a location on Tasman Road adjacent to the Base is the preferred site to accommodate the progressive development of a bus-based passenger transport facility and its longer-term integration with rail.

22. The Rotokauri Structure Plan - Staging and Transport Network Plan (figure 2-9 District Plan) shows the location of the PT Hub together with a proposed change to the Collector Transport Corridor that diverts around the hub following severance of Tasman Road (Attachment 4).
23. The Rotokauri Stage 1 Comprehensive Development Plan Cell (figure 6-1 District Plan) also clearly shows the intent to sever Tasman Road in the vicinity of the PT Hub (Attachment 5).
24. Council agreed in June 2017 to work with other stakeholders to develop a business case for a Hamilton to Auckland Passenger Rail Service.
25. Council agreed to purchase the Park and Ride land in December 2017 and funding was included in the 2018-28 10-Year Plan for the development of the PT Hub during the 2018-21 period.
26. On 13 December 2018 Council resolved to endorse the Single Stage Business Case for the Hamilton to Auckland Start-up Passenger Rail Service which was subsequently approved by NZTA. A link to the SSBC can be found [here](#).
27. On 29 March 2019 the Growth and Infrastructure Committee approved the macroscope of the Rotokauri PT Hub. In approving this macroscope, it was noted that it was proposed to restrict vehicles on Tasman Road between the Rotokauri PT Hub and the railway line to public transport, pedestrians and cyclists only and that the road transport network around the PT hub was being developed to provide an alternative road route for the vehicles restricted from Tasman Road.
28. The Committee requested staff to commence a local engagement process to establish special vehicle lanes on Tasman Road between the PT Hub site and the railway line and to report back to the Regulatory and Hearings Committee prior to 15 August 2019.
29. A hearing was held by the Regulatory and Hearings Committee on 14 August 2019 where 8 submitters spoke to their submission.
30. Following the verbal submissions staff were asked to provide further information or commentary on the following matters
  - Road Geometrics and suitability for industrial traffic
  - Traffic volumes and heavy vehicle composition using Tasman Road
  - The Vehicle Dimension and Mass Rule (particularly over dimension vehicles)
31. In addition to the requests for more information there was discussion on the following matters
  - Staff to consider the engagement process and in future consider the risk of post delivered information.
  - Staff noted that Council has purchased additional land for future car park expansion as required and that consideration was being given to parking management to ensure car parks were available for public transport users.
  - The petition received has been circulated to elected members as requested.
  - The structural design of the road pavements and surfacing has been confirmed as fit for purpose for anticipated traffic loadings and operation, including validation via independent peer review by an industry expert.
  - The Public Transport Facility and associated anticipated road amendments including severance of Tasman Road was included in the Rotokauri Structure Plan and District Plan which was notified in 2007 and became operative in 2008. This road layout has remained consistent through subsequent District Plan reviews and is current under the operative District Plan, as outlined on Attachments 4 and 5.

## Scope of Engagement

32. To ensure that the Rotokauri PT Hub can operate effectively and safely a number of safety changes to Tasman Road are proposed under 2 separate Hamilton City Bylaws.
33. The Hamilton City Traffic Bylaw 2015 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
  - establishment of specific parking zones such as bus stops, taxi stands, loading zones.
34. A Committee resolution is required to make changes to any of these restrictions.
35. Under the Hamilton Traffic Bylaw 2015 it is proposed to:
  - Make a section of Tasman Road bus-only access and closed to private vehicles (from 130m south of Chalmers Road progressing 115m south just north of the intersection of future road).
  - Impose no stopping and bus stop restrictions along sections of Tasman Road.
  - Build biking infrastructure improvements along Tasman Road and the future road including cycle paths and cycle lanes.
36. The 6 September 2018 Council meeting adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable 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.
37. Under the Hamilton City Speed Limits Bylaw 2018 it is proposed to:
  - Reduce the speed on Tasman Road (north of the Wairere Drive overbridge) from 80km/h to 50 km/h
  - Reduce the speed on Tasman Road for the bus only section from 80 km/h to 30 km/h

## Engagement Process

38. The consultation document “Rotokauri Transport Hub and proposed changes to Tasman Road” can be found [here](#) and is included as Attachment 6.
39. Consultation commenced on Monday 24 June 2019 and closed Sunday 21 July 2019 (after a one-week extension).
40. The consultation process included the following:
  - The consultation was set-up via the Council’s ‘Have Your Say’ website
  - Letters outlining the consultation and a direct link to the Have Your Say website were sent directly to affected businesses (approx. 240 people)
  - Key transportation stakeholders and advocacy groups were contacted by e-mail outlining the consultation and provided a direct link to the Have Your Say website
  - A consultation display was set-up at all Council libraries, and the Municipal Building reception
  - A booth was set-up at the Your Neighbourhood – Hamilton West event on the 26<sup>th</sup> of June with staff available to provide information

- Individual meetings with business and land owners in the area to discuss the project were held where requested
  - A media story was published on the Council's Our Hamilton news site
  - The Council's website and Facebook page were used to promote the consultation
41. Submitters were asked whether or not they agreed with the proposed changes set out in the consultation document and were provided with an opportunity to provide reasons for their decision.

## Summary of Submissions

42. A total of 61 submissions were received including 1 late submission and 1 submission with insufficient data to allow processing (and therefore considered invalid).
43. There were 51 comments providing reasons for these responses
44. A copy of the Submissions can be found on the Have Your Say website [here](#).
45. Some basic demographics of submitters are set out below:

Place of residence	<ul style="list-style-type: none"> <li>• 16 Suburbs were represented in the submissions</li> <li>• Hamilton East (7%), Fairfield (7%), Flagstaff (5%), Nawton (5%), and Hamilton Lake (5%) had the largest number of submitters.</li> <li>• 38% of respondents did not provide a place of residence</li> </ul>
Age groups:	<ul style="list-style-type: none"> <li>• 7% - 16-24 years</li> <li>• 16% - 25-35 years</li> <li>• 17% - 36-50 years</li> <li>• 16% - 51-64 years</li> <li>• 9% - 65-80 years</li> <li>• 3% - 80+ years</li> <li>• 33% - did not answer</li> </ul>
Respondent Type:	<ul style="list-style-type: none"> <li>• 60% - Individual/householder</li> <li>• 33% - representative of a business, organisation or community group</li> <li>• 7% - Not Answered</li> </ul>

46. A map of the place of residence and responses is attached (Attachment 7).
47. 13 submitters indicated that they would like to be heard in support of their written submission.

## Analysis of Submissions

48. The submitters were asked if they supported implementing the proposed safety changes under the Hamilton City Council Traffic Bylaw 2015 on Tasman Road and were invited to provide reasons.
49. Of the 60 valid responses received 31 (55%) were in favour of the proposed safety changes.
50. Of the 60 valid responses received 27 (45%) were **not** in favour of the proposed safety changes.

51. Of the 59 valid responses received 2 (3%) indicated that they were neither for or against the proposed safety changes.
52. Of the 31 responses that were in favour the reasons given were:
- Support public and active transport options
  - Improved safety for users
  - Support passenger rail
53. Some of the submitters who supported the safety changes indicated:
- 1 submitter wanted to see extension of the walking and cycling facilities
  - 1 submitter wanted to see provision for car share schemes
  - 1 submitter supported the changes but expressed concerns about the suitability of alternative road for large commercial vehicles
  - 1 submitter wanted to see more Park and Ride capacity
  - 1 submitter's support was conditional on access to The Base
54. Of the 27 responses that were **not** in favour the reasons given were:
- Restricting vehicle movements on Tasman Road creates inefficiency and also difficulties for public to get to the businesses (11 submissions - 19%)
  - Inadequate design of the alternative route to cater for large commercial vehicles including manoeuvring issues (4 submissions - 7%)
  - The location of an urbanised PT Hub in an industrial area is unsafe (4 submissions - 7%)
  - Impact on Arthur Porter Drive (3 submissions - 5%)
55. Some of the submitters who **did not** support the safety changes indicated:
- 1 submitter indicated that they mostly supported the changes but not the 30km/h proposal and the overbridge connection to the Base
  - 2 submitters did not support the proposal because there was not enough separated cycle path (with 1 also commenting on inadequate provision of parking within the Park and Ride)
  - 1 submitter did not support the proposals because of inadequate provision of parking
56. The following table sets out the key points raised by the written submissions that did **not** support the proposed safety changes, together with added features requested by submitters that did support the proposed safety changes, along with a response from staff:

Issues Raised	Staff response
Location of urbanised PT Hub in an industrial area is unsafe	<p>The location of this hub was determined as part of the Rotokauri Structure Plan.</p> <p>Urbanisation of transport routes even in industrial areas is desirable and necessary to make it safe for all users.</p> <p>The proposals that are the subject of consultation are intended to make it safe for all road users.</p>
Impact on Arthur Porter Drive	Impacts on Arthur Porter Drive will be

	minimal and in line with conditions for the comprehensive development plan for the area.
More separated cycling facilities should be provided	Where possible separated cycling facilities and off-road cycling facilities have been included to provide safe cycling access to the transport hub.  Staff consider that appropriate cycling facilities are being provided.
Inadequate provision for parking	Park and Ride area has been sized for the start-up rail service with room for future expansion if required.
Restricting vehicle movements to Tasman Road creates inefficiency	Refer below.
Inadequate design of the alternative route to cater for large commercial vehicles	Refer below.

## Discussion

57. Many of the issues raised by submitters have been addressed through the design of the Rotokauri PT Hub. In particular Aecom undertook a Rotokauri Public Transport Hub Park and Ride Transport Assessment. This assessment has concluded:
- Impacts on Arthur Porter Drive will be minimal and in line with conditions for the comprehensive development plan for the area
  - The proposed Park and Ride is in line with the long-term planning for the Rotokauri
  - The intersection forms are appropriate
  - Geometrics are to normal standards for an industrial area
58. The 2 most significant issues arising from the engagement from submitters that do not support the proposed safety changes are:
- Restricting vehicle movements through Tasman Road creates inefficiency
  - Inadequate design of the alternative route to cater for large commercial vehicles

### Restricting vehicle movements through Tasman Road

59. A number of submitters indicate that the alternative roading layout available to general traffic will add inefficiency, frustration and cost to their businesses.
60. Modelling has shown that the new layout will create an additional 385m of travel distance for road users travelling around the Park and Ride to travel down Tasman Road via the Future Road/Winders Road/ Chalmers Road loop
61. Travelling around this loop at a 30kph average speed will increase the travel time by 60s compared to travelling straight down Tasman Road. At a 15kph average speed additional travel time would be 140s.
62. Attachment 8 shows the existing route through Tasman Road and the proposed road layout and new traffic movements.

63. Currently approximately 5,600 vehicles per day use Tasman Road – 1,600 northbound and 4,000 southbound, with an overall 16.3% of trips being undertaken by heavy commercial vehicles.
64. As land in the vicinity of the Transport Hub is further developed traffic volumes are anticipated to grow. Modelling through the Waikato Regional Transport Model has indicated that particularly on the northern section of Tasman Road between Chalmers Road and Te Kowhai Road, growth at an average rate of 1.2% per year is anticipated with volumes of approximately 7,000 vehicles per day by 2021, 8,000 vehicles per day by 2041 and 9,700 vehicles per day by 2051.
65. Modelling undertaken through the Waikato Regional Transport Model has anticipated the severance of Tasman Road between Chalmers Road and Future Road as per the Rotokauri Structure Plan, and traffic volumes on Tasman Road south of Future Road are anticipated to be approximately 3,000 vehicles per day in 2021.

#### **Inadequate design of the alternative route**

66. A number of submitters have indicated they would like assurance that the alternative roading layout caters adequately for heavy transport, general freight and service vehicles which are indicative of an industrial precinct.
67. Intersections and roading layouts have been designed to standards appropriate for an industrial area and cater for all 'standard' vehicles and mass limits for axles and axle sets as outlined in the Land Transport Rule: Vehicle Dimensions and Mass 2016.
68. Following consideration of submissions staff have identified an opportunity to widen the road at the Tasman Road / Future Road intersection and also propose to further review other intersections to seek opportunities to provide further vehicle tracking improvements beyond minimum standards through amendments to road kerbs or inclusion of additional mountable aprons.
69. Vehicles that are outside the definition of a 'standard' vehicle are able to operate on the roading network through an overweight or overdimension permit.
70. An overdimension permit is required from the NZ Transport Agency to operate a vehicle on the roads if it:
  - has an overall length exceeding 25m, or
  - has a height exceeding 5m, or
  - has a width over 4.5m, or
  - has a front or rear overhang exceeding 7m, or
  - exceeds any of the specified dimension or width/forward distance combination limits.
71. Overdimension permits can set a number of requirements depending on the type of vehicle and loads, including pre-travel route checks, piloting, vehicle lighting, any further required permissions and emergency service notifications.
72. Through the engagement process one submitter provided details of a 34.6m design vehicle that they indicated needed to travel through (or around) the PT Hub (Attachment 9).
73. A desktop analysis of the turning circles of this over dimension vehicle shows it would be able to navigate the new route around the PT Hub without needing to cross over the kerb line. The vehicle would need appropriate permits to travel on the roading network.
74. The future road has also been added to the approved HPMV route map.



## **Safety for Pedestrians and People on Bikes**

75. Safety in Design workshops and an independent Safety Audit have identified significant risks with the type of vehicles found in an industrial area interacting with pedestrian traffic in the PT hub. This risk will be greatly reduced by creating a bus only special vehicles lane on the section of Tasman Road adjacent to the PT hub.
76. In addition to the start-up rail service the Tasman Road bus platform will provide PT facilities for bus services travelling from the west. A plan showing the number of residents within 400m of routes travelling to the Rotokauri PT Hub is shown in Attachment 11.
77. The verbal submission from Waikato Regional Council indicated that from day 1 of opening of the PT Hub, 170 bus movements per weekday would occur with 400,000+ passenger movements per year utilising the Tasman Road Platforms with an average of 30,000+ pedestrian movements per month utilising the pedestrian overbridge.
78. NZTA data from 2013-2017 crash data has shown an increase in truck numbers and increasing high severity truck crashes. Increased exposure of pedestrians to trucks in the PT hub area of Tasman Road will have a demonstrable increase in crash severity.
79. Hamilton City Council adopted Vision Zero in June 2017 and the creation of the special vehicle lane supports this vision by reducing the potential conflict of cars and heavy vehicles in a pedestrian area
80. No submitters have raised concerns with the proposal to implement no stopping and bus restrictions along sections of Tasman Road.
81. A number of submitters have supported the proposal to provide walking and cycling facilities with one submission asking for these to be extended. A number of other submitters expressed concerns about the safety of people on bikes in general and staff believe that providing dedicated cycling facilities is the best and safest way to accommodate cyclists in the area.
82. Where possible separate off-road cycle lanes have been included in the design. Where geometric constraints do not allow for off-road cycle lanes required shared cycling paths have been included.
83. Cycling in Foreman Road has not been encouraged as part of the establishment of the Te Kopuku High School (70 Foreman Road) due to the lack of safe facilities for people on bikes in this existing industrial area. The urbanisation of the section of Tasman Road north of the future road, and future road itself enables the establishment of dedicated facilities for people on bikes to link to other facilities in the area.
84. In general submitters have supported the proposals to lower the speed limits in the area.

## **Speed Limit Changes**

85. The Speed Management Plan for Hamilton City was adopted at the 27 June 2019 Council meeting. 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.
86. 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
  - viii. We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide
87. The following priorities will guide us in our approach to implementing speed management:
- a) High benefit routes which deliver maximum benefit in reducing deaths and serious injuries
  - b) Places where there is strong community demand for change
  - c) Supporting changes in neighbouring areas to achieve consistent and logical implementation
  - d) Places where lots of people walk or bike, or where they will soon walk and bike
88. The Hamilton City Speed Limits Bylaw 2018 (the Speed Limits Bylaw) has a series of registers that can be updated via Council resolution to reflect changes in speed limits.
89. Changes are proposed for the following Speed Limit Bylaw registers:
- Register 3: Roads with a Speed Limit of 30km/h
  - Register 8: Roads with a Speed Limit of 80km/h
  - Register 14: City of Hamilton Speed Limits Map
90. 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 Council at the 27 June 2019 meeting.
91. 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.
92. Details of the proposed changes the changes and how these relate to the Speed Management Principles and Prioritisation methodology are set out below:

#	Proposed change	Register to be changed	Applicable Principles (refer clause 76)	Reason for prioritisation (refer clause 77)	Reason for proposed change
7	Tasman Road <ul style="list-style-type: none"> <li>from Wairere Drive overbridge to 254m of Gilbek Place - reduction from 80km/h to 50km/h</li> </ul>	8, 14	v	-	Proposed urbanisation project for the remaining 'rural' section of Tasman Road. Includes the creation of the Rotokauri public transport interchange which will have high numbers of pedestrians moving
	<ul style="list-style-type: none"> <li>from 254m of Gilbek Place to 115m south of Chalmers Road -</li> </ul>	3, 8, 14	v	d	

	reduction from 80km/h to 30km/h				between parked areas, bus stops and the rail platform.
	<ul style="list-style-type: none"> <li>from 115m south of Chalmers Road - reduction from 80km/h to 50km/h</li> </ul>	3,14	v	-	

93. Illustrations of the proposed locations and extents of speed limit changes are included in Attachment 10 to this report.

### Options

94. Following consideration of the submissions received, staff believe that there are 2 options for Committee to Consider:
- **Option 1:** To confirm the section of Tasman Road be closed to general traffic with special vehicle lanes (bus only access) – shown on Attachment 12
  - **Option 2:** to **not** confirm the section of Tasman Road be closed to general traffic with Bus-only access – shown on Attachment 13
95. Significant pedestrian movements are anticipated throughout the area and particularly between the transport hub, railway platform and The Base. Upon opening the PT hub is anticipated to serve X bus movements per day, including a primary stop for the orbiter service. The potential conflict between pedestrians and vehicles in the area is a safety risk that needs to be addressed.
96. Staff recommend **Option 1** because it provides the safest option for all road users which is aligned with the Vision Zero approach to road safety that Council has adopted, particularly as Option 1 eliminates the potential conflict of cars and commercial vehicles with vulnerable users in the Transport Hub area.

#### Option 1

97. The no on street parking restrictions are shown and are an integral part of this option.

#### Option 2

98. Intersection layouts would remain as indicated in Option 1 providing priority to traffic travelling around the Park and Ride via the future road/Winders Road/ Chalmers Road loop but will allow traffic to choose to travel straight through Tasman Road.
99. The 30km/h section of Tasman Road adjacent to the PT Hub would remain and be supported by physical raised platforms.
100. If the decision was to **not** confirm the section of Tasman Road be closed to general traffic with bus-only access, staff believe it would be necessary for the pedestrian overbridge to extend over Tasman Road to the western side to minimise the potential conflict of vehicles with pedestrians. It is likely that safety audit processes would identify this conflict as a serious concern.

101. The option of extending the pedestrian bridge across Tasman Road was investigated through the design.
- Due to the geometric constraints in the PT hub and land constraints on the western side of the road and requirements around setback from the railway on the eastern side, appropriately landing the pedestrian bridge across Tasman Road would be challenging and will require compromise to road and footpath widths and vehicle tracking.
  - This would introduce additional costs to extend the overbridge.
102. A further option that was considered was to provide an angled overbridge from the Base site to extend to inside the “bus station circle”. This option was not considered further as
- The location of the entry to the overbridge would be within the public transport facility requiring all users to access the facility, which potentially would not align with the desirable route for all users of the overbridge (ie/ users from the northern end of Tasman Road). It was considered a better long-term outcome to have the entry available in public road space and on the primary desirable route to all users.
  - Realignment of the overbridge would also impact on the landing location within the central rail platform, and in order to appropriately accommodate could require amendment of the platform location.
  - This would require an additional estimated \$2M cost to extend the overbridge.
103. Both options to extend the overbridge to the other side of Tasman Road would not eliminate the potential risk of conflict of vehicles with pedestrians and cyclists.
104. An overbridge across Tasman Road could limit the potential for some oversized vehicle loads to use this route (anticipate approximately 6m clearance between Tasman Road and potential overbridge), however alternative routes would be in place to accommodate this.

#### **Legal and Policy considerations**

105. Staff confirm that the staff recommendation complies with Councils legal and policy requirements.

#### **Cultural Considerations**

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

#### **Financial Considerations**

107. Funding for the implementation of the proposed changes is included in the Rotokauri PT Hub project.

#### **Sustainability Considerations**

108. The proposed changes outlined in this report are in alignment with Council’s 11 Sustainability Principles, in particular Sustainability Principle 5 “that Council promotes walking, cycling, public transport and other low carbon transport options.”.

#### **Risks**

109. If the section of Tasman Road adjacent to the PT Hub remains open to through traffic there is an increased risk of an incident with pedestrians and people on bikes crossing Tasman Road and other PT Hub users.

## **Significance & Engagement Policy**

### **Significance**

110. Staff considered the following factors under the Significance and Engagement Policy:

- The form of engagement used in the past for similar proposals and decisions

111. Based on these factors, staff have assessed that the recommendations have low significance.

### **Engagement**

112. 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 - Rotokauri Transport Hub - Network Plan

Attachment 2 - Network Capability for HPMV

Attachment 3 - Updated Speed Limit Map

Attachment 4 - Rotokauri Structure Plan

Attachment 5 - Rotokauri Stage 1 Comprehensive Development Plan Cell

Attachment 6 - Rotokauri Transport Hub Consultation Doc

Attachment 7 - Rotokauri Transport Hub - Map of Submitters

Attachment 8 - Rotokauri Transport Hub Proposed Route

Attachment 9 - Rotokauri PT Hub - Overdimension Vehicle

Attachment 10 - Illustration of proposed speed limit changes for Tasman Road

Attachment 11 - Rotokauri PT Hub Diagram

Attachment 12 - Rotokauri PT Hub Option 1

Attachment 13 - Rotokauri PT Hub Option 2





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PROJECT  
ROKOKAURI  
TRANSPORT HUB

CLIENT  
 **Hamilton City Council**  
Te kaunihera o Kirikiriroa

PROJECT DATA		
DATUM	-	SURVEY
PROJECT MANAGEMENT INITIALS		
BWW DESIGNER	PN CHECKED	APPROVED

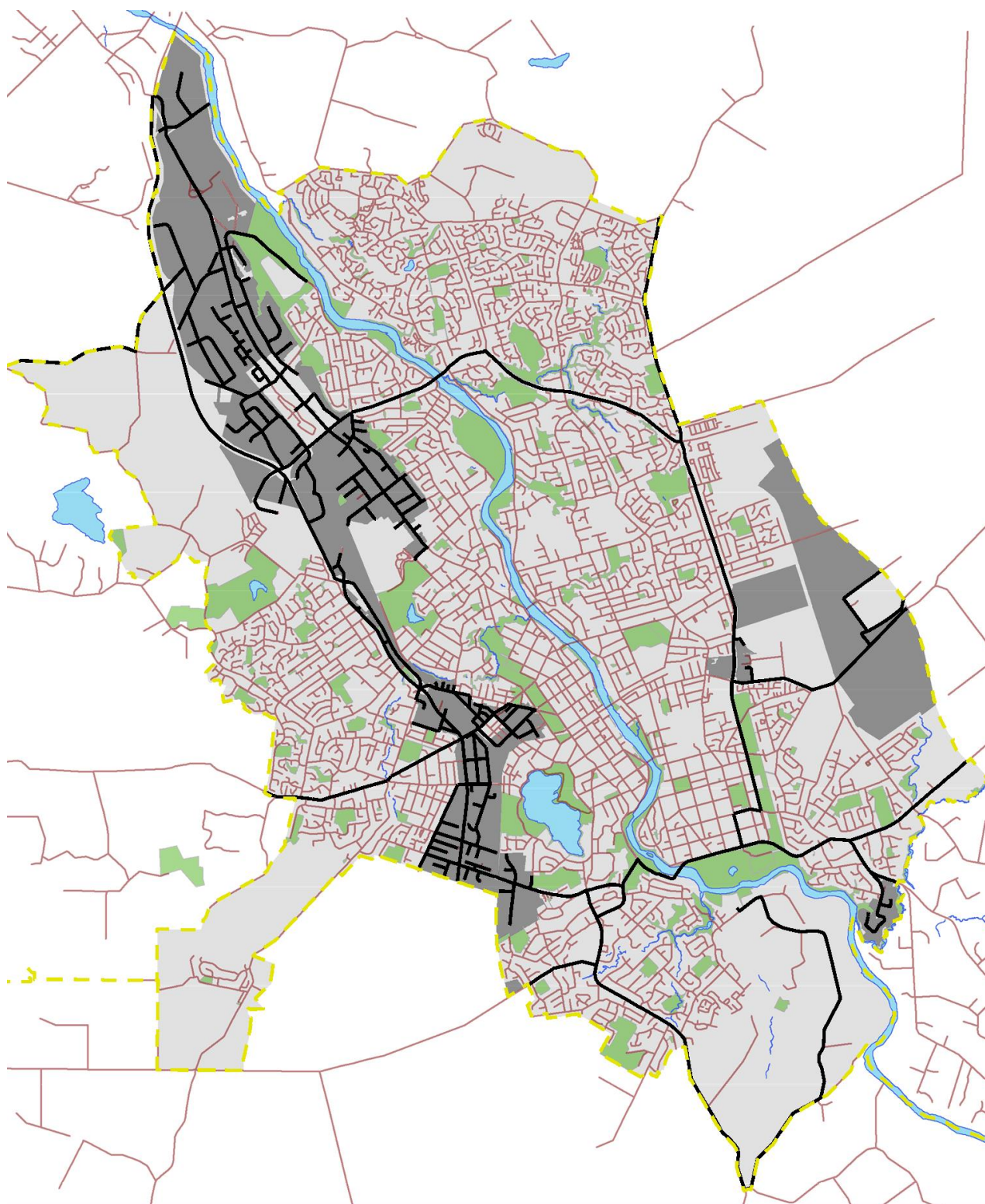
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PROJECT NUMBER	
60569159	
SHEET TITLE	
BUS ONLY KEY PLAN	
SHEET NUMBER	









# KEY

- HPMV Routes
- Industrial Zones PDP
- Reserve
- Hamilton City
- Territorial Authority Boundaries



GIS & CAD Services

## Guidance Map Showing Network Capability for HPMV Permits

**HAMILTON**

Plan No.  
D-2342351  
version  
**3**

Updated - 12-07-201



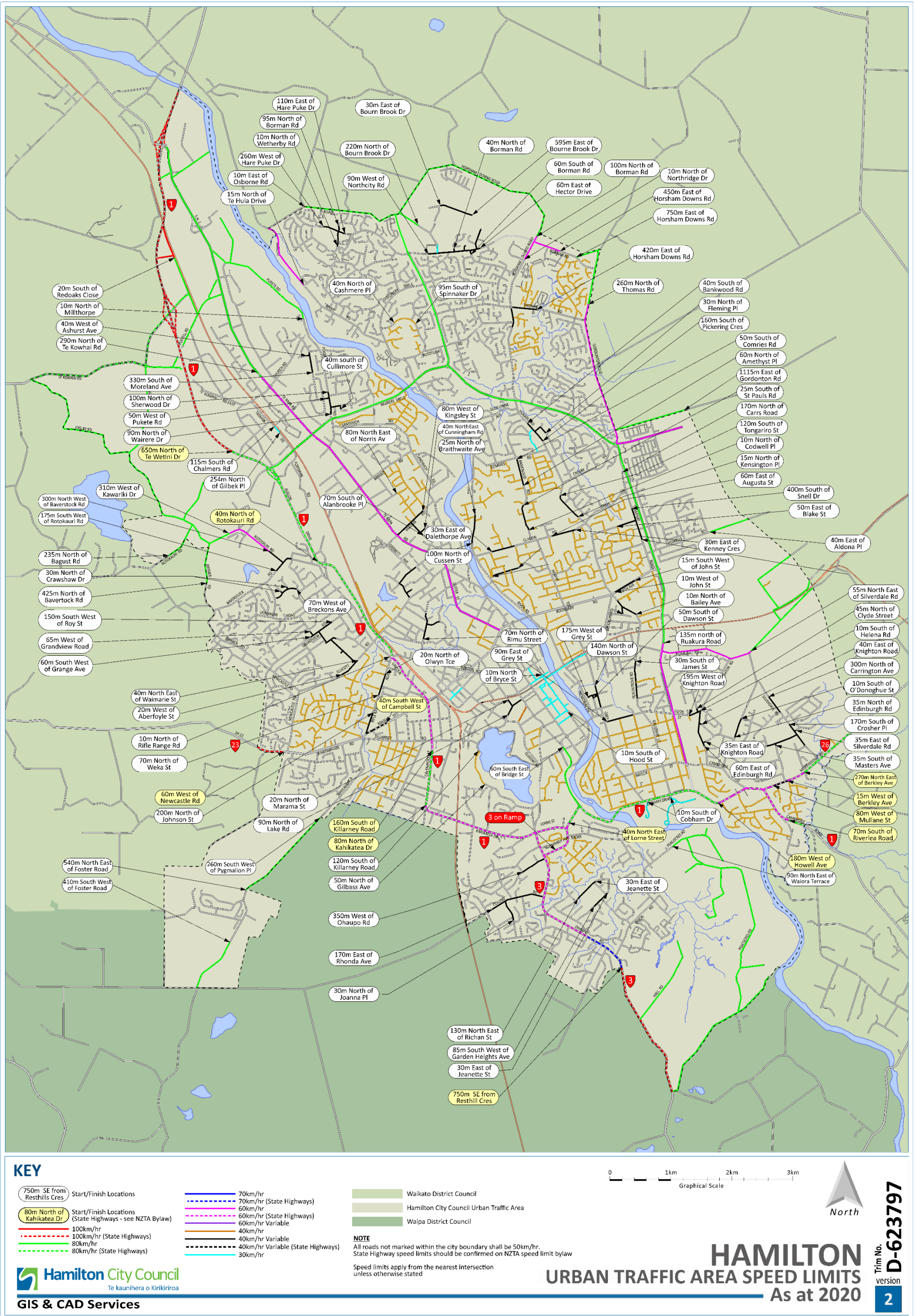
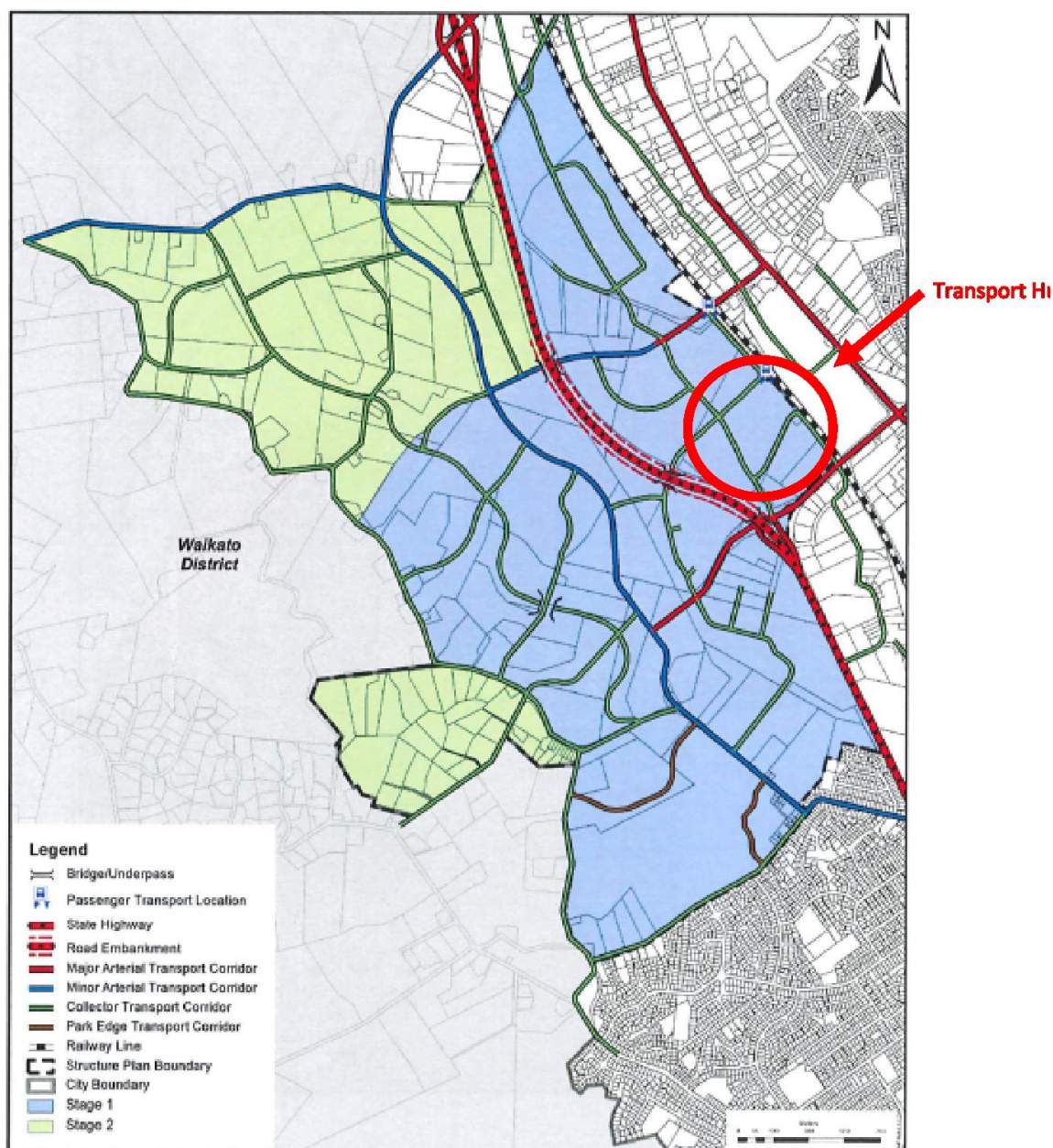








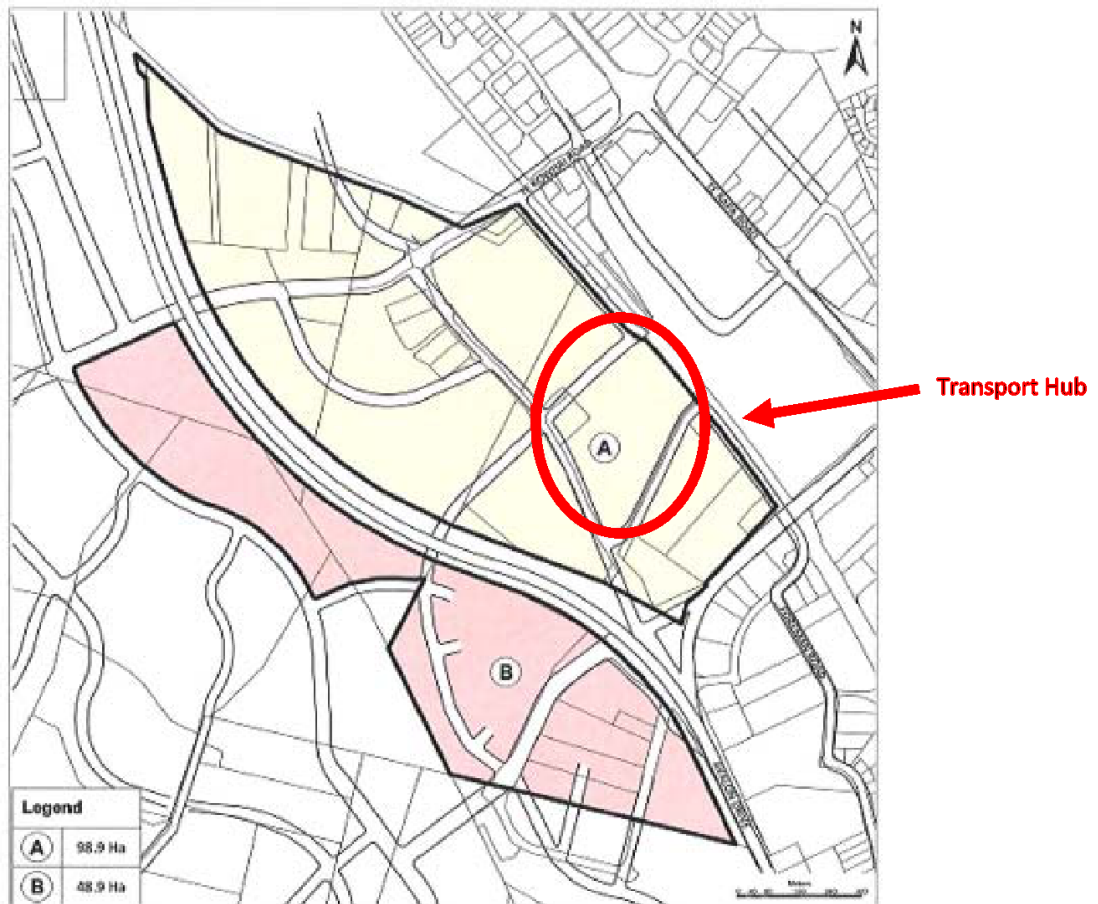
Figure 2-9: Rotokauri Structure Plan – Staging and Transport Network





## Appendix 6: Industrial Zone

Figure 6-1: Rotokauri Stage 1 Comprehensive Development Plan Cell





# ROKOKAURI TRANSPORT HUB

AND PROPOSED CHANGES  
TO TASMAN RD

JUNE 2019





## THE BIGGER PICTURE

Hamilton is one of the fastest-growing cities in the country and we are embracing this growth and the opportunities it brings. We're investing \$2B in the city's biggest-ever 10-year capital programme to set the platform for planned, sustainable growth and to look after Hamilton's future transport, infrastructure and community facilities. This investment means we are planning well for the changes coming our way and means we can look after the things that make our great river city what it is today. We are all about enhancing the quality of life for our residents making Hamilton a great place to live, work, play and visit.

## WHY ARE WE DOING THIS?

Part of what makes Hamilton great is how we move around our city and get to other places. As we develop our transportation network to manage growth, we need to clearly understand and plan for the things that will make the most difference to our people and the city.

There is a need to improve transport connections between Hamilton and Auckland, especially given the increasing number of commuters along this corridor. One of the key infrastructure projects supporting this is the Rotokauri Transport Hub, 'the Hub', which will enable the operation of a Hamilton to Auckland passenger rail service.

As a Council, we are responsible for building and maintaining the Hub. The Waikato Regional Council will oversee the service, with the NZ Transport Agency being the primary funder. The development of passenger rail aligns with the Government's new Policy Statement on Transport which is committed to creating an efficient, modern and resilient transport system across all transport modes.

## WHAT IS THE ROTOKAURI TRANSPORT HUB?

The Hub is a park and ride, rail station, bus interchange and includes a potential pedestrian connection to The Base. It includes improvements that are essential to the city's public transport network and will improve the intercity connections between Hamilton and Auckland. Through our 10-Year Plan we have set aside \$12M to establish the Hub, with construction starting later this year and planned to be complete by mid-2020. The project includes:

- A new rail platform to initially provide for two return train services a day to the Papakura train station in Auckland, where connections could be made to the wider rail network.
- A bus interchange including bus bays and a platform.
- A park and ride facility which will provide car parking for rail and bus passengers, including mobility parking, electric vehicle parks, designated drop-off/pick-up zones and a taxi stand.
- A potential over-rail pedestrian bridge to safely connect the Hub and The Base - creating a safe way to get to the station across the rail.
- New and improved walking and cycling connections along most of Tasman Rd and along a new road (not yet named).
- Changes to how people can drive, walk and cycle along Tasman Rd.

Design concepts for the Hub and diagrams explaining the changes to Tasman Rd are attached to this document.



# CHANGES TO TASMAN RD UNDER THE HAMILTON TRAFFIC BYLAW 2015 AND HAMILTON CITY SPEED LIMITS BYLAW 2018

We are committed to ensuring the Hub operates effectively and safely. To do this, we are proposing several safety changes to Tasman Rd under the Hamilton City Traffic Bylaw 2015 to support this outcome. These include:

## Hamilton Traffic Bylaw 2015

- Making a section of Tasman Rd bus-only access and closed to private vehicles (from Chalmers Rd to the intersection of the yet unnamed road to the south).
- No on-street parking along sections of Tasman Rd.
- Biking infrastructure improvements along Tasman Rd and the future road. This includes implementing a cycle path (operating as a shared path) along portions of Tasman Rd, as well as the future road.

## Hamilton City Speed Limits Bylaw 2018

- Tasman Rd speed reduction to 50km/h.
- Tasman Rd speed reduction to 30km/h for the bus-only section.

All these changes support the urbanising of the area, taking it from looking like a country road to one with curbs and footpaths and looking like it fits within an urban setting.

## HAVE YOUR SAY

We are now seeking your feedback on the above five points. As a Council, we recognise it is critical we understand your views and we are committed to working with all stakeholders to ensure the proposed changes will suit majority of people's needs.

Consultation is open from Monday 24 June 2019 to Sunday 14 July 2019 and submissions can be submitted through [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay) or at any of the Council's branch libraries or the main reception, ground floor of Council (Municipal) Building, Garden Place.

## HAVE QUESTIONS?

You are welcome to attend the Your Neighbourhood - Hamilton West event next Wednesday 26 June, anytime between 3.30 and 6.30pm at the Good News Community Centre. The project team will be on-hand to answer any questions and provide you with further information on the project.

If you are unable to attend this event and you wish to discuss this proposal in more depth or if you would like to arrange a meeting to discuss any concerns email [katie.treadaway@aecom.com](mailto:katie.treadaway@aecom.com) or phone 07 857 1825.

# FEEDBACK FORM

## ROTOKAURI TRANSPORT HUB AND PROPOSED CHANGES TO TASMAN RD

*Please note:*

*Please be aware when providing a submission/giving feedback/responding to a survey that all responses are part of the consultation process. This means that your name but not contact details may be reproduced and included in the Council's public documents such as the Council agendas and minutes. These documents are available on the Council's website [hamilton.govt.nz](http://hamilton.govt.nz)*

### FEEDBACK CAN BE:

- Completed online at [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)
- Posted to: Freepost 172189, C/- Communication and Engagement, Hamilton City Council, Private Bag 3010, Hamilton 3240
- Dropped off to a Council library or the main reception, ground floor of Council (Municipal) Building, Garden Place.

### 1. DO YOU SUPPORT IMPLEMENTING THE PROPOSED SAFETY CHANGES UNDER THE HAMILTON CITY COUNCIL TRAFFIC BYLAW 2015 ON TASMAN RD?

☐ Yes ☐ No

**Reasons (Please print clearly):** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

If needed attach any supporting material or images as part of your feedback.

### 2. DO YOU WANT TO VERBALLY PRESENT TO THE COUNCIL IN SUPPORT OF YOUR FEEDBACK? (Required to answer this question)

☐ Yes (\*Please ensure you give us your contact details below) ☐ No

*The Regulatory and Hearings Committee will hear any verbal submissions that the community and organisations wish to make in support of their written feedback.*

### ABOUT YOU: (Please print your details clearly)

This section lets us know a bit more about you and helps us with our analysis of the overall feedback we receive.

### 3. ARE YOU RESPONDING AS:

☐ An individual/householder ☐ A representative of an organisation

#### As a representative of an organisation:

What is the name of your organisation? \_\_\_\_\_

What is your role within it? \_\_\_\_\_

What is the key focus of the organisation? \_\_\_\_\_

Do you have an office/a base in Hamilton? ☐ Yes ☐ No

**As an Individual:****4. CAN YOU TELL US YOUR AGE GROUP?**

☐ 16-24      ☐ 25-35      ☐ 36-50      ☐ 51-64      ☐ 65-80      ☐ 80+

**5. WHICH BEST DESCRIBES YOUR HOUSEHOLD?**

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

**6. WHERE DO YOU LIVE?**

I am a Hamilton city resident, my suburb is: \_\_\_\_\_

I live outside Hamilton city:

☐ Waipa      ☐ Waikato      ☐ Elsewhere in New Zealand      ☐ Overseas

**7. CONTACT DETAILS: (PLEASE PRINT YOUR DETAILS CLEARLY)**

Name: \_\_\_\_\_

Postal Address (incl. City and postcode) \_\_\_\_\_

Phone: (day) \_\_\_\_\_ (evening) \_\_\_\_\_

Email: \_\_\_\_\_

**PLEASE GET YOUR FEEDBACK TO US BY 5PM ON 14 JULY 2019.**

Feedback after this date may not be included in the feedback summary.

## NEXT STEPS

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

The analysis of this feedback will be presented to the Regulatory and Hearings Committee in early August. 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 on the changes later this year.

# FREQUENTLY ASKED QUESTIONS

## WHY IS THE NEW TRANSPORT HUB NECESSARY?

There is a need to improve transport connections between Hamilton and Auckland, especially given the increasing number of commuters along this corridor. One of the key infrastructure projects supporting this is the Rotokauri Transport Hub (the "Hub"), which will enable operation of a Hamilton to Auckland passenger rail service which is integrated with the bus services.

## HOW LONG WILL THE CONSTRUCTION TAKE? WHEN WILL THE TRANSPORT HUB BE OPERATING?

Construction will commence in September 2019 and finish between February and May 2020. The Transport Hub and rail service will begin operating from mid-2020.

## WHAT CHANGES ARE PROPOSED TO TASMAN RD?

There are several safety changes proposed to Tasman Rd, these include:

- Making a section of Tasman Rd bus-only access and closed to private vehicles (from Chalmers Rd to the intersection of the yet unnamed road to the south).
- No on-street parking along sections of Tasman Rd.
- Tasman Rd speed reduction to 50km/h.
- Tasman Rd speed reduction to 30km/h for the bus-only section.
- Biking infrastructure improvements along Tasman Rd and the future road. This includes implementing a cycle path (operating as a shared path) along portions of Tasman Rd as well as the future road.

## WHY ARE THE CHANGES TO TASMAN RD NECESSARY?

The changes are necessary in order for the park and ride, bus terminal and rail station to operate safely and efficiently for all users.

## WHAT WILL THE ALTERNATIVE ROUTE BE FOR VEHICLES THAT CURRENTLY TRAVEL ALONG TASMAN RD?

Vehicles travelling north along Tasman Rd will now travel along the unnamed future road, then turn right onto Arthur Porter Dr. Vehicles travelling south along Tasman Rd will now travel along Chalmers Rd and Arthur Porter Dr.

Refer to Vehicle Access Changes diagram.

## WHERE IS THE UNNAMED FUTURE ROAD AND WHEN WILL IT BE BUILT?

The Council has partnered with the developer to ensure the road is built by the time the Transport Hub is operational and the changes are made to Tasman Rd. The road will connect to Tasman Rd at the southmost point of the park and ride and continue through to Arthur Porter Dr.

## WHAT WILL THE ALTERNATIVE CYCLING/WALKING ROUTE BE FOR PEOPLE WHO CURRENTLY TRAVEL ALONG TASMAN RD?

New cycle and pedestrian facilities (shared paths) will be provided along parts of Tasman Rd and the unnamed future road. They will connect to existing facilities along Arthur Porter Dr.

Refer to Walking and Cycling Concept diagram.

## HOW IS THE PROJECT BEING FUNDED?

The start-up service will be funded through passenger fares, a NZ Transport Agency subsidy and Waikato Regional Council rates. Hamilton City Council has set aside \$12M to establish the Hub.

### WHAT RAIL SERVICES WILL RUN FROM THE TRANSPORT HUB?

The times the service will operate are still to be confirmed. Indicative times at this stage are below.

Two weekday return services will leave from Rotokauri Transport Hub at 6.02am and 6.41am, arriving at the Papakura train station in South Auckland around 80 minutes later where passengers can then connect with Auckland's wider rail and bus network. Services will return from Papakura at 5.27pm and 6.27pm, arriving into the Hub at 6.45pm and 7.50pm.

One Saturday service will also operate in each direction.

The full planned train timetable is available on Waikato Regional Council's website: [waikatoregion.govt.nz/rail](http://waikatoregion.govt.nz/rail).

### WILL THE EXISTING BUS ROUTES CHANGE?

Waikato Regional Council will amend bus timetables on the Orbiter and 9 Nawton services to provide connectivity to the rail services at the Hub. To keep up-to-date with changes, please visit either [busit.co.nz](http://busit.co.nz) or [waikatoregion.govt.nz/rail](http://waikatoregion.govt.nz/rail).

### WHAT AMENITIES WILL BE PROVIDED AT THE ROTOKAURI TRANSPORT HUB?

The rail platform will include passenger shelters. Public toilet facilities will be provided at the bus platform, and there will be passenger shelters.

### HOW MANY CARPARKS ARE AVAILABLE AT THE PARK AND RIDE?

There will be a total of approximately 116 car parks, four mobility spaces, and five motorcycle spaces.

### WHAT SECURITY FEATURES WILL BE AT THE HUB?

There will be street lights and CCTV at the park and ride and rail platform.

### HOW CAN I GET TO THE BASE?

The potential pedestrian overbridge will provide access to The Base and will connect near Jetts Hamilton gym. The timing for connections to The Base are still to be confirmed and will be communicated to the public as decisions are made.

### CAN I GET MY BIKE TO THE BASE?

You can either use the elevator or stairs to get up on to the pedestrian overbridge, you will then have to dismount and walk across the bridge to access The Base. The timing for a connection to The Base are still to be confirmed and will be communicated to the public as decisions are made.



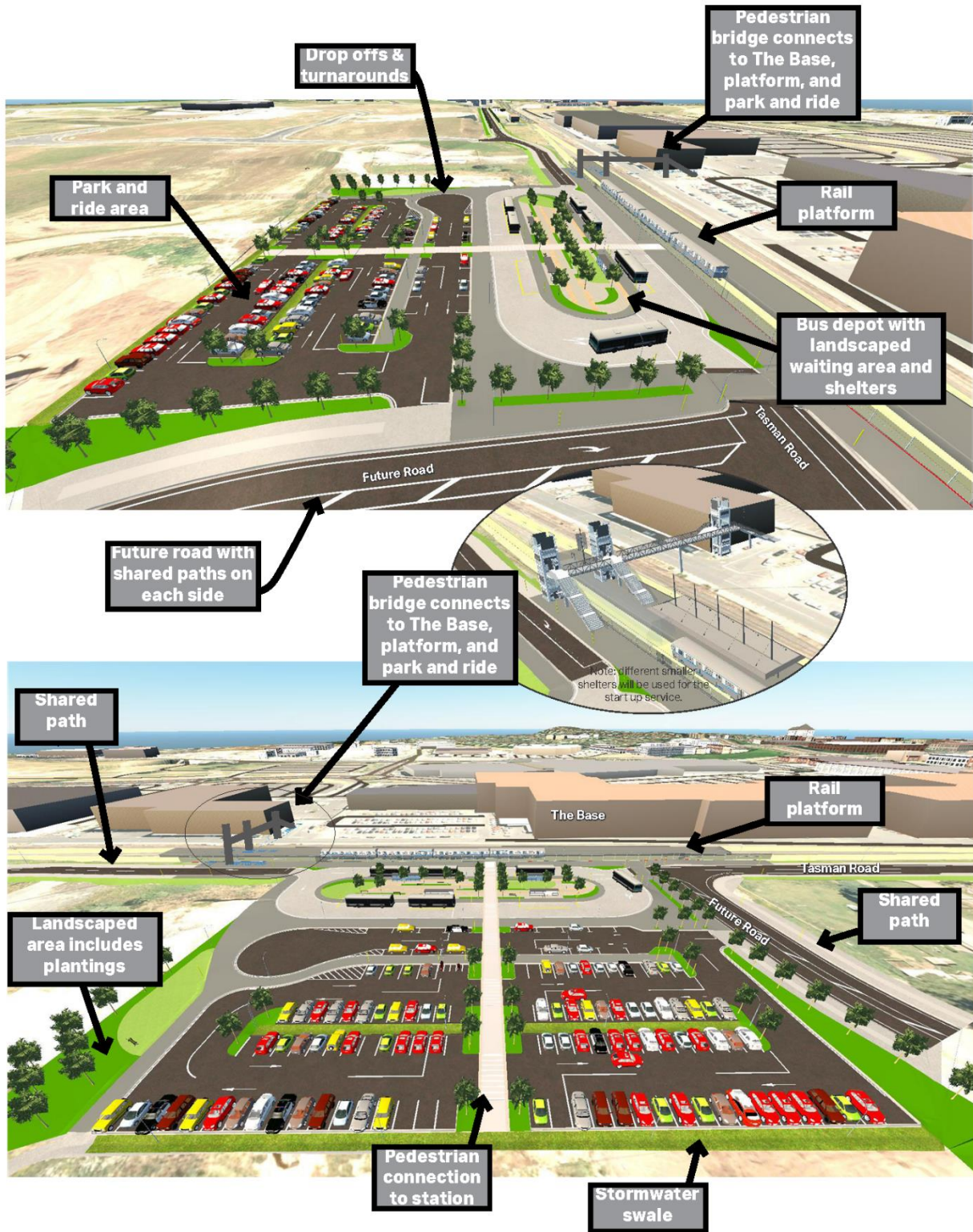


## Project Location

### Rotokauri Transport Hub

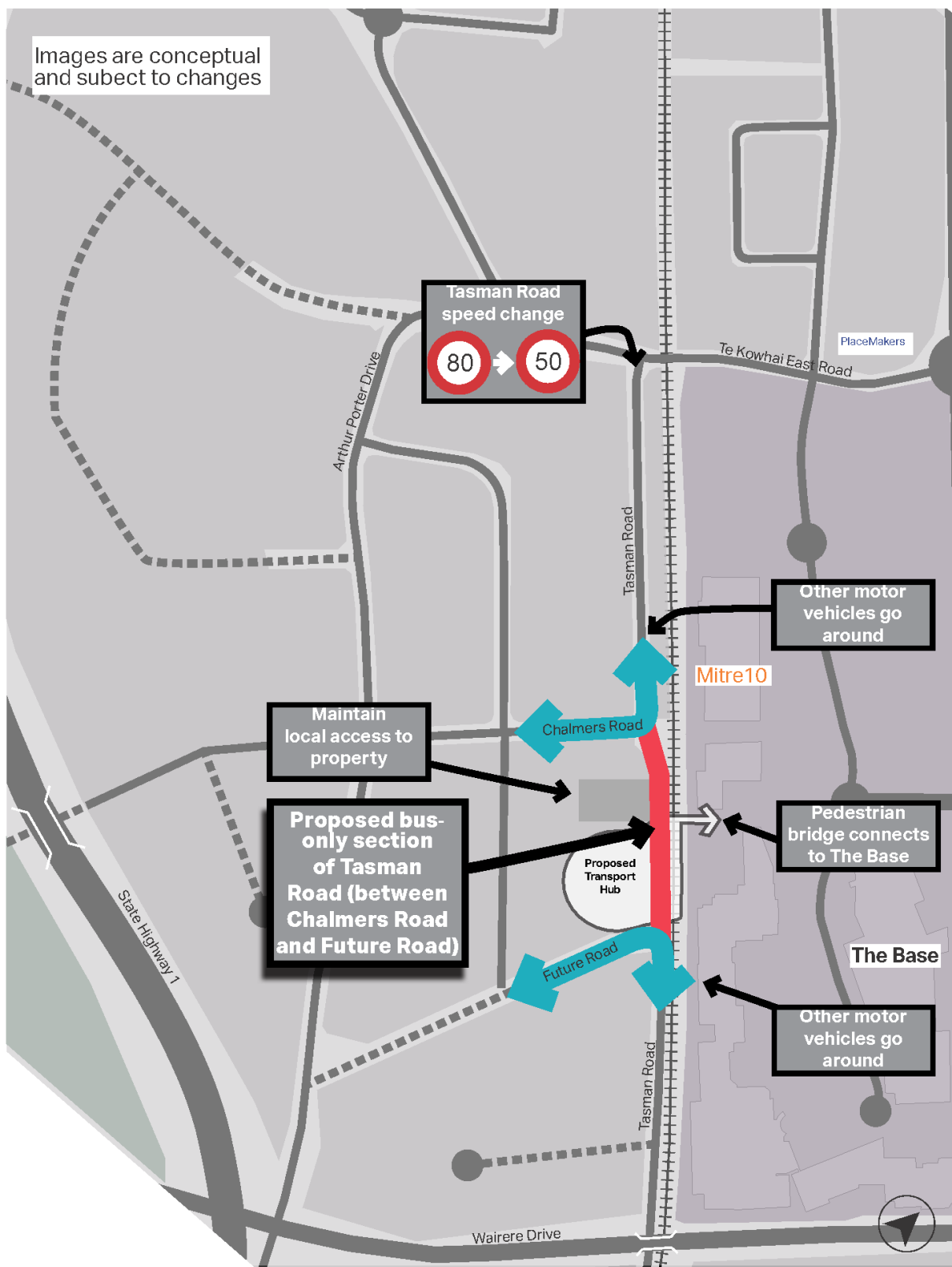
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and subject to changes





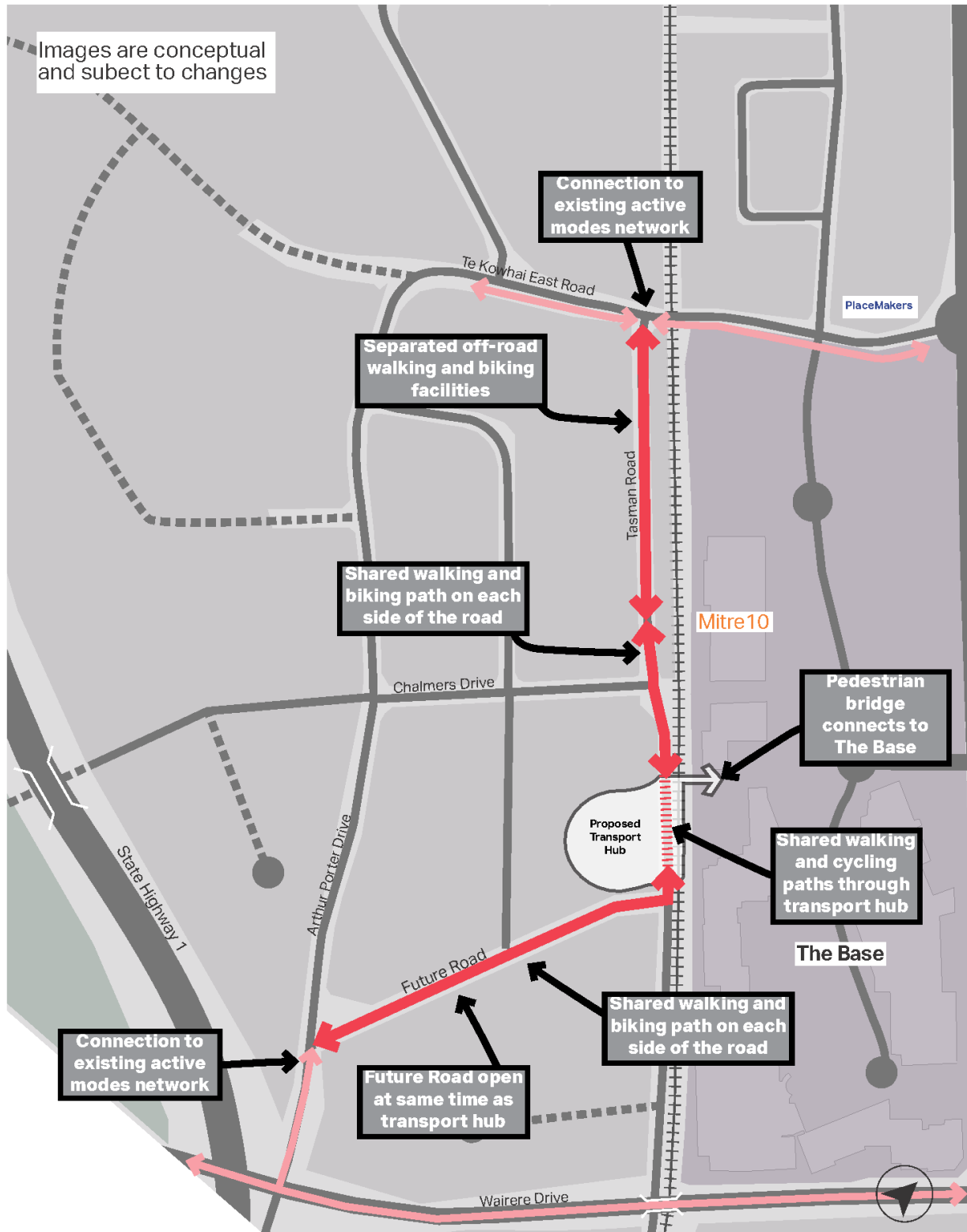
**Conceptual Design**  
Rotokauri Transport Hub

Images are conceptual  
and subject to changes



## Vehicle Access Changes Rotokauri Transport Hub





## Walking and Cycling Concept Rotokauri Transport Hub

#### **FURTHER INFORMATION**

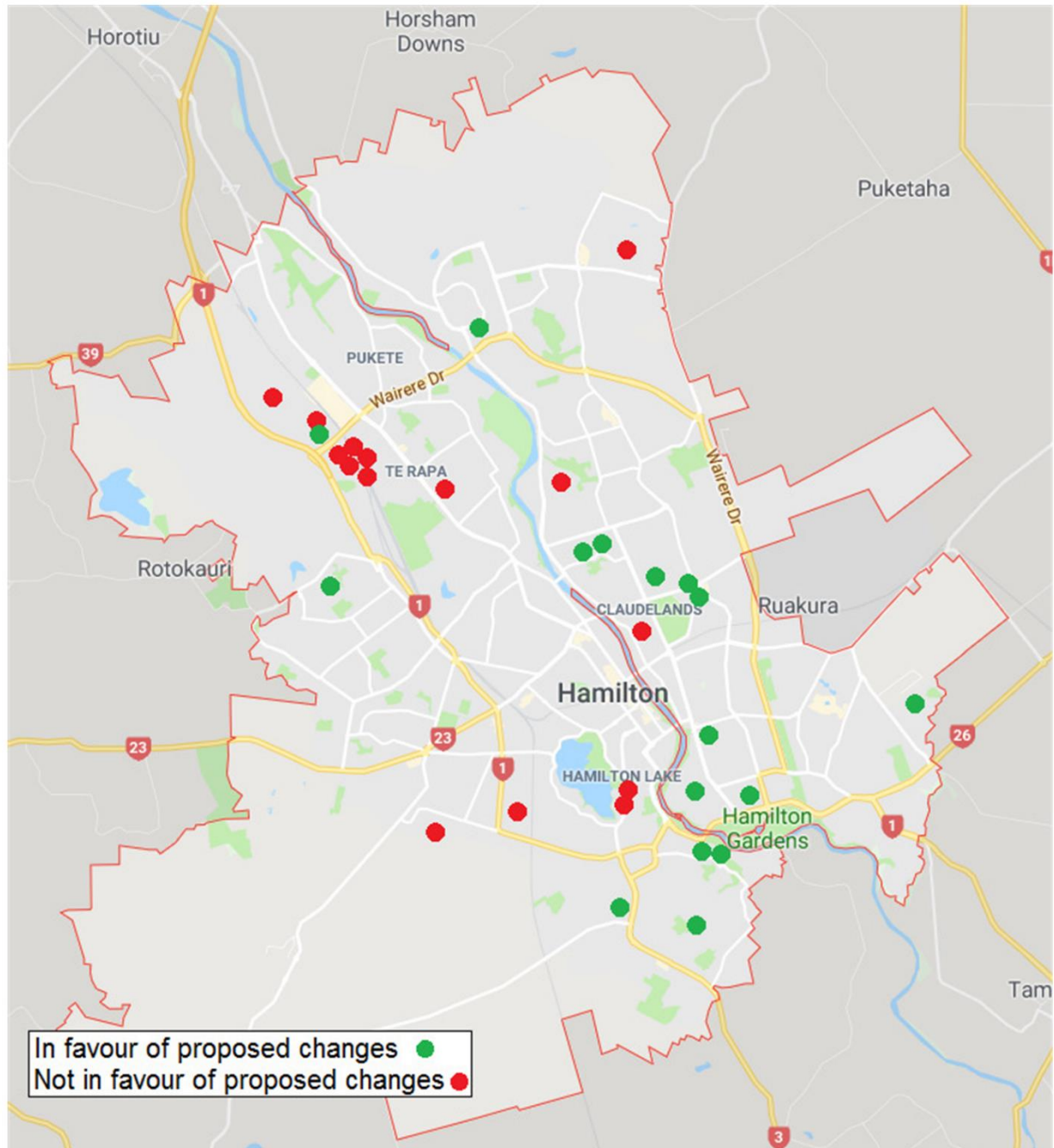
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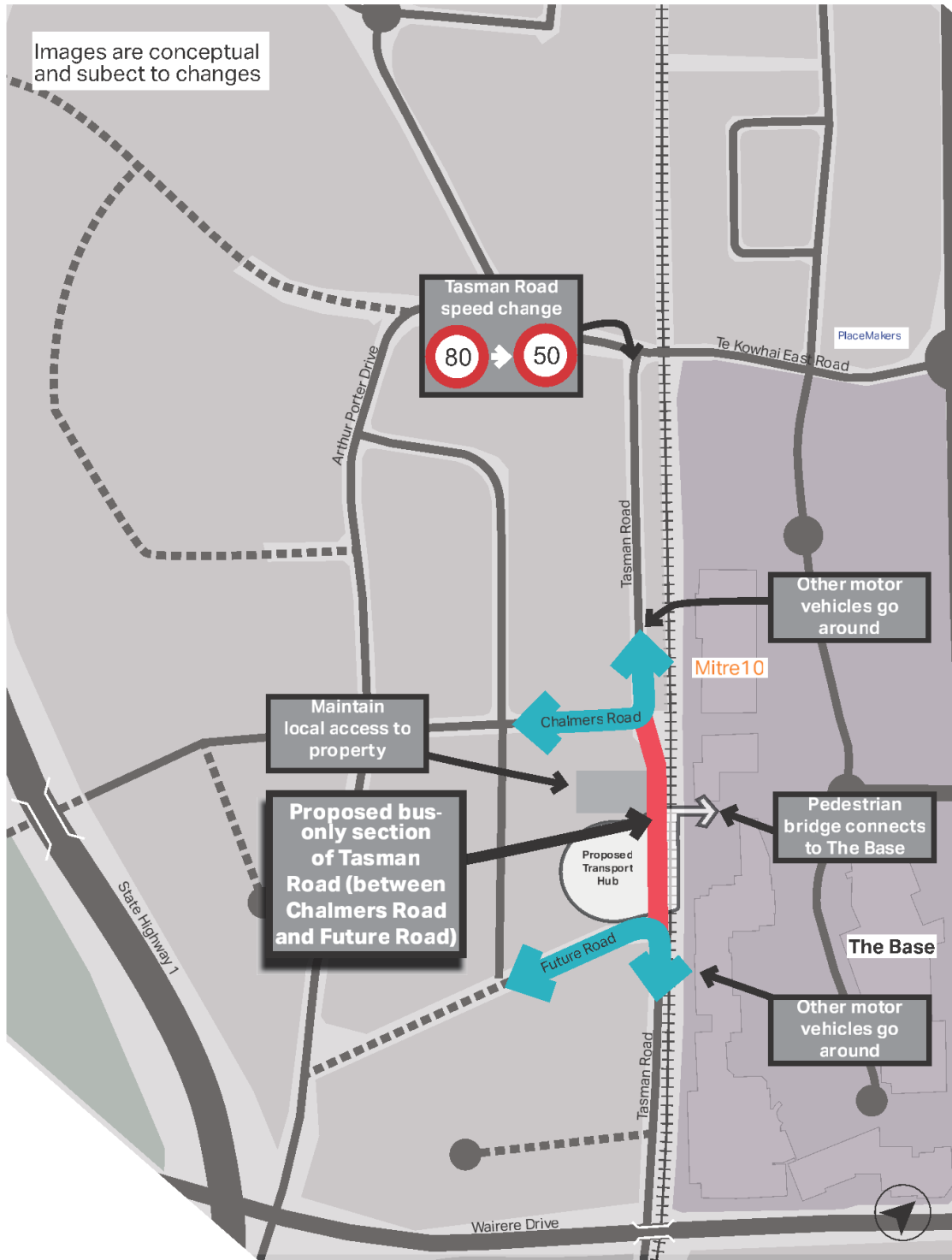
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 07 838 6699 (24-7)

 [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)

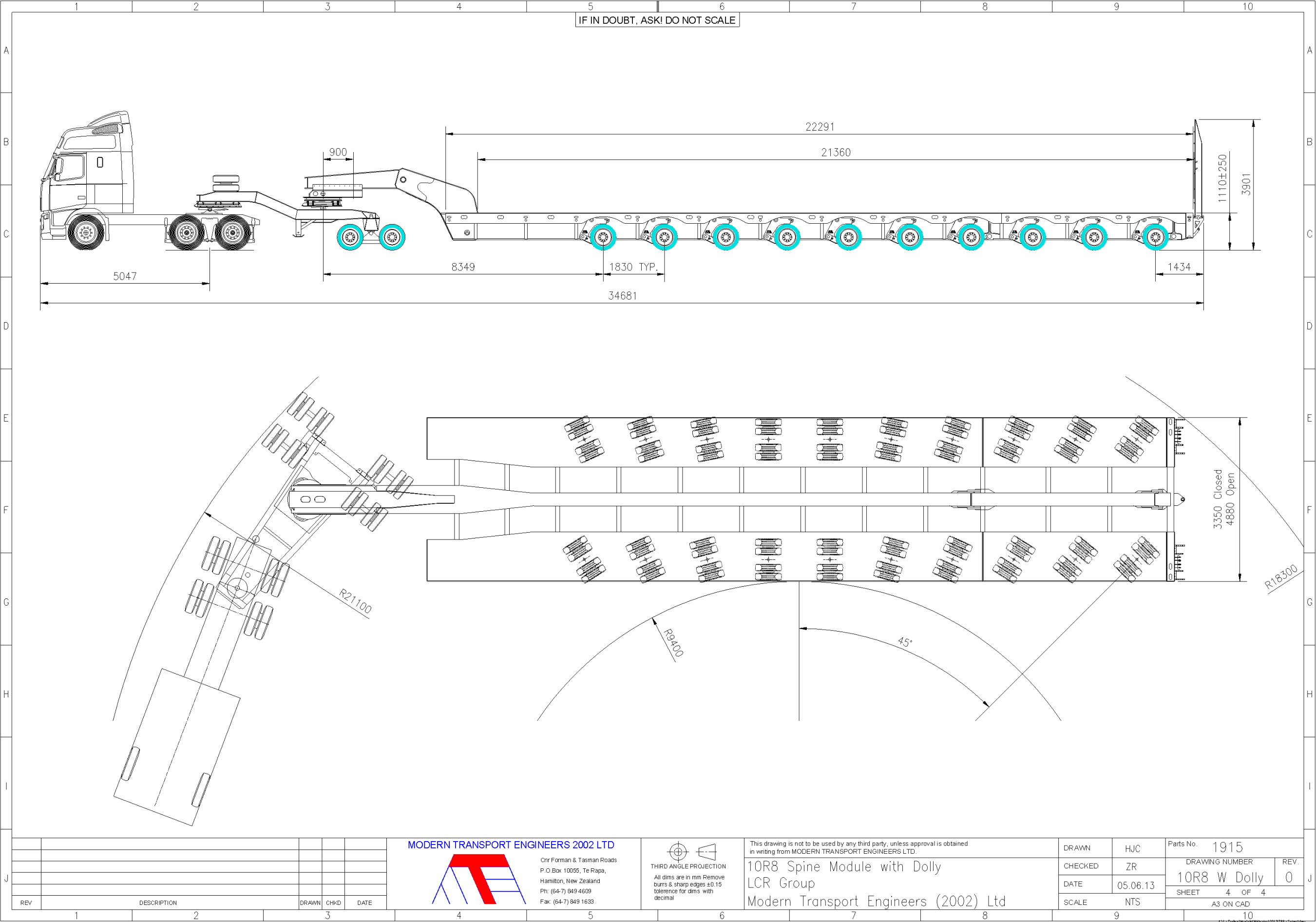
 [/hamiltoncitycouncil](https://www.facebook.com/hamiltoncitycouncil)





**Vehicle Access Changes**  
Rotokauri Transport Hub

- Future road network
- Existing road network









## Regulatory and Hearings Committee - August 2019

## Proposed Speed Limit Changes - Tasman Rd

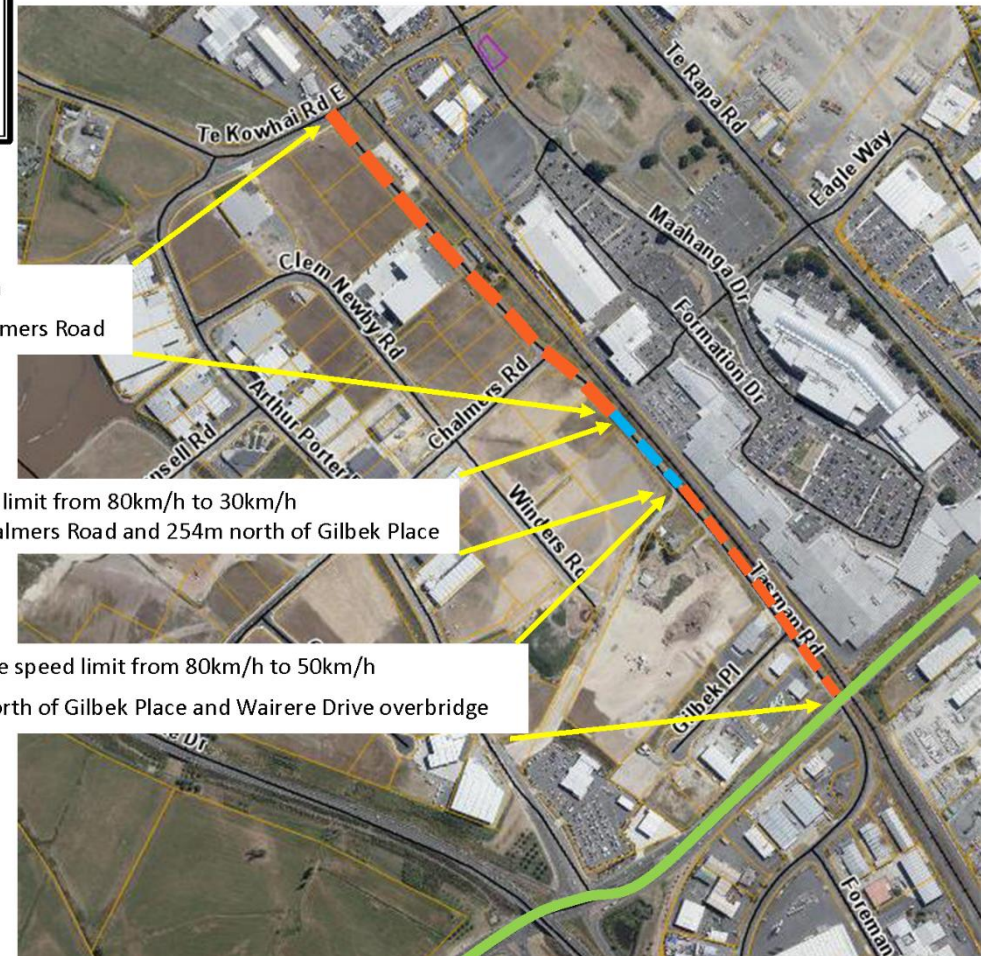
Reduce speed limit from 80km/h to 50km/h  
between Te Kowhai Road East and 120m south of Chalmers Road

Reduce speed limit from 80km/h to 30km/h  
between 115m south of Chalmers Road and 254m north of Gilbek Place

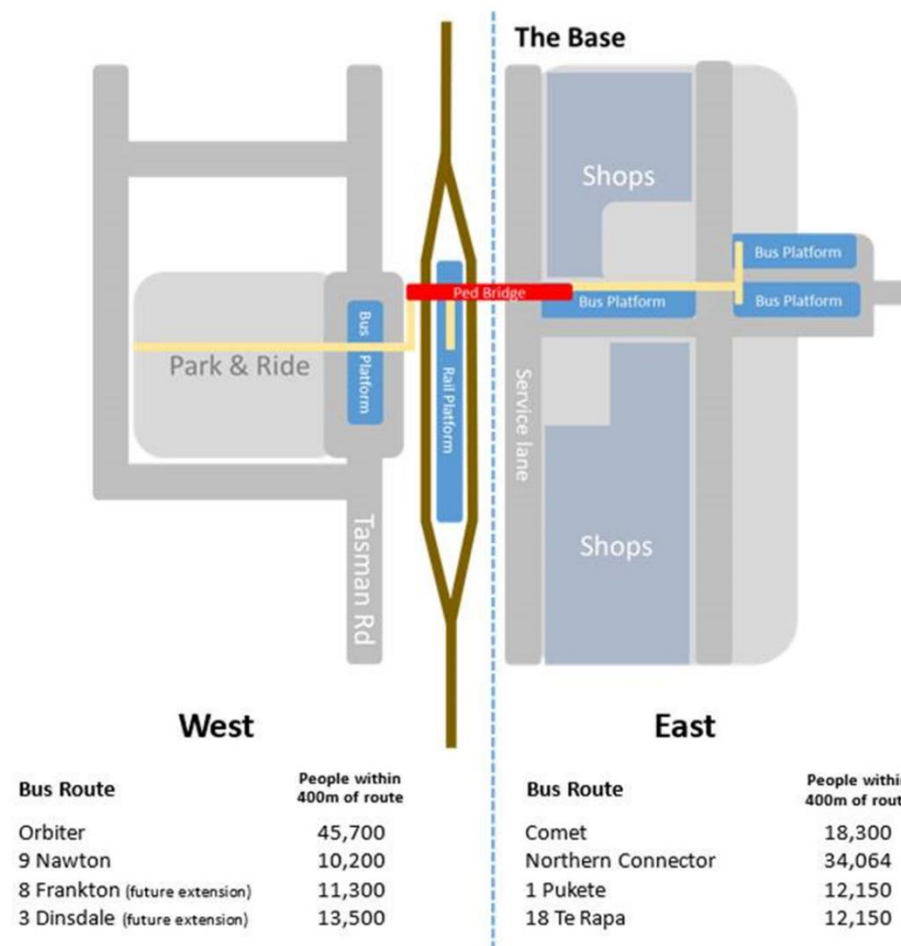
Reduce speed limit from 80km/h to 50km/h  
between 254m north of Gilbek Place and Wairere Drive overbridge

## Key:

- Proposed 30 km/h
- Existing 50 km/h
- Proposed 50km/h
- Existing 60km/h
- Proposed 60km/h
- Existing 80km/h













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PROJECT DATA		
DATUM	-	SURVEY
PROJECT MANAGEMENT INITIALS		
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ISSUE/REVISION		
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