

Notice of Meeting:

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

Date: Tuesday 3 May 2022
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Take Huarahi

OPEN AGENDA

Membership

Chairperson Cr Ewan Wilson
Heamana

Members Cr Maxine van Oosten
Cr Rob Pascoe
Cr M Donovan
Cr Martin Gallagher

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance

21 April 2022

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Purpose

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

<i>The Panel is delegated the following Terms of Reference and powers:</i>

Terms of Reference:

1. To 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.
2. To hear and determine statutory or regulatory hearings and make determinations on objections relating to proposals for the temporary closure of any road.

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaaanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 03 May 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 15 March 2022

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

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 15 March 2022 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Unconfirmed Minutes 15 March 2022

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Take Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held via Audio Visual Link on Tuesday 15 March 2022 at 9.30am.

PRESENT

Chairperson Cr E Wilson

Heamana

Members Cr M van Oosten
Cr R Pascoe
Cr M Donovan
Cr M Gallagher

In Attendance Cr M Bunting
Cr A O’Leary
Cr K Naidoo-Rauf
Robyn Denton – Operations Team Leader
Gordon Naidoo – City Transport Unit Director

Governance Team Narelle Waite and Tyler Gaukrodger – Governance Advisors

1. Apologies - *Tono aroha*

Resolved: (Cr Wilson/Cr Donovan)
That the apologies for partial attendance from Cr Gallagher and Cr Bunting are accepted.

2. Confirmation of Agenda - *Whakatau raarangi take*

Resolved: (Cr Wilson/Cr Donovan)
That the agenda is confirmed.

3. Declarations of Interest - *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 9 December 2021

Resolved: (Cr Wilson/Cr Gallagher)

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 9 December 2021 as a true and correct record.

5. Parking Restrictions and Traffic Bylaw Changes

The Operations Team Leader introduced the report, noting public feedback to changes to parking restrictions at Abbotsford Street. She responded to questions from Members concerning Crosby road development, Darjon road safety measures, Woodridge Drive parking requirements, Brooklyn Road cycle lanes, and Puketaha land acquisition.

Resolved: (Cr Wilson/Cr Donovan)

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

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

Location	Amendments to current restrictions
Abbotsford Street	Provide unrestricted access to turn-around bays, by <ol style="list-style-type: none"> 1. Installation of 35m 'No Stopping' restriction outside #7/1187 and #8-#9/1187 Abbotsford Street.
Aberdeen Drive	Provide unrestricted access to accessways, by <ol style="list-style-type: none"> 1. Rescinding 64m of the existing 'No Stopping' restriction outside #75 - #81 Aberdeen Drive. 2. Installation of 80m 'No Stopping' restriction outside #73-#75 Aberdeen Drive.
Alanbrooke Place	Provide unrestricted access for vehicles to accessways on a cul-de-sac and to make provision for vehicles to turn around, by: <ol style="list-style-type: none"> 1. Rescinding 70m of the existing 'No Stopping Zone – Specific Period' restriction outside #13-14 Alanbrooke Place. 2. Installation of 50m 'No Stopping' restriction outside #13-#14 Alanbrooke Place.
Bettina Road	Provide unrestricted access for vehicles to accessways on a cul-de-sac and to make provision for vehicles to turn around, by: <ol style="list-style-type: none"> 1. Installation of 55m 'No Stopping' restriction outside #31-#32 Bettina Road.
Brooklyn Road	Provide short-term parking for pick-up/drop-off outside local business, by: <ol style="list-style-type: none"> 1. Rescinding 11m No Stopping restriction outside 7/2D Brooklyn Road 2. Installation of 11m P10 Parking Restriction outside 7/2D Brooklyn Road 3. Rescinding 17m No Stopping restriction outside 7/2E Brooklyn Road 4. Installation of 17m P10 Parking Restriction outside 7/2E Brooklyn Road
Charlemont Street	Improve safe intersection sight distances, by: <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #8 Edgecumbe Street. 2. Installation of 10m 'No Stopping' restriction outside #1 Charlemont Street.
Charmaine Crescent	Provide unrestricted access for vehicles to accessways on a narrow street, on the cul-de-sac and to provide unobstructed

	road for through vehicles and emergency services, by: 1. Installation of 130m 'No Stopping' restriction outside #2-#5 Charmaine Crescent.
Clark Place	Provide unrestricted access for vehicles to accessways on a cul-de-sac and to make provision for vehicles to turn around, by: 1. Installation of 60m 'No Stopping' restriction outside #10-#11 Clark Place.
Crosby Road	Relocation of a Bus Stop, by: 1. Rescinding existing Bus Stop (Stop ID: 8126) outside 126 Crosby Rd. 2. Installation of Bus Stop outside #118-#120 Crosby Road.
Darjon Drive	Improve safe intersection sight distances, by: 1. Installation of 30m 'No Stopping' restriction outside #47-#49 Darjon Drive. 2. Installation of 30m 'No Stopping' restriction outside #66 Darjon Drive.
Dey Street	Provide unrestricted access for through traffic and improve sight distances for pedestrian crossings, by: 1. Installation of 30m 'No Stopping' restriction outside #199 Dey Street. West Side of Dey Street. 2. Installation of 25m 'No Stopping' restriction opposite #199 Dey Street. East side of Dey Street. 3. Installation of 30m 'No Stopping' restriction outside #8 Henry Street. West Side of Dey Street. 4. Installation of 25m 'No Stopping' restriction opposite #8 Henry Street. East side of Dey Street.
Edgecumbe Street	Improve safe intersection sight distances, by: 1. Installation of 15m 'No Stopping' restriction outside #8 Edgecumbe Street 2. Installation of 10m 'No Stopping' restriction outside #1 Charlemont Street
Gordonton Road	Improve safe intersection sight distances, by: 1. Installation of 55m 'No Stopping' restriction outside #52 Gordonton Road. 2. Installation of 25m 'No Stopping' restriction outside #49 Darjon Drive. 3. Installation of 25m 'No Stopping' restriction outside #66 Darjon Drive.
Hare Puke Drive	Improve sight distances at pedestrian crossing, by: 1. Installation of 25m 'No Stopping' restriction on Westside of Hare Puke Drive at the pedestrian crossing near intersection of Freshwater Drive and Hare Puke Drive outside Karaka Pines Village. 2. Installation of 30m 'No Stopping' restriction on Eastside of Hare Puke Drive at the pedestrian crossing near intersection of Freshwater Drive and Hare Puke Drive outside #70 Hare Puke Drive.

Henry Street	Provide unrestricted access for through traffic and improve sight distances for pedestrian crossings, by: 1. Installation of 10m 'No Stopping' restriction outside #8 Henry Street.
Hood Street	Provide unrestricted access to accessways, by 1. Installation of 7.5m 'No Stopping' restriction outside #17 Hood Street.
Kensington Place	Provide unrestricted access to accessways and improve safe intersection sight distances, by 1. Installation of 20m 'No Stopping' restriction outside #2 Kensington Place.
Kingsley Street	Provide unrestricted access for vehicles to accessways on a narrow street, on the cul-de-sac and to provide unobstructed road for through vehicles and emergency services, by: 1. Installation of 190m 'No Stopping' restriction outside #66 Vardon Road -#10 Kingsley Street.
Madill Road	Improve safe intersection sight distances, by: 1. Installation of 20m 'No Stopping' restriction outside #1 Madill Road 2. Installation of 20m 'No Stopping' restriction outside #2 Madill Road
Masters Avenue	Improve sight distances at pedestrian crossing, by: 1. Installation of 45m 'No Stopping' restriction outside #29 - #33 Masters Avenue. 2. Installation of 40m 'No Stopping' restriction outside #38 - #40 Masters Avenue.
Mears Road	Improve safe intersection sight distances, by: 1. Installation of 15m 'No Stopping' restriction outside #1 Mears Road 2. Installation of 15m 'No Stopping' restriction outside #2 Mears Road
Sandwich Road	Improve safe intersection sight distances, by: 1. Installation of 30m 'No Stopping' restriction outside #2 Mears Road - #151 Sandwich Road. 2. Installation of 80m 'No Stopping' restriction outside #1 Mears Road - #167 Sandwich Road. 3. Installation of 25m 'No Stopping' restriction outside #1 Madill Road - #164 Sandwich Road. 4. Installation of 90m 'No Stopping' restriction outside #2 Madill Road - #150 Sandwich Road.
Vardon Road	Improve safe intersection sight distances, by: 1. Rescinding 13m of the existing 'No Stopping' restriction outside #66 Vardon Road. 2. Installation of 5m 'No Stopping' restriction outside #66 Vardon Road.
Victoria Street	Improve safe intersection sight distances and provide unobstructed access to entranceways, by: 1. Installation of 30m 'No Stopping' restriction outside #1311 –

	#1315 Victoria Street.
Wellington Street	Improve safe intersection sight distances, by: 1. Installation of 15m 'No Stopping' restriction outside #118 Wellington Street.
Willoughby Street	Provide unobstructed access to entranceways, by: 1. Installation of 28m 'No Stopping' restriction outside Hamilton West Cemetery 2. Gazette the existing 7m 'No Stopping' restriction outside #22 Richmond Street. 3. Gazette the existing 14m 'No Stopping' restriction outside #22 Richmond Street.
Woodridge Drive	Improve safe intersection sight distances, by: 1. Installation of 15m 'No Stopping' restriction outside #1 Woodridge Drive. 2. Installation of 15m 'No Stopping' restriction outside #2 Woodridge Drive.

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

i. Metered Parking Places and Zone Parking Register

Parking restrictions effective from 2 May 2022	
Knox Street	1. Installation of 43.5m 'CBD Commuter' restriction outside #3 - #5 Knox Street. 2. Installation of 24.5m 'CBD Commuter' restriction outside #9 - #11 Knox Street. 3. Installation of 26.5m 'CBD Commuter' restriction outside #13 - #15 Knox Street. 4. Installation of 37.5m 'CBD Commuter' restriction outside #15 - #19 Knox Street.
Nisbet Street	1. Installation of 'CBD Commuter' restriction be imposed on the southern side of Nisbet Street, beginning at a point 7.5 metres in a north easterly direction from the intersection of the southern boundary of Nisbet Street with the eastern boundary of Tristram Street and extending for a further distance of 15 metres in a north easterly direction 2. Installation of 'CBD Commuter' restriction be imposed on the southern side of Nisbet Street, beginning at a point 26 metres in a north easterly direction from the intersection of the southern boundary of Nisbet Street with the eastern boundary of Tristram Street and extending for a further distance of 57 metres in a north easterly direction. 3. Installation of 'CBD Commuter' restriction be imposed on the southern side of Nisbet Street, beginning at a point 88.5 metres in a north easterly direction from the intersection of the southern boundary of Nisbet Street with the eastern boundary of Tristram Street and extending for a further distance of 40 metres in a north easterly direction. 4. Installation of 'CBD Commuter' restriction be imposed on the

	<p>northern side of Nisbet Street, beginning at a point 18.5 metres in a north easterly direction from the intersection of the southern boundary of Nisbet Street with the eastern boundary of Tristram Street and extending for a further distance of 17.5 metres in a north easterly direction</p> <p>5. Installation of 'CBD Commuter' restriction be imposed on the northern side of Nisbet Street, beginning at a point 77 metres in a north easterly direction from the intersection of the southern boundary of Nisbet Street with the eastern boundary of Tristram Street and extending for a further distance of 55 metres in a north easterly direction</p>
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ii. Cycle Paths Register

Location	Section/Part	Priority
Killarney Road	<p>(i) Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 29 metre west</p> <p>(ii) Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metre east</p> <p>(iii) Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metre east</p> <p>(iv) (iii) Cycle Path on the southern side of Killarney Road from the intersection of Queens Avenue, progressing 13 metre west</p> <p>(v) (iv) Cycle Path on the southern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metre east</p>	Nil

iii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Brooklyn Road</u>	<u>(i) Southbound cycle lane starting at 40m from Five Cross Roads roundabout on Brooklyn Road, progressing 550m and progressing to 30m north of intersection of Brooklyn Road and Gillies Ave.</u>
Killarney Road	<p>(i) Eastbound cycle lane from <u>the intersection with Massey Street #101 Killarney Road</u>, progressing <u>1650 620</u> metres to the intersection with Queens Avenue.</p> <p>(ii) Westbound cycle lane from the intersection with Queens Avenue, progressing <u>1650 620</u> metres to <u>the intersection with Massey Street #101 Killarney Road</u>.</p> <p>(iii) Northern side of Killarney Road from the intersection of Queens Avenue, progressing 29 metres west.</p> <p>(iv) Southern side of Killarney Road from the intersection of Queens Avenue, progressing 13 metres west.</p> <p>(v) Southern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metres east.</p>

6. Hamilton City Speed Limit Bylaw Register Changes

The Operations Team Leader took the report as read, noting additional precautions taken to ensure speed limit changes are best practice. She responded to questions from Members concerning timeline for speed limit changes, and the roll out of lower speed zones near schools.

Resolved: (Cr van Oosten/Cr Gallagher)

That the Traffic, Speed Limit and Road Closure Hearings Panel 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					
<u>40</u>	<u>Hyde Avenue</u>	<u>Grandview Road to Ellicott Road</u>	<u>1 March 2014</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13</u>	
SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 12: Roads with a Variable Speed Limit					
40/50	<p>Fraser High School</p> <p>Ellicott Road: From a point 20m west of Aberfoyle Street running northeast to a point 40m <u>100m</u> northeast of Waimarie Street.</p> <p>Waimarie Street: From the intersection with Ellicott Road running Northwest to Livingstone Ave.</p> <p>Nyanza Street: All of Nyanza Street.</p>		<u>1 April 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 15 March 2022.</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
Register 14: City of Hamilton Speed Limits Map					
<u>Updated map as at March 2022 as per attachment 3 presented at the 15 March 2022 Traffic, Speed Limit and Road Closure Hearings Panel meeting.</u>					

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

	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 6: Roads with a Speed Limit of 60 km/h						
	<u>60</u>	<u>Maui Street</u>	<u>Pukete Road to 130m south of Pukete Road</u>	<u>1 April 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 15 March 2022.</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

The meeting was declared closed at 9.59am.

Item 4

Attachment 1

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 03 May 2022

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Transport Network Operations Engineer

Position: General Manager Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

- To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel of the proposed changes to traffic controls throughout Hamilton City.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Location	Amendments to current restrictions
Hinton Avenue	Improve sight distance for a pedestrian crossing, by <ol style="list-style-type: none"> Installation of 99m 'No Stopping' restriction between #18 - #28 Hinton Avenue.
Storey Avenue	Improve road safety and efficiency through traffic calming islands and removing on-street parking, by <ol style="list-style-type: none"> Installation of 46m 'No Stopping' restriction outside #8 - #12 Storey Avenue. Installation of 45m 'No Stopping' restriction outside #21 - #31 Storey Avenue. Installation of 45m 'No Stopping' restriction outside #52 - #58 Storey Avenue. Installation of 57m 'No Stopping' restriction outside #41- #45 Storey Avenue, starting on Christie Street heading West onto Storey Avenue and finishing outside Forest Lake School.
Hillcrest Road	Installation of New Bus Stops, by <ol style="list-style-type: none"> Installation of a new bus stop outside #21 Hillcrest Road. Installation of a new bus stop outside #62 Hillcrest Road.
Masters Avenue	Installation of New Bus Stops, by <ol style="list-style-type: none"> Installation of a new bus stop outside #35 Masters Avenue. Installation of a new bus stop outside #63 Masters Avenue.

c) approves the changes to the Traffic Bylaw 2021 registers as set out in the tables below:

i. Cycle Paths Register

Location	Section/Part	Priority
<u>Horsham Downs Road</u>	(i) <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 60m North.</u> (ii) <u>Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 70m North.</u> (iii) <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 45m South.</u> (iv) <u>Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 35m South.</u>	<u>Nil</u>
<u>Thomas Road</u>	(i) <u>Cycle Path on the Northern Side of Thomas Road from intersection of Horsham Downs Road, progressing 43m West.</u> (ii) <u>Cycle Path on the Northern Side of Thomas Road from intersection of Horsham Downs Road, progressing 90m East.</u> (iii) <u>Cycle Path on the Southern Side of Thomas Road from intersection of Horsham Downs Road, progressing 87m West.</u> (iv) <u>Cycle Path on the Southern Side of Thomas Road from intersection of Horsham Downs Road, progressing 60m East.</u>	<u>Nil</u>

ii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Rostrevor Street</u>	(i) <u>Eastbound Cycle Lane starting at a distance of 25m West of the intersection with Anglesea Street heading towards the intersection with Anglesea Street.</u> (ii) <u>Eastbound Cycle Lane from the intersection with Anglesea Street, progressing 10m in East direction.</u> (iii) <u>Westbound Cycle Lane starting at a distance of 25m East of the intersection with Anglesea Street heading towards the intersection with Anglesea Street.</u> (iv) <u>Westbound Cycle Lane from the intersection with Anglesea Street, progressing 10m in West direction.</u>
Thomas Road	(i) Eastbound cycle lane from the intersection with <u>Hukanui Horsham Downs</u> Road, progressing 1200 metres to the intersection with Gordonton Road. (ii) Westbound cycle lane from the intersection with Gordonton Road, progressing 1200 metres to the intersection with <u>Hukanui Horsham Downs</u> Road.

iii. Light Motor Vehicle Prohibitions Register: Vehicles with a mass under 3,500kg are

restricted or prohibited from operating on the following roads between the hours of 9pm and 4am.

Location	Description
<u>Crawford Street</u>	<u>From the intersection of State Highway 1 Mangaharakeke Drive to its Northern End and to its cul-de-sac on the Western End</u>
<u>Gilbek Place</u>	<u>From the intersection of Tasman Drive to cul-de-sac on its Western End</u>
<u>Kaimiro Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Northern End.</u>
<u>McKee Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>
<u>Mexted Place</u>	<u>From the intersection of Riverlea Road to cul-de-sac on its Northern End.</u>
<u>Tawn Place</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping, time restrictions and bus stops; and
 - ii. changes to a register of the Traffic Bylaw:
 - a. Cycle Paths Register;
 - b. Special Vehicle Lanes Part 1: Cycle Lanes Register; and
 - c. Light Motor Vehicle Prohibitions Register.
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses, NZ Police, Waikato Regional Council (for bus stops) or staff.
6. Targeted consultation for all proposed changes has been completed and at the time of writing this report there is generally support for these.
7. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

8. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g., banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
9. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
10. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns.

11. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or discretionary transport projects.

Parking Restriction Changes

12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
13. Consultation with adjacent property owners, occupiers, and any other affected parties for each of the proposed changes has been completed and at the time of writing this report there is generally support for these.

Traffic Bylaw Changes

14. The Traffic Bylaw has a series of registers that are able to be updated by Council resolution (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel).
15. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- Cycle Paths Register;
 - Special Vehicle Lanes Part 1: Cycle Lanes Register; and
 - Light Motor Vehicle Prohibitions Register.

Cycle Paths Register & Special Vehicle Lanes Part 1: Cycle Lanes Register

16. Improvements to the network are planned for completion as part of the Low Cost Low Risk program that aim to have a transport network that enables everyone to connect to people and places in safe, accessible, and smart ways. These improvements are:
- Horsham Downs Road and Thomas Road improvements at the roundabout for walking and cycling. These are illustrated in **Attachment 1**. The changes include the provision of off-road cycle paths at the intersection for cyclists.
 - Anglesea Street and Rostrevor Street intersection improvements at the traffic signals for walking and cycling. These are illustrated in **Attachment 1**. The introduction of dedicated on-road cycle lanes on Rostrevor Street will be supported by the installation of cycle wands and provides another link in the cycle network across this part of the Central Business District. Further work for the provision of cycle facilities along Anglesea Street needs to be undertaken prior to any changes being made on these approaches to the intersection.
17. The Cycle Paths Register is to be updated by making the following changes:

Location	Section/Part	Priority
<u>Horsham Downs Road</u>	(i) <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 60m North.</u> (ii) <u>Cycle Path on the East Side of Horsham Down Roads from intersection of Thomas Road, progressing 70m North.</u> (iii) <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 45m South.</u>	<u>Nil</u>

	(iv) <u>Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 35m South.</u>	
<u>Thomas Road</u>	(i) <u>Cycle Path on the Northern Side of Thomas Road from intersection of Horsham Downs Road, progressing 43m West.</u> (ii) <u>Cycle Path on the Northern Side of Thomas Road from intersection of Horsham Downs Road, progressing 90m East.</u> (iii) <u>Cycle Path on the Southern Side of Thomas Road from intersection of Horsham Downs Road, progressing 87m West.</u> (iv) <u>Cycle Path on the Southern Side of Thomas Road from intersection of Horsham Downs Road, progressing 60m East.</u>	<u>Nil</u>

18. The Cycle Lanes Register is to be updated by making the following changes:

Location	Description
<u>Rostrevor Street</u>	(i) <u>Eastbound Cycle Lane starting at a distance of 25m West of the intersection with Anglesea Street heading towards the intersection with Anglesea Street.</u> (ii) <u>Eastbound Cycle Lane from the intersection with Anglesea Street, progressing 10m in East direction.</u> (iii) <u>Westbound Cycle Lane starting at a distance of 25m East of the intersection with Anglesea Street heading towards the intersection with Anglesea Street.</u> (iv) <u>Westbound Cycle Lane from the intersection with Anglesea Street, progressing 10m in West direction.</u>
Thomas Road	(i) Eastbound cycle lane from the intersection with <u>Hukanui Horsham Downs</u> Road, progressing 1200 metres to the intersection with Gordonton Road. (ii) Westbound cycle lane from the intersection with Gordonton Road, progressing 1200 metres to the intersection with <u>Hukanui Horsham Downs</u> Road.

Light Motor Vehicle Prohibitions Register

19. Hamilton City Council have received requests from NZ Police and business owners in areas affected by illegal street racing activities ('Boy Racers') which create noise, litter, issues relating to safety, security of property and staff.
20. Staff propose the inclusion of Light Vehicle Prohibitions for the following streets:
- Crawford Street,
 - Gilbek Place,
 - McKee Street,

- Tawn Place,
 - Kaimiro Street, and
 - Mexted Place.
21. NZ Police support this proposal and agree these restrictions will assist them with the enforcement and control of illegal street racing activities at these locations. Consultation plans for these proposals are included in **Attachment 1**.
 22. There has been an increasing number of complaints coming through regarding illegal street racing activities both in Hamilton City and in the neighboring Councils. In a recent targeted operation NZ Police impounded nine vehicles and issued more than 200 infringement notices when about 500 street racers gathered in Hamilton over a weekend in March 2022. Details on this activity is available at: stuff.co.nz/national/crime/128208852/street-racer-invasion--nine-cars-impounded-and-200-fines-issued
 23. Public consultation via a targeted letter drop for the proposed Light Vehicle Prohibitions (between 9pm – 4am) on Crawford Street, Gilbek Place, McKee Street, Tawn Place, Kaimiro Street and Mexted Place has resulted in positive feedback from the property and business owners on these proposals.
 24. It is therefore proposed that the Light Motor Vehicle Prohibitions Register is to be updated by making the following changes:

Location	Description
<u>Crawford Street</u>	<u>From the intersection of State Highway 1 Mangaharakeke Drive to its Northern End and cul-de-sac on the Western End</u>
<u>Gilbek Place</u>	<u>From the intersection of Tasman Drive to cul-de-sac on its Western End</u>
<u>McKee Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>
<u>Kaimiro Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Northern End.</u>
<u>Tawn Place</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>
<u>Mexted Place</u>	<u>From the intersection of Riverlea Road to cul-de-sac on its Northern End.</u>

Financial Considerations - *Whaiwhakaaro Puutea*

25. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
 - i. 2021/22 City Transportation Operations and Parking Activity budgets for general changes
 - ii. 2021/22 Low Cost Low Risk improvement programme for the changes associated with the intersections of Thomas/Horshams Downs and Anglesea/Rostrevor.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

27. 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').
28. 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.
29. The recommendations set out in this report are consistent with that purpose.

Social

30. 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

31. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.
32. Provision of improved access to public transport provides greater travel choice and opportunities for cheaper means of travel.
33. Light vehicle bans enable the NZ Police to more efficiently and effectively deal with the anti-social activities of streets racers and this reduces the costs incurred by local businesses in repairs to private property and cleaning up of rubbish.

Environmental

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

Cultural

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

Risks - *Tuuraru*

36. There are risks associated with not approving the recommendations in this report as set out as follows:
 - i. parking restriction changes are required to enable proposed new bus stops and safety improvements to be installed to improve safety;
 - ii. changes to Light Motor Vehicle Prohibitions Register are required to enable NZ Police to enforce restrictions and control illegal activities such as illegal street racing, burnouts, littering, vandalism etc.

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

Significance

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

Engagement

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

Attachments

Attachment 1 - Illustrations of proposed parking restrictions

Attachment 2 - Schedule of proposed parking restrictions

Item 5

Traffic, Speed Limits and Road Closures Hearings Panel

Proposed Parking Restriction Changes & Light Vehicle Ban flyers

May 2022

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



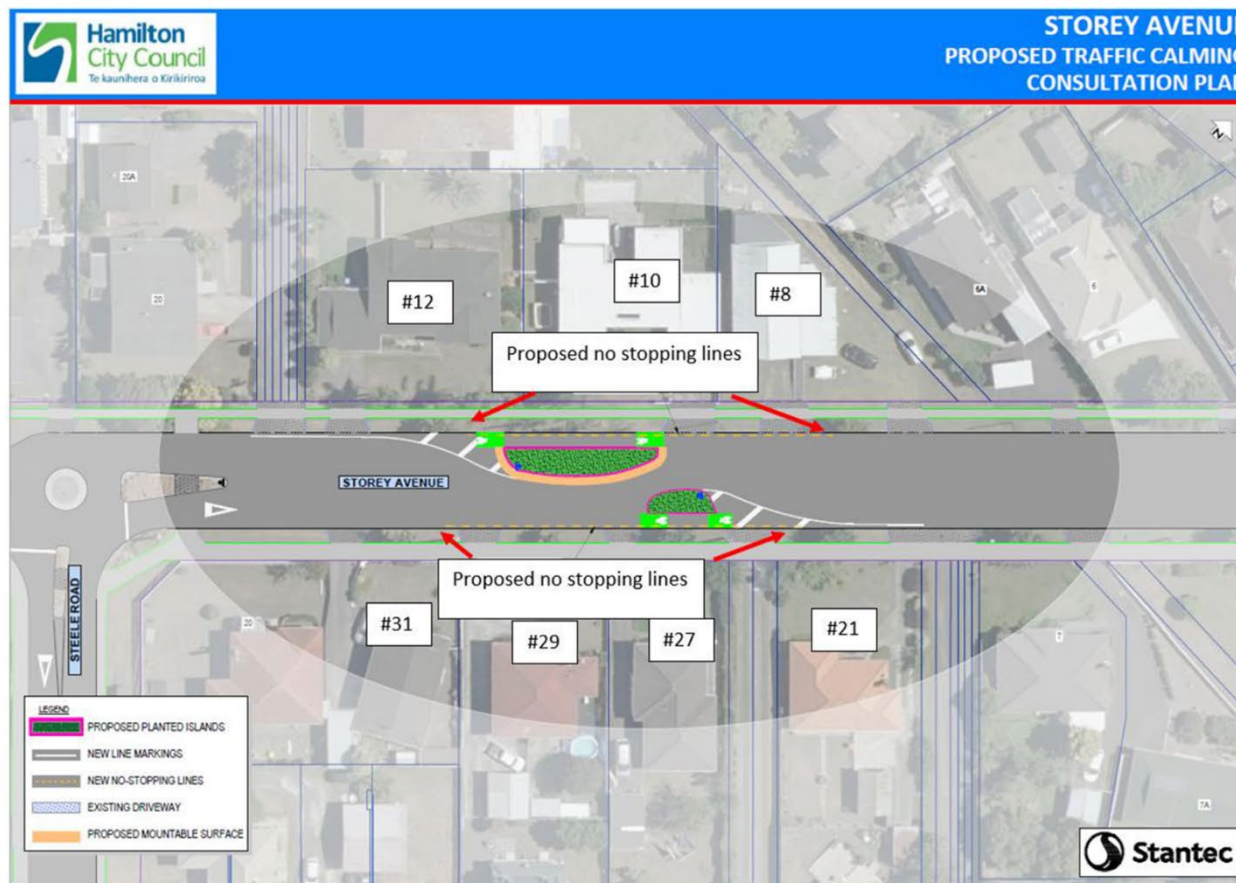
1

Proposed Parking Restrictions – Hinton Avenue



Attachment 1 – Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel – May 2022

Proposed Parking Restrictions – Storey Avenue



Attachment 1 – Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - May 2022

Proposed Parking Restrictions – Storey Avenue



Attachment 1 – Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - May 2022

Item 5

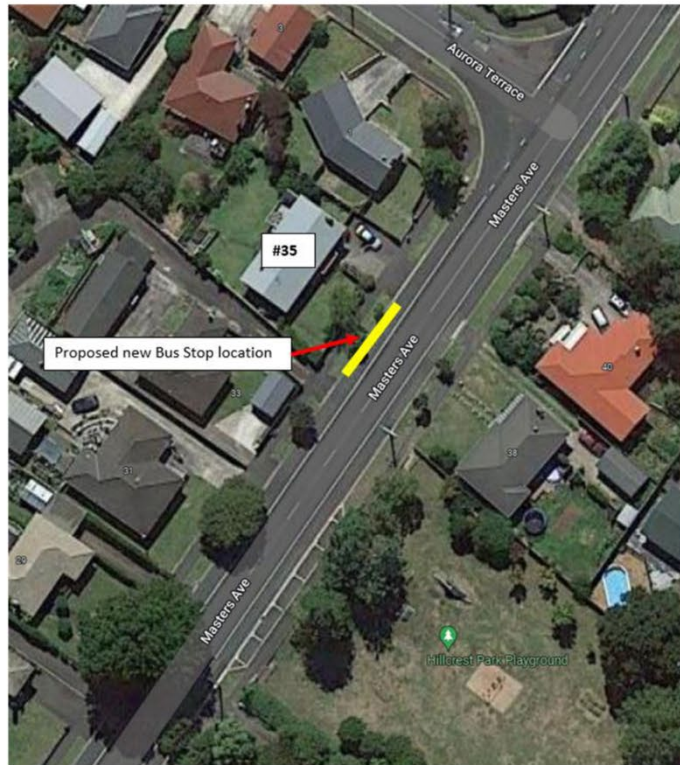
Attachment 1

Proposed Bus Stops – Hillcrest Road



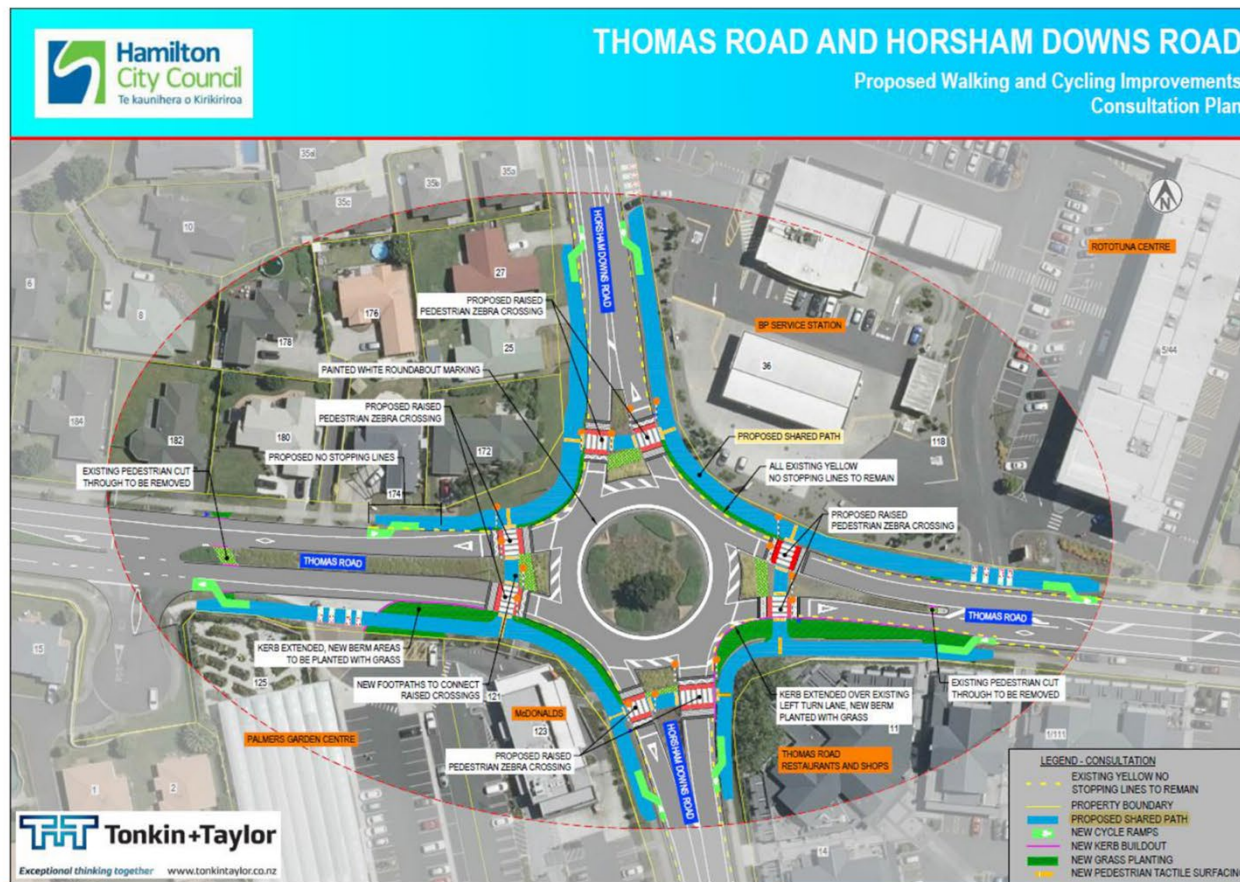
Attachment 1 – Illustrations of proposed parking restriction changes for TSI&RC Hearings Panel - May 2022

Proposed Bus Stops – Masters Avenue



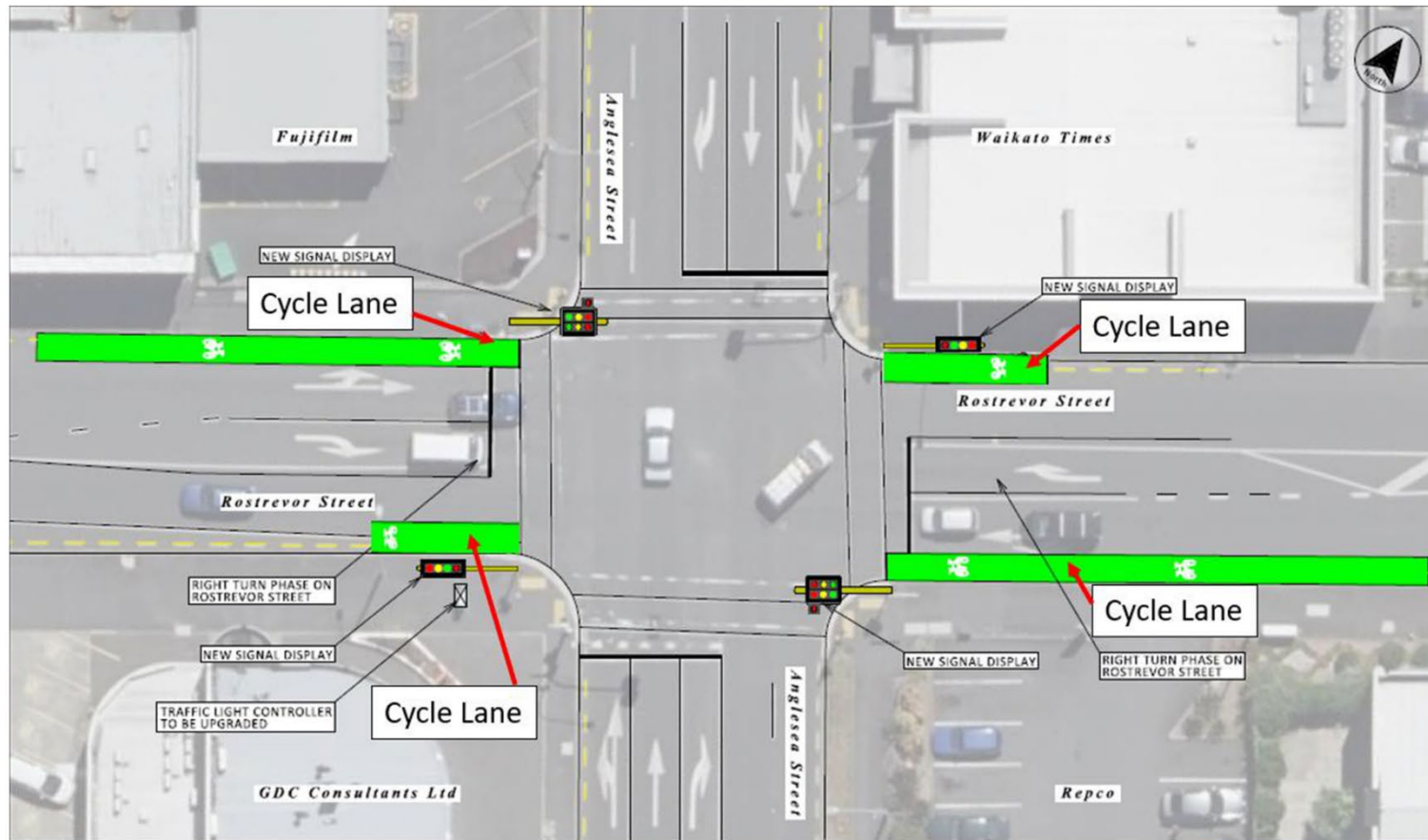
Attachment 1 – Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - May 2022

Proposed changes to Cycle Path and Cycle Lane Register Horsham Downs Road and Thomas Road



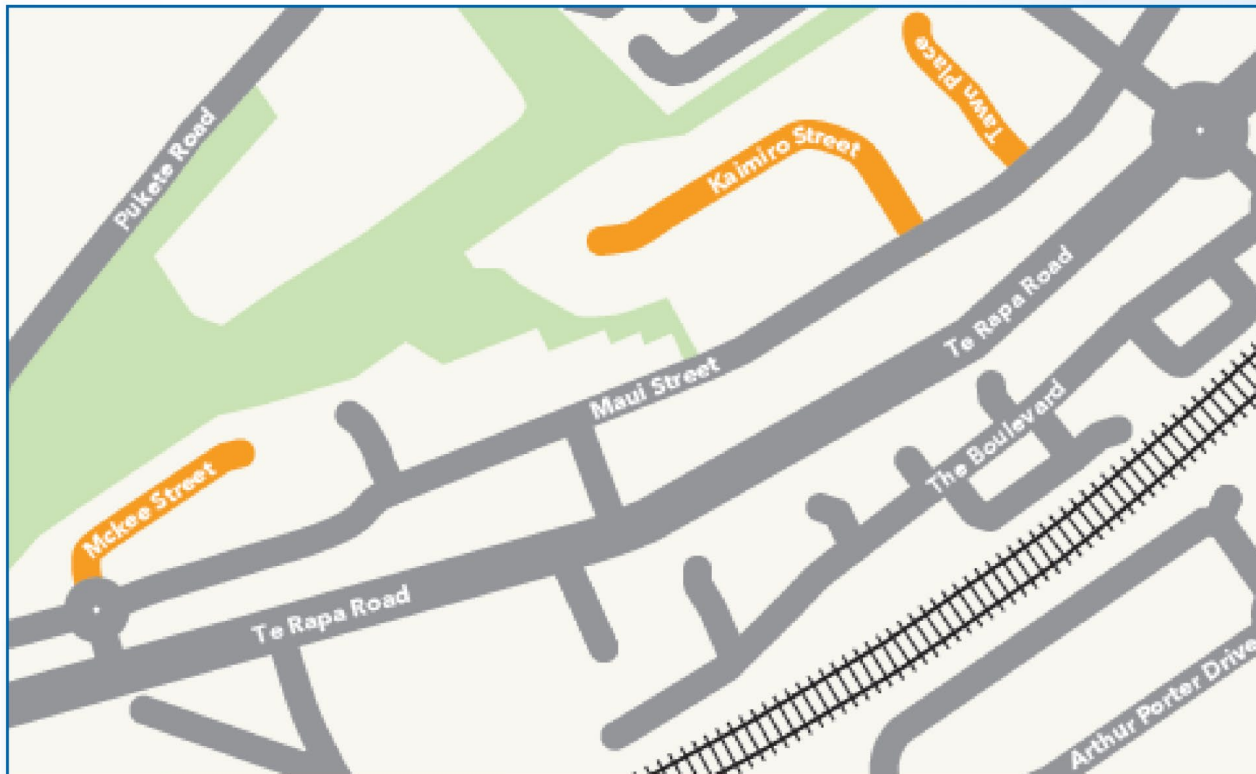
Attachment 1 - Illustrations of proposed parking restriction
changes for TSI & RC Hearings Panel - May 2022

Proposed changes to Cycle Lane Register - Rostrevor Street



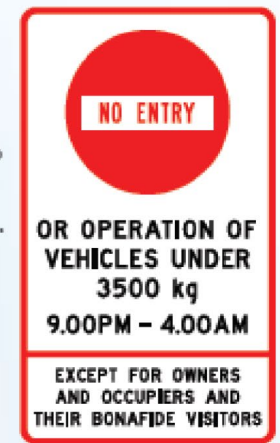
Attachment 1 - Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - May 2022

Proposed Light Motor Vehicle Prohibitions McKee Street, Kaimiro Street and Tawn Place



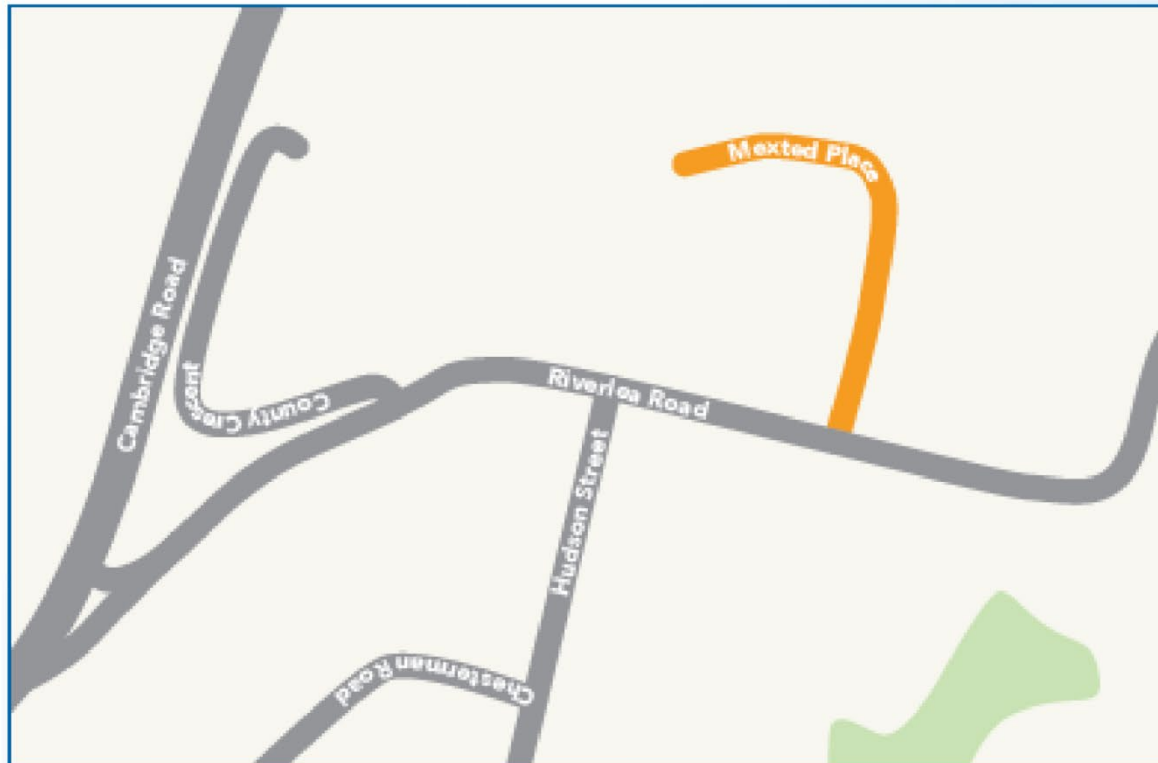
SIGNS

This is an example of what the 'No Entry' signs will look like. If you are in the area for a genuine reason you will not be fined.



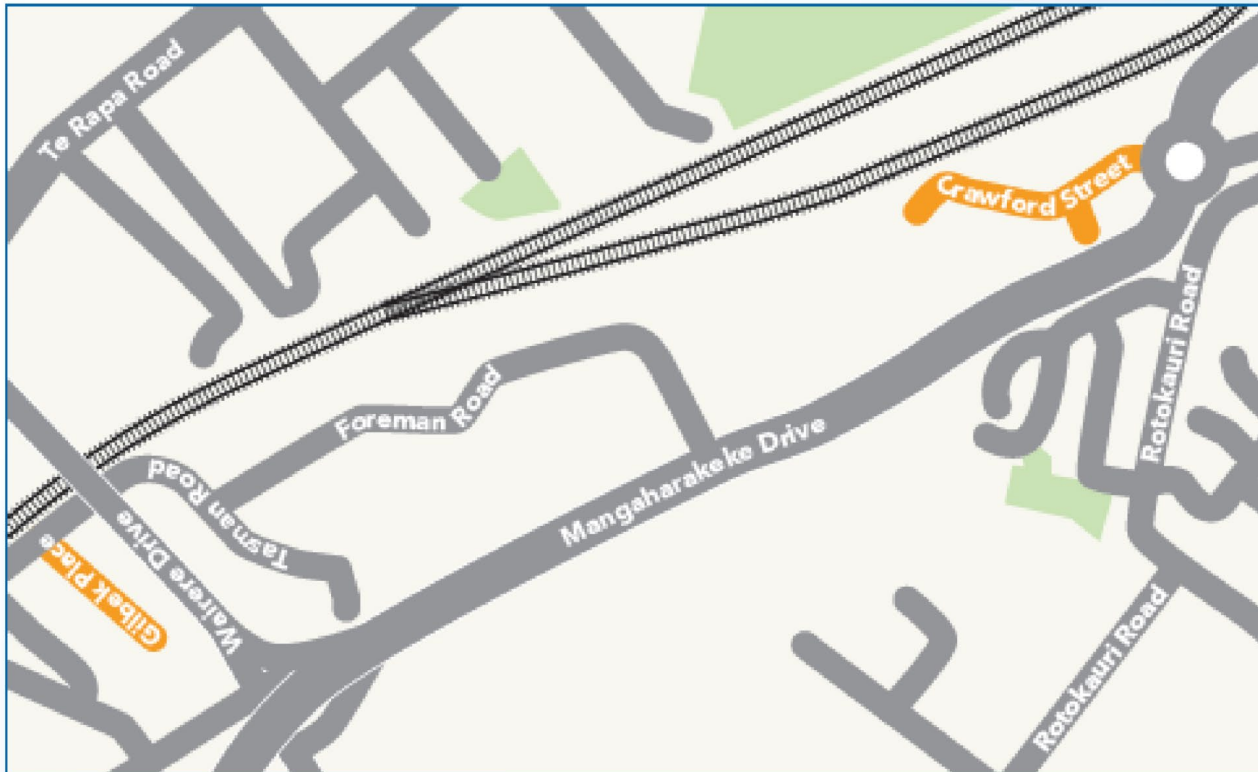
Attachment 1 – Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - May 2022

Proposed Light Motor Vehicle Prohibitions Mexted Place



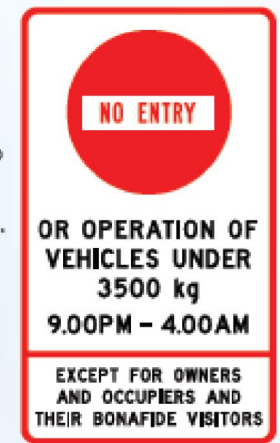
Attachment 1 – Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel - May 2022

Proposed Light Motor Vehicle Prohibitions Gilbek Place, Crawford Street



SIGNS

This is an example of what the 'No Entry' signs will look like. If you are in the area for a genuine reason you will not be fined.



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

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

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Hinton Avenue	City Transport Unit	Improve sight distance for a pedestrian crossing.	1. Installation of 99m 'No Stopping' restriction between #18 - #28 Hinton Avenue.
Storey Avenue	City Transport Unit	Improve road safety and efficiency by installation of new traffic calming islands and removing on-street parking.	1. Installation of 46m 'No Stopping' restriction outside #8 - #12 Storey Avenue. 2. Installation of 45m 'No Stopping' restriction outside #21 - #31 Storey Avenue. 3. Installation of 45m 'No Stopping' restriction outside #52 - #58 Storey Avenue. 4. Installation of 57m 'No Stopping' restriction outside #41- #45 Storey Avenue, starting on Christie Street heading West onto Storey Avenue and finishing outside Forest Lake School.
BUS STOPS			
Location	Requested By	Reason	Description
Masters Avenue	City Transport Unit	New Bus Stops required for operation of a new Meteor route.	1. Installation of a new bus stop outside #35 Masters Avenue. 2. Installation of a new bus stop outside #63 Masters Avenue.
Hillcrest Road	City Transport Unit	New Bus Stops required for operation of a new Meteor route.	1. Installation of a new bus stop outside #21 Hillcrest Road. 2. Installation of a new bus stop outside #62 Hillcrest Road.

New Light Motor Vehicle Prohibitions:

Vehicles with a mass under 3,500kg are restricted or prohibited from operating on the following roads between the hours of 9pm and 4am.	
Location	Description
<u>Crawford Street</u>	<u>From the intersection of State Highway 1 Mangaharakeke Drive to its Northern End and cul-de-sac on the Western End.</u>
<u>Gilbek Place</u>	<u>From the intersection of Tasman Drive to cul-de-sac on its Western End.</u>
<u>McKee Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>
<u>Kaimiro Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Northern End.</u>
<u>Tawn Place</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>
<u>Mexted Place</u>	<u>From the intersection of Riverlea Road to cul-de-sac on its Northern End.</u>