

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 15 March 2022
Time: 9.30am
Meeting Room: 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

3 March 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.

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies – <i>Tono aroha</i>	4
2	Confirmation of Agenda – <i>Whakatau raarangi take</i>	4
3	Declarations of Interest – <i>Tauaakii whaipanga</i>	4
4	Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 9 December 2021	5
5	Parking Restrictions and Traffic Bylaw Changes	15
6	Hamilton City Speed Limit Bylaw Register Changes	50

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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: 15 March 2022
Author: Narelle Waite
Authoriser: Michelle Hawthorne
Position: Governance Advisor
Position: Legal Services Manager
Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 9 December 2021

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 9 December 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Unconfirmed Minutes - 9 December 2021

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 in Committee Room One, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Thursday 9 December 2021 at 9.32am.

PRESENT

Chairperson Cr Ewan Wilson
Heamana

Members Cr Maxine van Oosten (exclusively via Audio-vial Link)
Cr Rob Pascoe (exclusively via Audio-vial Link)
Cr M Donovan
Cr Martin Gallagher

In Attendance Eeva-Liisa Wright – Infrastructure Operations General Manager
Robyn Denton – Acting City Transportation Unit Manager
Aditya Mitta – Transport Network Operations Engineer

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

1. **Apologies - *Tono aroha***
There were no apologies.
2. **Confirmation of Agenda - *Whakatau raarangi take***
Resolved: (Cr Donovan/Cr Wilson)
That the agenda is confirmed.
3. **Declarations of Interest - *Tauaakii whaipanga***
No members of the Council declared a Conflict of Interest.
4. **Hamilton City Speed Limit Bylaw Register Changes**

[Richard Porter \(Bike Waikato\)](#) spoke to his submission in support of the safer speed limit in the Garnett Avenue area. He requested speed mitigation infrastructure, the importance of supporting multi-modal transport in the area, and community education for the lower speed. He responded to questions from Members concerning appropriateness of similar lower speed environments in the city and their appropriateness as a solution in the Garnett Avenue area.

[Ian Kindred](#) spoke to his submission in support of the safer speed limit in the Garnett Avenue area. He outlined his experience as a resident with the current speed limits and layout, through traffic use of the roads, congestion periods, dangerous driving habits of those using the area as a through road, and large vehicle use. He responded to questions from Members concerning driver speeds

and large vehicle use of the road.

[Katie Alini](#) spoke to her submission in support of the safer speed limit in the Garnett Avenue area. She outlined her experience as a resident in the area concerning driver behaviour including “burn-outs”. She responded to questions from Members concerning “boy-racer” behaviour mitigation opportunities including infrastructure interventions.

[Hailey Moala](#) spoke to her submission in support of the safer speed limit in the Garnett Avenue area. She outlined her experience as a local resident, concerns relating to child safety and requested the addition of speed mitigation infrastructure like speed-bumps.

[Ingrid Purcell](#) introduced her neighbour Victoria Christensen and they spoke to her submission in support of the safer speed limit in the Garnett Avenue area. They outlined their experience as residents of the area concerning the safety of vulnerable residents, driver behaviour including “burn-outs and donuts”, and the need to slow vehicles down.

The Acting City Transportation Unit Manager spoke to the report and outlined the submissions received, funding available to introduce physical works at Hinton Avenue, Garnett Avenue and Storey Avenue, the next step which included further targeted consultation, and the expected start date of the lowered speed limit. She responded to questions from Members concerning the timeline to implement the physical works, the extent of the physical works planned and potential to increase the planned interventions, engagement and feedback from local residents, opportunities for staff to report back to Members, heavy vehicle use of the roads, 30km/h speed limits, and best practice for changing driver behaviour.

Staff Actions: *Staff undertook to report back to Members at the completion of the project with the outcomes of the decreased speed and physical works, including feedback from local residents.*

Resolved: (Cr Donovan/Cr Wilson)

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

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

Speed Limit (Km/H)	Road Name / Description Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
Register 12: Roads with a Variable Speed Limit				
40/50 km/h variable speed limit	Variable Speed School Zones: School zones marked on the map entitled "Hamilton City Speed Limits as at 24 May 2010", and identified in the legend as having a variable speed limit of 40km/h, subject to the following conditions: 1. The speed limit is 40 km/h when the variable speed limit signs are operating and the numerals "40" are displayed.			

	<p>2. The times during which the variable speed limit signs are permitted to operate are limited to:</p> <p>(a) 35 minutes before the start of school until the start of school;</p> <p>(b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school;</p> <p>(c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside.</p> <p>3. The speed limit is 50 km/h at all times when the variable speed limit signs are not operating</p>			
	<p><u>Forest Lake Primary School</u></p> <p><u>Storey Avenue: From Mitcham Avenue to 80m east of Garnett Avenue:</u></p> <p><u>Mitcham Avenue: From Storey Avenue 60m south of Westney Place:</u></p> <p><u>Westney Place: From Mitcham Avenue to the end:</u></p>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2009</u>
Register 14: City of Hamilton Speed Limits Map				
<u>Updated map as at December 2021 as per attachment 3 presented at the 9 December 2021 Traffic, Speed Limit and Road Closure Hearings Panel meeting.</u>				

- i. adds the following speed limits to registers:

Speed Limit (Km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
Register 4: Roads with a Speed Limit of 40 km/h					
<u>40</u>	<u>Garnett Avenue</u>	<u>Storey Avenue to 100m North East of Minogue Drive</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

<u>40</u>	<u>Ken Browne Drive</u>	<u>Garnett Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Dalglish Avenue</u>	<u>Te Rapa Road to Garnett Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mews Place</u>	<u>Dalglish Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Seifert Street</u>	<u>Garnett Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Storey Avenue</u>	<u>Te Rapa Road to Kingsway Crescent</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Christie Street</u>	<u>Storey Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Holloway Place</u>	<u>Mitcham Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Mitcham Avenue</u>	<u>Forest Lake Road to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Kingsway Crescent</u>	<u>65m South of Storey Avenue to 130m North of Storey Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Steele Road</u>	<u>Storey Avenue to Forest Lake Road</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

<u>40</u>	<u>Bolmuir Road</u>	<u>Holden Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Holden Avenue</u>	<u>Forest Lake Road to Bolmuir Road</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Hinton Avenue</u>	<u>Holden Avenue to Mitcham Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Westney Place</u>	<u>Mitcham Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Menzies Street</u>	<u>Te Rapa Road to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

5. Parking Restrictions and Traffic Bylaw Changes

The Acting City Transportation Unit Manager took the report as read. She responded to questions from Members concerning the Ward Street interim design, monitoring work, consultation undertaken, and cycle path register changes.

Resolved: (Cr Wilson/Cr Gallagher)

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

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

Location	Amendments to current restrictions
Anglesea Street	Add Parking in front of redundant entranceway, by <ol style="list-style-type: none"> Rescinding 10m of the existing 'No Stopping' restriction outside #192 Anglesea Street Installation of 10m '2 Hour CBD parking' restriction outside #192 Anglesea Place.
Bowen Place	Provide access to a new property development, by <ol style="list-style-type: none"> Installation of 45 m 'No Stopping' restriction outside #5 - #16 Bowen Place on the cul-de-sac. Rescinding 36m of the existing 'No Stopping' restriction outside #5 - #16 Bowen Place on the cul-de-sac.
Howell Ave	Support the Te Awa Cycleway development, by <ol style="list-style-type: none"> Installation of 230m 'No Stopping' outside #310 Cobham Drive - #2 Geoffrey Place.

Maple Avenue	<p>Installation of New Bus Stops, by</p> <ol style="list-style-type: none"> 1. Installation of 15m 'Bus stop' outside #3 Maple Avenue. 2. Installation of 15m 'Bus stop' outside #4 Maple Avenue. 3. Installation of 32m 'No Stopping' restriction outside #3 Maple Avenue. 4. Installation of 5m 'No Stopping' restriction outside #3 Maple Avenue. 5. Installation of 15m 'No Stopping' restriction outside #4 Maple Avenue. 6. Rescinding 25 m of the existing 'No Stopping' restriction outside #3 Maple Avenue.
Radiata Street	<p>Improve safety for pedestrians and relocate bus stop, by</p> <ol style="list-style-type: none"> 1. Installation of 39m 'No Stopping' restriction outside #13 - #17 Radiata Street. 2. Installation of 5m 'No Stopping' restriction outside #17 Radiata Street. 3. Installation of 7m 'No Stopping' restriction outside Raymond Park. 4. Installation of 15m 'No Stopping' restriction outside Raymond Park. 5. Installation of 15m 'Bus stop' outside #14 Radiata Street-. 6. Installation of 15m 'Bus stop' outside #19 Radiata Street. 7. Rescinding 15m of the existing Bus Stop outside #17 Radiata Street. 8. Rescinding 15m of the existing Bus Stop outside Raymond Park.
Raymond Street	<p>Improve safety for pedestrians and relocate bus stop, by</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside Raymond Park. 2. Installation of 3m 'No Stopping' restriction outside Raymond Park. 3. Installation of 17m 'No Stopping' restriction outside #34-36 Raymond Park. 4. Installation of 13m 'No Stopping' restriction outside #38-40 Raymond Park. 5. Installation of 15m 'Bus stop' outside #34 Raymond Street. 6. Installation of 15m 'Bus stop' outside Raymond Park. 7. Rescinding 15 m of the existing Bus Stop outside #46 Raymond Street. 8. Rescinding 15 m of the existing Bus Stop outside Raymond Park.
Tristram Street	<p>Provide unrestricted access to driveway for #444 Tristram St, by</p> <ol style="list-style-type: none"> 1. Installation of 6m 'No Stopping' restriction outside #444 Tristram Street.
Ward Street	<p>Installation of Interim design following Innovating Streets project by:</p>

	<ol style="list-style-type: none"> 1. Installation of 34m 'P60' restriction outside #155-169 Ward Street. 2. Installation of 10m 'No Stopping' restriction outside #155 Ward Street. 3. Installation of 16m 'P30' restriction outside #145-147 Ward Street. 4. Installation of 10m 'No Stopping' restriction outside #137 Ward Street. 5. Installation of 11m 'P30' restriction outside #137 Ward Street. 6. Installation of 6m 'Mobility' restriction outside #137 Ward Street. 7. Installation of 12m 'No Stopping' restriction outside #131 Ward Street. 8. Installation of 12m 'No Stopping' restriction outside #125 Ward Street. 9. Installation of 16m 'P10' restriction outside #109 Ward Street. 10. Installation of 5m 'Mobility' restriction outside #134 Ward Street 11. Installation of 6m 'No Stopping' restriction outside #134 Ward Street. 12. Installation of 10m 'Loading Zone' restriction outside #136 Ward Street 13. Installation of 11m 'No Stopping' restriction outside #136 Ward Street. 14. Installation of 5m 'P30' restriction outside #138 Ward Street. 15. Installation of 7m 'No Stopping' restriction outside #138 Ward Street. 16. Installation of 5m 'P30' restriction outside #148 Ward Street. 17. Installation of 39m 'No Stopping' restriction outside #152-158 Ward Street. 18. Installation of 5m 'Mobility' restriction outside #160 Ward Street 19. Installation of 3m 'M/C' restriction outside #160 Ward Street. 20. Rescind 31m 'No Stopping Lines' restriction outside #169-179 Ward Street. 21. Rescind 8m 'P120 Mobility at All Times' parking restriction outside #163-169 Ward Street. 22. Rescind 26.5m '2 Hour CBD parking' parking restriction outside #163-155 Ward Street. 23. Rescind 10m 'No Stopping Lines' restriction outside #155 Ward Street. 24. Rescind 19.5m '2 Hour CBD parking' parking restriction outside #145-147 Ward Street. 25. Rescind 8m 'No Stopping Lines' restriction outside #145-137 Ward Street.
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	<p>26. Rescind 9.5m '2 Hour CBD parking' parking restriction outside #137 Ward Street.</p> <p>27. Rescind 5m 'P15 Loading Zone' restriction outside #137 Ward Street.</p> <p>28. Rescind 6.5m '2 Hour CBD parking' parking restriction outside #137 Ward Street.</p> <p>29. Rescind 11m 'No Stopping Lines' restriction outside #131 Ward Street.</p> <p>30. Rescind 13.5m '2 Hour CBD parking' parking restriction outside #131 Ward Street.</p> <p>31. Rescind 3.5m 'P120 Mobility at All Times' parking restriction outside #131 Ward Street.</p> <p>32. Rescind 21m 'No Stopping Lines' restriction outside #125 Ward Street.</p> <p>33. Rescind 12m '2 Hour CBD parking' parking restriction outside #109 Ward Street.</p> <p>34. Rescind 4.5m 'P120 Mobility at All Times' parking restriction outside #109 Ward Street.</p> <p>35. Rescind 17m 'No Stopping Lines' restriction outside #109 Ward Street.</p> <p>36. Rescind 63m 'No Stopping Lines' restriction outside #130 Ward Street.</p> <p>37. Rescind 12m 'P10 Loading Zone' restriction outside #134 Ward Street.</p> <p>38. Rescind 5m 'Motorcycle Only at All Times' parking restriction outside #134 Ward Street.</p> <p>39. Rescind 74m '2 Hour CBD parking' parking restriction outside #136-148 Ward Street.</p> <p>40. Rescind 29m 'No Stopping Lines' restriction outside #148-158 Ward Street.</p> <p>41. Rescind 55m 'No Stopping Lines' restriction outside #160 Ward Street.</p>
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c) approves the changes to the Traffic Bylaw registers:

i. Cycle Paths Register

Location	Section/Part	Priority
<u>Cobham Dr</u>	<u>Shared Path from the intersection with Howell Ave, progressing for 60m outside #306 Cobham Drive - #310 Cobham Drive.</u>	<u>Nil</u>
<u>Howell Ave</u>	<u>Shared Path from intersection with Geoffrey Place, progressing 20m outside #2 Geoffrey Place.</u>	<u>Nil</u>

ii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Ward Street</u>	(i) <u>Eastbound Cycle Lane from the intersection with Tristram Street, progressing 211m to the intersection with Anglesea Street.</u>

	(ii) <u>Westbound Cycle Lane from intersection with Anglesea Street, progressing 209m to the intersection with Tristram Street.</u>
<u>Howell Ave</u>	<u>Cycle Lane from intersection of Geoffrey Place, progressing 175m outside #310 Cobham Drive - #2 Geoffrey Place towards intersection with Cobham Drive.</u>

The meeting was declared closed at 10.57pm.

Council Report

Item 5

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 15 March 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; and
 - 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"> 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"> Rescinding 64m of the existing 'No Stopping' restriction outside #75 - #81 Aberdeen Drive. 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"> Rescinding 70m of the existing 'No Stopping Zone – Specific Period' restriction outside #13-14 Alanbrooke Place. 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"> Installation of 55m 'No Stopping' restriction outside #31-#32 Bettina Road.

Item 5

Brooklyn Road	<p>Provide short-term parking for pick-up/drop-off outside local business, by:</p> <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	<p>Improve safe intersection sight distances, by:</p> <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	<p>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:</p> <ol style="list-style-type: none"> 1. Installation of 130m 'No Stopping' restriction outside #2-#5 Charmaine Crescent.
Clark Place	<p>Provide unrestricted access for vehicles to accessways on a cul-de-sac and to make provision for vehicles to turn around, by:</p> <ol style="list-style-type: none"> 1. Installation of 60m 'No Stopping' restriction outside #10-#11 Clark Place.
Crosby Road	<p>Relocation of a Bus Stop, by:</p> <ol style="list-style-type: none"> 1. Rescinding existing Bus Stop (Stop ID: 8126) outside 126 Crosby Rd. 2. Installation of Bus Stop outside #118-#120 Crosby Road.
Darjon Drive	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 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	<p>Provide unrestricted access for through traffic and improve sight distances for pedestrian crossings, by:</p> <ol style="list-style-type: none"> 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	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #8 Edgecumbe Street 2. Installation of 10m 'No Stopping' restriction outside #1 Charlemont Street
Gordonton Road	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 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	<p>Improve sight distances at pedestrian crossing, by:</p> <ol style="list-style-type: none"> 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	<p>Provide unrestricted access for through traffic and improve sight distances for pedestrian crossings, by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #8 Henry Street.
Hood Street	<p>Provide unrestricted access to accessways, by</p> <ol style="list-style-type: none"> 1. Installation of 7.5m 'No Stopping' restriction outside #17 Hood Street.
Kensington Place	<p>Provide unrestricted access to accessways and improve safe intersection sight distances, by</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #2 Kensington Place.
Kingsley Street	<p>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:</p> <ol style="list-style-type: none"> 1. Installation of 190m 'No Stopping' restriction outside #66 Vardon Road -#10 Kingsley Street.
Madill Road	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #1 Madill Road 2. Installation of 20m 'No Stopping' restriction outside #2 Madill Road

Item 5

Masters Avenue	<p>Improve sight distances at pedestrian crossing, by:</p> <ol style="list-style-type: none"> 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	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #1 Mears Road 2. Installation of 15m 'No Stopping' restriction outside #2 Mears Road
Sandwich Road	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 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	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 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	<p>Improve safe intersection sight distances and provide unobstructed access to entranceways, by:</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #1311 – #1315 Victoria Street.
Wellington Street	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #118 Wellington Street.
Willoughby Street	<p>Provide unobstructed access to entranceways, by:</p> <ol style="list-style-type: none"> 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	<p>Improve safe intersection sight distances, by:</p> <ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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 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 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

ii. Cycle Paths Register

Location	Section/Part	Priority
Killarney Road	(i) Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 29 metre west	Nil

	<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>	
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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 the intersection with Massey Street #101 Killarney Road, progressing 1650 620 metres to the intersection with Queens Avenue.</p> <p>(ii) Westbound cycle lane from the intersection with Queens Avenue, progressing 1650 620 metres to the intersection with Massey Street #101 Killarney Road.</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>

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. Metered Parking Place and Zone Parking Register;
 - b. Cycle Paths Register; and
 - c. Special Vehicle Lanes Part 1: Cycle Lanes Register.
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.

6. Targeted consultation has been completed for all proposed changes and generally there is 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 has been undertaken for each of the proposed changes. In general, the feedback received was positive and supportive of the proposed changes. Further information on specific locations of interest is included below.

Abbotsford Street

14. In response to parking complaints received, the Hamilton City Council (HCC) parking enforcement team has requested installation of no-stopping yellow lines in the turnaround bays at the end of the no-exit section of Abbotsford Street as illustrated in the plan below:



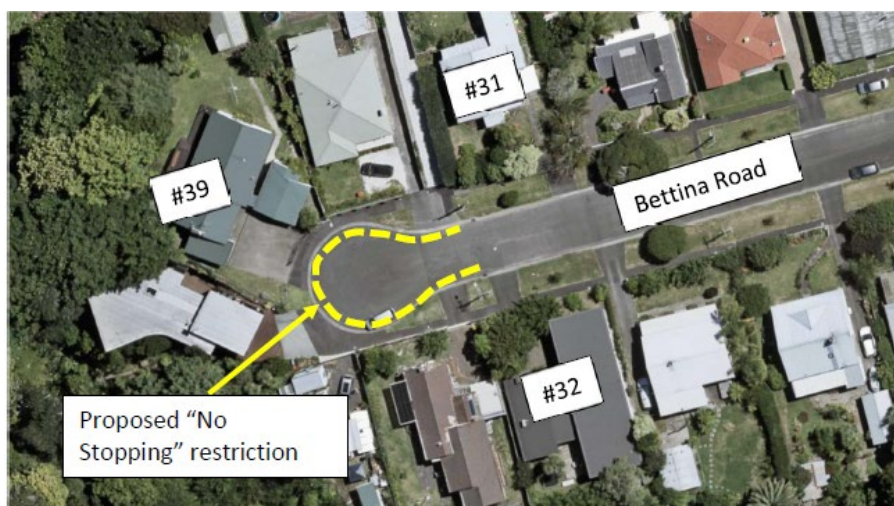
Proposed No-Stopping restrictions in Abbotsford Street

15. The proposed no-stopping restrictions on the turn-bays would provide unobstructed turn-around bays at the end of a narrow street for road users including emergency responders, large vehicles, and long vehicles such as vehicles with trailers. If approved the no-stopping restrictions would remove an area that is currently being used to park up to three vehicles.
16. Feedback on the proposed parking restrictions was requested from fourteen properties identified as affected properties through targeted consultation carried out between December 2021 and January 2022.
17. The proposal only received feedback from one resident who objected to the proposal on the basis that they feel unsafe to walk an additional distance that would result from the proposed parking restriction and would prefer to continue to have the opportunity to park closer to their residence.

Staff recommend that the parking restrictions are installed as proposed to enable a safe turnaround area.

Bettina Road

18. In response to customer requests, a proposal for parking restrictions on the cul-de-sac of Bettina Road was consulted with ten affected properties through targeted consultation between December 2021 and January 2022.



Proposed No-Stopping restrictions in Bettina Road

19. Responses from seven property occupants were received of which six responses were in support of this proposal. One resident has responded with an objection to this proposal stating they did not believe that there was a need for a parking restriction at this location.
20. Staff recommend that the parking restrictions are installed as proposed to enable a safe turnaround area and to provide unobstructed access to entranceways on the cul-de-sac.

Edgecumbe Street

21. In response to a customer request, a proposal for parking restrictions to improve safe intersection sight distances at the intersection of Charlemont Street and Edgecumbe Street was consulted with thirty affected properties between December 2021 and January 2022.



Proposed No-Stopping restrictions at the intersection of Charlemont Street and Edgecumbe Street.

22. Only one response has been received which is an objection to this proposal stating a requirement of on-street parking for their tenants and requesting the parking restriction not be extended along Edgecumbe Street.
23. Staff recommend that the proposed No Stopping restriction be installed at this intersection as parked vehicles on Edgecumbe Street create an obstruction for road users and create a safety hazard for those trying to exit Charlemont Street.

Traffic Bylaw Changes

24. 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).
25. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
 - i. Metered Parking Places and Zone Parking Register;
 - ii. Cycle Paths Register; and
 - iii. Special Vehicle Lanes Part 1: Cycle Lanes Register.

Metered Parking Places and Zone Parking Register

26. At the 17 August 2021 meeting of the Infrastructure Operations Committee (item # 11) ([Agenda](#), [Minutes](#)) it was recommended that:

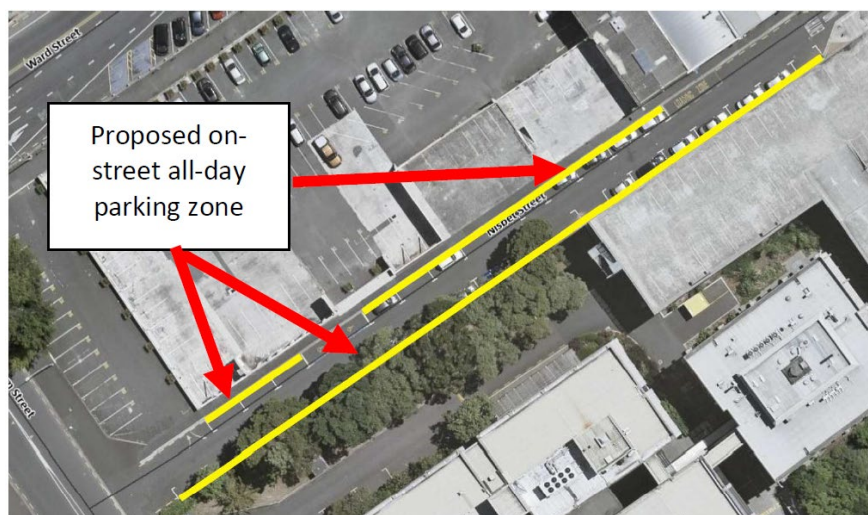
the Hearings and Engagement Committee approves the areas identified in the staff report (paragraphs 16-21), currently within the Central City Business District 2-hour free parking, and Nisbett Street, as commuter parking areas (noting that the Hearings and Engagement Committee have the delegation to designate the commuter parking locations as per the Hamilton City Traffic Bylaw); and

the Council approves on-street commuter parking areas have a parking fee and charge of \$6 per space per day.

27. A total of six sites were identified for the initial rollout of commuter parking and following a delay due to COVID-19 lockdowns, targeted consultation for the proposals was undertaken between December 2021 and January 2022 with adjacent residents and property owners.
28. No objections were received for the proposals in Knox Street or Nisbett Street. The proposed parking zones are shown in the plans below:



Proposed Commuter Parking at Knox Street



Proposed Commuter Parking at Nisbet Street

29. Staff recommend that the Commuter Parking restrictions be imposed at these locations on the following basis:
 - i. 8am to 6pm Monday to Friday only;
 - ii. \$6 per space per day as an initial offering, but consideration will be given for Demand Responsive Pricing to be considered in the future subject to approval by the Council; and
 - iii. payment will be via the PayMyPark app only.
30. The existing mobility carparks and loading zones in these sections will remain unchanged by this proposal.
31. The Parking Compliance Team will monitor both the paid commuter parking areas and the time restricted parking in the vicinity to ensure that both payments and gazetted restrictions are being adhered to. Monitoring will be by way of the newly commissioned Licence Plate Recognition (LPR) vehicles.
32. A draft communications plan is being developed for the rollout of the commuter/all day parking and staff are proposing to use the line of 'Park & Pay: Stay all Day' (colour branding TBC) to work alongside the 'Two Hours Free in the CBD' (orange branding).
33. A public awareness campaign will be developed to work alongside the on-street signage to be installed in these selected zones. It is proposed that this campaign would run for at least two weeks prior to the requirement to pay being put into effect – this will allow for direct engagement with the people who are parking in this area to inform them of the change and help them load up the PayMyPark app as necessary.
34. Further information will also be made available via an FAQ page which shall provide road users with information about expectations for using the commuter parking.
35. To allow time for the development of the final communications in conjunction with Elected Members it is proposed that these new restrictions come into effect 2 May 2022.
36. Negative feedback was received for the remaining sites identified in the 17 August 2021 Infrastructure Operations Committee. These sites were:

- i. a section of the Southern side of Clarence Street, between Tristram Street and Anglesea Street;
 - ii. a section of the Western side of upper Grantham Street, between Victoria and Tisdall Street;
 - iii. a section of the Western side of Harwood Street, between Liverpool Street and Rostrevor Street;
 - iv. a section of the Eastern side of Harwood Street, between Rostrevor and London Streets; and
 - v. a section of the northern side of Liverpool Street, between Anglesea Street and Victoria Street.
37. Further work and discussions need to be completed before staff make a final recommendation on the location and extent of the proposed commuter parking. It is expected that these sites will be reported to the 26 July 2022 Traffic, Speed Limit and Road Closures Panel meeting.

Cycle Paths Register

38. Changes relating to Killarney Road set out below are to correct the information within the Registers to ensure that they reflect the current cycle provisions in place.
39. The Cycle Paths Register is to be updated by making the following changes:

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

Special Vehicle Lanes Part 1: Cycle Lanes Register.

40. The recent resurfacing of Brooklyn Road has enabled a revised layout to the road which has not impacted on parking but has enabled the creation of an on-road cycle lane as shown in the plans included in **Attachment 1**.
41. The Cycle Lanes Register is to be updated by making the following changes:

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	(i) Eastbound cycle lane from the intersection with Massey

	<p><u>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>
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Financial Considerations - *Whaiwhakaaro Puutea*

42. 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.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

44. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 Wellbeings').
45. The subject matter of this report has been evaluated in terms of the 4 Wellbeings during the process of developing this report as outlined below.
46. The recommendations set out in this report are consistent with that purpose.

Social

47. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access key facilities such as education, health and employment.

Economic

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

Environmental

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

Cultural

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

Risks - *Tuuraru*

51. 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 to be installed to improve safety;
- ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveway safely from residential and commercial properties; and
- iii. parking restrictions are required for implementation of All-Day Commuter Parking in central city.

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

Significance

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

Engagement

54. 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 and traffic bylaw changes.

Attachment 2 - Schedule of parking restriction changes

Traffic Speed Limits and Road Closures Hearings Panel

Proposed Parking Restriction Changes

March 2022

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

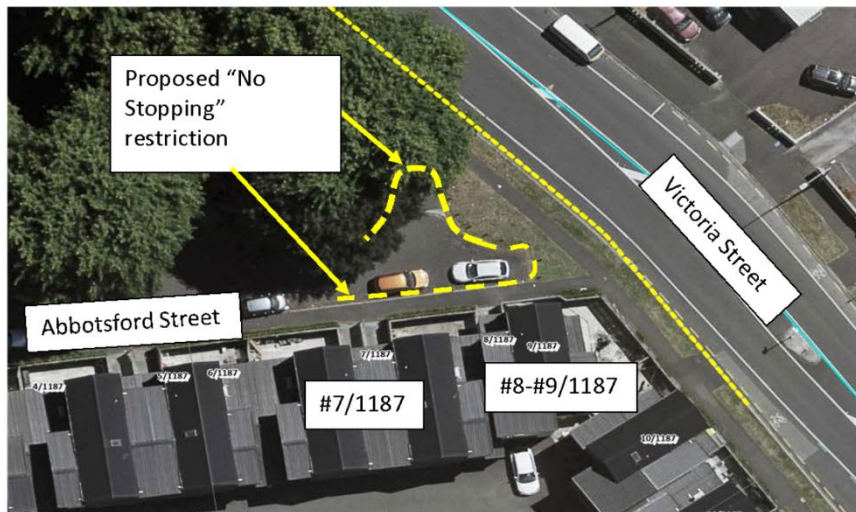


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Item 5

Attachment 1

Abbotsford Street

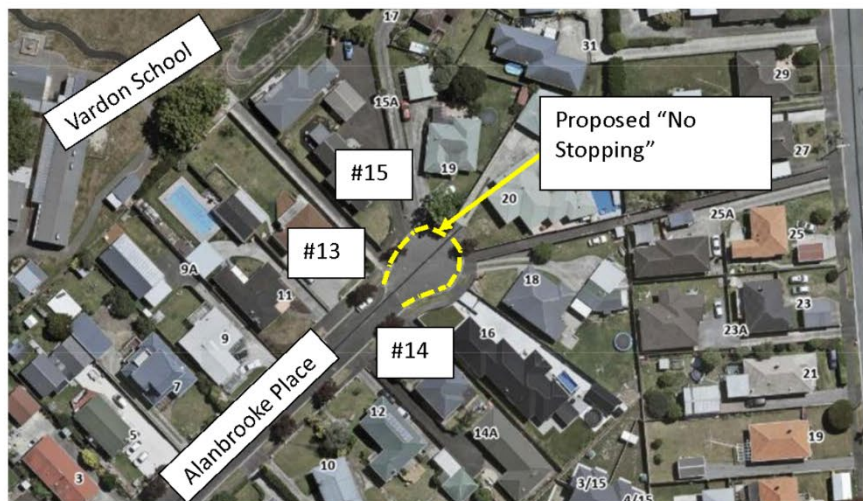


Aberdeen Drive

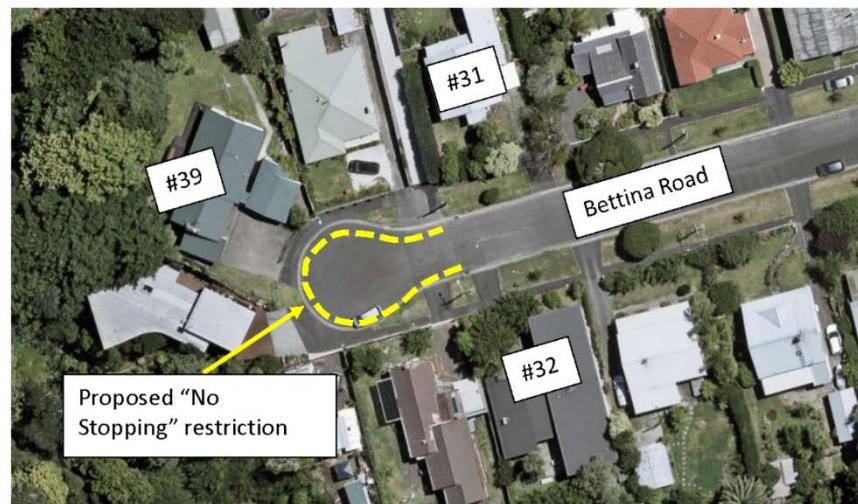


Attachment 1 - Illustrations of proposed parking restriction changes for TSI&RC Hearings Panel - March 2022

Alanbrooke Place

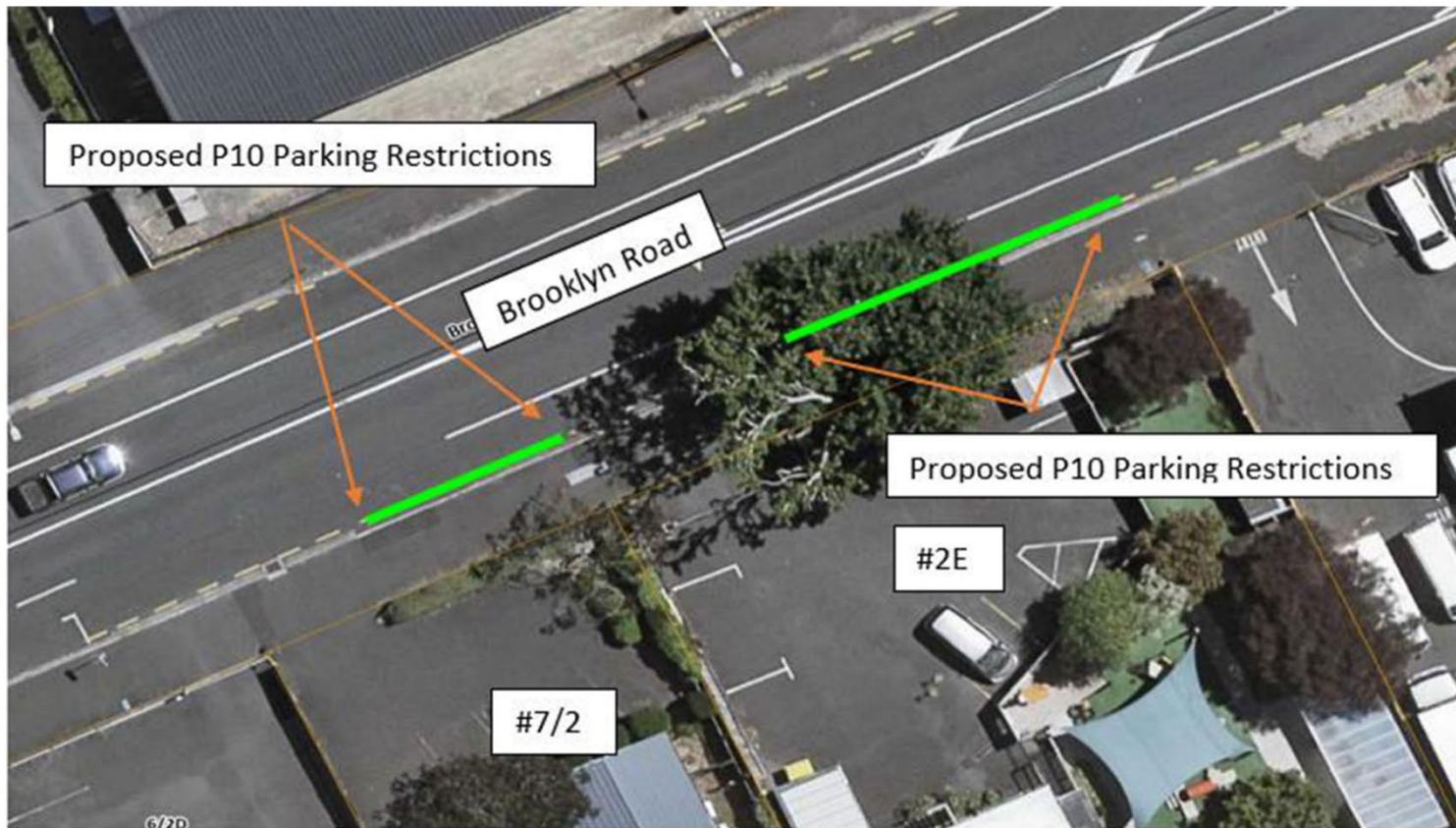


Bettina Road



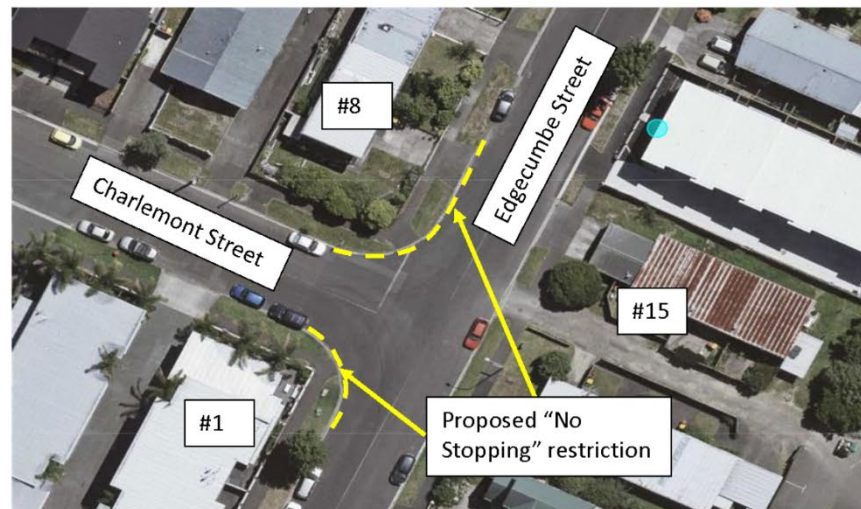
Attachment 1 - Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - March 2022

Brooklyn Road

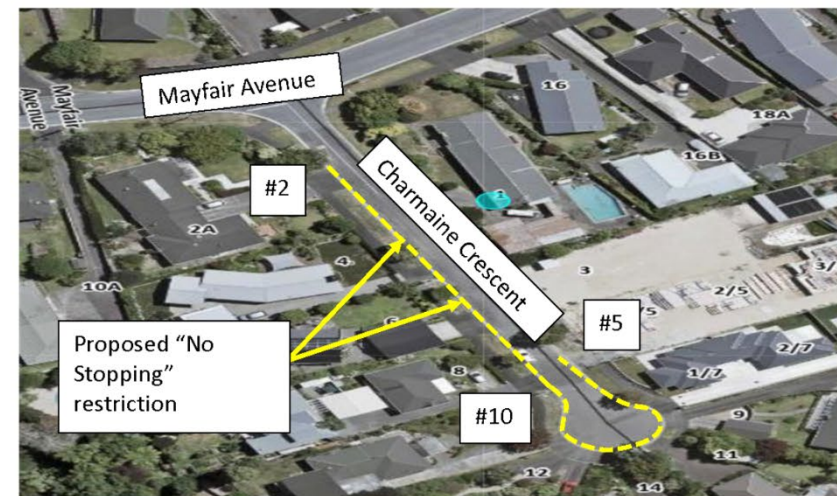


Attachment 1 - Illustrations of proposed parking restriction changes for TSI&RC Hearings Panel - March 2022

Charlemont Street & Edgecumbe Street



Charmaine Crescent

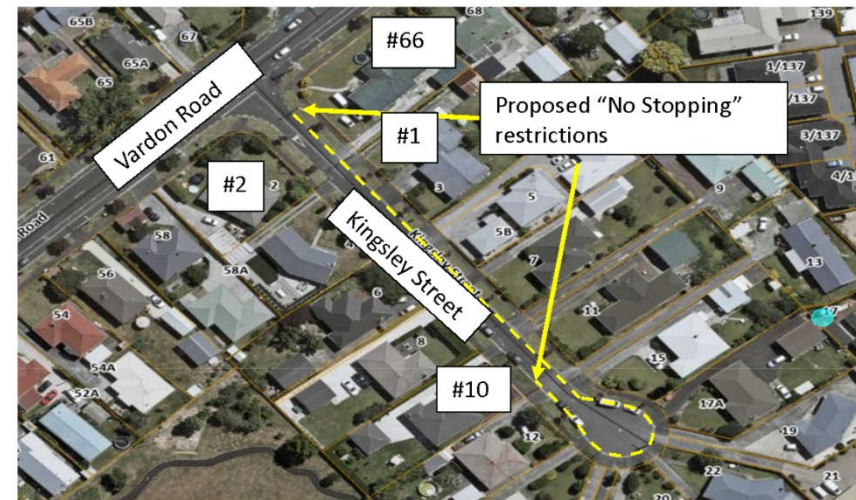


Attachment 1 - Illustrations of proposed parking restriction changes for TSI&RC Hearings Panel - March 2022

Clark Place

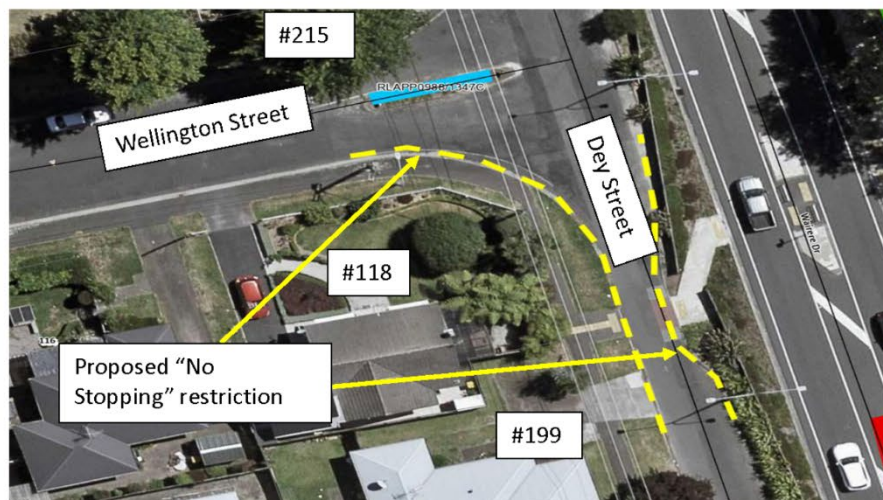


Kingsley Street & Vardon Road



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

Dey Street & Wellington Street



Dey Street & Henry Street



Item 5

Attachment 1

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

Hood Street

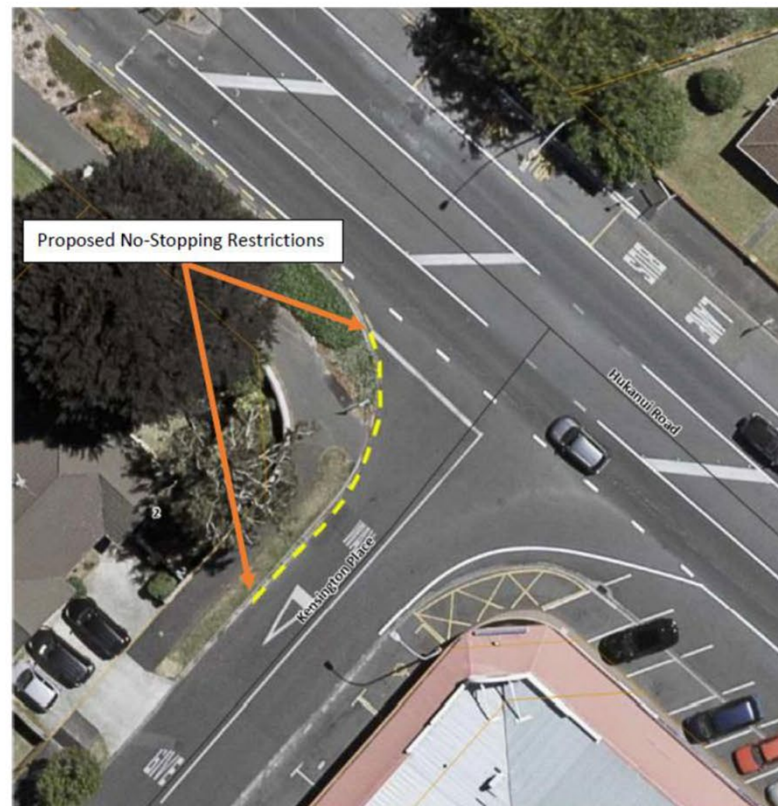


Attachment 1 - Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - March 2022

Hare Puke Street



Kensington Place



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

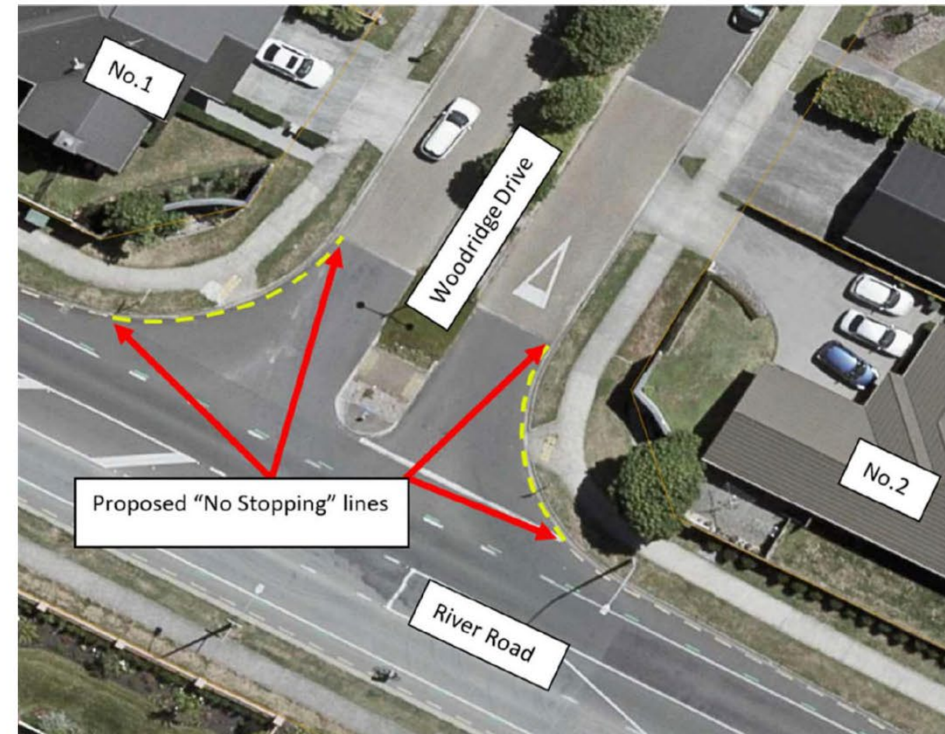
Sandwich Road, Madill Road and Mears Road



Victoria Street

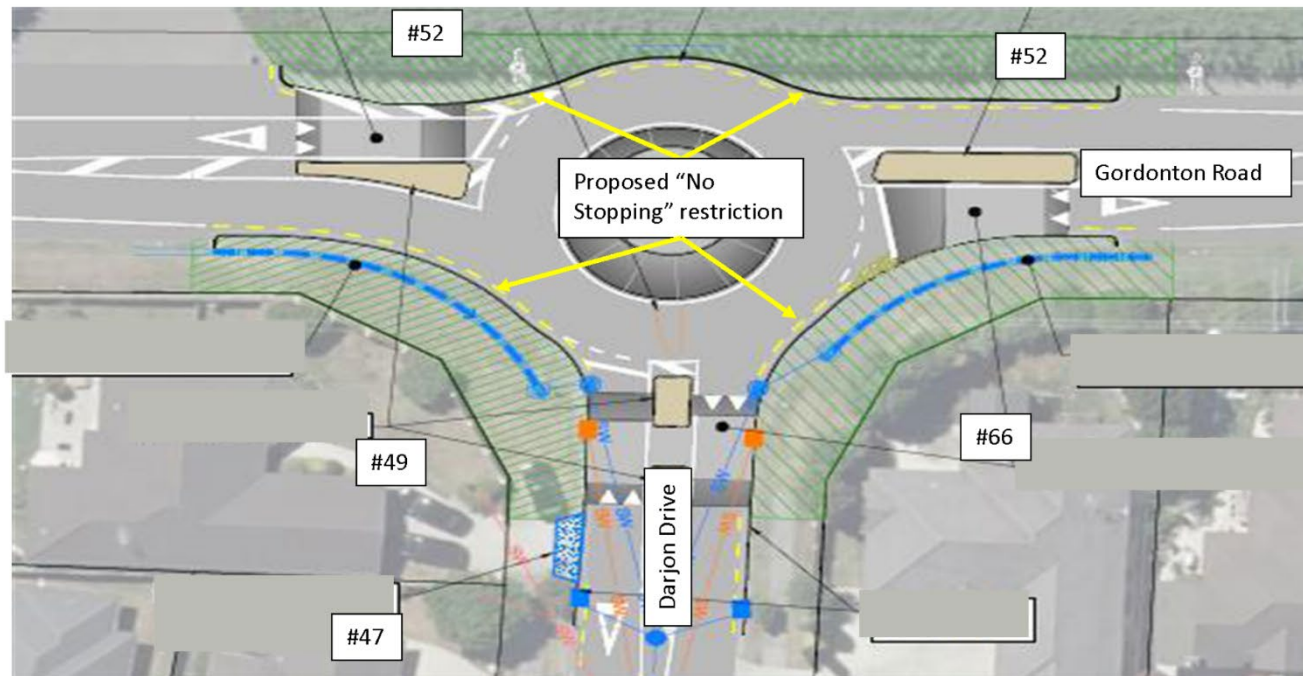


Woodridge Drive



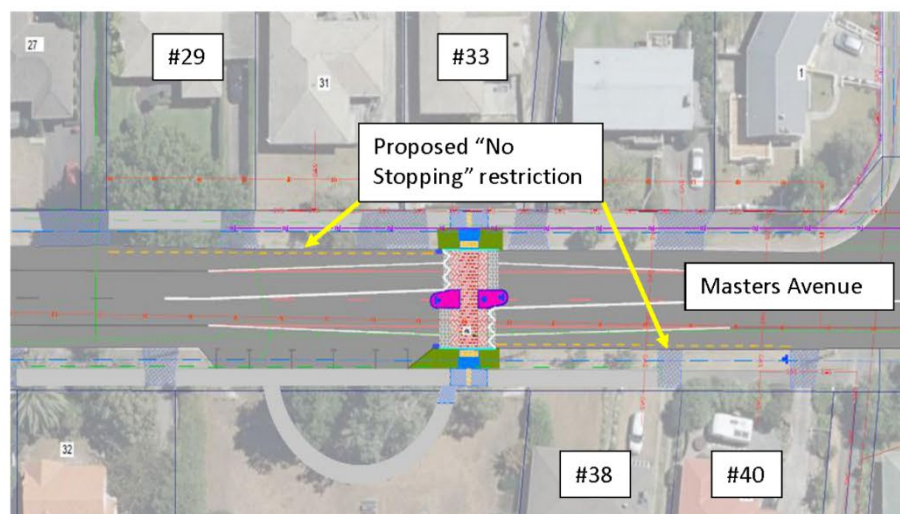
Attachment 1 - Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - March 2022

Gordonton Road & Darjon Drive



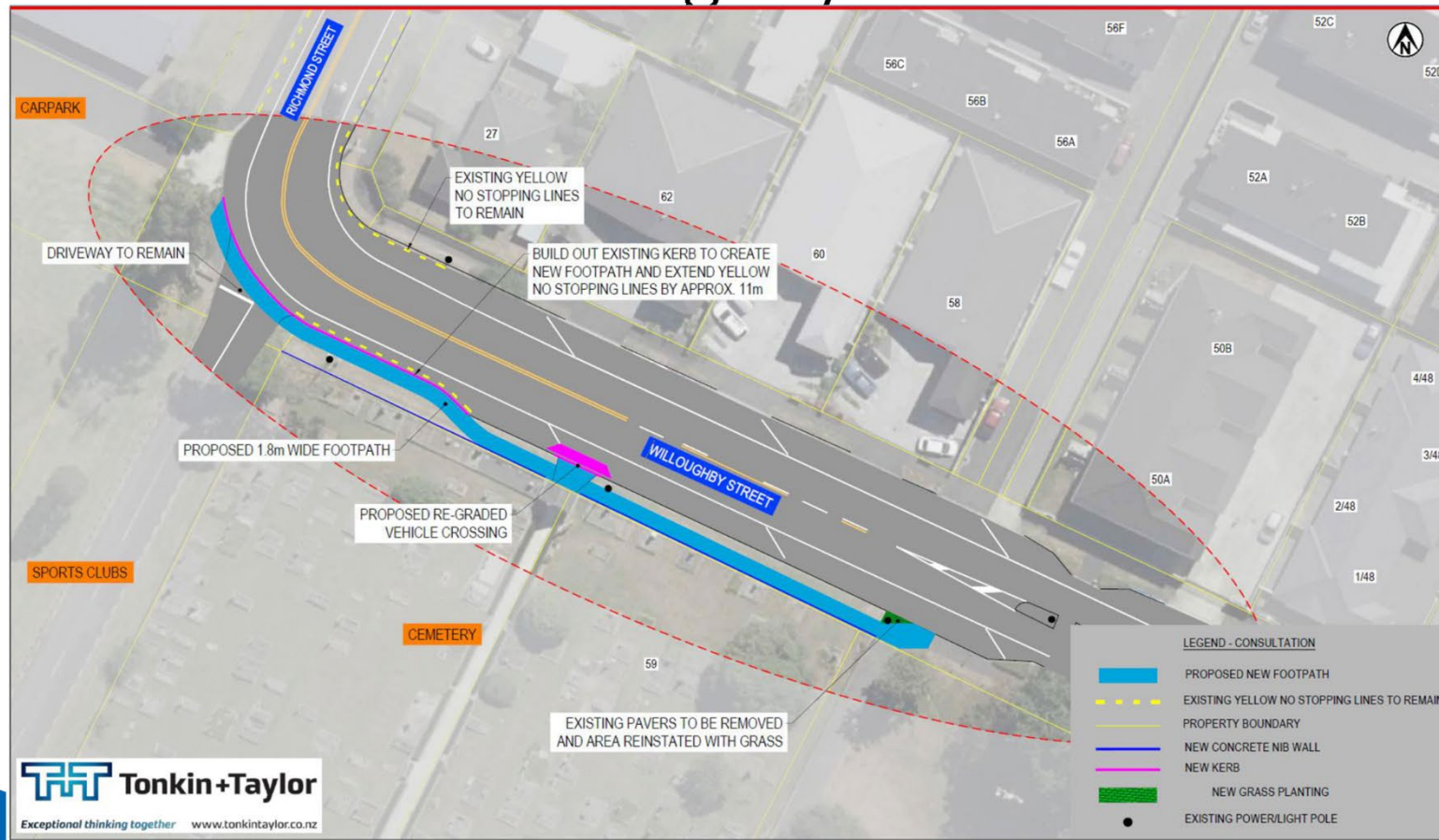
Attachment 1 - Illustrations of proposed parking restriction changes for TSI&RC Hearings Panel - March 2022

Masters Avenue



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

Willoughby Street



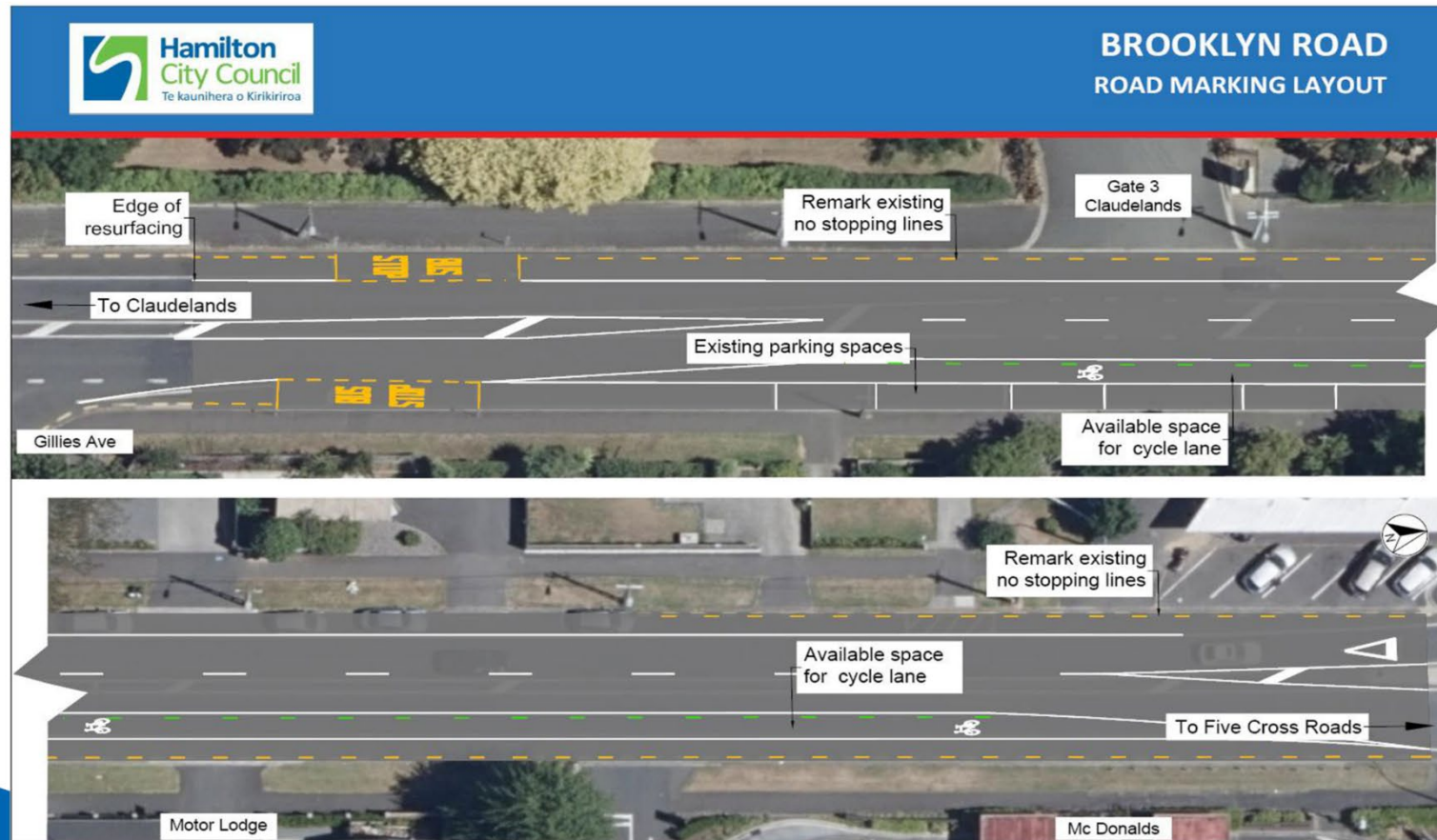
Attachment 1 - Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - March 2022

Crosby Road / Ruby Court



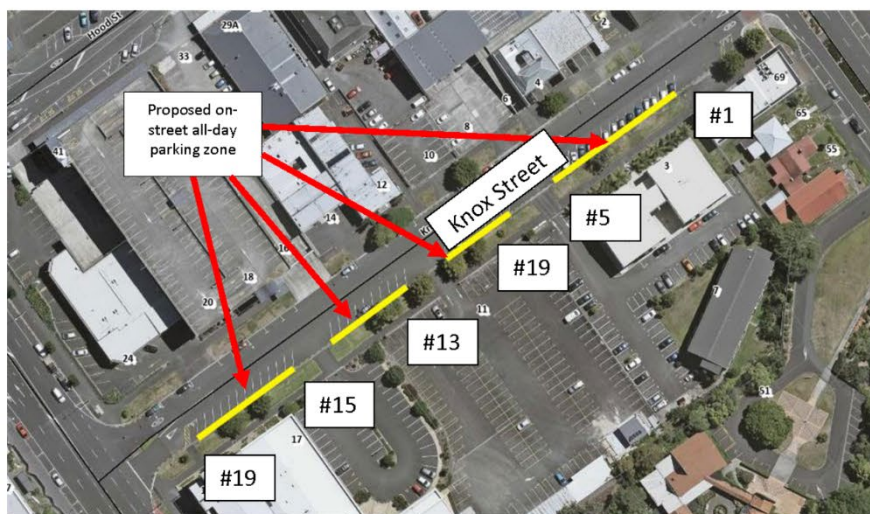
Attachment 1 - Illustrations of proposed parking restriction changes for TSI & RC Hearings Panel - March 2022

Cycle lane on Brooklyn Road

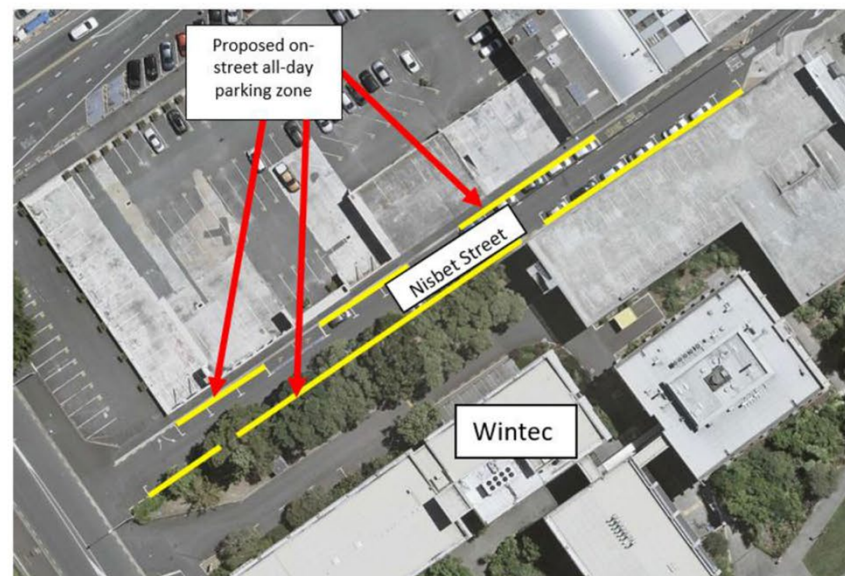


Attachment 1 - Illustrations of proposed parking restriction changes for TSI&RC Hearings Panel - March 2022

Knox Street – Commuter Parking



Nisbet Street – Commuter Parking



Item 5

Attachment 1

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

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

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Abbotsford Street	Resident	Installation of No Stopping restrictions to restrict vehicles parking in turn around bays at the end of a service lane.	Installation of 35m 'No Stopping' restriction outside #7/1187 and #8-#9/1187 Abbotsford Street.
Aberdeen Drive	Resident	Extension of No Stopping restriction to restrict vehicles parking in front of a private entranceway.	Installation of 80m 'No Stopping' restriction outside #73 - #75 Aberdeen Drive.
Alanbrooke Place	Resident	Installation of No Stopping restrictions on a cul-de-sac.	Installation of 50m 'No Stopping' restriction outside #13 - #14 Alanbrooke Place.
Bettina Road	Resident	Installation of No Stopping restrictions on a cul-de-sac.	Installation of 55m 'No Stopping' restriction outside #31 - #32 Bettina Road.
Brooklyn Road	Resident	Installation of P10 parking restrictions to provide short-term parking for the nearby businesses.	Rescinding 11m No Stopping restriction outside 7/2D Brooklyn Road Installation of 11m P10 Parking Restriction outside 7/2D Brooklyn Road Rescinding 17m No Stopping restriction outside 7/2E Brooklyn Road Installation of 17m P10 Parking Restriction outside 7/2E Brooklyn Road
Charlemont Street	Resident	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 10m 'No Stopping' restriction outside #8 Edgecumbe Street Installation of 10m 'No Stopping' restriction outside #1 Charlemont Street
Charmaine Crescent	Resident	Installation of No Stopping restrictions on one side of a narrow lane and on a cul-de-sac.	Installation of 130m 'No Stopping' restriction outside #2-#5 Charmaine Crescent.
Clark Place	Resident	Installation of No Stopping restrictions on a cul-de-sac.	Installation of 60m 'No Stopping' restriction outside #10-#11 Clark Place.
Darjon Drive	CTU	Installation of No Stopping restrictions to achieve Safe Intersection Sight Distances.	Installation of 30m 'No Stopping' restriction outside #47 - #49 Darjon Drive. Installation of 30m 'No Stopping' restriction outside #66 Darjon Drive.
Dey Street	Resident	Installation of No Stopping restrictions to achieve Safe	Installation of 30m 'No Stopping' restriction outside #199 Dey Street. West Side of Dey Street

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

		Intersection Sight Distances and Safe Sight Distances at a pedestrian crossing.	Installation of 25m 'No Stopping' restriction opposite #199 Dey Street. East side of Dey Street Installation of 30m 'No Stopping' restriction outside #8 Henry Street. West Side of Dey Street Installation of 25m 'No Stopping' restriction opposite #8 Henry Street. East side of Dey Street
Edgecumbe Street	Resident	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 15m 'No Stopping' restriction outside #8 Edgecumbe Street Installation of 10m 'No Stopping' restriction outside #1 Charlemont Street
Gordonton Road	CTU	Installation of No Stopping restrictions to achieve Safe Intersection Sight Distances.	Installation of 55m 'No Stopping' restriction outside #52 Gordonton Road. Installation of 25m 'No Stopping' restriction outside #49 Darjon Drive. Installation of 25m 'No Stopping' restriction outside #66 Darjon Drive.
Hare Puke Road	CTU	Installation of No Stopping restrictions to improve Sight Distances at a pedestrian crossing.	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. 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	Resident	Installation of No Stopping restrictions to achieve Safe Intersection Sight Distances and Safe Sight Distances at a pedestrian crossing.	Installation of 10m 'No Stopping' restriction outside #8 Henry Street.
Hood Street	Resident	Installation of No Stopping restriction to restrict vehicles parking in front of a private entranceway.	Installation of 7.5m 'No Stopping' restriction outside #17 Hood Street.
Kensington Place	Resident	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 20m 'No Stopping' restriction outside #2 Kensington Place.

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

Kingsley Street	Resident	Installation of No Stopping restrictions on one side of a narrow lane and on a cul-de-sac.	Installation of 190m 'No Stopping' restriction outside #66 Vardon Road - #10 Kingsley Street.
Madill Road	CTU	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 20m 'No Stopping' restriction outside #1 Madill Road Installation of 20m 'No Stopping' restriction outside #2 Madill Road
Masters Avenue	CTU	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 45m 'No Stopping' restriction outside #29 - #33 Masters Avenue. Installation of 40m 'No Stopping' restriction outside #38 - #40 Masters Avenue.
Mears Road	CTU	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 15m 'No Stopping' restriction outside #1 Mears Road Installation of 15m 'No Stopping' restriction outside #2 Mears Road
Sandwich Road	CTU	Installation of No Stopping restrictions for achieving Safe Intersection Sight Distances.	Installation of 30m 'No Stopping' restriction outside #2 Mears Road - #151 Sandwich Road. Installation of 80m 'No Stopping' restriction outside #1 Mears Road - #167 Sandwich Road. Installation of 25m 'No Stopping' restriction outside #1 Madill Road - #164 Sandwich Road. Installation of 90m 'No Stopping' restriction outside #2 Madill Road - #150 Sandwich Road.
Vardon Road	Resident	Installation of No Stopping restrictions on one side of a narrow lane and on a cul-de-sac.	Installation of 5m 'No Stopping' restriction outside #66 Vardon Road.
Victoria Street	Resident	Extension of No Stopping restrictions for improve Safe Intersection Sight Distances.	Installation of 30m 'No Stopping' restriction outside #1311 – #1315 Victoria Street.
Wellington Street	Resident	Installation of No Stopping restrictions to achieve Safe Intersection Sight Distances and Safe Sight Distances at a pedestrian crossing.	Installation of 15m 'No Stopping' restriction outside #118 Wellington Street.

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

Willoughby Street	CTU	Installation of No Stopping restrictions outside entranceway	Installation of 28m 'No Stopping' restriction outside Hamilton West Cemetery" Gazette the existing 7m 'No Stopping' restriction outside #22 Richmond Street. Gazette the existing 14m 'No Stopping' restriction outside #22 Richmond Street.
Woodridge Drive	Resident	Installation of No Stopping restrictions to achieve Safe Intersection Sight Distances and Safe Sight Distances at a pedestrian crossing.	Installation of 15m 'No Stopping' restriction outside #1 Woodridge Drive. Installation of 15m 'No Stopping' restriction outside #2 Woodridge Drive.
BUS STOPS			
Location	Requested By	Reason	Description
Crosby Road / Ruby St	Resident	Relocation of a Bus Stop to improve access to passengers.	Rescinding existing Bus Stop (Stop ID: 8126) outside 126 Crosby Rd. Installation of Bus Stop outside #118-#120 Crosby Road.
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Aberdeen Drive	Resident	Extension of existing No Stopping restrictions	Rescinding 64m of the existing 'No Stopping' restriction outside #75 - #81 Aberdeen Drive
Alanbrooke Place	Resident	Extension of existing No Stopping restrictions	Rescinding 70m of the existing 'No Stopping Zone – Specific Period' restriction outside #13-14 Alanbrooke Place.
Vardon Road	Resident	Extension of existing No Stopping restrictions	Rescinding 13m of the existing 'No Stopping' restriction outside #66 Vardon Road

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 15 March 2022

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Hamilton City Speed Limit Bylaw Register 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 for proposed changes to the Hamilton City Speed Limit Bylaw 2018 registers.

Staff Recommendation - Tuutohu-aa-kaimahi

- That the Traffic, Speed Limit and Road Closure Hearings Panel approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers;
 - 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	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT		PREVIOUS LEGAL INSTRUMENT
Register 12: Roads with a Variable Speed Limit					
40/50	Fraser High School Ellicott Road: From a point 20m west of Aberfoyle Street running northeast to a point 40m <u>100m</u> northeast of Waimarie Street.	<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>

	Waimarie Street: From the intersection with Ellicott Road running Northwest to Livingstone Ave.			
	Nyanza Street: All of Nyanza Street.			
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>

Executive Summary - *Whakaraapopototanga matua*

- The Hamilton City Speed Limit Bylaw 2018 (the Speed Limits Bylaw) sets out the speed limits for all local (not state highway) roads in the city. The Speed Limits Bylaw is supported by the Speed Management Plan which sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
- The proposed changes to the speed limit registers in this report are being proposed to reflect the outcome of a review of the Speed Limits Bylaw Register in conjunction with Waka Kotahi NZ Transport Agency (Waka Kotahi) as they develop a National Speed Limits Register.
- Changes to some Speed Limit Bylaw Registers are proposed to reflect what is already existing on ground.
- Staff consider that the decisions in this report have 'low significance' under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

- The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 adopted Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
- The [Council meeting](#) on 6 September 2018 adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.

9. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
10. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
11. The Speed Management Plan for Hamilton City was adopted at the [Council meeting](#) on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.

Proposed Changes to the Speed Limit Register

12. Waka Kotahi are currently developing a National Speed Limit Register, which will provide an online, maps-based, central source of speed limits for roads in New Zealand. The National Speed Limit Register will serve as the single source of truth for speed limits on New Zealand's roads.
13. Speed limits, and communication of those limits to road users, is core to road safety. Speed limit data is used by the public, enforcers and increasingly by intelligent systems in vehicles. The National Speed Limit Register will make it easier for people to access and use that data. Third parties will be able to easily access consistent speed limit data from one online source.
14. The National Speed Limit Register will enable organisations responsible for speed management to more easily comply with the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and the new Aotearoa New Zealand Speed Management Guide, and record, update and share speed limit data, and make more informed speed management decisions. The National Speed Limit Register will go-live once the Rule is in force in 2022.
15. The benefits of the National Speed Limit Register are:
 - i. improved road user safety;
 - ii. better speed limit management leading to improved network performance;
 - iii. providing a single source of truth on speed limits nationwide;
 - iv. greater credibility and public trust;
 - v. improved accuracy of speed limit sign setting; and
 - vi. road controlling authorities can easily update and share road speed limit data in a standard format with each other, Waka Kotahi and the public with improved efficiency as individual RCA registers will not have to be maintained.
16. Waka Kotahi is currently working with road controlling authorities to migrate their speed limit data into the National Speed Limit Register. This migration also comes with benefits, including:
 - i. speed limit geospatial mapping through digitisation of road controlling authority speed limit bylaws;
 - ii. validation of speed limits;
 - iii. referencing current bylaws to speed limits;
 - iv. aligning speed limits by validating current bylaws; and
 - v. a better understanding of what data the National Speed Limit Register will hold.

17. The Hamilton City Speed Limits Bylaw 2018 (the Speed Limits Bylaw) has a series of registers that can be updated via a Council resolution to reflect changes in speed limits. The Traffic, Speed Limit and Road Closure Hearings Panel holds the delegation to make these decisions on behalf of Council.
18. Following a review of the Speed Limit Bylaw Registers by Waka Kotahi in preparation for migrating our information into the National Speed Limits Register three changes are proposed for the following Speed Limit Bylaw registers:
 - Register 4: Roads with a Speed Limit of 40 km/h;
 - Register 6: Roads with a Speed Limit of 60 km/h;
 - Register 12: Roads with a Variable Speed Limit; and
 - Register 14: City of Hamilton Speed Limits Map.
19. The proposed amendments to the speed limit registers are to reflect the current situation on the street and are contained within the Speed Limits Bylaw are set out in **Attachment 1**. The updated Register 14 – City of Hamilton Speed Limits Map is included as **Attachment 2**.
20. The changes will come into effect **1 April 2022**.

Financial Considerations - *Whaiwhakaaro Puutea*

21. There are no physical works costs associated with the changes on this report.
22. Staff costs for preparing this report are covered from within existing City Transportation Operational budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

24. 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').
25. 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.
26. The recommendations set out in this report are consistent with that purpose.

Social

27. No specific social considerations were identified in the development of this report in relation to the proposed changes to the speed limit registers.

Economic

28. No specific economic considerations were identified in the development of this report in relation to the proposed changes to the speed limit registers.

Environmental

29. No specific environmental considerations were identified in the development of this report in relation to the proposed changes to speed limit registers.

Cultural

30. No specific cultural considerations were identified in the development of this report in relation to the proposed changes to speed limit registers.

Risks - *Tuuraru*

31. There are no risks associated with the recommendations of this report.
32. There is a risk associated with not proceeding with these proposed changes as these changes are proposed to ensure the legality of the speed limit and accuracy of the Speed Limit Bylaw register.

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

Significance

33. Staff have assessed that the recommendations have low significance in regard to the Significance and Engagement Policy.

Engagement

34. Consultation was not required for the proposed changes to speed limit registers as these are not resulting an any change to the speed limits as currently signed.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Schedule of proposed changes to the Speed Limit Bylaw Registers

Attachment 2 - Proposed New Speed Limit Map for the Speed Limit Bylaw .

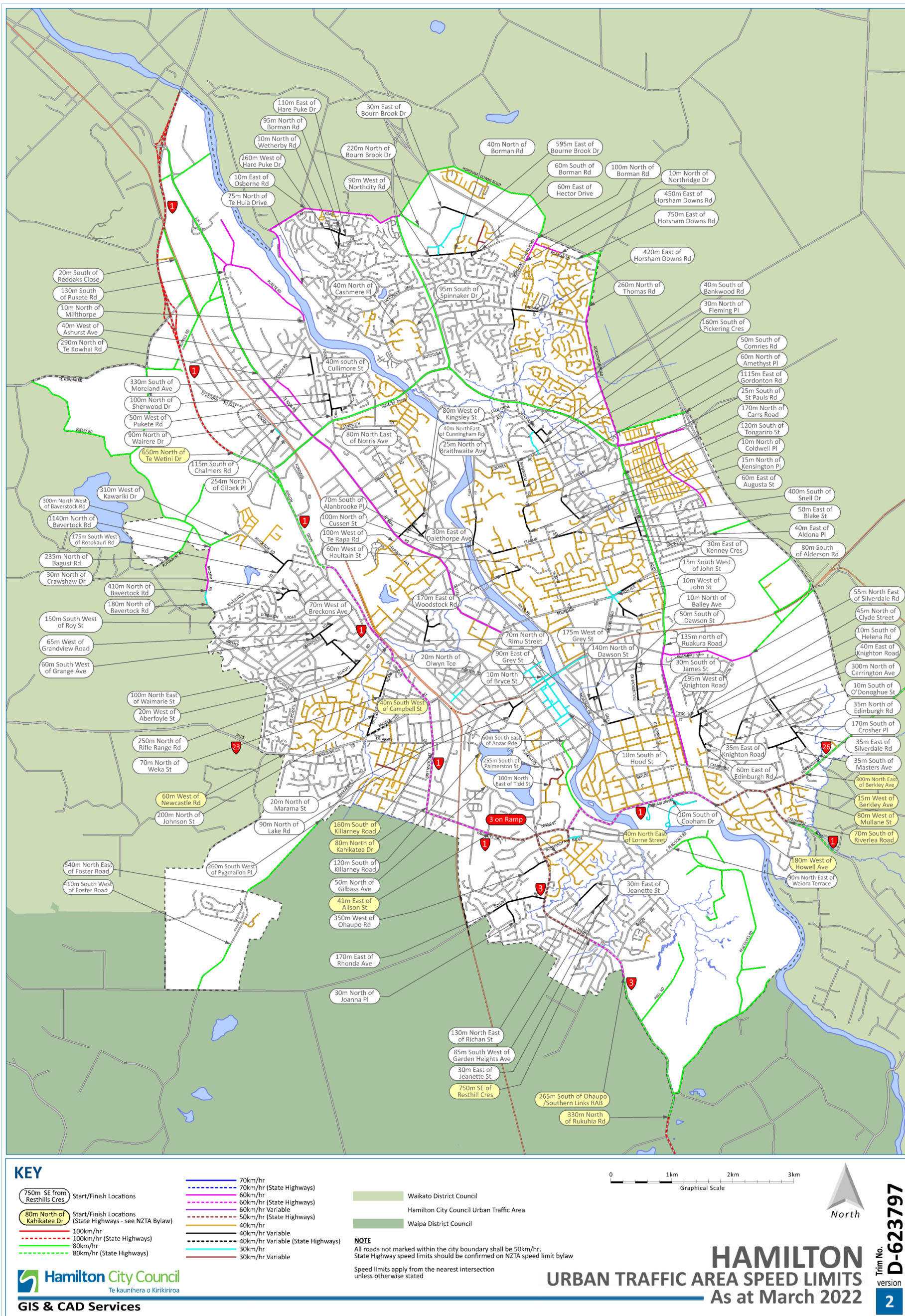
Proposed Changes to the Speed Limit Bylaw Registers for March 2022 Traffic, Speed Limit and Road Closure Hearings Panel

Amend the existing information as set out below. 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 4: Roads with a Speed Limit of 40 km/h					
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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				
	Fraser High School Ellicott Road: From a point 20m west of Aberfoyle Street running northeast to a point <u>40m 100m</u> northeast of Waimarie Street. Waimarie Street: From the intersection with Ellicott Road running Northwest to Livingstone Ave. Nyanza Street: All of Nyanza Street.	<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>				

Area #	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						
1	<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>



Job: IS0272