

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 17 October 2023
Time: 9.30am
Meeting Room: Committee Room One and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Te Pae mo ngaa take Huarahi

OPEN AGENDA

Membership

Chairperson Cr Mark Donovan
Heamana

Members Deputy Mayor Angela O'Leary
Cr Anna Casey-Cox
Cr Ewan Wilson
Cr Geoff Taylor
Cr Louise Hutt
Cr Maxine van Oosten

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance Lead

6 October 2023

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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 Traffic, Speed Limit and Road Closure Hearings Panel is delegated the following Terms of Reference and powers:</i>

Terms of Reference:

2. To consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes.
3. 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: 17 October 2023

Author: Arnold Andrews

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 8 August 2023

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 held on 8 August 2023 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 8 August 2023

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in the Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 8 August 2023 at 9.30am.

PRESENT

Chairperson	Cr Mark Donovan
Heamana	
Members	Deputy Mayor Angela O'Leary (via Audio Visual link) Cr Anna Casey-Cox Cr Ewan Wilson (via Audio Visual link) Cr Louise Hutt Cr Maxine van Oosten (via Audio Visual link)
In Attendance	Eeva-Liisa Wright – Executive Director Infrastructure Operations Robyn Denton – Network & Systems Operations Manager – Transport Honor Young – Urban Mobility Lead Cr Melaina Huaki Cr Moko Tauariki
Governance Staff	Amy Viggers - Governance Lead Chantal Jansen and Arnold Andrews - Governance Advisors

1. **Apologies – *Tono aroha***
Resolution (Cr Donovan/Cr Hutt)
 That the apologies for absence from Cr Taylor are accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolution (Cr Donovan/Cr Wilson)
 That the agenda is confirmed noting that Item 5 (Parking Restrictions and Traffic Bylaw Changes) will be taken after Item 7 (Parking Restrictions and Traffic Bylaw Changes) to accommodate submitters in attendance.
3. **Declarations of Interest – *Tauaakii whaipaaanga***
 No members of the Council declared a Conflict of Interest.
4. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 23 May 2023**
Resolved: (Cr Donovan/Cr Casey-Cox)
 That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 23 May 2023 as a true and correct record noting that Deputy Mayor O'Leary and Cr van Oosten were absent from the meeting on Council Business.

6. Hamilton City Speed Limit Changes

Liam Carter gave a verbal submission regarding his concerns of speed on the Mears Road and requested that the speed be further reduced to 30kms.

The Network & Systems Operations Manager then spoke to the report and highlighted speed limit change proposed for Horsham Down and Mears Road.

Resolved: (Cr Donovan/Cr van Oosten)

That the Traffic, Speed Limit and Road Closure Hearings Panel

- receives the report; and
- approves the following changes to speed limits within Hamilton City be reflected in the National Speed Limits Register:

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date comes into Force
60	50	Borman Road	Kimbrae Drive to Barrington Drive	Upon completion of works
50	40	Cecil Street	Sandwich Road to end of Cecil Street	September 2023
50	40	Dale Place	Garland Drive to end of Dale Place	September 2023
50	40	English Street	Mears Road to Larnach Street	September 2023
80	60	Ennion Rise	Horsham Downs Road to Resolution Drive	September 2023
50	40	Garland Drive	Garland Drive to Garland Drive	September 2023
60	50	Horsham Downs Road	North Ridge Drive to 165 Horsham Downs Road	Upon completion of works
80	60	Horsham Downs Road	165 Horsham Downs Road to Ennion Rise	September 2023
50	40	Hugh Place	Larnach Street to end of Hugh Place	September 2023
50	40	Larnach Street	Cecil Street to end of Larnach Street	September 2023
50	40	Maahutaupoke Place	Waiherowhero Drive to end of Maahutaupoke Place	September 2023
50	40	Mangakoea Place	Waiherowhero Drive to end of Mangakoea Place	September 2023
50	40	Mears Road	Sandwich Road to Cecil Street	September 2023
80	60	North City Road	Ennion Rise to 71 North City Road	September 2023
50	40	Waiherowhero Drive	Sandwich Road to Bryant Road	September 2023

7. Hamilton Speed Management Plan review - Submissions and Hearings report

[Donna Barraclough](#) spoke to her submission which objected to amendments to the Speed Management Plan and outlined her experiences as an ambulance officer.

[Phil Evans](#) (Bike ACTION Hamilton) spoke to their submission in support of the proposed amendments to the Speed Management Plan and outlined the positive impact that it could have for the community.

[Liam Carter](#) (Ride your Trike NZ) spoke to their submission and thanked Council for the work that had been undertaken.

Jordan Jamieson provided a verbal submission to the Speed Management Plan in support of safer speed areas and noted the large number of incidents that he has seen due to speed.

[Peter H Bos](#) spoke to his submission in support of the amendments to the Speed Management Plan in particular Bader street being a high priority.

[John Butler](#) spoke to his submission in support of the amendments to the Speed Management Plan and suggested that all suburban streets should be reduced to 40km.

[Vaughan](#) (via Zoom) spoke to his submission which was in support of the decreased speed limit on residential streets but not in commercial and central areas.

[Bill McMaster](#) (Automobile Association – Waikato District) spoke to their submission in strong support of the amendment to the Speed Management Plan, suggested some additional changes in relation to arterial routes, signage, and road markings. He responded to questions from Members concerning the number of members which he represented which was 70,000.

[Melissa Smith](#) (Bike Waikato) spoke to their submission noting the points that could be strengthened regarding proactive measures to increase walking and cycling.

Members asked questions concerning the consultation process. Members asked that the following matters are addressed in the deliberations report:

- financial plan for infrastructure changes;
- how specific feedback was to be addressed in future changes;
- what infrastructure measure could be put in place in areas of high incidents;
- how to consult with emergency service providers;
- data;
- use of variable speed limits;
- communication of changes.

Resolved: (Cr Donovan/Cr Hutt)

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

- a) receives the report;
- b) hears and considers public submissions regarding the consultation process that was held from 7 June to 5 July 2023 on the draft 2024 Hamilton Speed Management Plan; and
- c) notes that a Deliberations and Adoption Report that includes feedback from the consultation and hearings will be brought to the Infrastructure and Transport Committee meeting on 21 September 2023.

5. Parking Restrictions and Traffic Bylaw Changes

Mr Dileep Rajendran gave a verbal submission regarding the proposed bus stop at 51 St James Drive and addressed his concerns of privacy with its placement. A copy of his presentation is attached to these minutes as Appendix 1.

The Network & Systems Operations Manager then introduced the report and noted in particular the actions undertaken by staff concerning Liverpool Street since the last meeting. Staff responded to questions from Members concerning the locations of other bus stops on St James Drive, the consultation that would occur prior to the next meeting regarding parking on Liverpool Street, and the number of additional mobility parking spaces added to the central city and Hamilton East area.

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Road Closure Hearings Panel does not approve the installation of 15m bus stop outside #51 St James Drive.

Those for the Motion: Cr Donovan, Councillors O'Leary and Wilson

Those against the Motion: Councillors Casey-Cox, Hutt and van Oosten

The Motion was declared equal.

The Chair casting vote and the motion was declared CARRIED.

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
Aberdeen Drive	<p>Improve traffic operations, safe intersection sight distances at intersection by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #19 Aberdeen Drive. • Installation of 25m 'No Stopping' restriction between #21 - #23 Aberdeen Drive. • Installation of 35m 'No Stopping' restriction between #23 - #27 Aberdeen Drive. • Installation of 40m 'No Stopping' restriction between #30 - #28 Aberdeen Drive. • Installation of 30m 'No Stopping' restriction between #2 Sandalwood Drive and #18 Aberdeen Drive. • Installation of 10m 'No Stopping' restriction outside #18 Aberdeen Drive. • Installation of 5m 'No Stopping' restriction outside #14 Aberdeen Drive.
Ascot Road	<p>Improve traffic operations, safe intersection sight distances at intersection by:</p> <ul style="list-style-type: none"> • Installation of 50m 'No Stopping' restriction between #48 - #50 Ascot Road. • Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue on Ascot Road. • Installation of 15m 'No Stopping' restriction outside #5

	Elmira Avenue on Ascot Road.
Barrie Crescent	<p>Improve Parking for Mobility Permit Holders for Silverdale Normal School by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Parking - Mobility Card Holders - P120' Parking outside (Silverdale Normal School) #62 Silverdale Road.
Barrington Drive	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #33 Barrington Drive • Installation of 20m 'No Stopping' restriction outside #40 Barrington Drive • Installation of 20m 'No Stopping' restriction outside #36 Barrington Drive • Installation of 20m 'No Stopping' restriction outside #34 Somerton Drive <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #56 - #58 Barrington Drive • Installation of 15m 'Bus Stop' outside #49 - #51 Barrington Drive
Barton Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 49m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. • Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #308 Barton Street. • Installation of 45m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #308 Barton Street. <p>Parklet installation by:</p> <ul style="list-style-type: none"> • Rescinding of 98.5m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street. • Installation of 95m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' restriction outside #282 Barton Street.
Bruce Avenue	<p>Improve access for maintenance crew to Glenview Park by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside Glenview Park, opposite #59 Bruce Avenue.
Bryce Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 24.5m 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street. • Installation of 6.5m of 'Parking - Mobility Card Holders - P120' outside #2 Bryce Street. • Installation of 20m of 'Parking - P\$ - CBD Zone Parking - 8:00AM-8:00PM - Mon-Sat' outside #2 Bryce Street.
Butler Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 60m 'No Stopping' restriction starting outside

	#1 and ending outside #2 Butler Place.
Collingwood Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Rescinding 10m of Time Restricted 'Parking - P120 - 8:00AM-6:00PM - Mon-Sat' outside #183 Collingwood Street. • Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #183 Collingwood Street.
Cook Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Installation of 5m of 'Parking - Mobility Card Holders - P120' outside #300 Grey Street. • Installation of 150m of Time Restricted 'P120, 8:00AM-6:00PM, Mon-Fri' outside #300 Grey Street. • Installation of 2.5m 'Parking - Mobility Card Holders - P60' opposite #300 Grey Street. • Installation of 205m Time Restricted 'P60, 8:00AM-6:00PM, Mon-Fri' outside Steel Park. • Rescinding 157m of Time Restricted 'Parking - P120 - At all Times' outside #300 Grey Street. • Rescinding 205m of Time Restricted 'Parking - P60 - At All Times' outside Steel Park.
Cranmore Avenue	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #2 Cranmore Avenue. • Installation of 15m 'No Stopping' restriction outside #1 Cranmore Avenue.
Elmira Avenue	<p>Improve traffic operations, safe intersection sight distance by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #5 Elmira Avenue. • Installation of 15m 'No Stopping' restriction outside #6 Elmira Avenue.
Garnett Avenue	<p>Improve traffic operations, safe intersection sight distance by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #62 Storey Avenue.
Grandview Road	<p>Improve safety for raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 20m of 'No Stopping' restriction between #114 - #116 Grandview Road.
Grantham Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> • Installation of 25m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street. • Installation of 10m of 'Parking - Mobility Card Holders - P120' outside #102 Grantham Street. • Installation of 10m of 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside #102 Grantham Street. • Installation of 15m of 'Parking - Mobility Card Holders - P120' outside #150 Grantham Street.
Grey Street	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> • Installation of 35m 'No Stopping' restriction starting outside #22 Naylor Street and ending outside #96 Grey Street.

	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #103 Grey Street. • Installation of 30m 'No Stopping' restriction starting outside #121 Grey Street and ending outside #123 Grey Street. • Installation of 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street. <p>Installation of a new parklet by:</p> <ul style="list-style-type: none"> • Rescinding of 15m of 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction starting outside #355 and ending outside #359 Grey Street. • Installation of 25m of 'No Stopping' restriction starting outside #355 and ending outside #359 Grey Street.
Heather Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction starting outside #5 and ending outside #6 Heather Place.
Holford Place	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #2 Holford Place. • Installation of 10m 'No Stopping' restriction outside #16 Somerton Drive.
Hyde Avenue	<p>Improve safety for raised pedestrian crossing by:</p> <ul style="list-style-type: none"> • Rescinding of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #61 Hyde Avenue. • Installation of 15m of 'No Stopping' restriction outside #22 Durham Street. • Installation of 10m of 'P10 8am-6pm Mon-Fri' restriction outside #59 Hyde Avenue.
Inverness Avenue	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 105m 'No Stopping' restriction starting outside #9 and ending outside #21 Inverness Avenue. • Installation of 15m 'No Stopping' restriction for central traffic island starting outside #15 and ending outside #16 Inverness Avenue. • Installation of 15m 'No Stopping' restriction for central traffic island starting outside #14 and ending outside #15 Inverness Avenue.
Kimbrae Drive	<p>Improve traffic operations, safe sight distances by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #35 Kimbrae Drive. • Installation of 40m 'No Stopping' restriction outside #39 Kimbrae Drive. • Installation of 25m 'No Stopping' restriction outside #39 Kimbrae Drive. • Installation of 10m 'No Stopping' restriction outside #39 Kimbrae Drive. • Installation of 10m 'No Stopping' restriction on Northside of

	<p>Kimbrae Drive opposite #39 Kimbrae Drive.</p> <ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction on Northside of Kimbrae Drive opposite #39 Kimbrae Drive.
Krippner Place	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #18 Aberdeen Drive on Krippner Place. Installation of 10m 'No Stopping' restriction outside #14 Aberdeen Drive on Krippner Place.
Lewis Street	<p>Improve access to properties by:</p> <ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #65 - #69 Lewis Street.
Littler Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction Starting outside #1 and ending outside #2 Littler Place. Rescind of 40m 'No Stopping' restriction starting outside #2 and ending outside #3 Littler Place.
McKenzie Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 40m 'No Stopping' restriction starting outside #3 and ending outside #12 McKenzie place.
Meteor Theatre Carpark – Victoria Street	<p>Improve parking by:</p> <ul style="list-style-type: none"> Rescinding 26m of 'Parking - Campervan Only' Restriction. Gazetting existing 6m of 'Parking - Mobility Card Holders - All Day' Restriction.
Naylor Street	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction on Naylor Street outside #23 Naylor Street. Installation of 20m 'No Stopping' restriction on Naylor Street outside #22 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street starting outside #105 Grey Street and ending outside #18 Naylor Street. Installation of 30m 'No Stopping' restriction on Naylor Street outside #121 Grey Street.
Rengarenga Close	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 55m 'No Stopping' restriction starting outside #6 and ending outside #11 Rengarenga Close.
Repoiti Court	<p>Improve traffic operations and access to properties on a turn-around bay by:</p> <ul style="list-style-type: none"> Installation of 80m 'No Stopping' restriction starting outside #5 and ending outside #8 Repoiti Court.
Richmond Street	<p>Improve access to Hamilton Central Plunket Childcare by:</p> <ul style="list-style-type: none"> Rescinding 31.5m of 'No Stopping' restriction outside #20 Richmond Street. Installation of 50m of 'No Stopping' restriction between #12 - #20 Richmond Street.
Rostrevor Street	<p>Improve Parking for Mobility Permit Holders in Central City by:</p> <ul style="list-style-type: none"> Rescinding 55m of time restricted 'Parking - P120 - At All

	<p>Times' Parking Bay outside #820 Victoria Street.</p> <ul style="list-style-type: none"> • Rescinding 32m of time restricted 'Parking - P120 8am-6pm Mon-Sun' Parking Bay outside #18 - #20 Rostrevor Street. • Installation of 90m of time restricted 'P120, 8:00AM-6:00PM, Mon-Fri' Parking Bay starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. • Installation of 15m 'Parking - Mobility Card Holders - P120' outside #820 Victoria Street.
Sandalwood Drive	<p>Improve traffic operations, safe sight distances by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #28 Aberdeen Drive on Sandalwood Drive. • Installation of 20m 'No Stopping' restriction outside #2 Sandalwood Drive.
Sillary Street	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 55m 'No Stopping' restriction starting outside Dillicar Park, opposite #1 Sillary Street and ending outside #1 McFarlane Street.
Snead Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #2 and ending outside #3 Snead Place.
Somerton Drive	<p>Improve Rototuna Circular Bus Route by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #16 Somerton Drive. • Installation of 50m 'No Stopping' restriction beginning outside #10 Somerton Drive and ending outside #2 Holford Place. • Installation of 50m 'No Stopping' restriction beginning outside #5 Somerton Drive and ending outside #1 Cranmore Avenue. • Installation of 20m 'No Stopping' restriction outside #24 Somerton Drive. • Installation of 20m 'No Stopping' restriction opposite #24 Somerton Drive. • Installation of 25m 'No Stopping' restriction outside #34 Somerton Drive. • Installation of 20m 'No Stopping' restriction outside #2 Cranmore Avenue. • Installation of 25m 'No Stopping' restriction outside #33 Barrington Drive. • Installation of 20m 'No Stopping' restriction outside #40 Barrington Drive. • Installation of 20m 'No Stopping' restriction outside #36 Barrington Drive. <p>Bus Stop:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #13 Somerton Drive

	<ul style="list-style-type: none"> Installation of 15m 'Bus Stop' outside #18 Somerton Drive
Splitt Avenue	<p>Improve traffic operations, access to properties and access to a pumpstation for maintenance and during an emergency by:</p> <ul style="list-style-type: none"> Installation of 45m 'No Stopping' restriction starting outside #16 and ending outside #18 Splitt Avenue.
St James Drive	<p>Improve Rototuna Circular Bus Route by:</p> <p>Bus Stop:</p> <ul style="list-style-type: none"> Installation of 15m 'Bus Stop' outside #27 St James Drive Rescind existing 'Bus Stop' outside #20 - #22 St James Drive Installation of 15m 'Bus Stop' outside #18 -#20 St James Drive Installation of 15m 'Bus Stop' outside #2 Stratford Place Installation of 15m 'Bus Stop' outside #111 - #113 St James Drive Installation of 15m bus stop outside #158 St James Drive.
Stirling Place	<p>Improve traffic operations and access to properties on cul-de-sac by:</p> <ul style="list-style-type: none"> Installation of 65m 'No Stopping' restriction starting outside #4 and ending outside #5 Stirling Place.
Storey Avenue	<p>Improve traffic operations, safe intersection sight distances by:</p> <ul style="list-style-type: none"> Installation of 5m 'No Stopping' restriction outside #62 Storey Avenue.
Taitea Drive	<p>Gazette parking restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 10m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 15m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 40m 'No Stopping' Restriction opposite #1 Pukenga Avenue. Installation of 10m 'No Stopping' Restriction opposite #1 Pukenga Avenue. Installation of 15m 'No Stopping' Restriction opposite #1 Pukenga Avenue.
Te Wetini Drive	<p>Gazette parking restrictions for a new asset created from a development project by:</p> <ul style="list-style-type: none"> Installation of 70m 'No Stopping' Restriction outside #100 Taiatea Drive. Installation of 80m 'No Stopping' Restriction outside #100 Taiatea Drive. Installation of 65m 'No Stopping' Restriction outside #1 Pukenga Avenue. Installation of 90m 'No Stopping' Restriction outside #1 Pukenga Avenue. <p>Gazette Bus Stop restrictions for a new asset created from a</p>

	development project by: <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' outside #100 Taiatea Drive. • Installation 15m 'Bus Stop' outside #1 Pukenga Avenue.
Teaview Court	Improve traffic operations and access to properties on a turn-around bay by: <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction starting outside #5 and ending outside #6 Teaview Court.
Tristram Street	Improve traffic operations and access to properties by: <ul style="list-style-type: none"> • Gazette existing of 45m 'No Stopping' restriction starting outside #410 and ending outside #416 Tristram Street. Improve access for maintenance crew to Waikato Stadium by: <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction starting outside Waikato Stadium, opposite #416 Tristram Street.
Ulrich Avenue	Improve traffic operations and safety for a raised pedestrian crossing by: <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction starting outside #70 and ending outside #72 Ulrich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #68 and ending outside #70 Ulrich Avenue. • Installation of 20m 'No Stopping' restriction starting outside #43 and ending outside #49 Ulrich Avenue. • Installation of 10m 'No Stopping' restriction starting outside #49 and ending outside #53 Ulrich Avenue.
York Street	Improve traffic operations and access to properties on cul-de-sac by: <ul style="list-style-type: none"> • Installation of 35m 'No Stopping' restriction starting outside #34 and ending outside #35 York Street. • Installation of 60m 'No Stopping' restriction starting outside #62 and ending outside #65 York Street.

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

i. Cycle Path Register

Location	Description
<u>Collins Road</u>	<u>(i) Cycle Path beginning from the intersection with Deanwell Avenue, progressing 40 metres in West direction.</u>
<u>Deanwell Avenue</u>	<u>(i) Cycle Path beginning from the intersection with Collins Road, progressing 25m in South direction.</u>
Grey Street	<u>(v) Cycle Path on the Western side of Grey Street from the intersection of Naylor Street, progressing 30m in South direction.</u> <u>(vi) Cycle Path on the Eastern side of Grey Street from the intersection of Naylor Street, progressing 30m in South direction.</u> <u>(vii) Cycle Path on the Western side of Grey Street from the intersection of Naylor Street intersection, progressing 40m in North direction.</u> <u>(viii) Cycle Path on the eastern side of Grey Street from the intersection of Naylor Street, progressing 15m in North direction.</u>
<u>Hukanui Road</u>	<u>(i) Cycle Path on Western Side of Hukanui Road from the</u>

	<u>intersection of Wairere Drive, progressing 60m in North direction.</u> <u>(ii) Cycle Path on Eastern side Hukanui Road from the intersection of Wairere Drive, progressing 75m in North direction.</u> <u>(iii) Cycle Path on Western side of Hukanui road from the intersection with Wairere Drive, progressing 25m in South direction.</u>
<u>Quentin Drive</u>	<u>(i) Cycle path on the Western side of Quentin Drive from the intersection with Kahikatea Drive, progressing 20m in North direction.</u>
<u>Naylor Street</u>	<u>(i) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 45m in East direction.</u> <u>(ii) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 25m in East direction.</u> <u>(iii) Cycle Path on Northern side of Naylor Street from the intersection of Grey Street, progressing 30m in West direction.</u> <u>(iv) Cycle Path on Southern side of Naylor Street from the intersection of Grey Street, progressing 40m in West direction.</u>
<u>Taiatea Drive</u>	<u>(i) Cycle path on the Western Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u> <u>(ii) Cycle Path on the Eastern Side of Taiatea Drive from the intersection of Te Wetini Drive, Progressing 105m in South direction.</u>
<u>Te Wetini Drive</u>	<u>(i) Cycle Path on Northern side of Te Wetini Drive from the Intersection of Taiatea Drive, progressing 245m in East Direction.</u> <u>(ii) Cycle Path on Southern side of Te Wetini Drive from the Intersection of Taiatea Drive, progressing 245m in East direction.</u>

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

Location	Description
<u>Taiatea Drive</u>	<u>(i) Westbound Cycle Lane from the intersection with Pukenga Avenue, progressing 60m to the intersection with Te Wetini Drive.</u> <u>(ii) Eastbound Cycle Lane from the intersection with Pukenga Avenue, progressing 105m m to the intersection with Te Wetini Drive.</u>
<u>Te Wetini Drive</u>	<u>(i) Northbound Cycle Lane from the intersection with Taiatea Drive, progressing 175m to the intersection with Akoranga Road.</u> <u>(ii) Southbound Cycle Lane from the intersection with Taiatea Drive, progressing 175m to the intersection with Akoranga Road.</u>

The meeting was declared closed at 11:53am.

Appendix 1



Overview

- Lack of consideration of privacy and safety of residents.
- Poor planning | Safety issues.
- Poor responses from HCC | Misinformation | Incomplete | Deflection.

Lack of consideration of resident's privacy

Property front doors

[Back to top](#)

To maintain privacy, try to avoid positioning bus stops outside the front door of residential properties.

Identify opportunities to use existing hedges or fences of private properties to give occupants privacy, without unduly compromising appropriate bus stop spacing or requiring customers to wait in secluded locations.



Attachment 1



Item 4





Item 4

Attachment 1

Safety Issues

- Compounding factors:
 - On a blind bend on both sides- Have seen many close encounters.
 - Directly opposite another bus stop.
 - Very close to my steep driveway which requires reversing a car onto the road.
 - Spoken with neighbours

Attachment 1



Item 4





Item 4

Attachment 1

My Submission

- "I would also like to address the close proximity of our house to two other planned stops at 27 and 69 St James Drive. Could you please provide the rationale for establishing three stops in such proximity to each other?"

HCC Urban Mobility Assistant Engineer Response

- *"In regards to the distance for each stop, we're following the required guidelines set by Waka Kotahi (NZTA) BUS STOP SPACING GUIDANCE. Recommended spacing is a **maximum distance of 400m**. You can see the existing bus stops on the map spaced out accordingly we are simply following the same layout as per the guidelines with the new bus stops. This is done to ensure optimal spacing and to create a balance between the passenger need and the bus operator's requirement to run an efficient service. Most people in the bus service catchment area have about a **5-minute walk to or from the nearest bus stop**. For buses to offer a real alternative to private cars, they must be within a comfortable walking distance from people's origins and destinations."*

Waka Kotahi Guidelines Summary

- Spacing: **250-800m or more**
 - 400m general recommendation in the range for very densely populated areas.
 - 400m is not a maximum.
 - **Should be no less than 250m**(minimum).
 - More frequent stopping pattern around major trip generator (city centre / community facilities).
 - Five-minute walk to bus stop.

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-stop/bus-stop-location-planning/location-fundamentals/bus-stop-spacing/>

Summary

- Lack of consideration of privacy and safety of residents.
- Poor responses from HCC – Misinformation | Incomplete | Deflection.
- Poor planning and safety issues:
 - Bus stop spacing for citycentre or major trip generator (250-260m).
 - Bus stop can be removed– Well within Waka Kotahi guidelines.
 - Blind bend on each side.
 - Near a steep driveway.
 - Directly opposite another bus stop
 - Better safe than sorry

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 17 October 2023

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Network Operations Engineer

Position: Executive Director
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 for 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
Bader Street	Support Climate Emergency Response Fund (CERF) – Transport Choices project by: <ul style="list-style-type: none"> Installation of ‘Mobility Card Holders - P60’ parking restriction outside #21 Bader Street. Installation of 15m ‘Bus stop’ restriction outside #20 Bader Street. Rescinding existing 15m ‘bus stop’ restriction outside #14 Bader Street.
Baverstock Road	Support Climate Emergency Response Fund (CERF) – Transport Choices project by: <ul style="list-style-type: none"> Installation of 15m ‘Bus Stop’ restriction outside #2 Baverstock Road. Installation of 15m ‘Bus Stop’ restriction outside #5 – #7 Baverstock Road Installation of 90m ‘No Stopping’ restriction outside #2 - #14 Baverstock Road Installation of 120m ‘No Stopping’ restriction starting outside #79 Rotokauri Road and ending outside #7 Baverstock Road Installation of 10m ‘No Stopping’ restriction opposite 81

	Rotokauri Road
Brooklyn Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 7m P60 Mobility Parking restriction outside #241 Peachgrove Road. • Installation of 40m P60 time restriction parking restriction outside #241 Peachgrove Road. • Rescind 15m 'Bus Stop' restriction opposite #32 Brooklyn Road. • Rescind 15m 'Bus Stop' restriction outside #32 Brooklyn Road. • Rescind 15m 'Bus Stop' restriction outside #1 Gillies Avenue. • Rescind 15m 'Bus Stop' restriction opposite #14 Brooklyn Road. • Rescind 15m P10 time restriction parking outside #2E Brooklyn Road. • Rescind 10m P10 time restriction parking outside #2D Brooklyn Road.
Clyde Street	<p>Improve safety and traffic operations for bus stop outside #82 Clyde Street by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction starting outside #82 and ending outside #86 Clyde Street.
Cunningham Road	<p>Improve safety and sight distance for pedestrian crossing outside primary school by:</p> <ul style="list-style-type: none"> • Gazetting of 35m existing 'No Stopping' restriction starting outside Vardon Primary School at #36 and ending outside #46 Cunningham Road. • Gazetting of 25m existing 'No Stopping' restriction starting outside #41 and ending outside #43 Cunningham Road.
Higgins Road	<p>Support Transport Improvement Low Cost Low Risk (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No stopping' restriction outside #352 on Higgins Road. • Installation of 20m 'No stopping' restriction outside #355 on Higgins Road. • Installation of 20m 'No stopping' restriction starting outside #357 Higgins Road. • Installation of 15m 'Bus Stop' restriction outside #1/87 Higgins Road. • Installation of 10m 'No stopping' restriction outside #1/87 Higgins Road. • Installation of 20m 'No stopping' restriction starting outside #1/87 and ending outside #3/87 Higgins Road. • Installation of 10m 'No stopping' restriction outside #4/87 Higgins Road.

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	<ul style="list-style-type: none"> • Installation of 15m 'No stopping' restriction outside #5/87 Higgins Road. • Installation of 20m 'P5 - 8:00AM-6:00PM - Mon-Sun' time restriction parking starting outside #3/87 and ending outside #5/87 Higgins Road. • Rescinding 12m 'Bus Stop' restriction outside #3/87 Higgins Road. • Rescinding 6.5m 'No Stopping' lines outside #2/87 Higgins Road. • Rescinding 6.5m 'No Stopping' lines outside #4/87 Higgins Road.
Hooker Avenue	<p>Improve access to a pumpstation for maintenance and during emergencies by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #51 Hooker Avenue.
Houchens Road	<p>Improve bus service by:</p> <ul style="list-style-type: none"> • Rescinding of 12m 'Bus Stop' restriction outside #43 Houchens Road. • Installation of 15m 'Bus Stop' restriction outside #53 Houchens Road. • Installation of 10m 'No Stopping' restriction outside #49 - #53 Houchens Road. • Installation of 15m 'No Stopping' restriction outside #53 - #55 Houchens Road.
Hudson Street	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #67 - #73 Hudson Street. • Installation of 60m 'No Stopping' restriction outside #66 - #76 Hudson Street. • Installation of 15m 'Bus Stop' restriction outside #28 - #30 Hudson Street. • Rescind 15m 'Bus Stop' restriction outside #26 - #28 Hudson Street. • Installation of 100m 'No Stopping' restriction outside #5 - #19 Hudson Street. • Installation of 60m 'No Stopping' restriction outside #8 - #14 Hudson Street. • Installation of 30m 'No Stopping' restriction outside #1 - #3 Hudson Street.
Hukanui Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction opposite #371 Hukanui Road. • Installation of 15m 'Bus Stop' restriction outside #375

	<p>Hukanui Road.</p> <ul style="list-style-type: none"> • Rescind 15m 'Bus Stop' restriction outside #371 Hukanui Road. • Rescind 15m Bus Stop' restriction opposite #373 Hukanui Road.
Jellicoe Drive	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction opposite #21 Jellicoe Drive. • Rescind existing 'Bus Stop' restriction near #2 Jellicoe Drive. • Installation of 55m 'No Stopping' restriction starting outside #2 Jellicoe Drive and ending opposite #21 Jellicoe Drive. • Installation of 30m 'No Stopping' restriction outside #1 Plunket Terrace. • Installation of 10m 'No Stopping' restriction outside #21 - #23 Jellicoe Drive. • Installation of 7m 'Mobility Parking, At all times' restriction opposite #19 Jellicoe Drive.
Kahikatea Drive	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 25m 'No stopping' restriction starting outside #87A Higgins Road. • Installation of 30m 'No stopping' restriction starting outside #352 and ending outside #354 Kahikatea Drive. • Installation of 25m 'No stopping' restriction outside of #355 Kahikatea Drive. • Installation of 30m 'No stopping' restriction outside of #357 Kahikatea Drive.
Killarney Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #37 - #41 Killarney Road. • Installation of 15m 'No Stopping' restriction outside #43 - #45 Killarney Road. • Installation of 30m 'No Stopping' restriction outside #40 Killarney Road. • Installation of 10m 'No Stopping' restriction outside #40 Killarney Road. • Installation of 40m 'No Stopping' restriction outside #42 - #48 Killarney Road. • Installation of 10m 'No Stopping' restriction outside #56 - #58 Killarney Road. • Installation of 10m 'No Stopping' restriction outside #62 Killarney Road. • Installation of 5m 'No Stopping' restriction outside #66

	Killarney Road.
Lake Domain Drive	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m ‘No Stopping’ restriction on the western side of Lake Domain Drive near the intersection with Lake Crescent, as indicated in the illustrations. • Installation of 15m ‘No Stopping’ restriction on the eastern side of Lake Domain Drive near the intersection with Lake Crescent, as indicated in the illustrations. • Installation of 15m ‘No Stopping’ restriction on the western side of Lake Domain Drive near Gallagher Hockey Centre, as indicated in the illustrations. • Installation of 15m ‘No Stopping’ restriction on the eastern side of Lake Domain Drive near Gallagher Hockey Centre, as indicated in the illustrations.
Lancaster Street	<p>Improve bus service by:</p> <ul style="list-style-type: none"> • Installation of 15m ‘Bus Stop’ restriction outside #33 Lancaster Street. • Rescinding of 15m ‘Bus Stop’ restriction outside #4 Salmond Place.
Liverpool Street	<p>Improve safety and access to property by:</p> <ul style="list-style-type: none"> • Installation of a 5m ‘Motorcycle Only’ parking restrictions outside #24 Liverpool Street.
Lorne Street	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m bus stop outside #36 Lorne Street • Installation of 15m bus stop outside #39 Lorne Street
Plunket Terrace	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 40m ‘No Stopping’ restriction outside #1 Plunket Terrace. • Installation of 40m ‘No Stopping’ restriction starting outside #2 Plunket Terrace and ending outside #23 Jellicoe Drive. • Installation of ‘P120 Mobility Parking’ restriction outside #1 Plunket Terrace.
Queens Avenue	<p>Improve access to property by:</p> <ul style="list-style-type: none"> • Installation of 5m ‘No Stopping’ restriction outside #58 Queens Avenue.
Rifle Range Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of ‘Mobility Parking, At all times’ restriction opposite #120 Rifle Range Road. • Rescind 15m ‘Bus Stop’ restriction outside #96 Rifle Range Road. • Rescind 15m ‘Bus Stop’ restriction opposite #104 Rifle

	Range Road.
River Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 30m ‘No Stopping’ restriction starting outside #1 Glen Lynne Avenue and ending outside #984 River Road. • Installation of 45m ‘No Stopping’ restriction outside #975 - #979 River Road. • Installation of 30m ‘No Stopping’ restriction outside #1086 River Road. • Installation of 30m ‘No Stopping’ restriction opposite #1086 River Road.
Riverlea Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 50m ‘No Stopping’ restriction outside #49 - #51 Riverlea Road. • Installation of 10m ‘No Stopping’ restriction outside #1 Hudson Street. • Installation of 10m ‘No Stopping’ restriction outside #2 Hudson Street.
Rotokauri Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m ‘Bus Stop’ restriction outside #134 Rotokauri Road • Rescind 15m ‘Bus Stop’ restriction outside #78 Rotokauri Road • Installation of 220m ‘No Stopping’ restriction outside #80 - #134 Rotokauri Road • Installation of 250m ‘No Stopping’ restriction starting outside #2 Baverstock Road and ending outside #109 Rotokauri Road.
Sandwich Road	<p>Improve safety and sight distances at a new pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 5m ‘No Stopping’ restriction outside #202 Sandwich Road. • Installation of 5m ‘No Stopping’ restriction outside #210 Sandwich Road. • Installation of 15m ‘No Stopping’ restriction outside #210 Sandwich Road.
Tokerau Drive	<p>Improve safety and traffic operations by increasing sight distances through:</p> <ul style="list-style-type: none"> • Installation of 30m ‘No Stopping’ restriction starting outside #18 and ending outside #20 Tokerau Drive.
Peacockes Road	<p>Improve traffic operations and safety for a new capital development by:</p> <ul style="list-style-type: none"> • Installation of 135m ‘No Stopping’ restriction on the East side of Peacockes Road starting in front of #261 Peacockes

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	<p>progressing South towards #269 Peacockes Road.</p> <ul style="list-style-type: none"> • Installation of 120m 'No Stopping' restriction on the West side of Peacockes starting in front of #266 Peacockes Road and progressing North toward the roundabout and terminating 15m from the roundabout limit line. • Installation of 15m in-lane 'bus stop' restriction outside #269 Peacockes Road. • Installation of 15m in-lane 'bus stop' restriction outside #300 Peacockes Road.
Western Lea Drive	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 5m 'Mobility Parking' restriction outside of #27 Weston Lea Drive. • Installation of 285m 'No Stopping' restriction on the north side of Weston Lea starting in outside #221 Peacockes progressing east to #27 Weston Lea Drive. • Installation of 20m 'No Stopping' restriction on the north side of Weston Lea starting outside of #27 Weston Lea Drive and ending outside #27 Weston Lea Drive. • Installation of 20m 'No Stopping' restriction on the south side of Weston Lea from Peacockes Road to Weston Lea Drive courtesy crossings. • Installation of 10m 'No Stopping' restriction on the south side of Weston Lea starting from courtesy crossing adjacent to #221 Peacockes Road progressing East. • Installation of 10m 'No Stopping' restriction on the south side of Weston Lea Drive starting outside #36 Weston Lea Drive and progressing east toward courtesy crossing. • Installation of 55m 'No Stopping' restriction on the south side of Weston Lea Drive starting outside #36 Weston Lea Drive after the courtesy crossing and progressing east toward end of cul-de-sac. • Installation of 175m 'No Stopping' restriction starting outside #46 Weston Lea Drive progressing around the cul-de-sac to #55 Weston Lea Drive. • Installation of 60m 'No Stopping' restriction on the West side of Weston Lea starting outside #46 Weston Lea Drive progressing South. • Installation of 130m 'No Stopping' restriction on the West side of Weston Lea starting outside #64 Weston Lea Drive progressing south to #70 Weston Lea Drive. • Installation of 50m 'No Stopping' restriction on the West side of Weston Lea starting outside #70 Weston Lea Drive progressing South. • Installation of 35m 'No Stopping' restriction on the West side of Weston Lea starting outside #70 Weston Lea Drive

	<p>progressing South.</p> <ul style="list-style-type: none"> • Installation of 125m 'No Stopping' restriction on the East side of Weston Lea starting outside of #55 Weston Lea Drive progressing South. • Installation of 50m 'No Stopping' restriction on the West side of Weston Lea starting outside of #55 Weston Lea Drive progressing South. • Installation of 45m 'No Stopping' restriction on the West side of Weston Lea starting outside of #71 Weston Lea Drive progressing South.
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c) approves the following changes to the Traffic Bylaw 2021 registers:

i. Cycle Path Register

Location	Description	Priority
<u>Bader Street</u>	(i) <u>Cycle Path on the north side of Bader Street from intersection with Normandy Ave, progressing 30m in East direction to #23 Bader Street.</u>	<u>Cyclists</u>
<u>Brooklyn Road</u>	(iii) <u>Cycle Path on the eastern side of Brooklyn Road starting from Five Cross Roads roundabout, progressing 140m south.</u> (iv) <u>Cycle Path on the western side of Brooklyn Road starting from Five Cross Roads roundabout, progressing 40m south.</u>	<u>Nil</u>
<u>Higgins Road</u>	(i) <u>Cycle Path on the west side of Higgins Road from the intersection with Kahikatea Drive, progressing 25m in North direction.</u> (ii) <u>Cycle Path west side of Higgins Road from the intersection with Kahikatea Drive, progressing 25m in south direction.</u> (iii) <u>Cycle Path on the east side of Higgins Road from the intersection with Kahikatea Drive, progressing 20m in north direction.</u> (iv) <u>Cycle Path on the east side of Higgins Road from the intersection with Kahikatea Drive, progressing 50m in north direction.</u>	<u>Nil</u>
<u>Howell Avenue</u>	(i) <u>Cycle Path on the southern side of Howell Avenue, starting at the intersection with Geoffrey Place and progressing 150m east to the intersection with Louise Place.</u>	<u>Nil</u>
<u>Kahikatea Drive</u>	i. <u>Cycle Path on the southern side of Kahikatea Drive from the intersection of Ohaupo Road, progressing 1837 metre west to the intersection of Greenwood Street.</u> (i) <u>Cycle Path on the northern side of Kahikatea Drive from the intersection with Higgins Road, progressing 25m in west direction.</u> (ii) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection with Higgins Road, progressing 25m in west direction.</u> (iii) <u>Cycle Path on the northern side of Kahikatea Drive from the intersection with Higgins Road, progressing 20m in east direction.</u> (iv) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection with Higgins Road, progressing 20m in east direction.</u>	<u>Nil</u>
<u>Lorne Street</u>	(i) <u>Cycle Path on the south side of Lorne Street from intersection</u>	<u>Nil</u>

	<u>with Ohaupo Road, progressing 65m in east direction.</u> (ii) <u>Cycle Path on the south side of Lorne Street from intersection with Normandy Avenue, progressing 20m in west direction.</u>	
<u>Riverlea Street</u>	<u>(i) Cycle Path on the western side of Riverlea Road, starting at the intersection with Hudson Street and progressing 270m south.</u>	<u>Nil</u>
<u>Rotokauri Road</u>	<u>(i) Cycle Path on the north side of Rotokauri Road, starting at the intersection with Baverstock Road and progressing 220m west.</u>	<u>Nil</u>
<u>Tristram Street</u>	(i) <u>Cycle Path on the south side of Tristram Street, starting at the intersection with Cobham Drive and progressing 135m west to the intersection with Clarence Street.</u> (ii) <u>Cycle Path on the north side of Tristram Street, starting outside #33 Clarence Street and progressing 40m west.</u>	<u>Nil</u>
<u>Peacockes Road</u>	(i) <u>Installation of 95m cycle path on the west side of Peacockes Road, starting outside of #266 Peacockes Road and progressing north to the roundabout underpass.</u> (ii) <u>Installation of 20m cycle path on the intersection of Peacockes Road and Weston Lea Drive in front of #309 Peacockes Road.</u> (iii) <u>Installation of 80m cycle path on the east side of Peacockes Road, starting outside #261 Peacockes Road and progressing north to roundabout underpass.</u>	<u>Nil</u>
<u>Western Lea Drive</u>	<u>(i) Installation of 350m Shared Path on the North Side of Weston Lea Drive, starting outside #221 Peacockes Road and progressing East past #27 Weston Lea Drive.</u>	<u>Nil</u>

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

Location	Description
<u>Bader Street</u>	(i) <u>Bidirectional cycle lane on north side of Bader Street starting from #23 Bader Street, progressing 240m in east direction.</u>
<u>Brooklyn Road</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>Southbound cycle lane on Brooklyn Road starting from #38 Brooklyn Road, progressing 930m south to the intersection with Heaphy Terrace.</u> (ii) Westbound cycle lane starting from #2 Brooklyn Road progressing 100m to the intersection with Heaphy Terrace. <u>Northbound cycle lane on Brooklyn Road starting from intersection with Heaphy Terrace, progressing 950m north to #21 Brooklyn Road.</u>
Killarney Road	(i) Eastbound— <u>Bidirectional</u> cycle lane from #101 Killarney Road, progressing 620 metres to the intersection with Queens Avenue. (ii) Westbound cycle lane from the intersection with Queens Avenue, progressing 620 metres to #101 Killarney Road.
<u>Lorne Street</u>	(i) <u>Bidirectional cycle lane on south side of Lorne Street from #12 Lorne Street, progressing 440m to the intersection with Normandy Avenue.</u>
<u>Peacockes Road</u>	(i) <u>Installation of 415m southbound cycle lane starting outside of #261 Peacockes Road, progressing south to the intersection of Peacockes Road and Weston Lea Drive.</u>


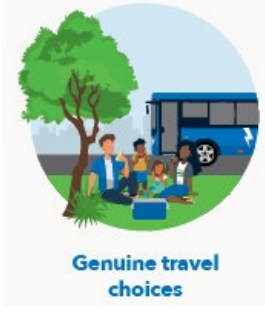

	<p>(ii) <u>Installation of 250m southbound cycle Lane starting at the intersection of Peacockes Road and Weston Lea Drive, outside of #309 Peacockes Road and progressing south towards #337 Peacockes Road.</u></p> <p>(iii) <u>Installation of 230m southbound cycle lane starting outside of #337 Peacockes Road, progressing south towards #461 Peacockes Road.</u></p> <p>(iv) <u>Installation of 360m northbound cycle lane starting at the intersection of Peacockes Road and Peacockes Lane progressing north to #300 Peacockes Road.</u></p> <p>(v) <u>Installation of 470m northbound cycle lane starting outside of #362B Peacockes Road progressing north to the corner of Peacockes Road and Peacockes Lane outside #15 Peacockes Lane.</u></p> <p>(vi) <u>Installation of 20m cycle lane starting outside #261 Peacockes Road, progressing south along Peacockes Road.</u></p> <p>(vii) <u>Installation of 50m cycle lane starting outside #266 Peacockes Road, progressing south along Peacockes Road.</u></p>
<u>Western Lea Drive</u>	<p>(i) <u>Installation of 50m cycle lane on western side of Weston Lea Drive starting outside #70 Weston Lea Drive progressing south to intersection of Peacockes Road and Weston Lea Drive.</u></p> <p>(ii) <u>Installation of 45m cycle lane on eastern side of Weston Lea Drive starting outside #309 Peacockes Road progressing south to intersection of Peacockes Road and Weston Lea Drive.</u></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 and time restrictions and bus stops; and
 - ii. changes to a register of the Traffic Bylaw:
 - a. Cycle Path Register; and
 - b. 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. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and provision of genuine travel choices in its eight objectives.
7. Targeted consultation has been completed for all proposed changes and generally there is support for these. Where negative feedback has been received, further information is provided in the report.
8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - Koorero whaimaarama

9. 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, cycle paths, bus lanes and transit lanes; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
10. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
11. The refreshed Access Hamilton Strategy (adopted at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Councils commitment to road safety and providing genuine travel choices on the transport network.

 <p>A safe transport system</p>	<p>No one should be injured or killed while moving around Hamilton Kirikiriroa. Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.</p>
 <p>Genuine travel choices</p>	<p>Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking.</p>
 <p>Inclusivity</p>	<p>Providing a range of transport options to make access to and within the city available for all is important, if everyone in our city is to meet their needs and thrive.</p>

12. 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.

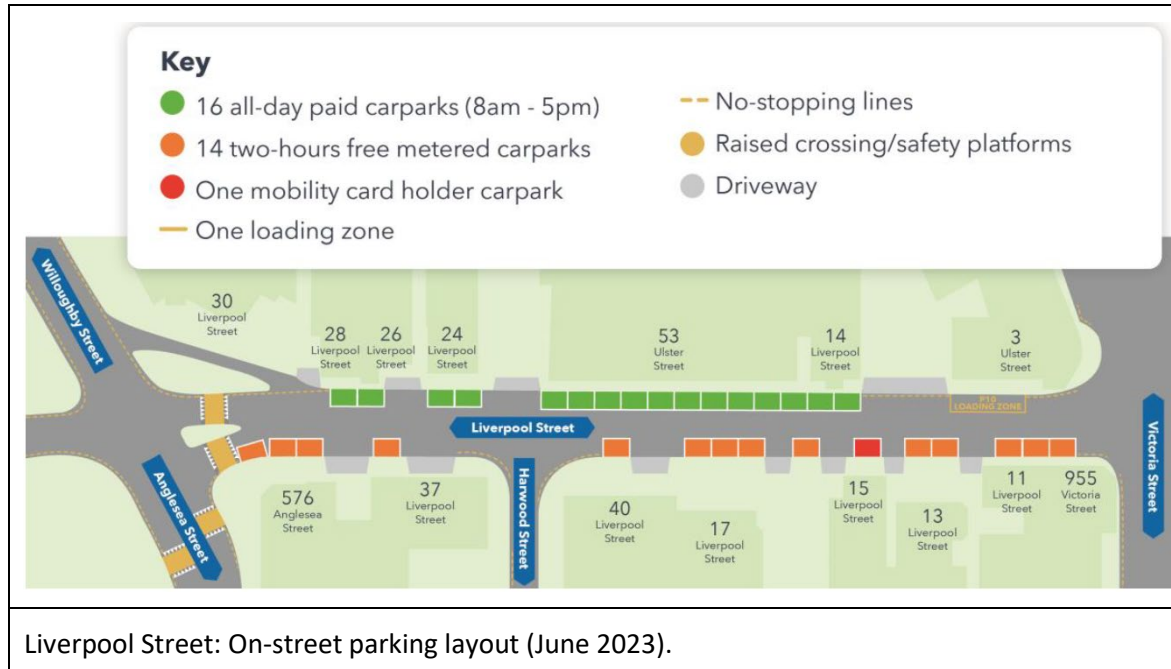
13. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or transport renewal and capital improvement projects.

Parking Restriction Changes

14. 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**.
15. 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.
16. For locations where there was negative feedback received or locations where there is likely to be a higher degree of public interest further information is included below.

Updates on resolutions from previous meetings

17. The [23 May 2023](#) Traffic, Speed Limits and Road Closures Hearings Panel meeting requested that staff report back on an item that were considered during that meeting.
- a) *investigate returning some or all of the commuter carparks on Liverpool Street to short term parking, including consulting with the businesses on Liverpool Street, and report back to the next meeting of the Committee.***
18. The current parking restrictions on Liverpool Street has 16 carpark bays (50%) with All Day Parking restriction and 16 carpark bays (50%) with a short-term parking restriction (14 metered carpark bays, 1 mobility carpark bay and 1 loading zone with P10 time restriction) as shown below:



19. A progress update was provided at the [8 August 2023](#) Traffic, Speed Limits and Road Closures Hearings Panel meeting.
20. In early September 2023, staff consulted with businesses and property owners on Liverpool Street through a survey to understand the needs of the businesses and property owners.
21. Submissions were limited to one per business and/or property owner; and a response was received from 7 submitters expressing the following feedback.

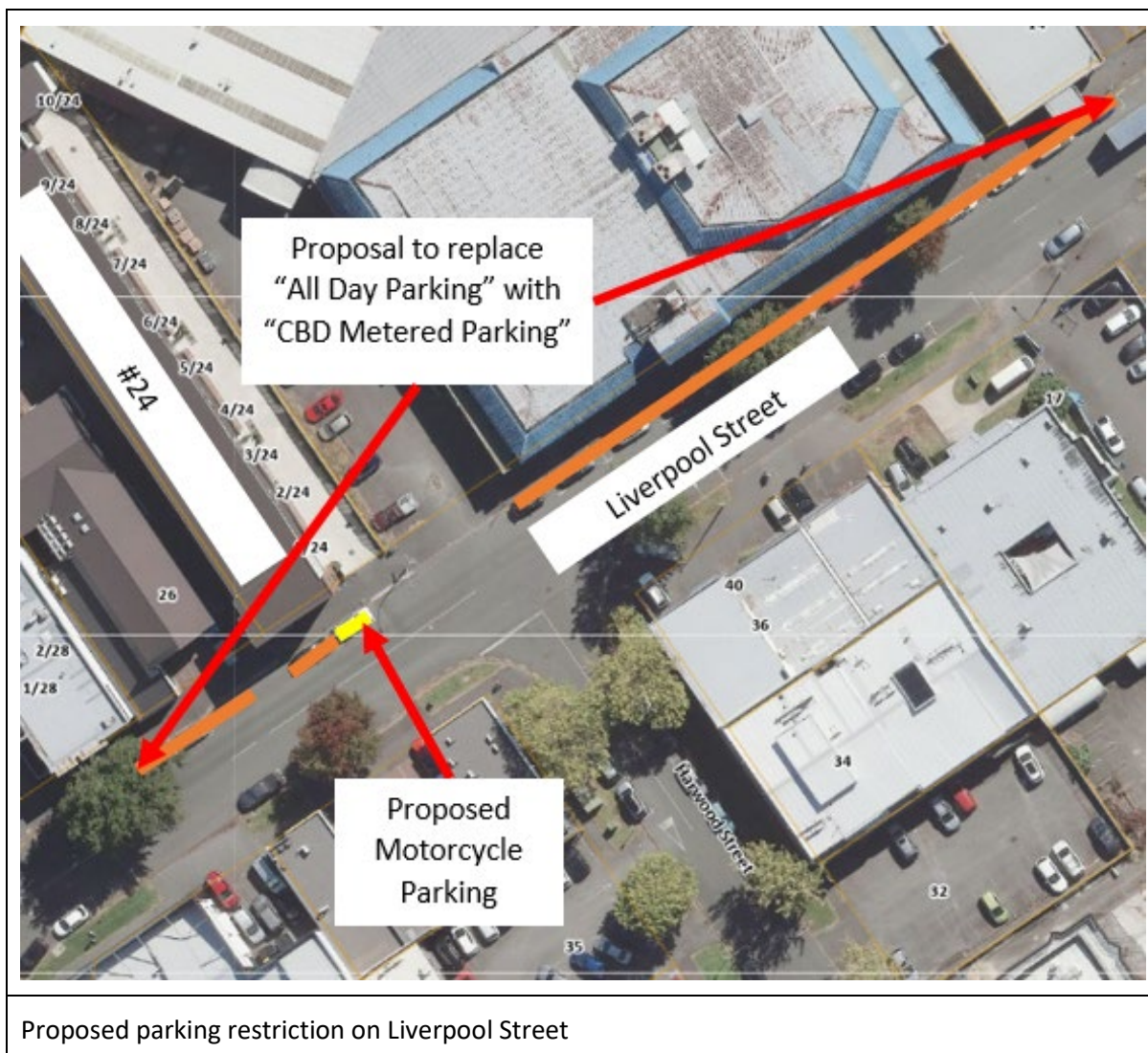
Questions asked	Response received from feedback submitters
Thinking about the number of carpark spaces that are all-day paid parking, do you think this is too many or too few?	a. Feedback from 1 submission indicated the mixture of All Day Parking and Metered parking is about right. b. Feedback from 5 submissions indicated there should be fewer All Day Parking spaces.
Thinking about the number of carpark spaces that are two-hours free metered parking, do you think this is too many or too few?	a. Feedback from 1 submission indicated the mixture of All Day Parking and Metered parking is about right. b. Feedback from 5 submissions indicated there should be more metered parking spaces.
If there are specific parks that you think should have their parking type changed, please give us your thoughts below.	a. Feedback from 1 submission requested to remove a carpark bay outside the driveway to #24 Liverpool Street. Cars often parked beyond the control line of the parking bay which obstructed sight distances and access to their property. b. Feedback from 6 submitters requested to remove 'All Day Parking' restriction and re-instate metered parking bays on Liverpool Street and to re-instate as per the layout prior to the rollout of 'All Day Parking'.

22. Based on the responses received, staff consulted on proposed changes in late September 2023:
- Remove current 'All Day Paid Parking' restriction on the northern side of the street.
 - Install 'Metered Parking' from Monday to Saturday, 8am – 8pm (currently first two hours free) on the northern side of the street.
 - Tidy up the carparks outside #24 Liverpool Street where the carparks are too short by removal of one car parking bay and installation of a motorcycle parking bay instead.
23. The changes proposed will remove 16 existing car park bays with \$6 per day 'All Day Paid Parking' restriction and replaced with 15 car parking bays with \$6 per hour paid 'Metered Parking' bays (currently first two hours free) and a 'Motorcycle Only' parking bay.
24. This proposal would result with \$17,835.71 per year in loss of revenue based on the annualised revenues projected in the table below which was presented in the 23 May 2023 Traffic, Speed Limits and Road Closure Hearings Panel:

Street Name	Spaces	Approximate Revenue Pre 2 Hour free (Feb'17, Mar'17)	Annualised Meter Revenue Pre 2 Hrs Free	Approximate Revenue with 2 Hours free before ADPP (Feb'19, Mar'19)	Annualised Meter Revenue with 2 Hrs Free	Estimated Annual Revenue from All Day Paid Parking at \$6 per day	Actual Revenue from All Day Paid Parking at \$6 per day (Feb'23, Mar'23)	Projected Annualised Revenue after introducing All Day Paid Parking
Clarence Street	17	\$ 3,143.00	\$ 16,463.33	\$ 812.00	\$ 4,253.33	\$ 23,500.00	\$ 4,380.00	\$ 22,942.86
Grantham Street (I)	29	\$ -	\$ -	\$ -	\$ -	\$ 40,000.00	\$ 6,990.00	\$ 36,614.29
Harwood Street (N)	15	\$ 2,577.00	\$ 13,498.57	\$ 428.00	\$ 2,241.90	\$ 21,000.00	\$ 4,391.00	\$ 23,000.48
Harwood Street (S)	22	\$ 3,779.00	\$ 19,794.76	\$ 642.00	\$ 3,362.86	\$ 30,500.00	\$ 6,440.00	\$ 33,733.33
Knox Street	45	\$ -	\$ -	\$ -	\$ -	\$ 62,000.00	\$ 11,190.00	\$ 58,614.29
Liverpool Street	16	\$ 2,749.00	\$ 14,399.52	\$ 459.00	\$ 2,404.29	\$ 22,000.00	\$ 3,864.00	\$ 20,240.00
Nisbet Street	33	\$ -	\$ -	\$ -	\$ -	\$ 45,000.00	\$ 7,434.00	\$ 38,940.00
Totals	177	\$ 12,248.00	\$ 64,156.19	\$ 2,341.00	\$ 12,262.38	\$ 244,000.00	\$ 44,689.00	\$ 234,085.24

Revenue for All Day Paid Parking areas approved in the year 2022

25. A copy of the consultation plan is the image below:



26. Feedback was due on 2nd October 2023 and staff received one response. Feedback received from a property owner at #37 Harwood Street support the proposed changes to traffic restrictions. No other submissions were received.
27. In response to the consultation carried out, staff considered the following parking layout options:
 - i. Option a: A layout resulting with one motorcycle parking and 15 All Day Paid Parking bays on Liverpool Street. This would result in \$1,114.73 loss of annual revenue based on the projections.
 - ii. Option b: A layout resulting with one motorcycle parking and a combination of a few metered parking bays (currently \$6/hour after 2hours free) and All Day Paid Parking bays (currently \$6/day).
 - iii. Option c: A layout resulting with one motorcycle parking and 15 CBD Metered Parking Bays (currently \$6/hour after 2hours free). This would result in \$17,835.71 loss of annual revenue based on the projections.
28. Staff recommend (option a) parking restriction change to tidy up the carparks outside #24 Liverpool Street where the carparks are too short by removal of one car parking bay and installation of a motorcycle parking bay, and no further changes to parking restrictions in Liverpool Street are undertaken at this stage.
29. Approval of proposed traffic restriction changes is recommended.

Parking restrictions to support City Waters Delivery service:

30. A request for no stopping restriction to be installed outside a pump station in the road corridor near #51 Hooker Avenue has been received from the City Waters team in response to concerns and issues being raised by the delivery team to access a pump station during maintenance operations and for responding to emergencies.
31. City Waters Delivery team identified a vehicle repeatedly parked on top of a wastewater pumpstation access hatches, a council asset with potential damage, preventing the pump trucks from gaining unrestricted access to the wet-well for routine maintenance work and during Emergency Events which may be anytime during a day or night. The team require a 24hrs unrestricted access to these pumpstation assets, and an obstruction and lack of access to the wet tank can cause an overflow resulting in flooding and prosecution.
32. The site was visited and the extent the no stopping restriction at the pump station was identified that would be needed to provide unrestricted access to the pump station.
33. Upon consultation, staff received one submission. The feedback received from a resident near the pump station indicated their objection to the proposed no-stopping restriction expressing concerns of loss of on-street parking near their property resulting from the proposal.
34. Staff met with the feedback submitter to understand their concerns and explained to them the need for unrestricted access to the pump station.
35. The proposal has been modified to reduce the length of the proposed no-stopping restriction in response to the feedback and staff note that no objections were received to the amended proposal.



Proposed parking restriction on Hooker Avenue – *amended following consultation*

36. Approval of revised proposed parking restrictions as shown in the plan above is recommended.

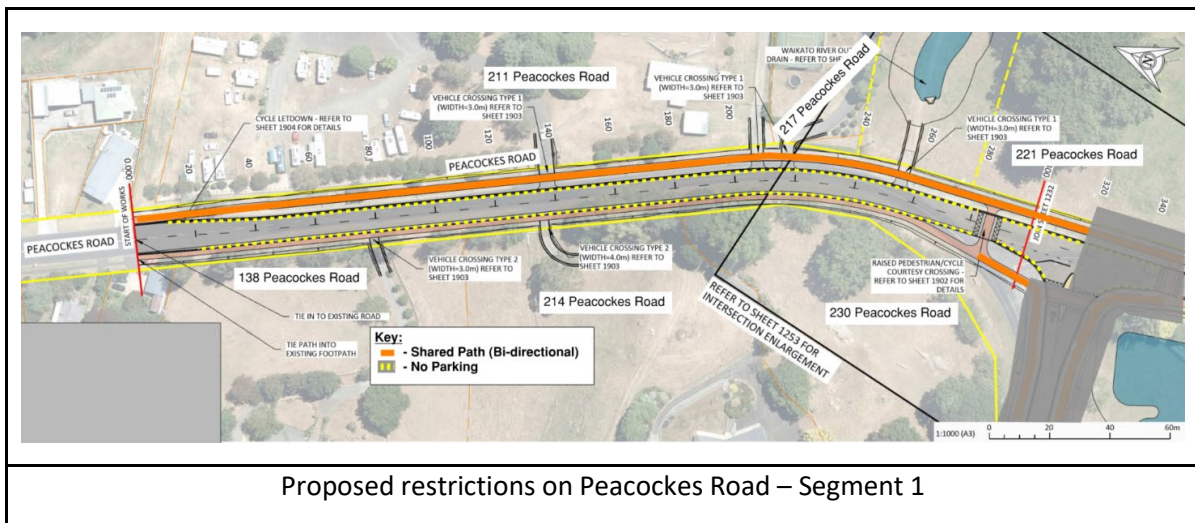
Parking restrictions to support Peacocke Development Capital works:

37. The Peacocke Waikato River Bridge and Strategic Services Project is jointly funded by the Housing Infrastructure Fund and HCC along with Waka Kotahi Funding assistance.
38. The project was identified in the Peacocke Network Infrastructure Programme as a gateway project to connect and urbanise Peacocke.
39. This project was approved by the Strategic Growth Committee on 20 August 2020.
40. The new Ring Road extension (yet to be named) will provide safe, accessible, and direct connection to Hamilton East with off-road pedestrian & cyclist facilities as well as north and southbound Bus lanes.
41. The upgraded Peacockes Road and Weston Lea Drive (2 sections, split by Ring Road) will introduce pedestrian and cycling facilities as well as on-street parking and in-lane bus stops.
42. The project delivery is categorised into three parts:
 - i. Construction of a new Major Arterial road (Ring Road extension), including a roundabout
 - ii. Improvements to Peacockes Road.
 - iii. Improvements to Weston Lea Drive.
43. The proposal has been modified to reduce the length of the proposed no-stopping restriction in response to the feedback and staff note that no objections were received to the amended proposal.

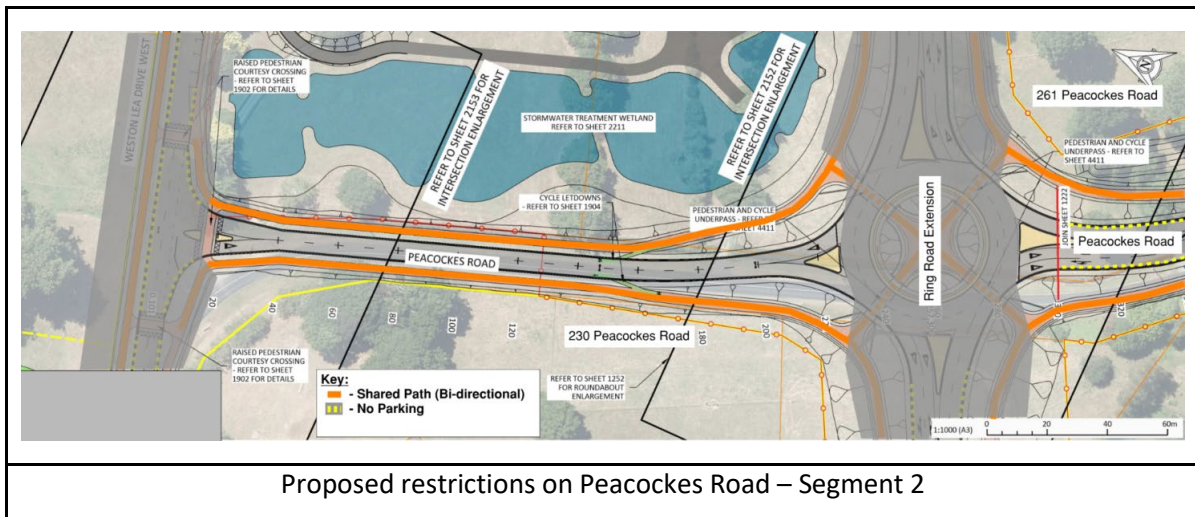
The map illustrates the proposed road network for the Ring Road Extension project. The new extension is highlighted in red, starting from the Water Treatment Plant area and extending towards the Hamilton East Cemetary. The upgrade of Peacockes Road is shown in blue, running along the southern edge of the site. The upgrade of Weston Lea Drive is shown in green, running along the eastern edge. The map also shows existing roads like Cobham Drive and various landmarks such as Hamilton Gardens and the Water Treatment Plant. A scale bar and north arrow are provided for reference.

Peacocks Road:

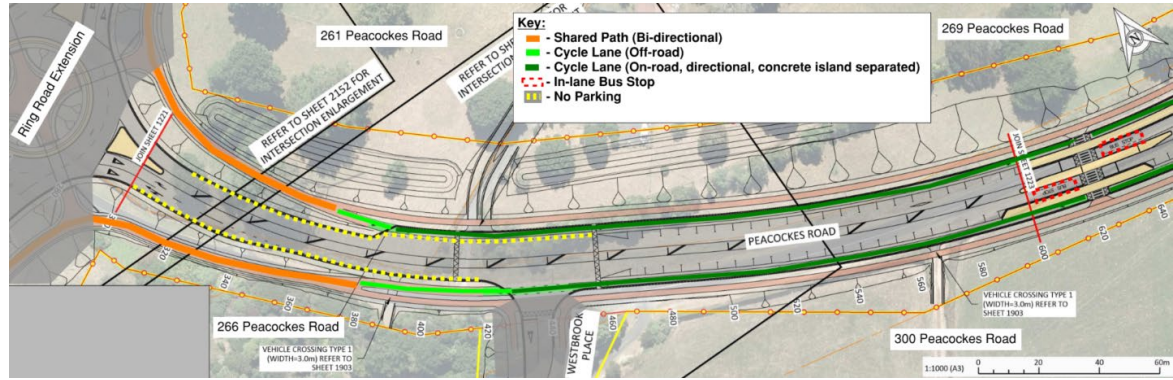
44. Improvements to Peacocks Road include:
- Installation of separated cycle lanes.
 - Installation of shared paths.
 - Installation of crossing facilities for pedestrians and cyclists.
 - Installation of raised safety platform for zebra crossings and courtesy crossings.
45. A copy of the proposed traffic restriction changes in Peacocks Road are shown below:
- Proposed restrictions on Peacocks Road – Segment 1 are in image below:



- Proposed restrictions on Peacocks Road – Segment 2 are in image below

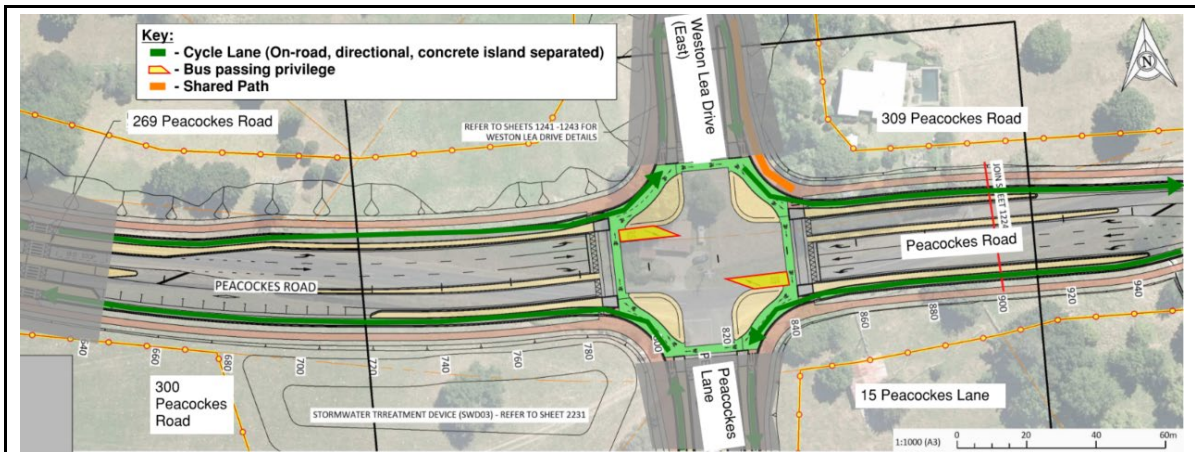


- Proposed restrictions on Peacocks Road – Segment 3 are in image below



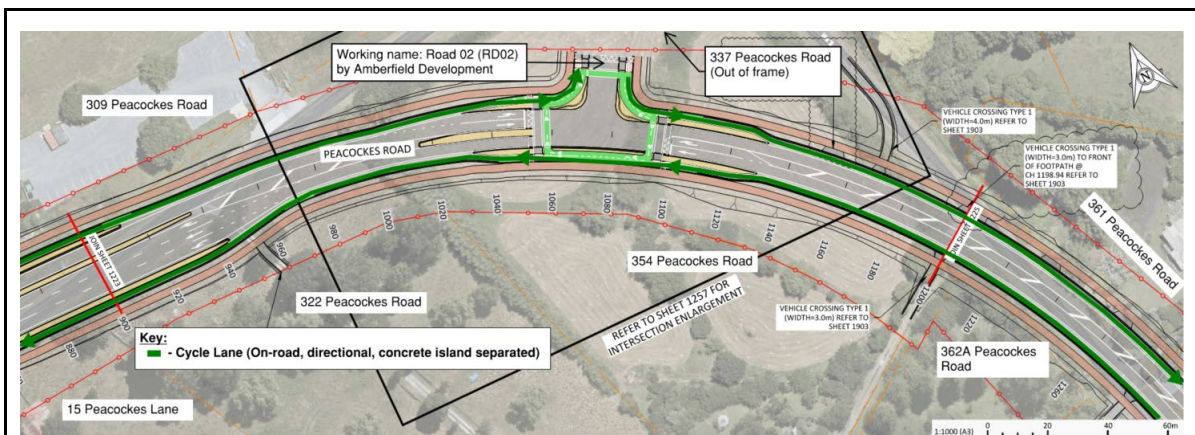
Proposed restrictions on Peacockes Road – Segment 3

iv. Proposed restrictions on Peacockes Road – Segment 4 are in image below



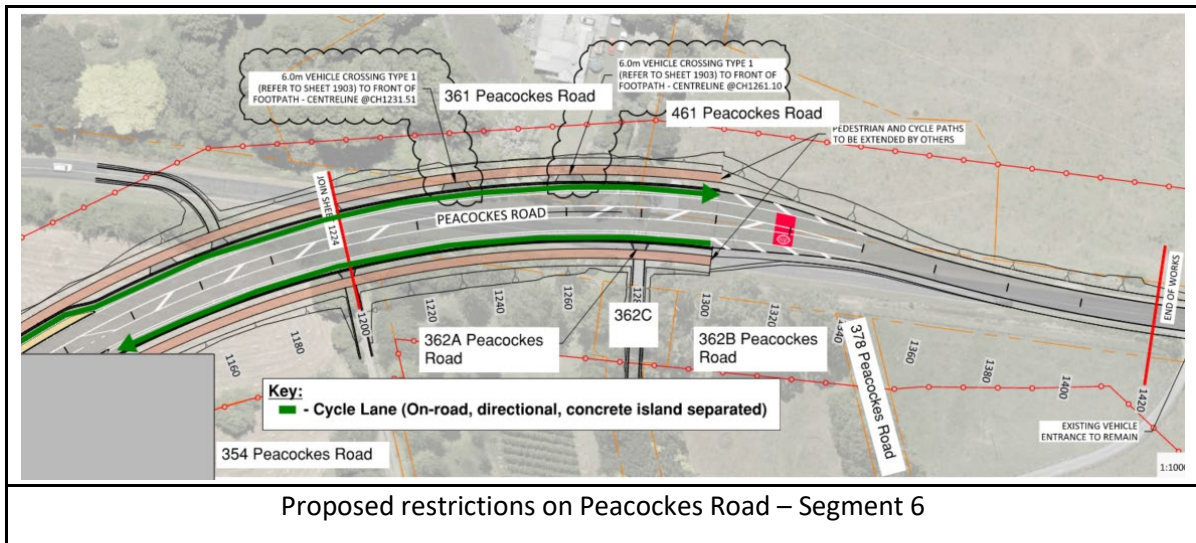
Proposed restrictions on Peacockes Road – Segment 4

v. Proposed restrictions on Peacockes Road – Segment 5 are in image below



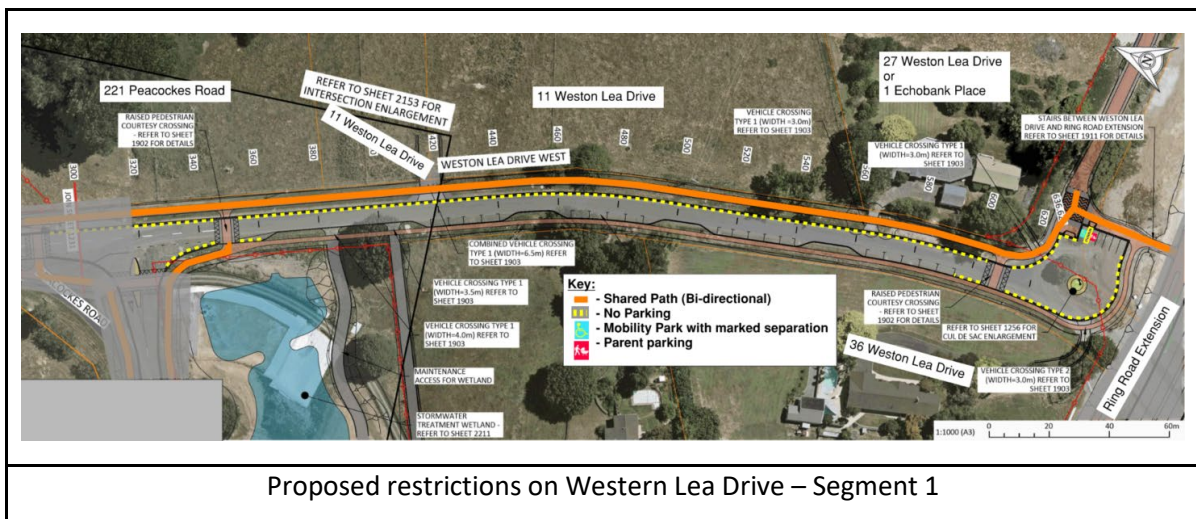
Proposed restrictions on Peacockes Road – Segment 5

vi. Proposed restrictions on Peacockes Road – Segment 6 are in image below

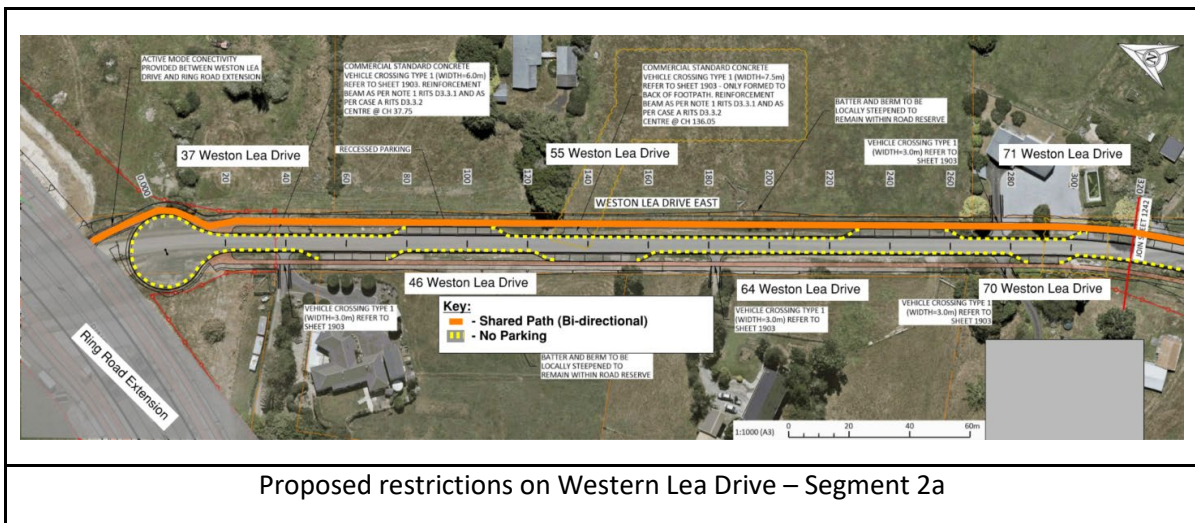


Western Lea Drive:

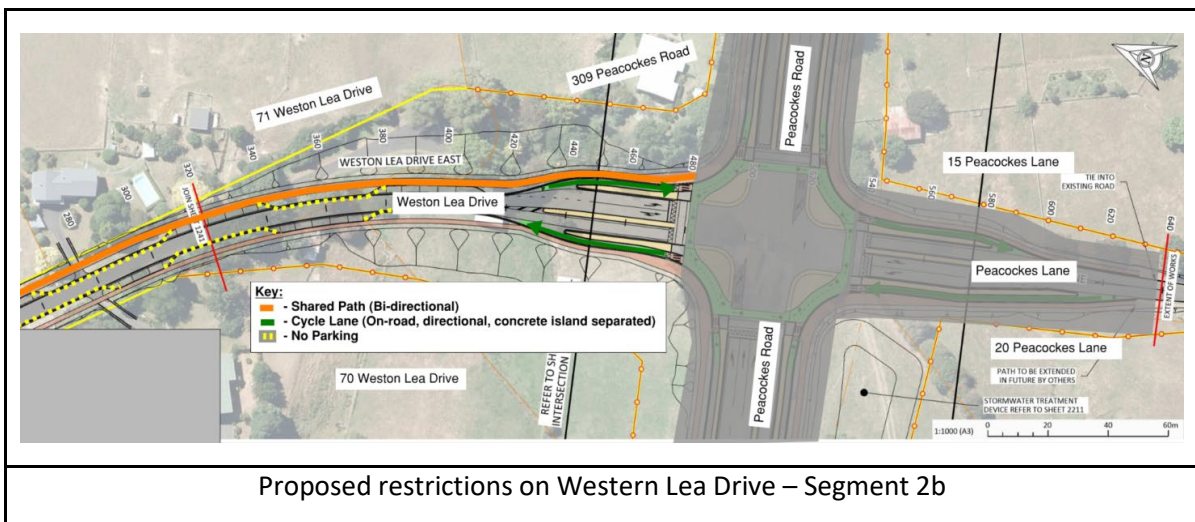
46. Improvements on Weston Lea Drive include:
- Installation of a shared path on the northern side of the road.
 - Installation of a raised safety platform courtesy crossings.
 - Installation of mobility parking restriction.
47. A copy of the proposed traffic restriction changes in Western Lea Drive are shown below:
- Proposed restrictions on Western Lea Drive – Segment 1 are in image below:



ii. Proposed restrictions on Western Lea Drive – Segment 2a are in image below:

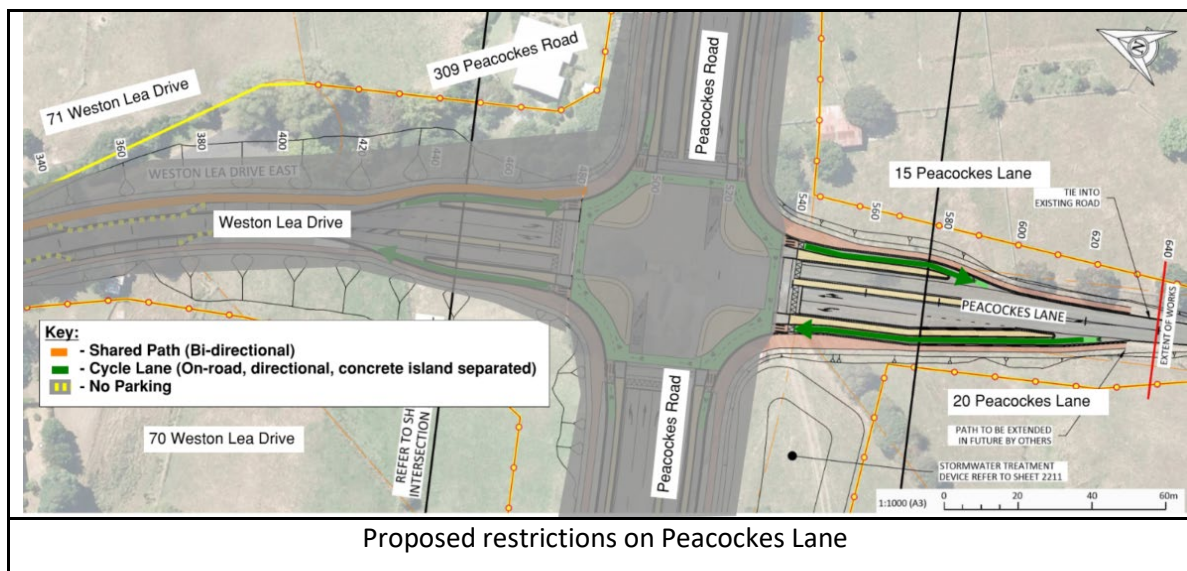


iii. Proposed restrictions on Western Lea Drive – Segment 2b are in image below:



Peacocks Lane:

48. Improvements on Peacocks Lane include installation of a cycle lanes.
49. A copy of the proposed traffic restriction changes in Western Lea Drive are shown below:
 - i. Proposed restrictions on Peacocks Lane are in image below:



50. Changes to the **Cycle Paths Register** and **Cycle Lanes Register** are recommended and included in paragraph 202 and paragraph 205 of the report for approval for the completion of this project.
51. Approval of proposed changes to parking restrictions and traffic registers is recommended.

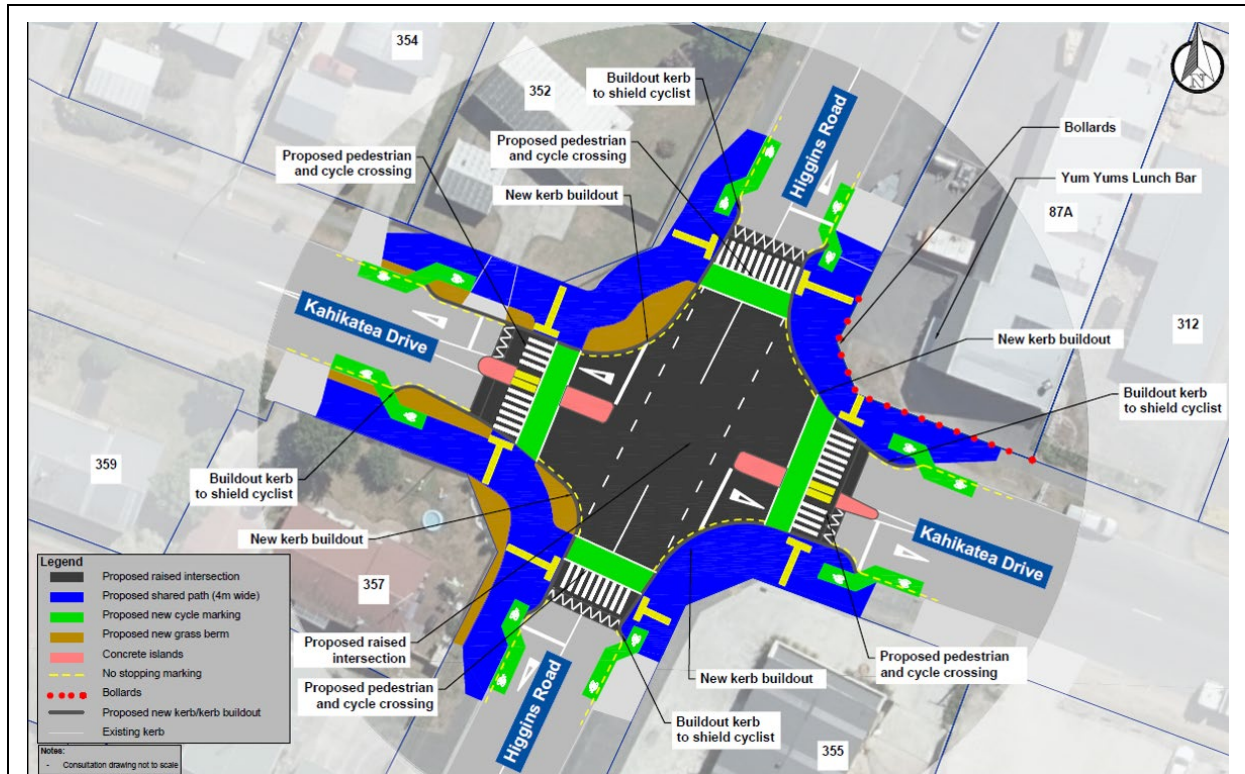
Access Hamilton – Transport Improvement Low-Cost Low Risk (LCLR) Programme

52. Council has an ongoing focus to provide a transport network that helps everyone to connect to people and places in safe, accessible, and smart ways. We have adopted 'Vision Zero' as a philosophy for road safety, meaning we aim to achieve zero deaths and serious injury within our city.
53. These proposed projects are part of our Access Hamilton Transport Improvement Low Cost Low Risk (LCLR) programme which aligns with Waka Kotahi NZ Transport Agency and the national 'Road to Zero' strategy, which places human wellbeing at the heart of our road transport planning; by reducing vehicle speeds at an intersection and reducing the crash severity.
54. The LCLR projects aim to reduce deaths and serious injuries, improve the safety of roads and make it easier for pedestrians and cyclists to get around, whilst providing infrastructure to enable a more enjoyable public transport system. The paired crossings and off-road shared paths support Hamilton's Biking and Micro-mobility Strategic Network Plan.
55. The programme for 2023/24 was approved at the [7 March 2023](#) meeting of the Infrastructure and Transport Committee.

LCLR – Safety Improvements at the Kahikatea Drive and Higgins Road Intersection – Proposed 'Shared Path'

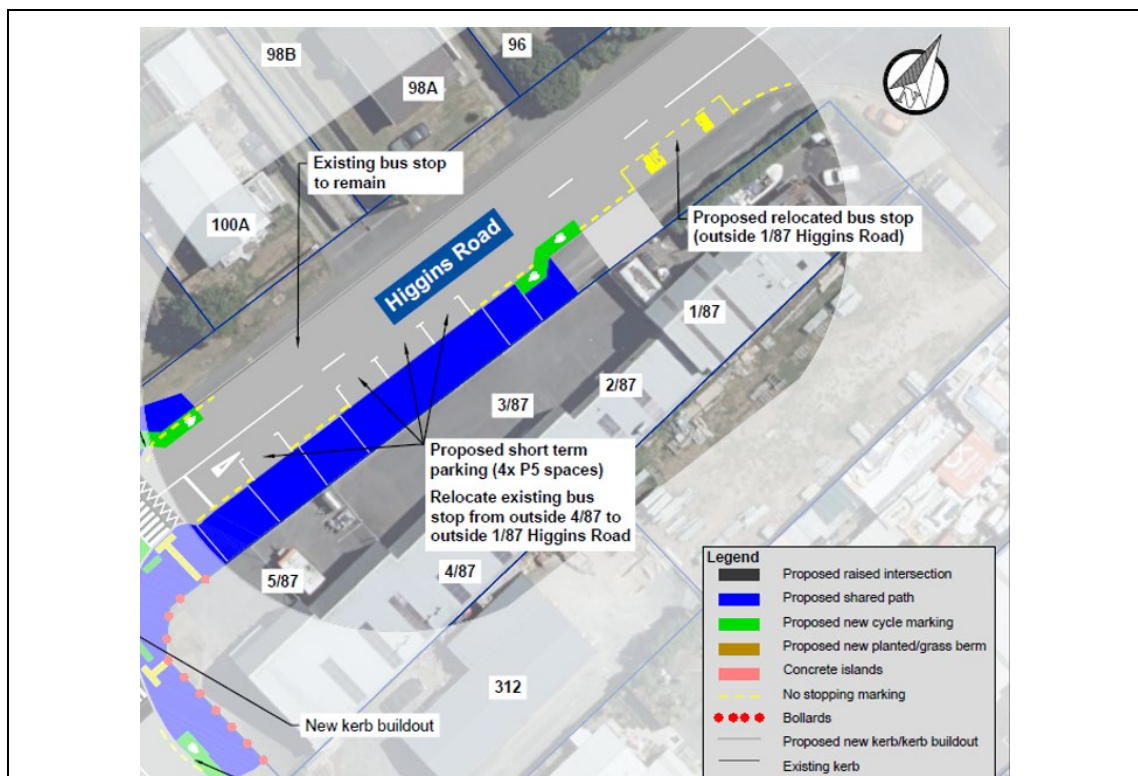
56. Safety improvements are proposed at the Kahikatea Drive and Higgins Road intersection to make the intersection safer and more accessible for all road users.

57. Kahikatea Drive and Higgins Road are part of the strategic biking network. Cyclists currently share the wide traffic lane with large vehicles and there are no marked edge lines or separated cycle lanes at this intersection.
58. The key safety issues identified at the intersection relate to:
 - i. Interface between industrial and residential land uses.
 - ii. Heavy vehicles mixing with cyclists and pedestrians and lack of facilities for pedestrians and cyclists.
 - iii. Trend of vehicles approaching the intersection at undesirable speeds and crashes related to vehicles not stopping/giving way.
 - iv. Vehicles parking on and driving over the berm to park and/or access businesses.
59. Improvements included in this project works are:
 - i. Controlling traffic operating speeds at the intersection by raising the intersection to slowdown vehicles approaching the intersection.
 - ii. Improving safety for pedestrians by installing a pedestrian and cycle priority zebra crossing on all approaches to this intersection
 - iii. Improving accessibility for pedestrians and cyclists by connecting the new zebra crossings with a new shared path and cycle on/off ramps.
 - iv. Improving traffic operations and safety by relocating an existing bus stop outside #4/87 to #1/87 Higgins Road.
 - v. Improving on-street parking on Higgins Road by installing parking bays with a time restriction near a bakery.
 - vi. Improving traffic safety and operations by re-aligning the kerb and installation of bollards to stop vehicles parking over the footpath and driving over the footpath to access a bakery.
60. The proposed improvements will reduce operating speeds at the intersection allowing drivers to safely search for active users. Pedestrians and cyclists will be more conspicuous to approaching traffic and the lower speeds will reduce injury resulting from any impact.
61. A copy of the plan for the proposed traffic restriction changes is shown below:
 - i. Proposed restrictions on Kahikatea Drive and Higgins Road.



Proposed restrictions on Kahikatea Drive and Higgins Road.

ii. Proposed restrictions on Higgins Road.



Proposed restrictions on Higgins Road.

62. Staff consulted on the proposed changes to traffic restrictions with affected property and business owners between June'23 and July'23. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i	The construction works should be done at night rather than having a lane closure during the day.	The staging of construction activity and details on the traffic management will be managed, prior to start of the construction activity, and after a detailed design and a construction plan for the project is prepared. In general, works are planned at night where possible, to minimise disruption to businesses where we can.
ii	A property owner expressed concerns regarding safe access to their property due to cyclists using the proposed shared path outside their accessway.	Staff liaised with the property owner and business owners to understand and address their concerns.

63. Staff liaised with Living Streets, Bike Waikato for their support on the proposal.
64. A Safe System audit will be undertaken for the detailed design and the concerns raised will be presented to the safety audit team to ensure that they also look to ensure that these issues are carefully assessed. A post construction safety audit will also be completed to ensure the finish project operates safely.
65. Construction works for this project are scheduled to start in early 2024.
66. Changes to the **Cycle Paths Register** are recommended and included in paragraph 202 of the report for approval for the completion of this project.
67. Approval of proposed traffic restrictions is recommended.

Climate Emergency Response Fund (CERF) Transport Choices Programme

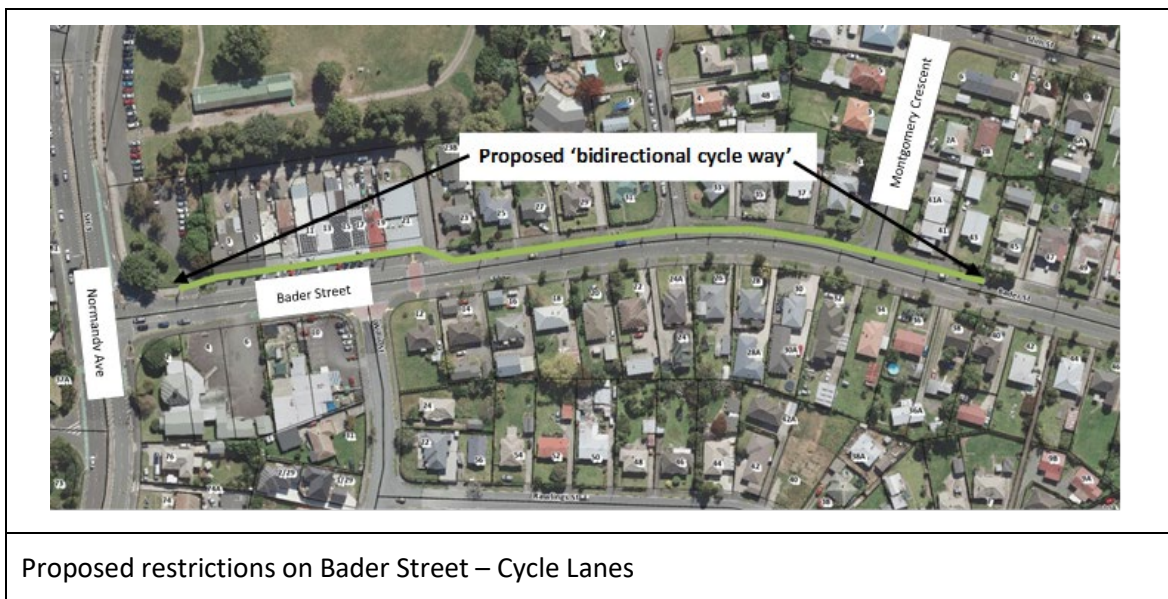
68. In 2021, the Government announced establishment of the 'Climate Emergency Response Fund' (CERF). This fund was set up with an initial \$4.5 billion 'down payment' for Aotearoa New Zealand's climate spending, proportional to the proceeds of the Emissions Trading Scheme. Amongst other initiatives, this programme is providing a 'Transport Choices' package that has been offered to Councils to assist them in providing safe, convenient and accessible travel choices for all residents.
69. Staff have identified 29 different Walking, Cycling and Public Transport projects and secured an average of 90% funding through CERF to deliver these projects to reduce Transport Emissions by 2035. The CERF funding program allows delivery of these projects to be brought forward and implemented in the financial year 2023-24.
70. These 29 transport projects were reported to the [7 March 2023](#) Infrastructure and Transport Committee, with an Elected Members workshop held on the 14 March 2023.
71. A formal agreement has been signed between Hamilton City Council and Waka Kotahi for each individual project.
72. The projects have been developed to help with the delivery of the following strategies:
- i. **Access Hamilton** sets the vision for the future of transport in Hamilton.

- ii. **Road to Zero** utilising the 'Safe System' approach to road safety which aims to create a forgiving road environment to reduce harm when people make mistakes.
 - iii. **Our Climate Future:** Te Pae Tawhiti o Kirikiriroa Council is committed to responding to, and planning for climate change
 - iv. **Hamilton Parking Policy** – setting the guiding principles for the development of area-specific parking management plans, and site and land use specific parking management.
73. The CERF Transport Choices projects have been approved and monitoring reports are presented to the Infrastructure and Transport Committee. The Access Hamilton Working Group is delegated to monitor the delivery of the CERF Transport Choices programme.

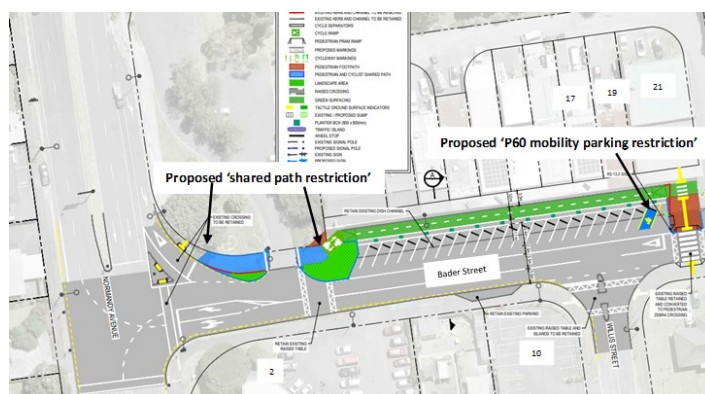
CERF Transport Choices – Bader Street and Lorne Street – Proposed Cycle Lane (Project # 1)

74. This project will improve existing infrastructure and provide a safe and accessible connection for walking, biking and micromobility between Bader area, Te Awa River Path and the hospital precinct.
75. This project was approved by the Infrastructure and Transport Committee on 21 September 2023.
76. Improvements from this project will include:
- a. Improving safety for pedestrians and cyclists by installation of a pedestrian and cyclist crossing at the following locations:
 - i. On Bader Street providing safe access to Bader Street Shops
 - ii. Across the slop lane at the intersection of Normandy Avenue and Cobham Drive.
 - iii. Across the slip lane on the southern side of the intersection at Ohaupo Road and Kahikatea Drive.
 - iv. Across the slop lane on the southern side of the intersection at Ohaupo Road and Kahikatea Drive.
 - b. Improving the safety for pedestrians by installing a signalised crossing at:
 - i. On Lorne Street providing safe access to Hospital
 - c. Improving the safety for pedestrians and cyclists by installation of a dual pedestrian and cyclists signalised crossing at the following locations:
 - i. Intersection of Bader Street with Normandy Ave
 - ii. Intersection of Normandy Avenue with Lorne Street
 - iii. Intersection of Lorne Street with Ohaupo Road
 - d. Improving accessibility for cyclists by installation of shared path on
 - i. Bader Street near its intersection with Normandy Avenue on the approach to the Bader Street shops.
 - ii. Lorne Street near its intersection with Normandy Avenue.
 - iii. Lorne Street near its intersection with Ohaupo Road.
 - e. Improving accessibility for cyclists by installation of bi-directional cycle lane on
 - i. Bader Street between the Bader Street shops and Montgomery Crescent western end.
 - ii. Lorne Street between Ohaupo Road and Normandy Avenue.

- f. Improving accessibility by installation of mobility permit holder parking outside Bader Street shops.
 - g. Improving accessibility by improving bus stops at the following locations:
 - i. Bader Street near the shops.
 - ii. Lorne Street near the hospital.
77. The proposed protected bidirectional cycleways and shared paths will provide users high level of amenity when travelling by bike and aligns with the Council's micro mobility and biking plan; and provide the large employment zone around the hospital, staff and visitors, with a safe and reliable alternate transport choice to vehicles.
78. The proposed new bus stops will improve the level of service for the existing bus route, existing bus stops will be upgraded, and new crossings implemented for accessibility. Overall, this will improve connections to the hospital and other amenities.
79. The project proposal has raised crossing points, across Lorne Street and Bader Street, to improve accessibility and safety for pedestrians and cyclists crossing the road, which are part of the 'Safe System' approach to road safety.
80. A copy of the proposed traffic restriction changes in Bader Street are shown below:
- i. Proposed restrictions on Bader Street – Cycle Lanes



ii. Proposed restrictions at intersection of Bader Street and Normandy Avenue – Shared Path

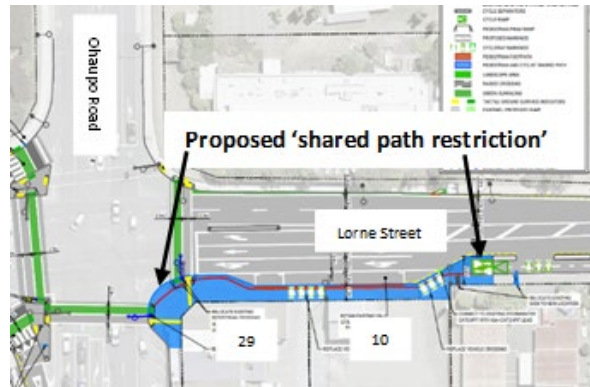


- ii. Proposed restrictions at intersection of Lorne Street and Normandy Avenue – Shared Path



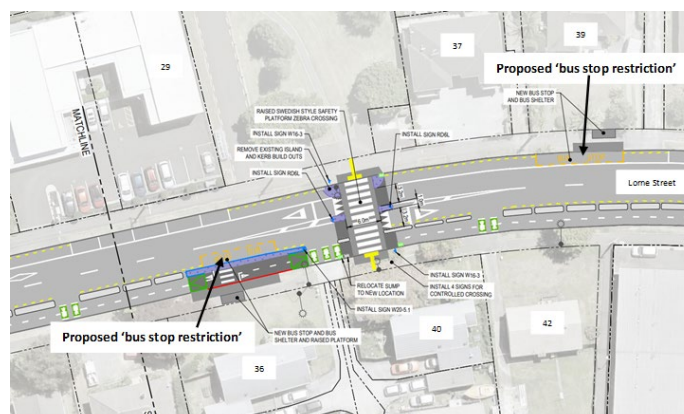
Proposed restrictions at intersection of Lorne Street and Normandy Avenue – Shared Path

- iii. Proposed restrictions at intersection of Lorne Street and Ohaupo Road – Shared Path



Proposed restrictions at intersection of Lorne Street and Ohaupo Road – Shared Path

- iv. Proposed restrictions on Lorne Street – Bus Stops



Proposed restrictions on Lorne Street – Bus Stops

82. Staff consulted on the proposed traffic restriction changes with affected business and property owners between July 2023 and August 2023. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	<p>Following key stakeholders have expressed their support for the proposed changes:</p> <ul style="list-style-type: none"> • Bike Waikato • Go Eco • CCS Disability Action Waikato • Te Whatu Ora Health New Zealand • H-Town Skate Project • Waikato Regional Council 	Support noted.
ii.	Two business owners expressed that visitors to the shops park their vehicles in the driveways blocking delivery vehicles from unloading goods.	<p>Staff amended the proposal to:</p> <ol style="list-style-type: none"> install a colour contrasted surfacing and a speed cushion across the driveway. install a loading zone on in the driveway to support delivery vehicles accessing the shops. The proposed loading zone is on a private property and not enforced by Hamilton City Council.
iii.	<p>Request for further improvements:</p> <ol style="list-style-type: none"> Three business owners expressed their concern for the loss of 4 angled carparks outside the Bader Street shops. Changes to time restricted parking outside the shops – currently there is a mix of P60 and P30 and staff believe this is too long given the types of businesses that operate here. Time restricted parking on the southern side of Bader Street to the east of Willis Street to replace the loss of parking outside the shops. More high-quality bike parking at each end of the shops. 	<p>Staff amended the proposal to reduce the loss of parking from 4 angled carparks to 2 angled carparks.</p> <p>Staff identified changes to the existing time restrictions in front of the shops to help with the turnover. The details of this will be consulted separately and be reported to a future Traffic, Speed Limits and Road Closures Hearings Panel.</p> <p>Bike parking has been identified at both ends, with 5 Sheffield stands being installed as part of the project.</p>
iv.	Concerns were raised by the Bader community on the proposed removal of the median strip outside the Bader	Staff reallocated space within the proposed design to enable the median strip to be remain because a median

	shops.	<p>strip provides:</p> <ul style="list-style-type: none"> a. Room for vehicles to wait for the angled carparking to become available. b. Maintain the level of service for vehicles turning right out of Bader Street onto Normandy Avenue. c. Maintaining the level of service for vehicles turning right from Bader Street into Willis Street.
v.	<p>Concerns were raised by Te Whare Kokonga – Melville Community House and a 3 business operators on Bader Street about the potential for collisions between people biking/scooter/skateboarding and people walking between parked cars and the shops.</p>	<p>The issue was discussed in-depth by staff from Hamilton City Council and Waka Kotahi NZTA.</p> <p>The unanimous view was that the proposed changes are safe and an improvement on the existing situation where all active mode users are operating on a narrower footpath.</p> <p>An independent safety audit has confirmed there are no serious or significant safety risks with the two-way cycleway in front of the Bader Street shops.</p> <p>Further work will be completed as part of the detailed design to ensure the space has an appropriate look and feel that emphasises it is a place to stop and shop.</p>

- 83. Construction works for this project are scheduled to start in December 2023.
- 84. Changes to the **Cycle Paths Register and Cycle Lanes Register** are recommended and included in paragraph 202 and paragraph 205 of the report for approval for the completion of this project.
- 85. Approval of proposed traffic restrictions is recommended.

CERF Transport Choices – Killarney Road – Proposed Cycle Lane (Project # 2)

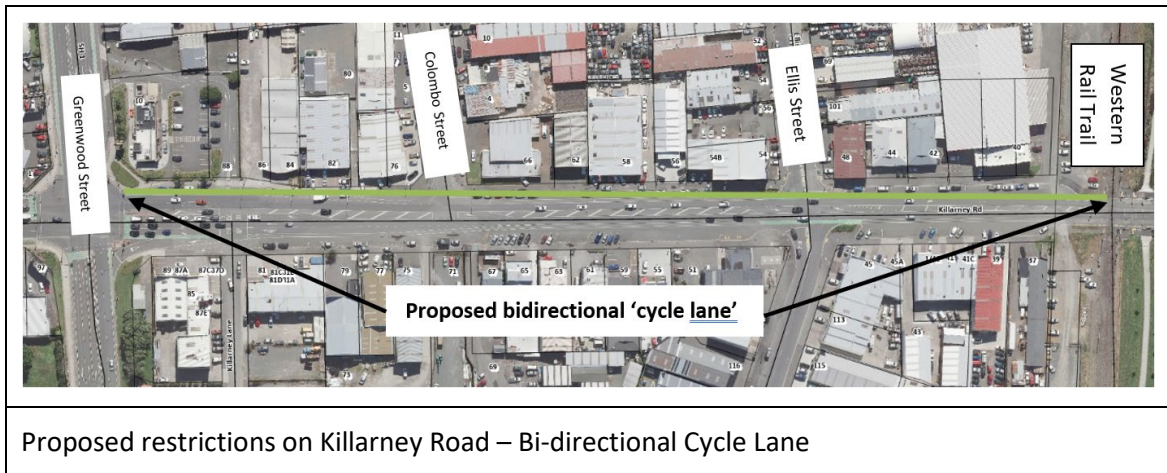
- 86. This project will improve existing infrastructure and provide a safe and an accessible connection for walking, biking and micromobility between Hamilton West communities and Western Rail Trail.
- 87. The details of this project was presented at the Infrastructure and Transport Committee on 21 September 2023. The project was approved and construction is scheduled to begin in January 2023.
- 88. Killarney Road is a cross city connection in Council's Biking & Micromobility Network Plan that is intended to link high demand destinations. The project forms part of a connection from the Dinsdale community to Lake Domain Road that modelling in Council's Biking and Micromobility Network Plan shows will have a demand for 3,200 users by 2050.

89. Improvements from this project will include:

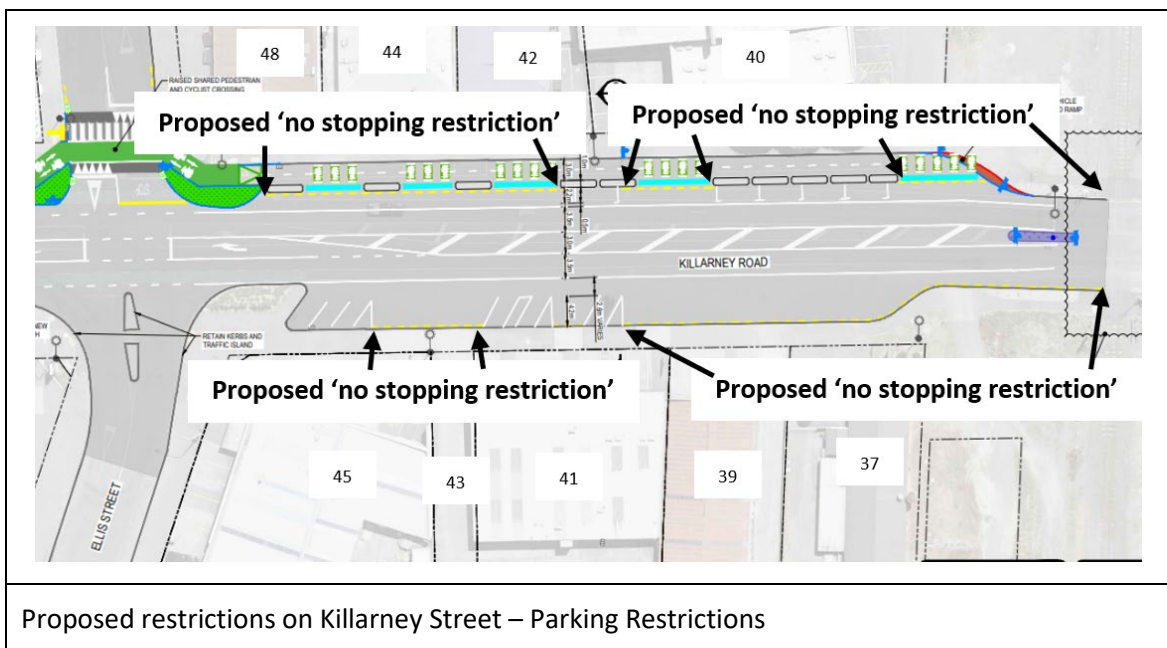
- i. proposed protected bidirectional cycleways will provide users with a high level of amenity when travelling by bike and aligns with the Council's micro mobility plan. It will provide residents with a safe and reliable alternate transport choice to vehicles.

90. A copy of the proposed traffic restriction changes is shown below:

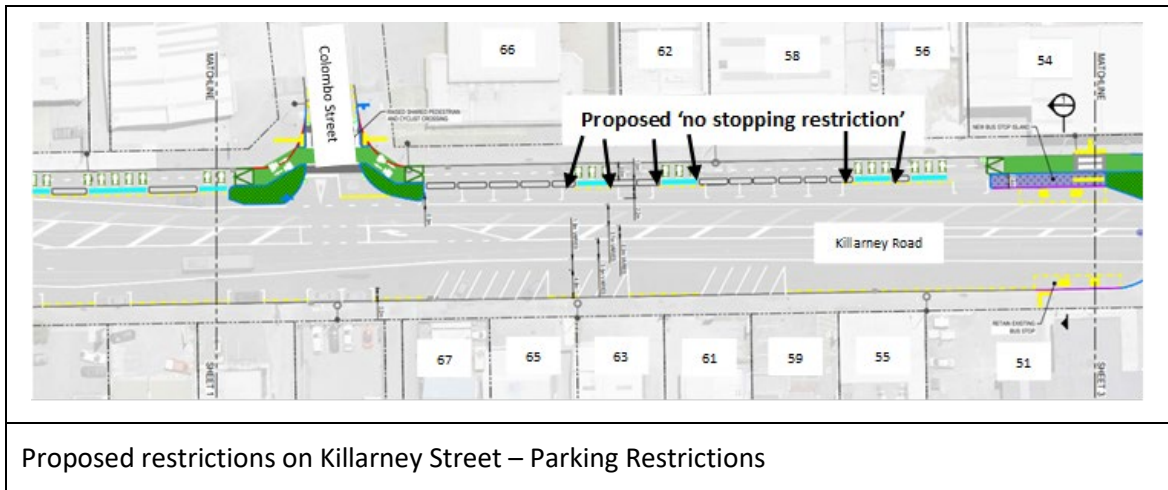
- i. Proposed restrictions on Killarney Road – Bi-directional Cycle Lane



- ii. Proposed restrictions on Killarney Street – Parking Restrictions



iii. Proposed restrictions on Killarney Street – Parking Restrictions



91. In March 2023, staff undertook early engagement with business owners to understand their parking needs along Killarney Road. Based off this engagement a proposal was designed and staff consulted on the proposed traffic restriction changes with affected business and property owners between July and August 2023.
92. Hamilton City Council 'Parking Policy' adopted in August 2022 places movement as the first priority, with short/medium stay parking as sixth on the priority list and long stay/commuter parking ranked last.
93. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	<p>Stakeholders listed below expressed their support for the project.</p> <ul style="list-style-type: none"> • Bike Waikato • Living Streets Kirikiriroa • Go Eco • Parents of Vision Impaired NZ • Age Concern Hamilton • Waikato Regional Council • Fire and Emergency New Zealand • New Zealand Police 	Staff noted.
ii.	<p>Early engagement with businesses identified a high demand for parking on this section of Killarney Road.</p>	<p>The proposed two-way cycleway minimises the loss of on-street parking when compared to a one-way cycleway one each side of the street.</p> <p>No loss of on-street parking will result from this project on the south side of Killarney Road.</p> <p>The proposal will result in loss of on-street parking on north side of Killarney Road; parking spaces will reduce from 26 bays to 16 bays.</p> <p>As part of the feedback process,</p>

		businesses were asked if they wished to introduce time restricted parking to increase customer turnover, but no feedback was received.
iii.	Some businesses have confirmed that on-street parking is used by staff to enable customers to use their off-street parking.	Parking on Fraser Street near the Frankton Railway Station is heavily under-utilised and only a 200m walk along the Western Rail Trail to get to Killarney Road. Staff consider this an appropriate location for a park and stride for staff from the businesses.
iv.	The proposed design allowed for 1 carpark outside Equip Outdoor. Through engagement, this carpark was requested to be removed to improve visibility for sightlines for their driveway.	The carpark has been removed.

94. Changes to the **Cycle Paths Register** are recommended and included in paragraph 202 of the report for approval for the completion of this project.

95. Approval of proposed traffic restrictions and parking restrictions is recommended.

CERF Transport Choices – Brooklyn Road – Proposed Cycle Lane (Project # 5)

96. Brooklyn Road has been identified as a key link within the Eastern pathways programme, which provides safe and accessible cycleways for residents who live, work and study in the Hamilton East area.

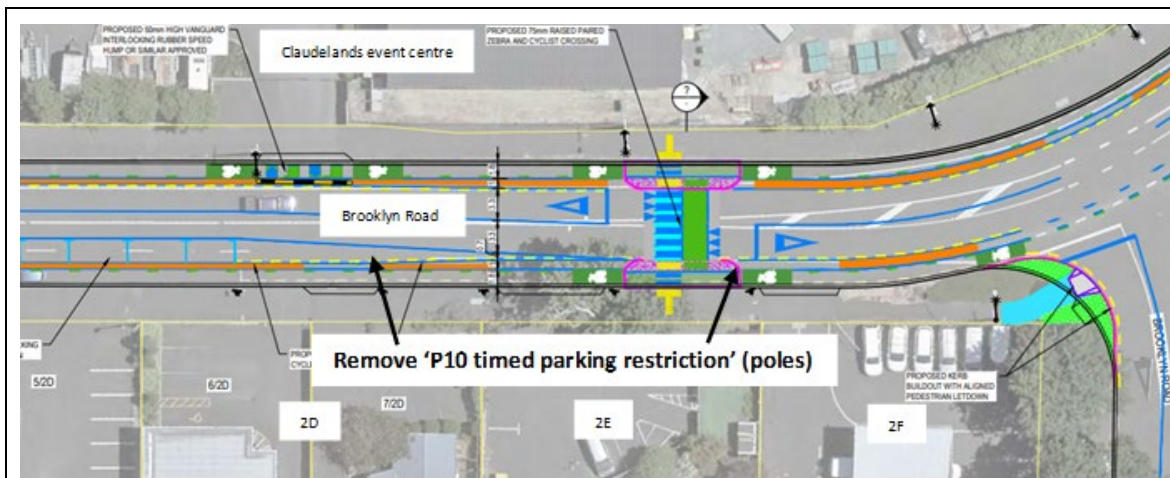
97. Details of this project were presented at the Infrastructure and Transport Committee on 21 September 2023. The project was approved and construction is scheduled to begin in December 2023.

98. Improvements from this project will include:

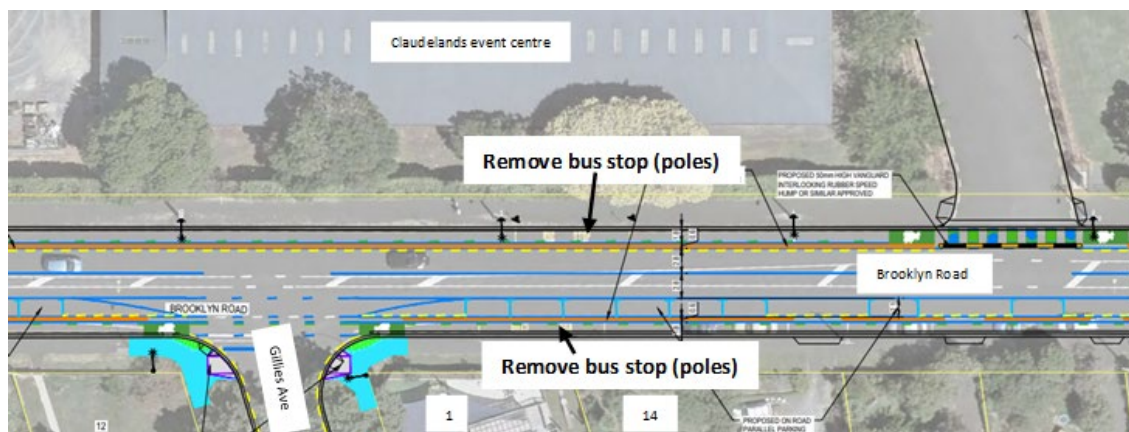
- i. Improving safety for pedestrians and cyclists by installation of a pedestrian and cyclists zebra crossing at the following locations:
 - a) On Brooklyn Road providing a safe crossing, near a preschool, outside Gate 5 Claudelands Event Centre.
 - b) On Brooklyn Road providing a safe crossing outside Gate 3 Claudelands Event Centre.
 - c) On Brooklyn Road providing a safe crossing near Coffee Culture at Five Cross Roads.
- ii. Improving accessibility for cyclists by installation of a cycle lane at the following locations:
 - a) On Brooklyn Road between Heaphy Terrace and Five Cross Roads roundabout.
- iii. Improving traffic operations by removing bus stops on Brooklyn Road.
- iv. Improving accessibility through the following parking arrangements:
 - a) Mobility permit holder parking outside McDonald's at Five Cross Roads.
 - b) Time restricted parking outside McDonald's at Five Cross Roads.

99. A copy of the proposed traffic restriction changes are shown below:

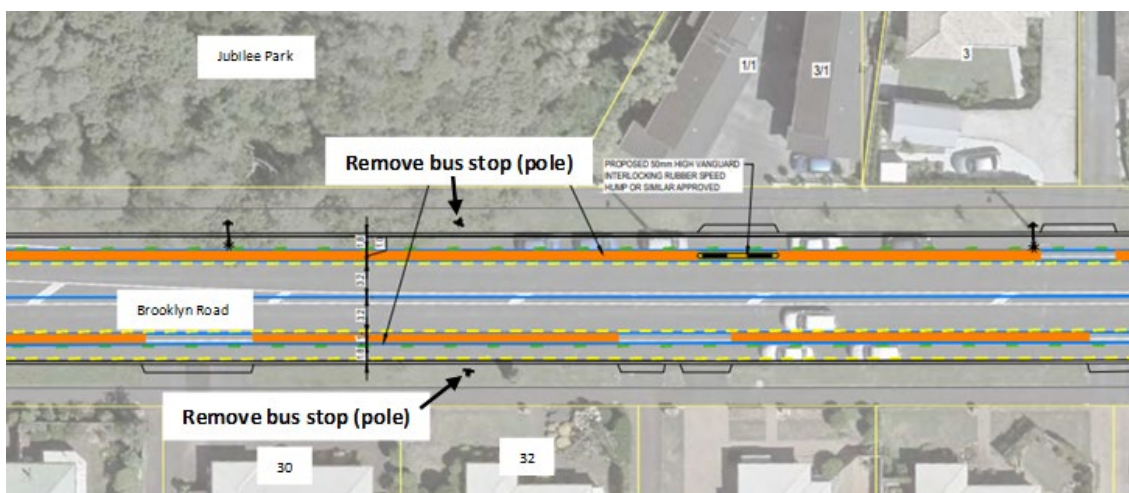
i. Proposed restrictions on Brooklyn Road – Parking Restrictions



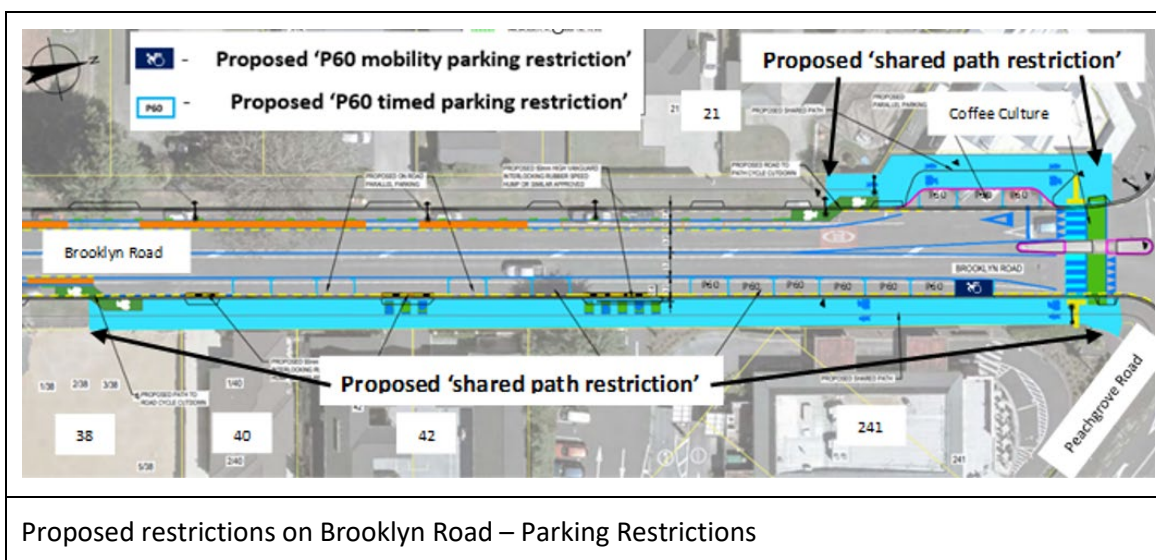
Proposed restrictions on Brooklyn Road – Parking Restrictions



Proposed restrictions on Brooklyn Road – Parking Restrictions



Proposed restrictions on Brooklyn Road – Parking Restrictions



Proposed restrictions on Brooklyn Road – Parking Restrictions

100. Staff consulted on the proposed traffic restriction changes with affected business and property owners in August 2023. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	<p>Following key stakeholders support the project:</p> <ul style="list-style-type: none"> i. Bike Waikato ii. Waikato Regional Council iii. Parents of Vision Impaired NZ iv. CCS Disability Action Waikato v. New Zealand Police, Fire and Emergency New Zealand vi. Community Living Trust vii. Fountain City Montessori viii. Hamilton Multicultural Society Trust ix. Waikato Muslim Association. 	support noted.
ii.	<p>A property owner raised concerns about the loss of parking directly outside their property.</p> <p>The unit has a two-car garage and is occupied by tenants with three cars, which requires one of them to park on the street.</p>	<p>Staff propose 20 unrestricted car parks on Brooklyn Road between 5 Cross Roads and Gillies Avenue, with 4 of these carparks within 100m of this property.</p> <p>Staff reviewed the request to remove berm and install recessed parking. Staff consider this to be impractical due to the utilities such as power poles in the road corridor.</p> <p>From the conversations with the property owner, the property has one shared parking space near their letterbox.</p>

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iii.	CCS Disability Action Waikato requested mobility parking on Brooklyn Road.	Staff revised the proposed to include one mobility parking space on Brooklyn Road.
iv.	<p>Coffee Culture expressed the following:</p> <ul style="list-style-type: none"> i. The business supports biking and run an annual event, Tour de Coffee Culture, to encourage more people to ride. ii. A key concern they expressed was the impact on parking available for their customers. 	<p>Based on the initial meeting staff had with Coffee Culture, the proposed design opposite Coffee Culture was changed from a protected bike lane to a shared path for a 100m section of Brooklyn Road between McDonalds and 38 Brooklyn Road.</p> <p>The change enabled 13 on-street parking spaces to be added into the project. Staff believe it would be appropriate for seven of the 13 parking spaces to be time restricted to support Coffee Culture but are prepared to increase the number of time restricted spaces in future if necessary.</p> <p>The additional 13 parking spaces are proposed for the opposite side of the street to Coffee Culture as it is impractical to construct a shared path on the other side of the street due to the power poles in this section of Brooklyn Road.</p> <p>The proposed changes also require the five angled car parks directly outside Coffee Culture to be converted to three parallel parking spaces. The net effect of the proposal is to increase the number of time restricted parking spaces from five to 10, with an additional six parking spaces that could be converted to time restricted parking if needed. An additional four-time restricted parking spaces are currently in place on Boundary Road.</p> <p>The proposal is not consistent with the prioritisation of road space principle included in our parking policy adopted in August 2022. The hierarchy places movement as the first priority with short/medium stay parking as sixth on the priority list. The prioritisation of road space principle does state that “the priority should not be given to the complete detriment of other uses and users”.</p> <p>With a total of 14 time restricted parking spaces, and 6 unrestricted proposed on Brooklyn Road and Boundary Road within 100m of the coffee shop, staff do not consider the proposal to be “to the complete detriment of other uses and users”.</p>

101. Changes to the **Cycle Paths Register** are recommended and included in paragraph 202 of the report for approval for the completion of this project.

102. Approval of proposed traffic restrictions is recommended.

CERF Transport Choices – Lake Domain Drive – Proposed Zebra Crossing (Project # 8)

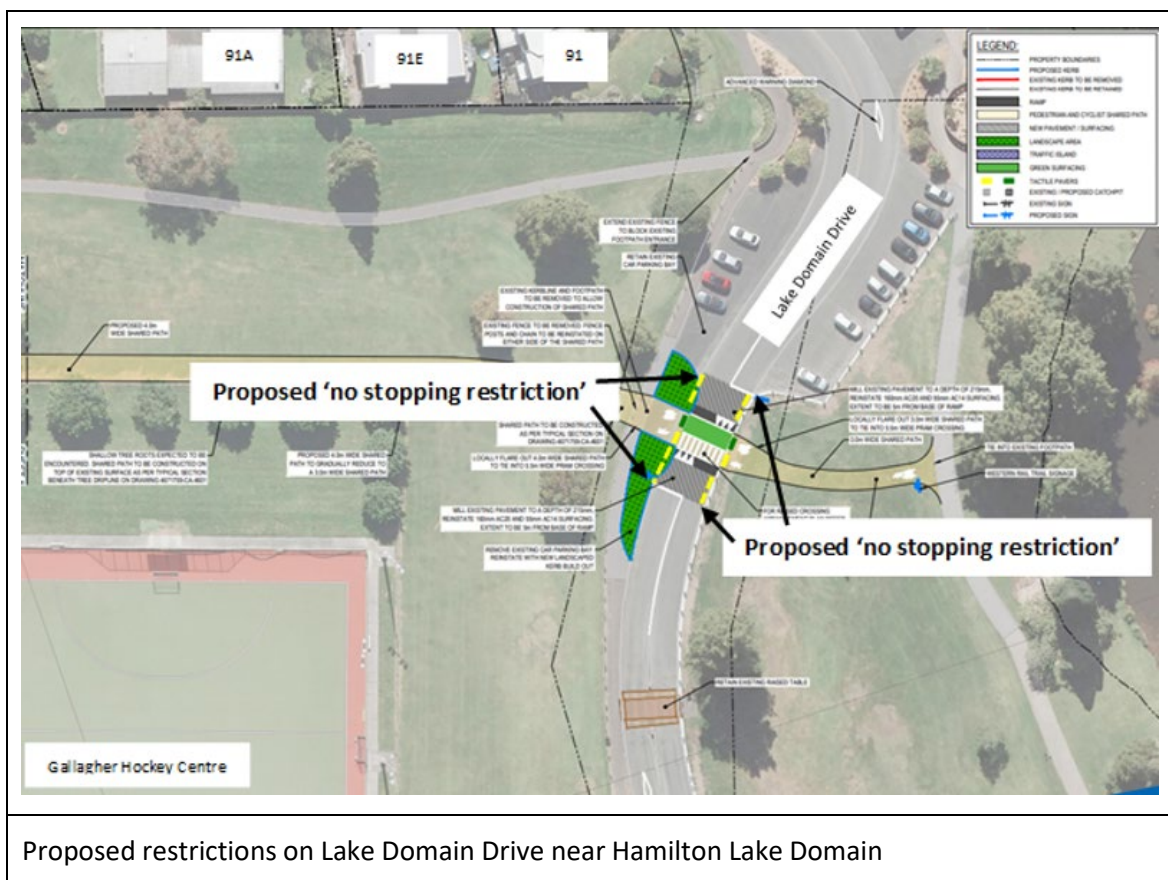
103. This project will improve existing infrastructure and provides safe and accessible connection for walking, biking and micromobility between Western Rail Trail to Frankton and Lake Domain communities.

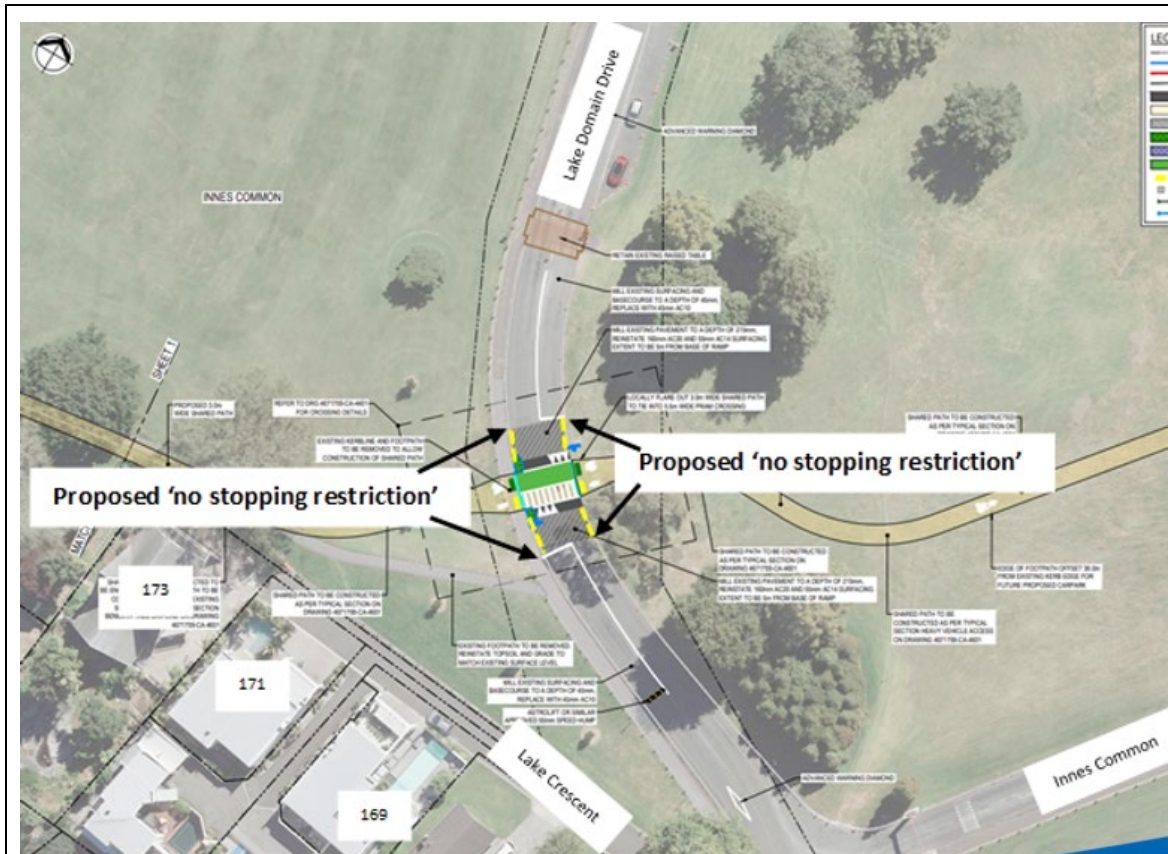
104. This project was approved by the Infrastructure and Transport Committee on 21 September 2023, and construction is scheduled to begin in December 2023.

105. Hamilton Lake and its surrounding amenities are a focal point for residents and with the large employment zone around the hospital, these improvements provide safe and accessible shared paths. The improvements provide users with a high level of amenity when travelling by bike and aligns with the Council's Biking and Micro plan.

106. This project will improve safety for pedestrians and cyclists by installation of a pedestrian and cyclists zebra crossing on Lake Domain Drive providing a safe crossing to access Lake Rotoroa near Hamilton Lake Domain and Innes Common. The existing raised platform will be removed to allow for the installation of the crossing.

107. A copy of the proposed traffic restriction changes are shown below:





Proposed restrictions on Lake Domain Drive near Innes Common.

108. Staff consulted on the proposed traffic restriction changes with affected property owners in July 2023 and minimal feedback was received on the proposed traffic restriction changes. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	Residents at #173-#167 Lake Crescent expressed their support and shared their observations noting that pedestrians and cyclists use their private driveway to access the current path.	Staff acknowledged feedback received and amended the design to install signage indicating the driveway as a private lane.
ii.	Waikato Hockey Centre requested the path avoids tree roots and doesn't affect further car park expansion at Innes Common and Hockey grounds.	Staff have ensured future car parking works will not be impacted, and tree roots will be avoided.

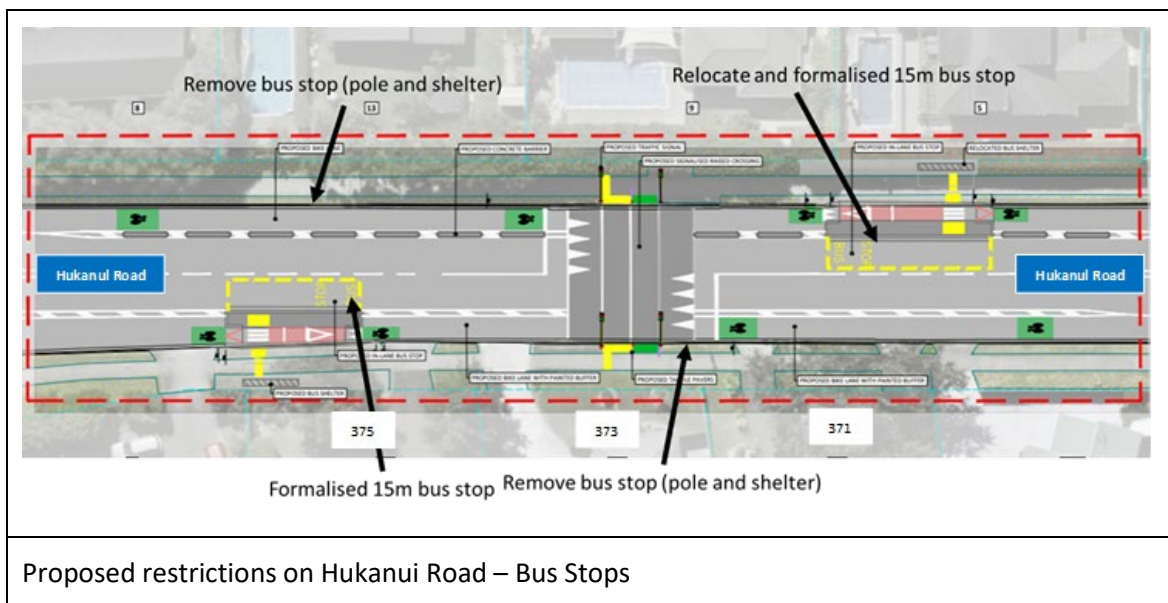
109. Construction works for this project are scheduled to start in December 2023.

110. Approval of proposed traffic restrictions is recommended.

CERF Transport Choices – Hukanui Road – Proposed Public Transport improvements (Project # 12)

111. A key outcome from Access Hamilton is to provide genuine travel choices. Our transport strategy states that “there is a lack of investment in public transport infrastructure, with very limited bus priority measures ...”. It outlines that “the perception of public transport also isn’t great. 69% of those surveyed did not use public transport over the past year or could not access public transport. Based on surveys, the barriers include that the perception that public transport is unsafe, and public transport is unreliable. This is a direct result of the lack of infrastructure and bus priority. In Hamilton Kirikiriroa, only 47% agree that public transport is reliable (meaning comes on time), which is the lowest of the eight cities surveyed. We need to provide better infrastructure to provide high-quality and reliable services to improve Hamiltonians’ public transport experiences.”
112. In June 2022, a public transport route assessment was prepared to inform Hamilton City Council, in partnership with Waikato Regional Council, about the creation of a new high frequency, direct, convenient and reliable bus route to service the large residential catchment within Rototuna and provide access to the central city for Hamilton.
113. The assessment identifies two primary causes for delay to buses along a route; delays at stops and delay at intersections. To minimise the delay to bus stops on the higher volume streets such as Hukanui Road, it was recommended the bus stops are shifted in lane.
114. The existing bus stops outside and opposite #371 Hukanui Road were identified as a high priority for improvement.
115. Hukanui Road is a link between two key clusters at Rototuna shops and Chartwell Shopping Centre, and this route connects to the northern end of Eastern Pathways school link.
116. This route is in our strategic bike network plan as outlined in the business case for the Biking and Micro-Mobility Programme that has been approved by Waka Kotahi NZ Transport Agency and Hamilton City Council on 27 April 2021 at the Infrastructure and Transport Committee.
117. This project was approved at the Infrastructure and Transport Committee on 7 March 2023.
118. Hukanui Road is a link between two key clusters at Rototuna shops and Chartwell Shopping Centre, and this route connects to the northern end of School Link for Eastern Pathways.
119. This route is in our strategic bike network plan as outlined in the business case for the Biking and Micro-Mobility Programme that has been approved by Waka Kotahi NZ Transport Agency and Hamilton City Council on 27 April 2021 at the Infrastructure and Transport Committee.
120. This project was approved at the Infrastructure and Transport Committee on 7 March 2023.
121. Staff reviewed the existing bus infrastructure along Hukanui Road and have identified a need for the following improvements:
 - i. Improving safety for pedestrians and cyclists by installation of a pedestrian and cyclists zebra crossing on Hukanui Road outside #373 Hukanui Road.
 - ii. Improving accessibility for cyclists by installation of a protected cycle lane on the eastern side of Hukanui Road between #1 San Clemento Way and #8 San Clemento Way.
 - iii. Improving accessibility by improving bus stops at the following locations:
 - a) Removing a bus stop opposite #371 Hukanui Road.
 - b) Removing a bus stop opposite #375 Hukanui Road.
 - c) Installation of an in-lane bus stop opposite #371 Hukanui Road.
 - d) Installation of an in-lane bus stop outside #375 Hukanui Road.

122. The proposed raised crossing points across Hukanui Road will improve accessibility and safety for pedestrians and cyclists crossing the road which are part of the 'Safe System' approach to road safety.
123. The proposed new bus stops will improve the level of service for the existing bus route, existing bus stops will be upgraded, and new crossings implemented for accessibility.
124. Improvements to the existing cycle lane on the eastern side with cycle separators will provide users high level of amenity when travelling by bike and aligns with the Council's Biking and Micro mobility plan.
125. Cycle separators cannot be installed on the western side, as there are too many driveways to safely install these through this short section. This can only be done once the full length of protected cycleway can be installed (Wairere Drive to Thomas Road).
126. A copy of the proposed traffic restriction changes is shown below:



127. A high frequency bus route which is direct, convenient and reliable is the best way to change people travel behaviours and encourage this to take public transport. With the large population already living in Rototuna causing traffic congestion, this congestion is expected to grow. Providing a user-friendly service (frequent, direct, convenient, and reliable) to the residents is more likely to result in increase of bus users traveling to the Central City.
128. Staff consulted on the proposed traffic restriction changes with affected business and property owners in August 2023. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	Waikato Regional Council, Bike Waikato, and Living Streets Kirikiriroa support the project.	Support noted.
ii.	New Zealand Police and St John were initially concerned about the impact on congestion and traffic flow but were comfortable with the proposal after staff	Staff provided details on expected delay when the signals are triggered and/or when buses stop 'in lane'. The delay to drivers when the raised,

	provided further information to them.	<p>signalised crossing is in use would be no more than 15 seconds.</p> <p>For context, the average trip from the Rototuna Shopping Centre to the central city during afternoon peak hour traffic is 26 minutes. A 15 second increase in travel would account for less than 1% of total travel time.</p>
iii.	<p>National Road Carriers Association expressed their objection to the proposal.</p> <p>They expressed “for delivery vehicles from trucks to vans needing to stop in the proposed bike lane to do deliveries / pickups and this would obviously be a concern for all. Looking at your plan if a delivery vehicle stopped in the bike lane any vehicles that pass it will have no choice but to cross the centreline.”</p>	<p>Staff advised that is illegal to park in a cycle lane with or without separation. The cycle lane is existing with HCC traffic Bylaw, however, has not been marked onsite.</p>
iv.	<p>The signalised crossing is proposed to be in front of #373 Hukanui Road.</p> <p>The property owner at #373 Hukanui Road expressed their support for the project and stated “The current bus stop on the eastern side can be challenging to access due to the volumes and speeds of vehicles travelling along Hukanui Road”.</p> <p>The resident requested as part of their feedback that noise is minimised with the gradient of the entry/exit ramps for the raised crossing and the beeping sounds from the signals after 7pm when their children are going to bed.</p>	<p>The raised crossing will be constructed from full asphalt and the ramps will be designed at a more comfortable gradient. The beeping noise from the signals will be dampened after 7pm when the crossing is not in use.</p>
v.	<p>The in-lane bus stop is proposed to be in front of #375 Hukanui Road.</p> <p>Initial communication</p> <p>The Property owner is opposed to the location of the in-lane bus stop and raised crossing. Initially the resident acknowledged that it was “not safe to cross lanes” and that the in-lane bus stops “would be a good upgrade for the residents”. However, the resident suggested the raised, signalised crossing be moved further north past Callum Brae</p>	<p><u>Initial response:</u></p> <p>The signalised crossing is intended to support bus passengers crossing the street and the proposed location will create gaps in the flow of traffic for drivers to get in and out of Callum Brae Drive.</p> <p>Staff advised there is extremely limited choice about where to place the bus stops and crossings in this section of Hukanui Road.</p> <p>The distance between Callum Brae Drive and San Clemente Way (the nearest side</p>

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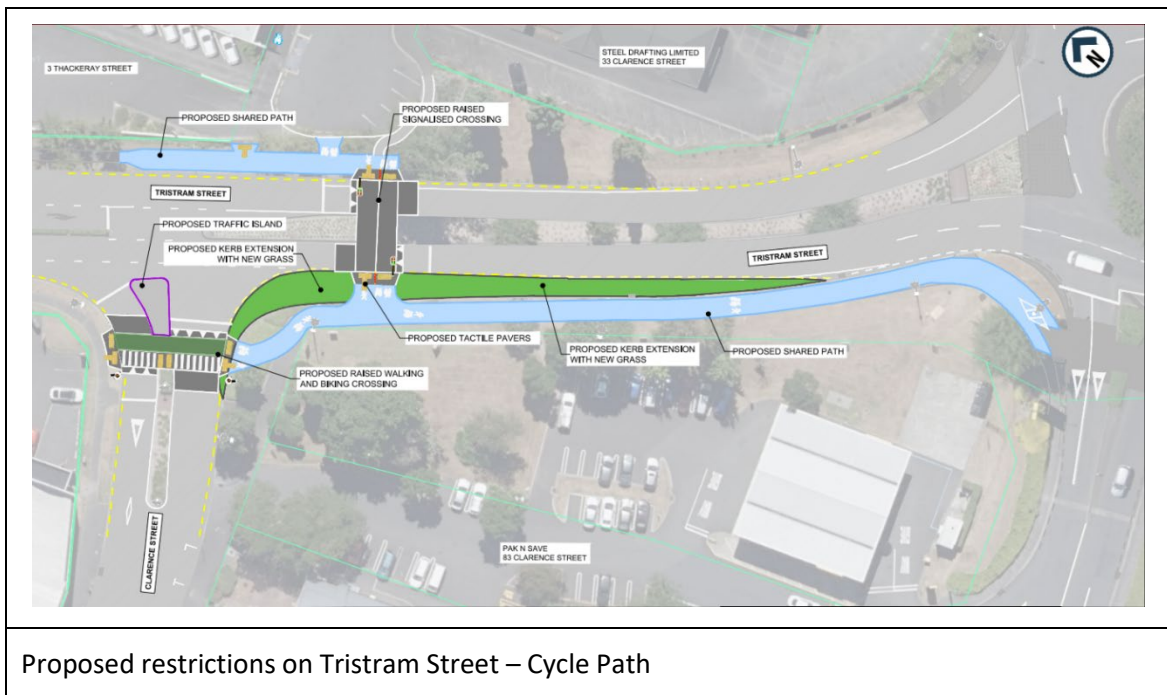
	<p>Drive to help with right turning movement onto Hukanui Road.</p> <p>The resident also stated that Hukanui Road is “very long” and the “bus stop would be better installed in the middle of [the] road ... instead of [people] walking a long way ... to take the bus”.</p> <p>Further communication</p> <p>The property owner responded to the initial communication that the changes were “unnecessary and inconvenient”, highlighted the option of the bus stop at #403 Hukanui Road, buses stopping at #375 Hukanui Road would create a hazard by blocking the view of drivers turning out of Callum Brae Drive, the traffic signals would impact traffic flow and that the proposal was unsafe for anyone driving quickly up the hill from Chartwell.</p>	<p>streets) is approximately 150m.</p> <p>The proposed changes need to be placed safely away from the side streets and in between the driveways in this section of Hukanui Road. The lack of space available meant that the concrete separators for the bike lane had to be changed to painted buffers to enable access into and out of driveways.</p> <p><u>Further response:</u></p> <p>Staff advised that public transport and bike network planning would require all bus stops to reviewed and upgrade on Hukanui Road.</p> <p>Staff explained that there is no hazard from a bus stopped in the traffic lane, for traffic turning out of Callum Brae Drive. All traffic behind the bus would be unable to pass.</p> <p>The reason for the crossing being raised and signalised was because of the speed of vehicles on Hukanui Road and providing pedestrian and people on bikes with a safe crossing facility.</p>
vi.	<p>The property owner of #5 San Clemente Way contacted staff 10 days after the feedback period had closed to ask for more information and stated the existing bus stop was a noise, privacy, and security concern.</p> <p>The other in-lane bus stop is proposed to be opposite #371 Hukanui Road, which backs onto #5 San Clemente Way (pictured below on the right).</p>	<p>Staff provided an extension, sent more information, and did not receive a response from the property owner.</p>
vii.	<p>The property owner of #9 San Clemente Way (where the bus stop is currently located) provided feedback opposing the project, but no feedback was received in relation to the location of the bus stops, and any direct impact on their property</p>	<p>Feedback was noted and general themes expressed by the property owner were reported to the Infrastructure and Transport committee.</p>

129. Staff recommend changes to proposed to bus stops restrictions to ensure bus stops are evenly spaced along Hukanui Road, approximately 300m between stops.

130. Approval of proposed traffic restrictions is recommended.

CERF Transport Choices – Tristram Street – Proposed Shared Path (Project # 14)

131. This route has been identified as a key link within the CBD, which provides a safe and accessible crossing for people who live, work and study in the central city.
132. This project was approved by the Infrastructure and Transport Committee on 7 March 2023.
133. Improvements from this project will include:
- Improving safety for pedestrians and cyclists by installation of a raised pedestrian and cyclist zebra crossing on Clarence Street at the intersection with Tristram Street.
 - Improving safety for pedestrians and cyclists by installation of a raised pedestrian and cyclist signalised zebra crossing on Tristram Street at the intersection of Clarence Street.
 - Improving accessibility for cyclists by installation of shared path on Tristram Street between entrance to Pak'n'Save and Clarence Street.
134. The proposed new shared path improvements will provide users with a high level of amenity when travelling by cycle and aligns with the Council's micro mobility and biking plan.
135. A copy of the proposed traffic restriction changes is shown below:



136. Staff consulted on the proposed traffic restriction changes with affected business and property owners in August 2023. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	Bike Waikato, Living Streets Kirikiriroa, CCS Disability Action Waikato, Parents of Vision Impaired NZ, Hamilton Central Business Association (HCBA), Fire and Emergency New Zealand (FENZ) and Waikato Regional Council support the project.	Support noted.

ii.	FENZ asked if it was possible to raise the intersection of Tristram Street and Clarence Street to make it easier to traverse their trucks.	Staff explained this was not possible with the available budget for the project but the ramps on this crossing will be extended to have flatter grades on the exits which have been proven to improve the ride for trucks and busses.
iii.	Hamilton Central Business Association (HCBA) provided comments on the use of raised crossings within the central city and enquired about the impact on traffic flow.	Staff explained how the proposal aligns with the Central City Transformation Plan and provided more detail and background on the two raised crossings and the removal of the slip lane to give more assurance about the need for the changes. HCBA thanked staff for the additional information and felt that it helped them to understand the wider view of the proposal.
iv.	Pak'n'Save at Clarence Street support the project and stated "it looks like a great option for pedestrian access and will slow the traffic down in the area". They requested that careful thought is put into the traffic management plan during construction to ensure consistent access for vehicles.	The project manager has been made aware of this request. A construction management plan be developed after the completion of detailed design and prior to start of construction activity to address these concerns.

137. Construction works for this project are scheduled to start in February 2024.

138. Changes to the **Cycle Paths Register** are recommended and included in paragraph 202 of the report for approval for the completion of this project.

139. Approval of proposed traffic restrictions are recommended.

CERF Transport Choices – Jellicoe Drive and Plunket Terrace – Proposed Walkable Neighbourhood and Public Transport Improvements (Project # 15)

140. Hayes Paddock area (Jellicoe Drive and Plunket Terrace) is a popular destination for visitors due to proximity to the river, new playground, and Cafe, and is also well used by the local residents. The area provides a key linkage into the river path network that connects through to Hamilton East to the north and Hamilton Gardens to the south.

141. This project has been identified as a key link to the Wellington Street beach upgrade, which provides safe and accessible cycleways for residents who live, work and study in the Hamilton East area.

142. Following detailed consultation, two options were considered at the Infrastructure and Transport Committee on 20 July 2023, and option 'B' was approved which still enables traffic flow from Plunket Terrace to Jellicoe Drive.

143. Improvements from this project will include:

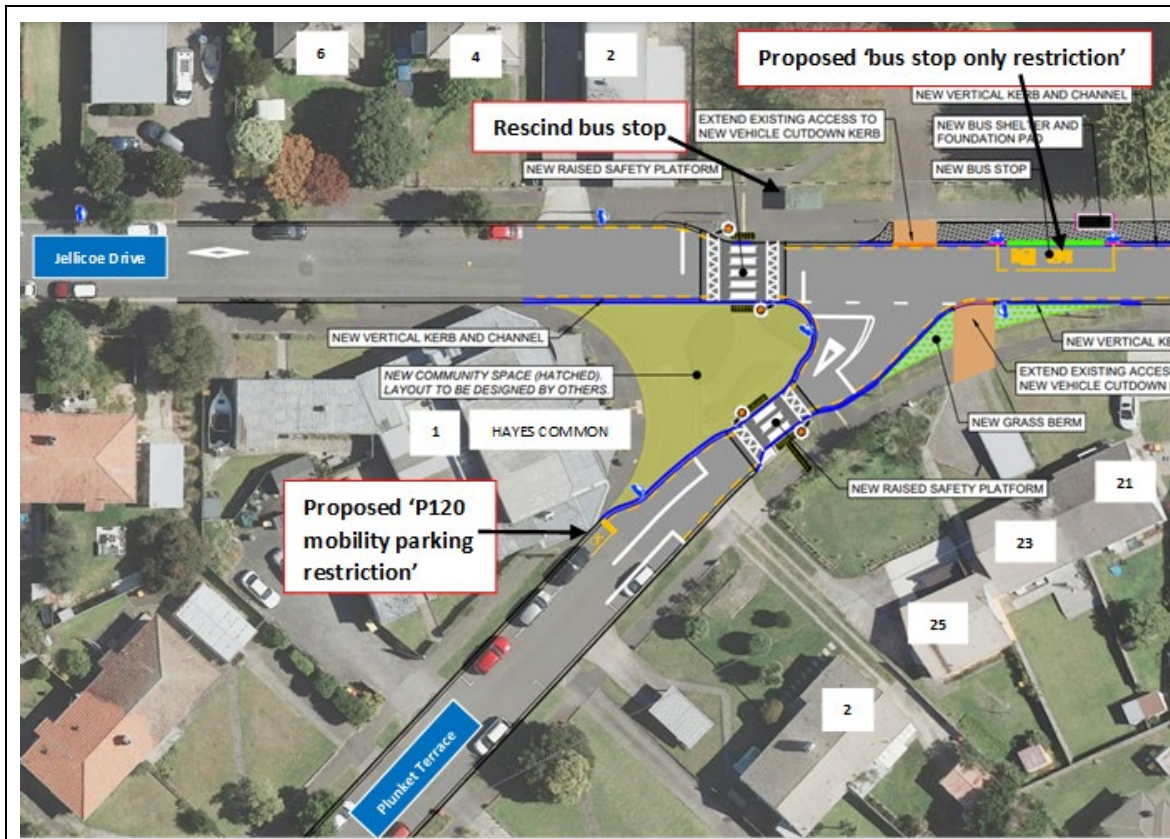
- i. Improving safety for pedestrians and cyclists by installation of pedestrian and cyclist zebra crossing at the following locations:
 - a) On Jellicoe Drive near Wellington Street beach and Hayes Common.
 - b) On Plunket Terrace near Hayes Common.
- ii. Improving accessibility by improving bus stops on Jellicoe Drive near Hayes Common and Wellington Street Beach via the installation of a raised 'Kristy Kerbs'
- iii. Improving accessibility by installation of mobility permit holder parking at the following locations:
 - a) On Jellicoe Drive outside Wellington Street beach.
 - b) On Plunket Terrace outside Hayes Common.

144. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	A number of residents who attended the 20 July 2023 Infrastructure and Transport Committee meeting did not like either proposal presented.	An alternative option to keep all roads open and close only the slip lane was approved by the 20 July 2023 Infrastructure and Transport Committee.
ii.	Disabled Persons Assembly NZ and CCS Disability Action Waikato requested the certation of mobility parking bays.	The proposal now includes mobility parking bays on Plunket Terrace and Jellicoe Drive.
iii.	Hayes Common (Café) support the project and requested that careful thought is put into the traffic management plan to minimise the impact on their business operations.	A construction management plan be developed after the completion of detailed design and prior to start of construction activity to address these concerns.

145. A copy of the proposed traffic restriction changes is shown below:

- i. Proposed restrictions on Jellicoe Drive and Plunket Terrace – Bus Stop and Mobility Parking



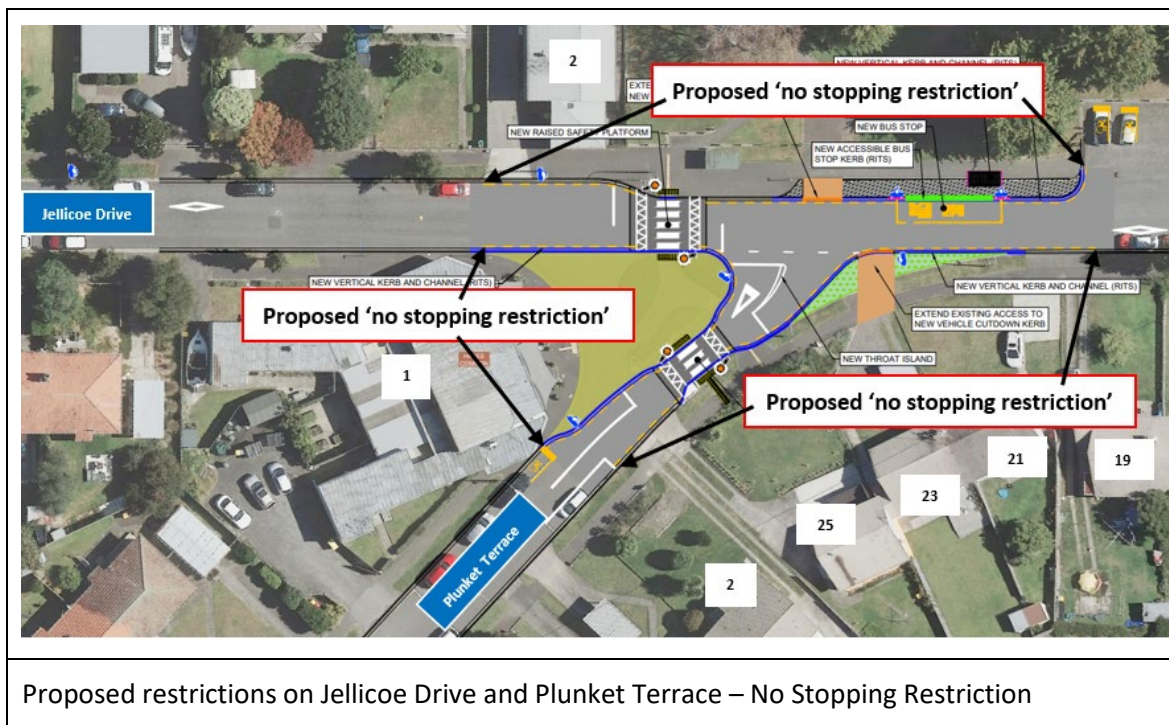
Proposed restrictions on Jellicoe Drive and Plunket Terrace – Bus Stop and Mobility Parking

- ii. Proposed restrictions on Jellicoe Drive – Mobility Parking



Proposed restrictions on Jellicoe Drive – Mobility Parking

iii. Proposed restrictions on Jellicoe Drive and Plunket Terrace – No Stopping Restriction



146. Construction works for this project are scheduled to start in March 2024.

147. Approval of proposed traffic restrictions is recommended.

CERF Transport Choices – Rifle Range Road – Protected Cycle Lane (Project # 17)

148. This project was identified in the Biking and Micro Mobility programme as a key link between three schools, and high-density residential zones, as well as access to the city centre.

149. The proposed improvements will provide safe connections for people on bikes to the intersection with SH23 and Avalon Drive underpass, St Columba's, and Frankton schools, as well as linkages for Dinsdale and Frankton communities. These improvements compliments Waka Kotahi's Boost projects at Norton Road/SH1C roundabout.

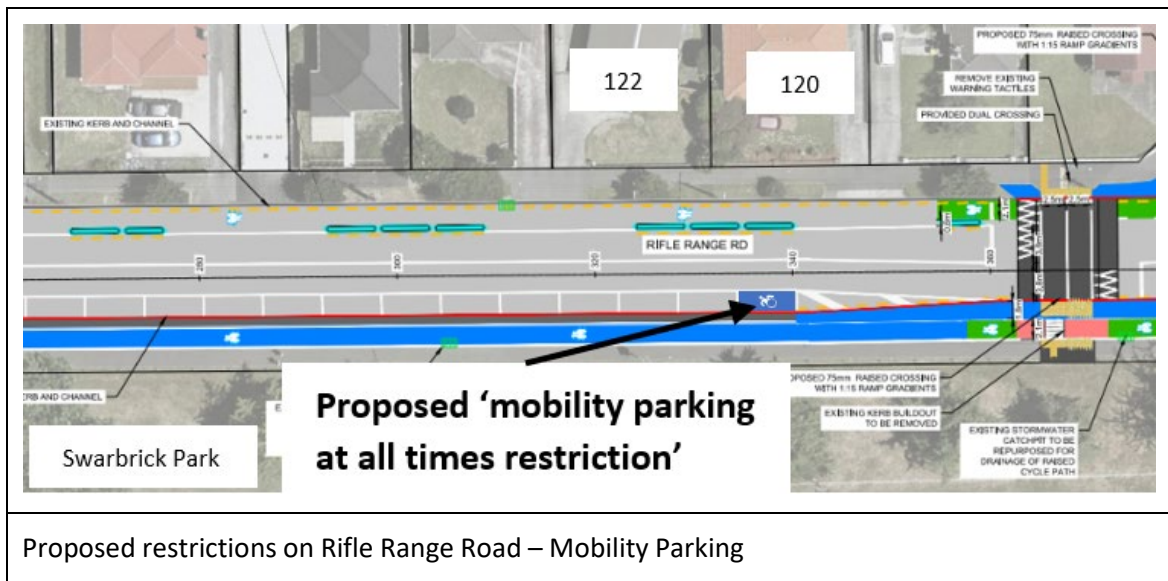
150. This project was approved by the Infrastructure and Transport Committee on 21 September 2023.

151. Improvements from this project will include:

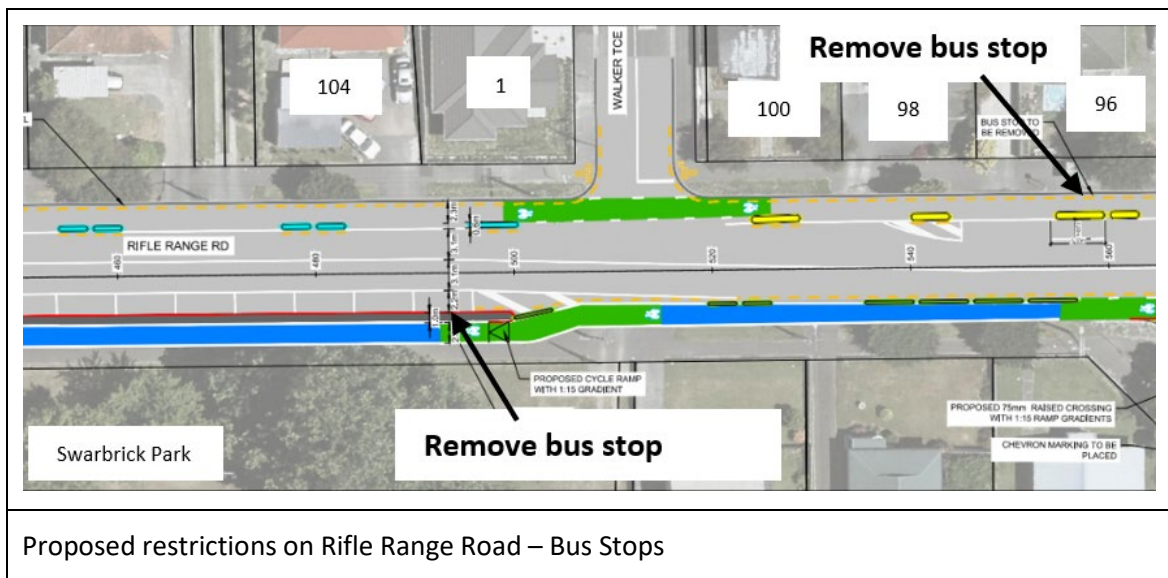
- i. Improving safety for pedestrians and cyclists by installation of a raised pedestrian and cyclist zebra crossing on Rifle Range Road near Swarbrick Park.
- ii. Improving accessibility by creating a mobility permit holder parking outside Swarbrick Park.
- iii. Improving accessibility by improving existing bus stops at the following locations:
 - i. On Rifle Range Road near Frankton School.
 - ii. On Rifle Range Road near St Columba's Catholic Primary School.
 - iii. Remove Bus stops outside Swarbrick Park. The existing bus stops are being removed due to changes in the Meteor route and the new bus stops are only for school bus use.

152. A copy of the proposed traffic restriction changes is shown below:

i. Proposed restrictions on Rifle Range Road – Mobility Parking



ii. Proposed restrictions on Rifle Range Road – Bus Stops



153. Staff consulted on the proposed traffic restriction changes with affected business and property owners in August 2023. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	<p>Support for the project was received from all four schools in the area:</p> <ul style="list-style-type: none"> i. Frankton School ii. St Columba's Catholic Primary School iii. Aberdeen School iv. Maeroa Intermediate. 	Support noted.

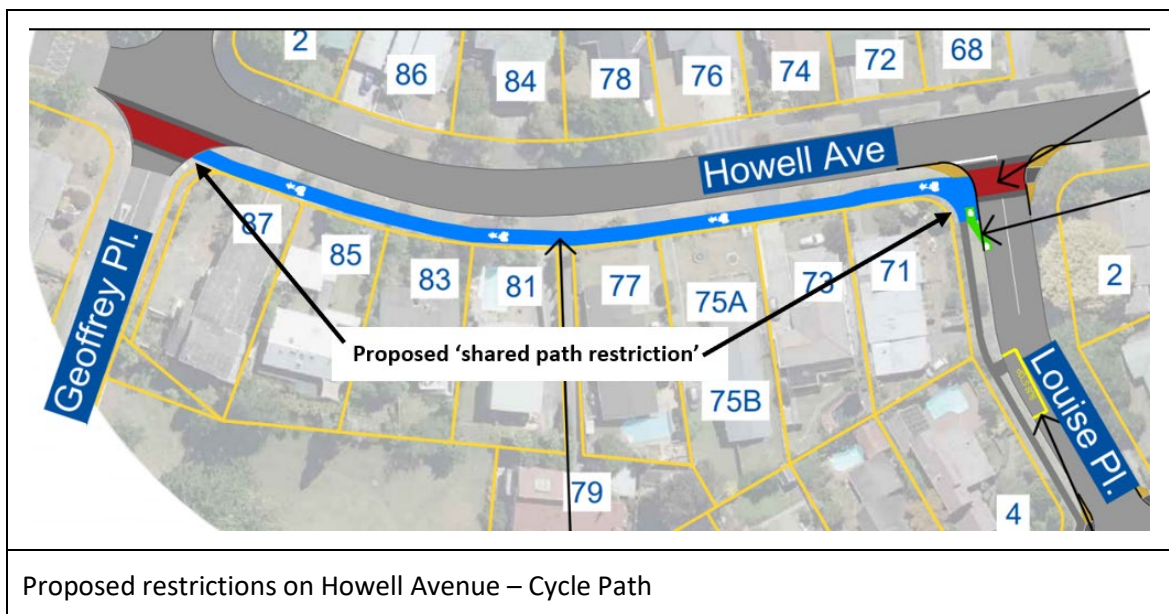
ii.	A request for mobility parking outside Swarbrick Park was received from CCS Disability Action Waikato.	A mobility parking bay has been included in the proposed changes to parking restrictions.
iii.	General concerns were expressed about the loss of parking by some residents	<p>A parking survey was undertaken to identify the area with highest demand for parking on Rifle Range Road.</p> <p>Based on the data collected, staff retained on-street parking, where possible, near the schools and park.</p> <p>The project design creates parking bays outside Frankton School and Swarbrick Park to retain on-street parking and improve efficiency.</p>
iv.	<p>Specific concerns were raised about the loss of parking opposite Rifle Range Road Dairy by the business owners and a nearby resident.</p> <p>The business was concerned about the lack of parking and inconvenient for customers in the southbound traffic and the resident was concerned about customers potentially parking in their driveway.</p>	<p>The proposed design has been changed to enable on-street parking on both sides of the street for a small section of Rifle Range Road.</p> <p>In addition, bike parking stands will be installed outside the dairy.</p>
v.	A query was received from two parents through Frankton School if cars could be allowed to park in the cycle lane outside Frankton School during peak hour traffic.	<p>It is illegal to park in the cycle lanes.</p> <p>Parking in cycle lane creates a safety risk and increase the risk of death or serious injury to kids on bikes.</p> <p>Staff do not recommend this, as it would leave kids on bikes with no space on the street directly outside the school gate.</p>

154. Construction works for this project are scheduled to start in December 2023.

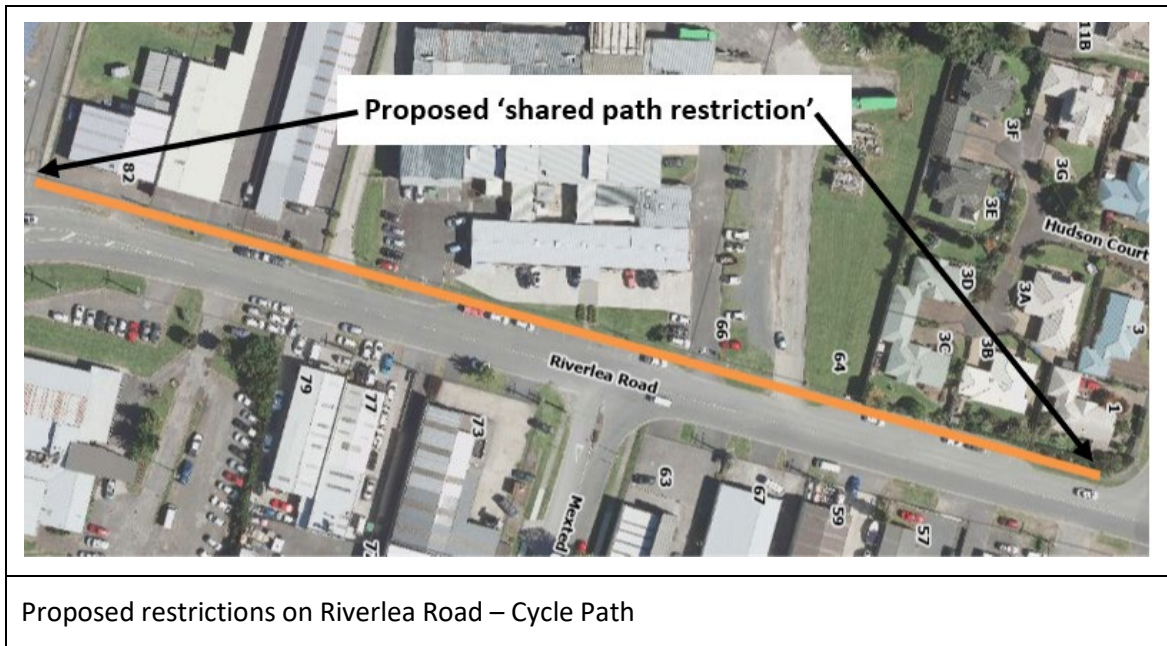
155. Approval of proposed traffic restrictions is recommended.

CERF – Riverlea Connections – Proposed Cycle Path (Project # 19)

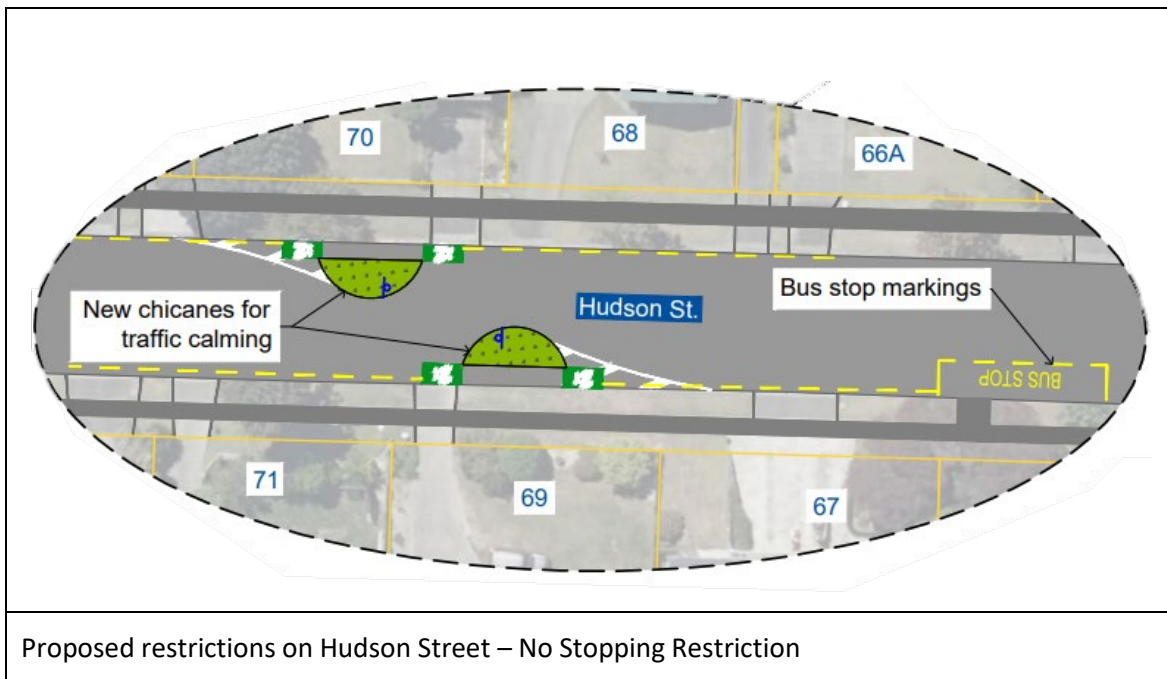
156. This project provides safer and more accessible connections for people on bikes from/to the Riverlea area by adding new facilities that connect to existing active mode networks and community spaces.
157. The project includes a number of traffic calming measure to slow traffic to the currently 40km/h posted speed limit. To promote the use of the route and reduce the risk of crashes, a combination of traffic calming, off-road paths and bus stop improvements are proposed for implementation.
158. This project was approved by Infrastructure and Transport Committee on 21 September 2023, and construction is scheduled to begin in February 2024.
159. Improvements from this project will include:
 - i. Improving safety for pedestrians and cyclists by installation of raised safety platform at the following locations:
 - i. Intersection of Louise Place and Howell Avenue.
 - ii. Intersection of Hudson Street and Malcom Street.
 - iii. Outside #48 Silva Crescent
 - iv. Outside #28 Hudson Street.
 - ii. Improve traffic calming to promote safe operating speeds by:
 - i. Installation of traffic islands outside #11 Hudson Street.
 - ii. Installation of traffic islands outside #69 Hudson Street.
 - iii. Improving accessibility for cyclists by installation of shared path on
 - i. Howell Avenue between Geoffrey Place and Louise Place.
 - ii. Riverlea Road between Hudson Street and Te Awa River Trail.
160. A copy of the proposed traffic restriction changes are shown below:
 - i. Proposed restrictions on Howell Avenue – Cycle Path



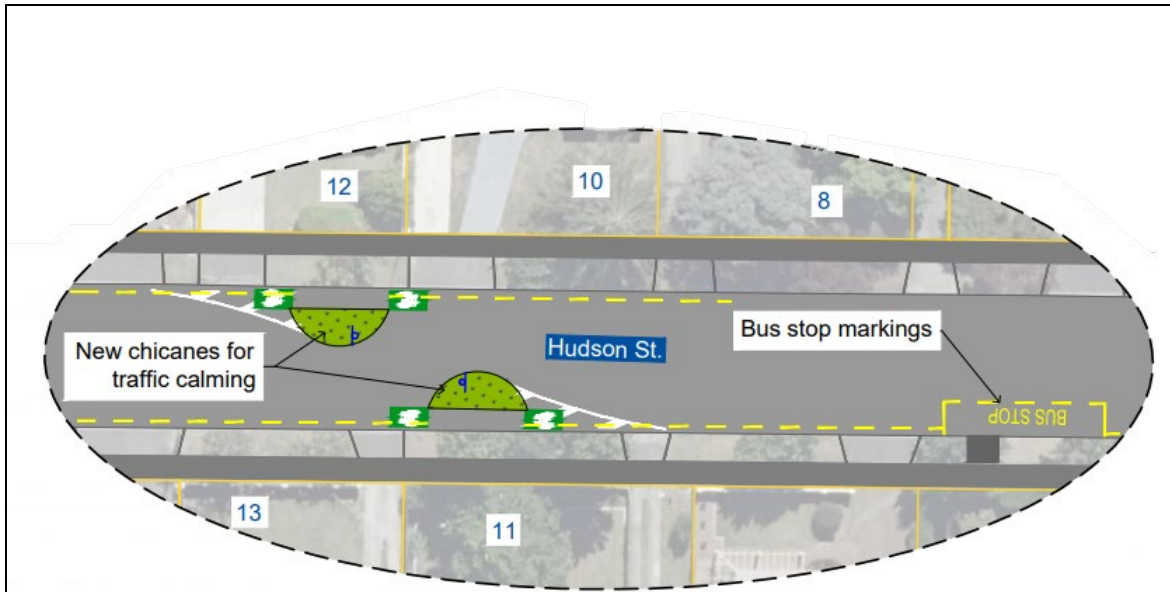
ii. Proposed restrictions on Riverlea Road – Cycle Path



iii. Proposed restrictions on Hudson Street – No Stopping Restriction

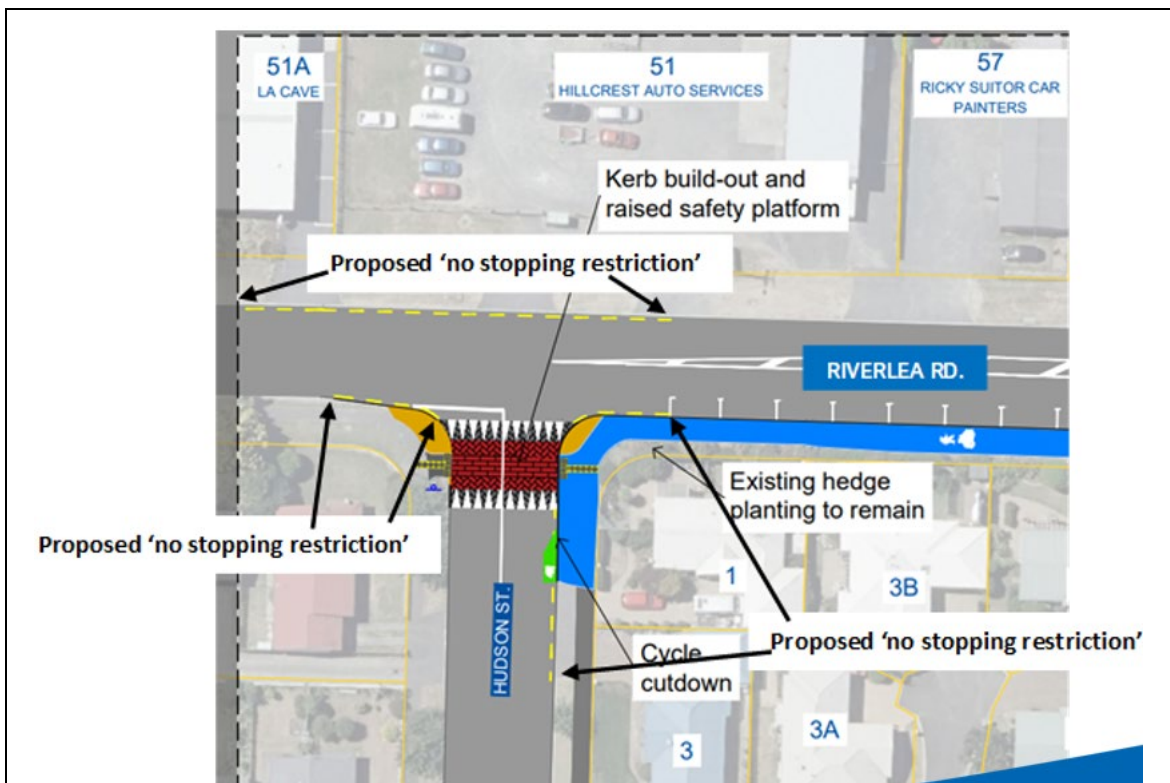


iv. Proposed restrictions on Hudson Street – No Stopping Restriction



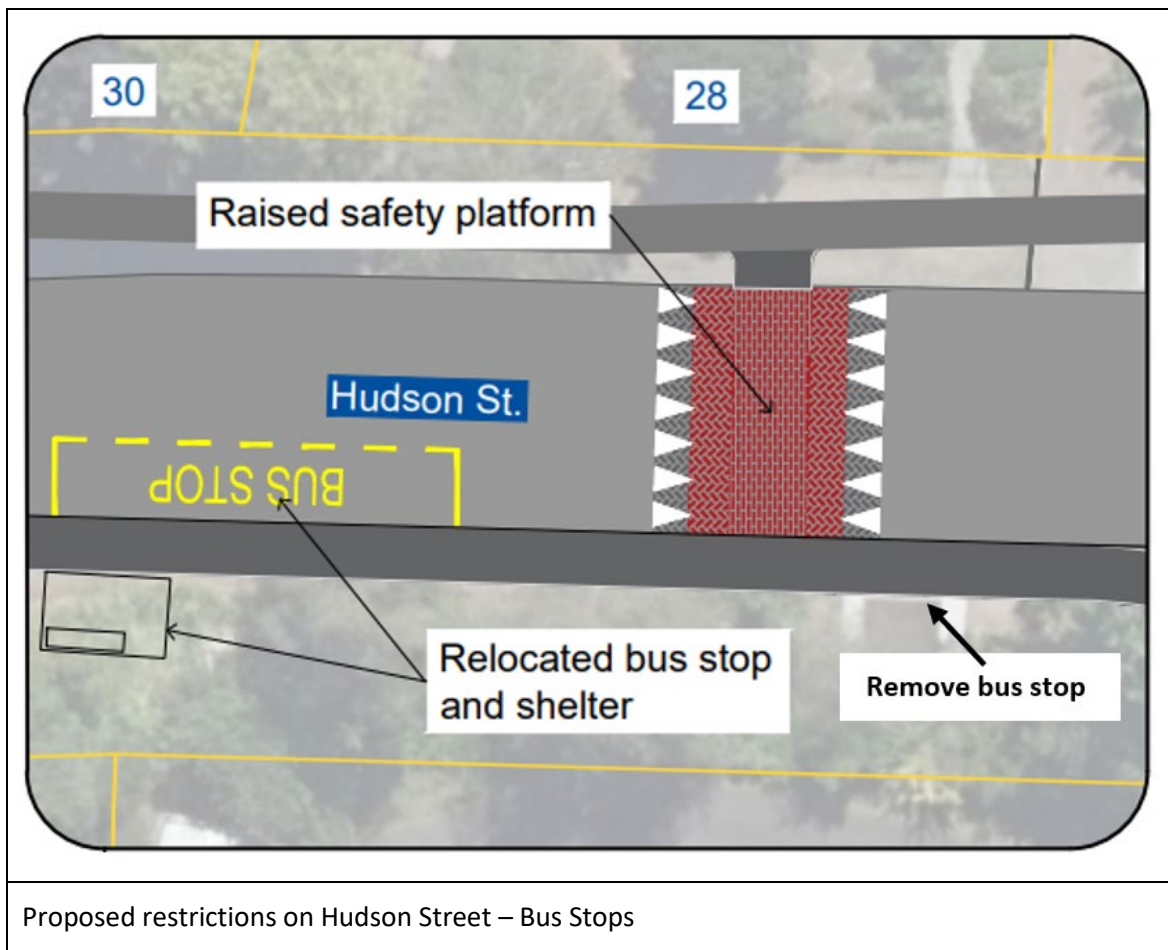
Proposed restrictions on Hudson Street – No Stopping Restriction

- v. Proposed restrictions on Hudson Street and Riverlea Road – No Stopping Restriction



Proposed restrictions on Hudson Street and Riverlea Road – No Stopping Restriction

vi. Proposed restrictions on Hudson Street – Bus Stops



Proposed restrictions on Hudson Street – Bus Stops

161. Staff consulted on the proposed traffic restriction changes with affected business and property owners between July and August 2023. Information collected during the consultation and staff response is presented in the table below:

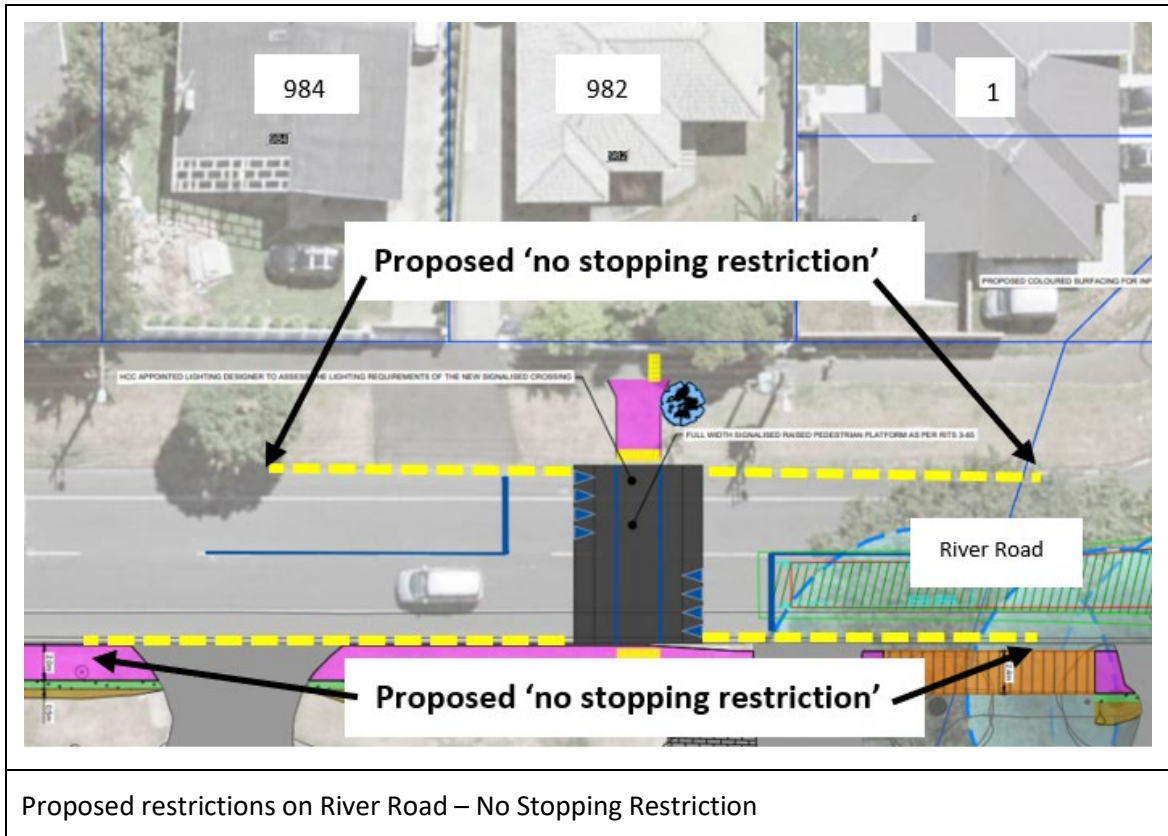
#	Feedback received	Staff response
i.	Te Awa River Ride Charitable Trust, Riverlea Environment Society, Bike Waikato, Go Eco, Living Streets Kirikiriroa, Age Concern Hamilton, CCS Disability Action Waikato, Parents of Vision Impaired NZ, Waikato Regional, Electrify/River Riders, Fire and Emergency New Zealand and New Zealand Police are in support of the project.	Support noted.
ii.	Concerns were raised by some residents about the potential for the shared path on Howell Avenue to narrow the road or reduce on-street parking.	The shared path will be built within the existing kerb line and will not narrow the road or impact on-street parking.
iii.	Riverlea Road businesses expressed concern about the proposed shared path narrowing the road and impact the movement of heavy	Adjustments have been made to the design to enable the shared path to be built within the existing kerb line so that

	vehicles.	no narrowing of the road occurs. The shared path will be 2.5m wide and be placed up against the property boundary.
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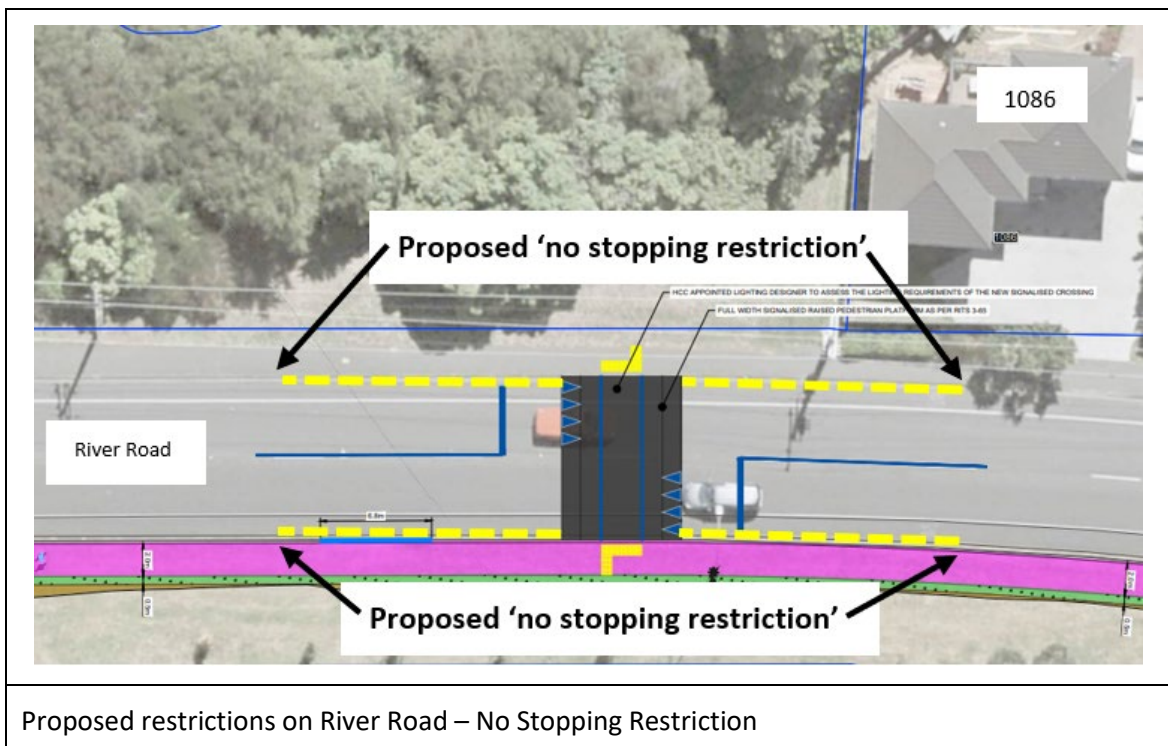
- 162. No feedback was received objecting the changes to restrictions required to implement the proposed chicanes, raised safety platforms or bus stop improvements.
- 163. Construction works for this project are scheduled to start in February 2024.
- 164. Changes to the **Cycle Paths Register and Cycle Lanes Register** are recommended and included in paragraph 202 and paragraph 205 of the report for approval for the completion of this project.
- 165. Approval of proposed traffic restrictions is recommended.

CERF Transport Choices – River Road – Proposed Parking Restriction (Project # 20)

- 166. This project will resolve a missing link in Hamilton's pedestrian network which is required to service the local community. Pedestrians currently walk along the grass berm to gain access to their destination, and currently cross the road, through traffic operating at around 57km/h.
- 167. The project proposal has two raised pedestrian crossing points on River Road to improve accessibility and safety for pedestrians crossing the road. Installation of a new footpath will improve accessibility and uptake of walking and recreational walking by the river, as well as link to the Kirikirioa Bridge which connects to Wairere Drive and Flagstaff area.
- 168. This project was approved by Infrastructure and Transport Committee on 21 September 2023, and construction is scheduled to begin in February 2024.
- 169. Improvements from this project will include:
 - i. Improving safety for pedestrians and cyclists by installation of a pedestrian signalised crossing on River Road at the following locations:
 - i. Near #982 River Road.
 - ii. Near #1086 River Road.
 - ii. Other improvements include installation of a new footpath and new board walk to promote walking and cycling.
- 170. A copy of the proposed traffic restriction changes are shown below:
 - i. Proposed restrictions on River Road – No Stopping Restriction, near #982 River Road.



171. Proposed restrictions on River Road – No Stopping Restriction, near #1086 River Road.



172. Staff consulted on the proposed traffic restriction changes with affected business and property owners between July and August'23. Information collected during the consultation and staff response is presented in the table below:

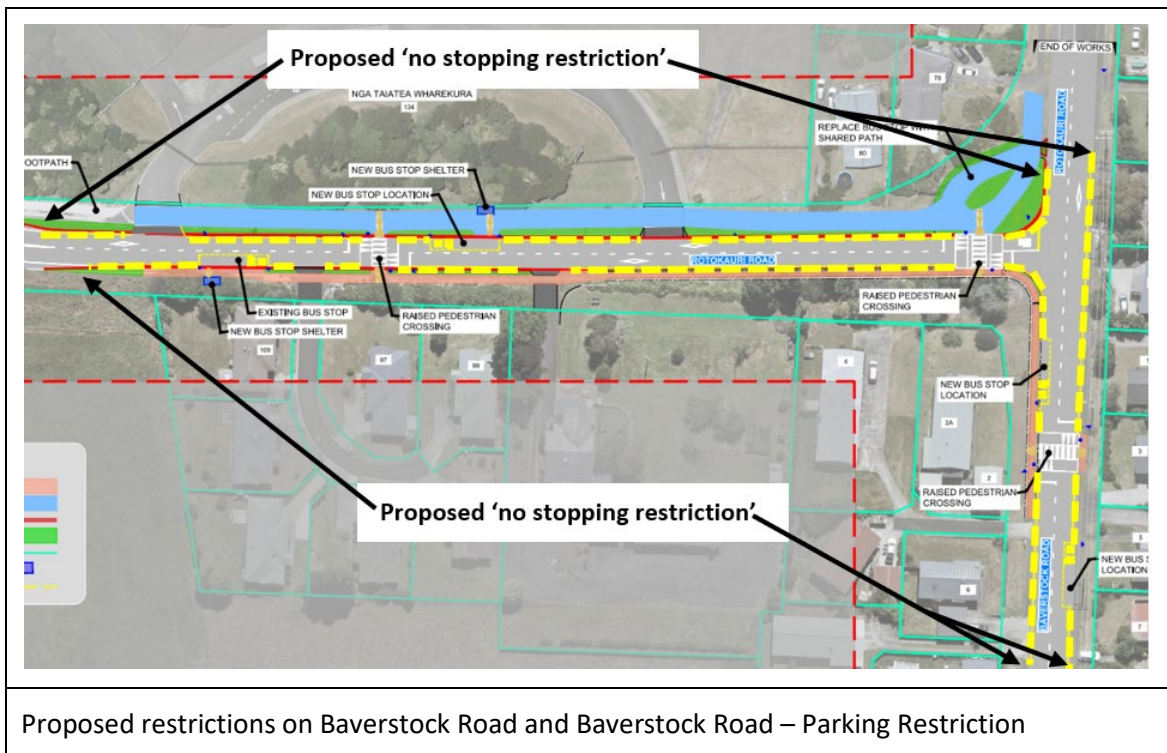
#	Feedback received	Staff response
i.	Bike Waikato, Living Streets Kirikiriroa, Go Eco, Parents of Vision Impaired NZ and Waikato Regional Council are in support of the project.	Support noted.
ii.	A resident expressed concerns about increase in noise, access to/from the property and the impact on the value of the property due to the proposed raised signalised crossing near Glen Lynne Avenue near #982 River Road.	Staff have taken steps to minimise the noise from the raised signalised crossing. The raised safety platform would be constructed of full asphalt. The angle of approach and departure ramps will be designed to minimise noise and steps taken to reduce the signal noises outside of peak hours at night. Staff explained to the resident a raised, signalising crossing will also create gaps in the
iii.	Concern was raised by a resident about vibrations due to the raised signalised crossing near #1086 River Road.	Design of the raised platform will minimise the shaking/vibration.

173. Approval of proposed traffic restrictions is recommended.

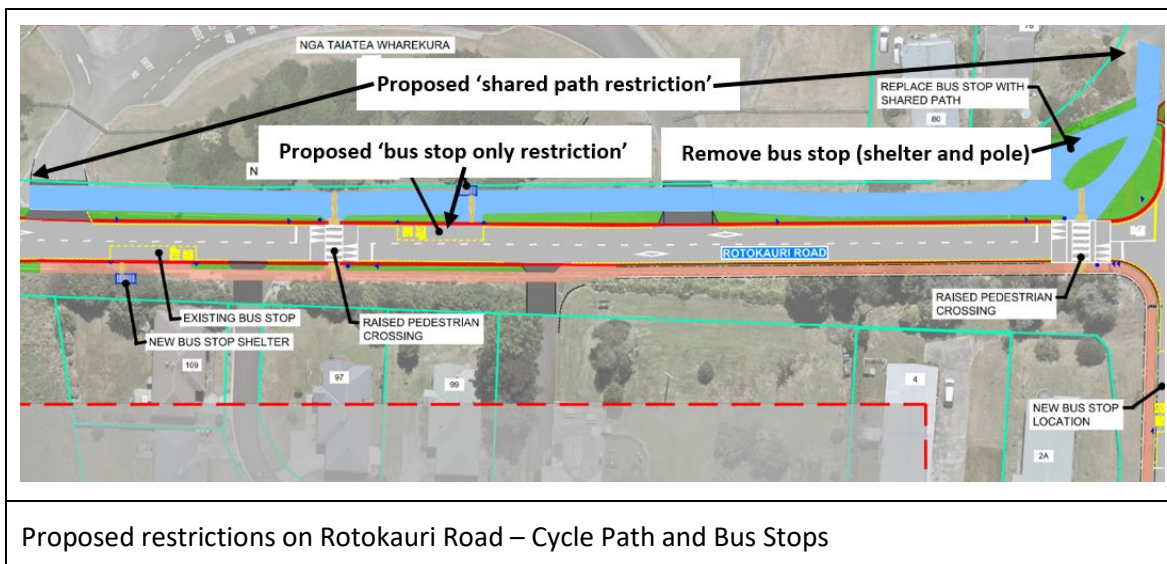
CERF Transport Choices – Rotokauri Road – Proposed Cycle Path (Project # 23)

174. This project improves the level of service for patrons of the Meteor route by installing new bus stops and upgrading existing bus stop; improves safety and accessibility through a new crossings and improvements at Rotokauri Road and Baverstock Road intersection.
175. The Meteor is a key high frequency bus route within Hamilton, which began its service in August 2023.
176. This project was approved by the Infrastructure and Transport committee on the 7 March 2023.
177. Improvements from this project will include:
- i. Improving safety for pedestrians and cyclists by installation of a pedestrian and cyclists zebra crossing at the following locations:
 - a) On Rotokauri Road providing safe access to Nga Taiatea Wharekura.
 - b) On Rotokauri Road at the intersection of Rotokauri Road and Baverstock Road.
 - c) On Baverstock Road at the intersection of Rotokauri Road and Baverstock Road.
 - ii. Improving accessibility for cyclists by installation of shared path on Rotokauri Road, from Baverstock Road northwards to link with the existing path.

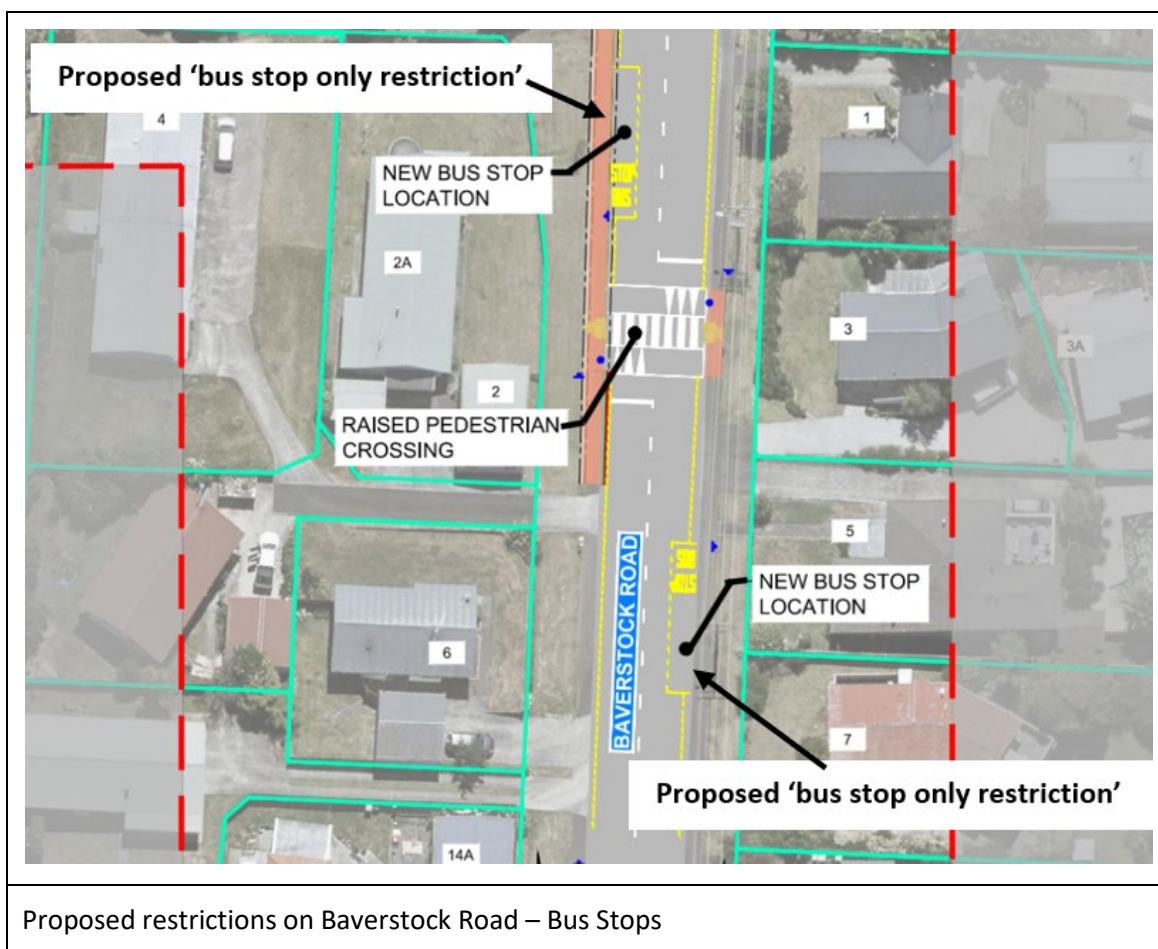
- iii. Improving accessibility by improving bus stop outside Nga Taiatea Wharekura.
178. A copy of the proposed traffic restriction changes are shown below:
- i. Proposed restrictions on Baverstock Road and Baverstock Road – Parking Restriction



- ii. Proposed restrictions on Rotokauri Road – Cycle Path and Bus Stops



- iii. Proposed restrictions on Baverstock Road – Bus Stops



Proposed restrictions on Baverstock Road – Bus Stops

179. Staff consulted on the proposed traffic restriction changes with affected business and property owners between July and August'23. Information collected during the consultation and staff response is presented in the table below:

#	Feedback received	Staff response
i.	Bike Waikato, CCS Disability Action Waikato, Parents of Vision Impaired NZ, Go Eco, Waikato Regional Council, Kainga Ora and Hamilton Northwest Baptist Church support the project.	Support noted.
ii.	Ngai Taiatea Wharekura had no comments on the proposal, except to clarify whether the fence outside the Kura would not be impacted.	Staff confirmed the fence would not be impacted.
iii.	Fire and Emergency New Zealand raised no issues with the project. A request was made to consider their appliances with the ramp designs on the raised crossings	Staff have confirmed the to lengthen the ramps on all three raised platforms, will be longer.
iv.	CCS Disability Action Waikato and Parents of Vision Impaired NZ requested that the bus stops had shelters, the seating would	Proposal includes shelters and appropriate seating. Tactile pavers were not needed as the shared path would

	provide space for people who use wheelchairs and tactile pavers would be used on the driveways for Nga Taiatea Wharekura	extend across the driveways and have ramps leading into/out of the driveways and vehicle are required to give way to pedestrians.
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180. Construction works for this project are scheduled to start in December 2023.
181. Changes to the **Cycle Paths Register** are recommended and included in **paragraph 202** of the report for approval for the completion of this project.
182. Approval of proposed traffic restrictions are recommended.

Traffic Bylaw Changes

183. 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).
184. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- i. Cycle Path Register; and
 - ii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Cycle Paths Register

185. Cycle paths are the off-road facilities provided for people on bikes to share the path with people who are walking and are more commonly known as 'Shared Paths'.
186. The following projects works result in changes to the register:
- i. LCLR – Kahikatea Drive and Higgins Road Intersection.
 - ii. CERF – Bader Street and Lorne Street (Project # 1)
 - iii. CERF – Brooklyn Road (Project # 5)
 - iv. CERF – Tristram Street (Project # 14)
 - v. CERF – Riverlea Connections (Project # 19)
 - vi. CERF – Rotokauri Road (Project # 23)
 - vii. Peacocke Development works
187. The Cycle Paths Register is proposed to be updated by making the following changes which are underlined and marked in red.

Item 5

Location	Description	Priority
<u>Bader Street</u>	(i) <u>Cycle Path on the north side of Bader Street from intersection with Normandy Ave, progressing 30m in East direction to #23 Bader Street.</u>	<u>Cyclists</u>
<u>Brooklyn Road</u>	(iii) <u>Cycle Path on the eastern side of Brooklyn Road starting from Five Cross Roads roundabout, progressing 140m south.</u> (iv) <u>Cycle Path on the western side of Brooklyn Road starting from Five Cross Roads roundabout, progressing 40m south.</u>	<u>Nil</u>
<u>Higgins Road</u>	(i) <u>Cycle Path on the west side of Higgins Road from the intersection with Kahikatea Drive, progressing 25m in North direction.</u> (ii) <u>Cycle Path west side of Higgins Road from the intersection with Kahikatea Drive, progressing 25m in south direction.</u> (iii) <u>Cycle Path on the east side of Higgins Road from the intersection with Kahikatea Drive, progressing 20m in north direction.</u> (iv) <u>Cycle Path on the east side of Higgins Road from the intersection with Kahikatea Drive, progressing 50m in north direction.</u>	<u>Nil</u>
<u>Howell Avenue</u>	(i) <u>Cycle Path on the southern side of Howell Avenue, starting at the intersection with Geoffrey Place and progressing 150m east to the intersection with Louise Place.</u>	<u>Nil</u>
<u>Kahikatea Drive</u>	(i) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection of Ohaupo Road, progressing 1837 metre west to the intersection of Greenwood Street.</u> (i) <u>Cycle Path on the northern side of Kahikatea Drive from the intersection with Higgins Road, progressing 25m in west direction.</u> (ii) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection with Higgins Road, progressing 25m in west direction.</u> (iii) <u>Cycle Path on the northern side of Kahikatea Drive from the intersection with Higgins Road, progressing 20m in east direction.</u> (iv) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection with Higgins Road, progressing 20m in east direction.</u>	<u>Nil</u>
<u>Lorne Street</u>	(i) <u>Cycle Path on the south side of Lorne Street from intersection with Ohaupo Road, progressing 65m in east direction.</u> (ii) <u>Cycle Path on the south side of Lorne Street from intersection with Normandy Avenue, progressing 20m in west direction.</u>	<u>Nil</u>
<u>Riverlea Street</u>	(i) <u>Cycle Path on the western side of Riverlea Road, starting at the intersection with Hudson Street and progressing 270m south.</u>	<u>Nil</u>
<u>Rotokauri Road</u>	(i) <u>Cycle Path on the north side of Rotokauri Road, starting at the intersection with Baverstock Road and progressing 220m west.</u>	<u>Nil</u>
<u>Tristram Street</u>	(i) <u>Cycle Path on the south side of Tristram Street, starting at the intersection with Cobham Drive and progressing 135m west to the intersection with Clarence Street.</u> (ii) <u>Cycle Path on the north side of Tristram Street, starting outside #33 Clarence Street and progressing 40m west.</u>	<u>Nil</u>
<u>Peacockes Road</u>	(i) <u>Installation of 95m cycle path on the west side of Peacockes Road, starting outside of #266 Peacockes Road and progressing north to the roundabout underpass.</u> (ii) <u>Installation of 20m cycle path on the intersection of Peacockes Road and Weston Lea Drive in front of #309 Peacockes Road.</u> (iii) <u>Installation of 80m cycle path on the east side of Peacockes Road, starting outside #261 Peacockes Road and progressing north to roundabout underpass.</u>	<u>Nil</u>

Special Vehicle Lanes – Part 1: Cycle Lanes Register

188. A cycle lane is a longitudinal strip within a roadway that is reserved for the use of cycles and transport devices. They operate 24 hours, seven days per week (unless otherwise stated).
189. The following projects works result in changes to the register:
 - i. CERF Transport Choices – Bader Street and Lorne Street (Project # 1)
 - ii. CERF Transport Choices – Killarney Road (Project #2)
 - iii. CERF Transport Choices – Brooklyn Road – Proposed Cycle Lane (Project # 5)
 - iv. Peacocke Development works
190. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description
<u>Bader Street</u>	(i) <u>Bidirectional cycle lane on north side of Bader Street starting from #23 Bader Street, progressing 240m in east direction.</u>
<u>Brooklyn Road</u>	<p>(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. Southbound cycle lane on Brooklyn Road starting from #38 Brooklyn Road, progressing 930m south to the intersection with Heaphy Terrace.</p> <p>(ii) Westbound cycle lane starting from #2 Brooklyn Road progressing 100m to the intersection with Heaphy Terrace. Northbound cycle lane on Brooklyn Road starting from intersection with Heaphy Terrace, progressing 950m north to #21 Brooklyn Road.</p>
Killarney Road	<p>(i) Eastbound-Bidirectional cycle lane from #101 Killarney Road, progressing 620 metres to the intersection with Queens Avenue.</p> <p>(ii) Westbound cycle lane from the intersection with Queens Avenue, progressing 620 metres to #101 Killarney Road.</p>
<u>Lorne Street</u>	(i) <u>Bidirectional cycle lane on south side of Lorne Street from #12 Lorne Street, progressing 440m to the intersection with Normandy Avenue.</u>
<u>Peacockes Road</u>	<p>(i) <u>Installation of 415m southbound cycle lane starting outside of #261 Peacockes Road, progressing south to the intersection of Peacockes Road and Weston Lea Drive.</u></p> <p>(ii) <u>Installation of 250m southbound cycle Lane starting at the intersection of Peacockes Road and Weston Lea Drive, outside of #309 Peacockes Road and progressing south towards #337 Peacockes Road.</u></p> <p>(iii) <u>Installation of 230m southbound cycle lane starting outside of #337 Peacockes Road, progressing south towards #461 Peacockes Road.</u></p> <p>(iv) <u>Installation of 360m northbound cycle lane starting at the intersection of Peacockes Road and Peacockes Lane progressing north to #300 Peacockes Road.</u></p> <p>(v) <u>Installation of 470m northbound cycle lane starting outside of #362B Peacockes Road progressing north to the corner of Peacockes Road and Peacockes Lane outside #15 Peacockes Lane.</u></p> <p>(vi) <u>Installation of 20m cycle lane starting outside #261 Peacockes Road, progressing south along Peacockes Road.</u></p> <p>(vii) <u>Installation of 50m cycle lane starting outside #266 Peacockes Road, progressing south along Peacockes Road.</u></p>
<u>Western Lea Drive</u>	<p>(i) <u>Installation of 50m cycle lane on western side of Weston Lea Drive starting outside #70 Weston Lea Drive progressing south to intersection of Peacockes Road and Weston Lea Drive.</u></p> <p>(ii) <u>Installation of 45m cycle lane on eastern side of Weston Lea Drive starting outside #309 Peacockes Road progressing south to intersection of Peacockes Road and Weston Lea Drive.</u></p>

Financial Considerations - Whaiwhakaaro Puutea

191. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- i. 2023/24 City Transportation Operations and Parking Activity budgets for general changes.
 - ii. 2023/24 Low Cost Low Risk Programme – Road to Zero and Walking & Cycling improvements for the projects listed below:
 - a) Improvements at the Kahikatea Drive and Higgins Road Intersection.
192. Funding for the implementation of the approved CERF Climate Emergency Response Fund (CERF) - Transport Choices programme is included in the 2023/24 Annual Plan for the projects listed below:
- i. Improvements on Bader Street and Lorne Street (Project # 1)
 - ii. Improvements on Killarney Road (Project #2)
 - iii. Improvements on Brooklyn Road (Project # 5)
 - iv. Improvements on Lake Domain Drive (Project # 8)
 - v. Improvements on Tristram Street (Project # 14)
 - vi. Improvements on Jellicoe Drive and Plunket Terrace (Project # 15)
 - vii. Improvements on Rifle Range Road (Project # 17)
 - viii. Improvements for Riverlea Connections (Project # 19)
 - ix. Improvements on River Road (Project # 20)
 - x. Improvements on Rotokauri Road (Project # 23)
193. The proposed All Day Paid Parking has a revenue budgeted in the approved 2021-31 Long Term Plan. The estimated loss in revenue from the new motorcycle parking bay on Liverpool Street would result in \$1,114.73 loss of annual revenue based on estimated projections.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Climate Change Impact Statement

195. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
196. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds and improved safety are expected to result in reduced emissions and encourage an increasing number of people walking and biking.

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

197. 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').
198. 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.

199. The recommendations set out in this report are consistent with that purpose.

Social

200. 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

201. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties and a variety of parking options for both staff and customers.

Environmental

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

Cultural

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

Risks - *Tuuraru*

204. For the CERF projects - further changes to the scope and design may increase a risk of loss of funding through CERF as the expected outcome of the project is to contribute to a reduction of transport emissions.

205. There are risks associated with not approving the recommendations in this report as set out as follows:

- i. parking restriction changes are required to improve safety; and
- ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveways safely from residential and commercial properties, and for waste collection activities.
- iii. introduction of additional cycle path and cycle lane facilities provides safe and accessible provisions for all ages and abilities.

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

206. Staff considered the following under the Significance and Engagement Policy the form of engagement used in the past for similar proposals and decisions.

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

Engagement

208. Community views and preferences are already known through the consultation that has been undertaken prior to the preparation of this report through presentation of reports and through approvals via Council Committee processes.

Attachments

Attachment 1 - Illustrations of proposed traffic restriction changes

Attachment 2 - Schedule of parking restriction changes changes.

Traffic, Speed Limit and Road Closure Hearings Panel

Proposed Parking Restriction Changes

October 2023

D 4722251

Attachment 1 - Illustrations of proposed parking restriction



Item 5

Attachment 1

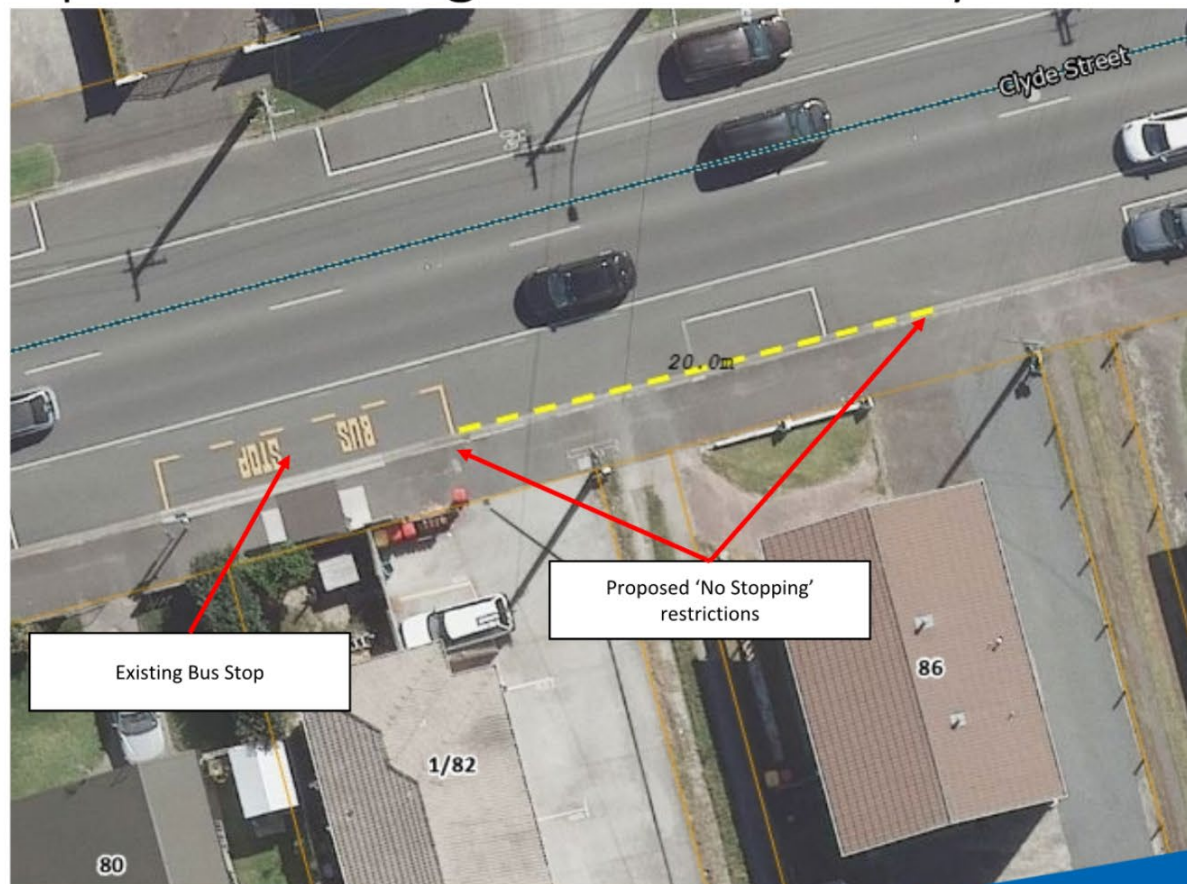
Proposed Parking Restriction Changes

- Clyde Street
- Cunningham Road
- Hooker Avenue
- Houchens Road
- Lancaster Street
- Liverpool Street
- Queens Avenue
- Sandwich Road
- Tokerau Drive

D-4722251

Attachment 1 - Illustrations of proposed parking restriction

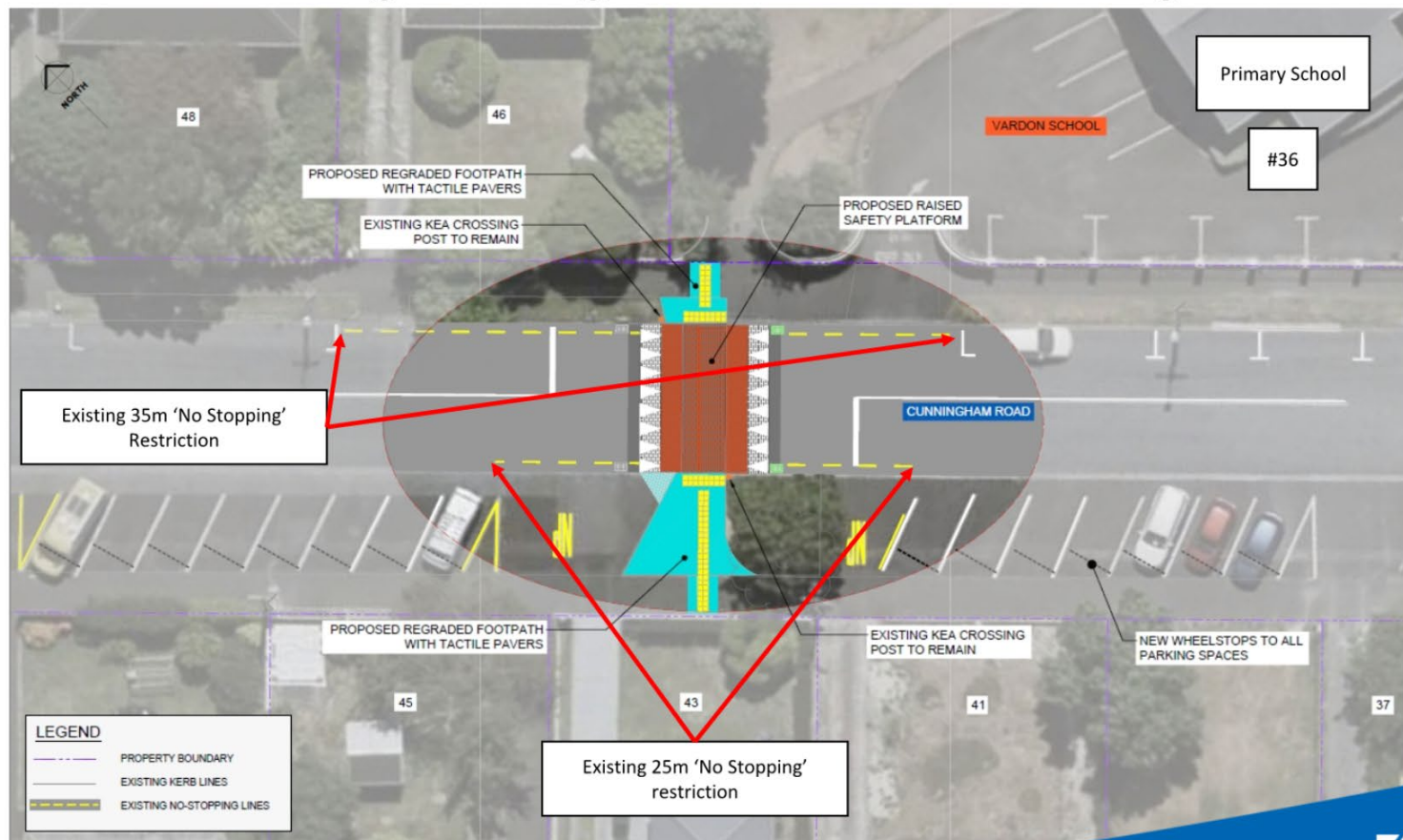
Proposed Parking Restriction – Clyde Street



Item 5

Attachment 1

Gazette existing Parking Restriction – Cunningham Road



Proposed Parking Restriction – Hooker Avenue



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Houchens Road



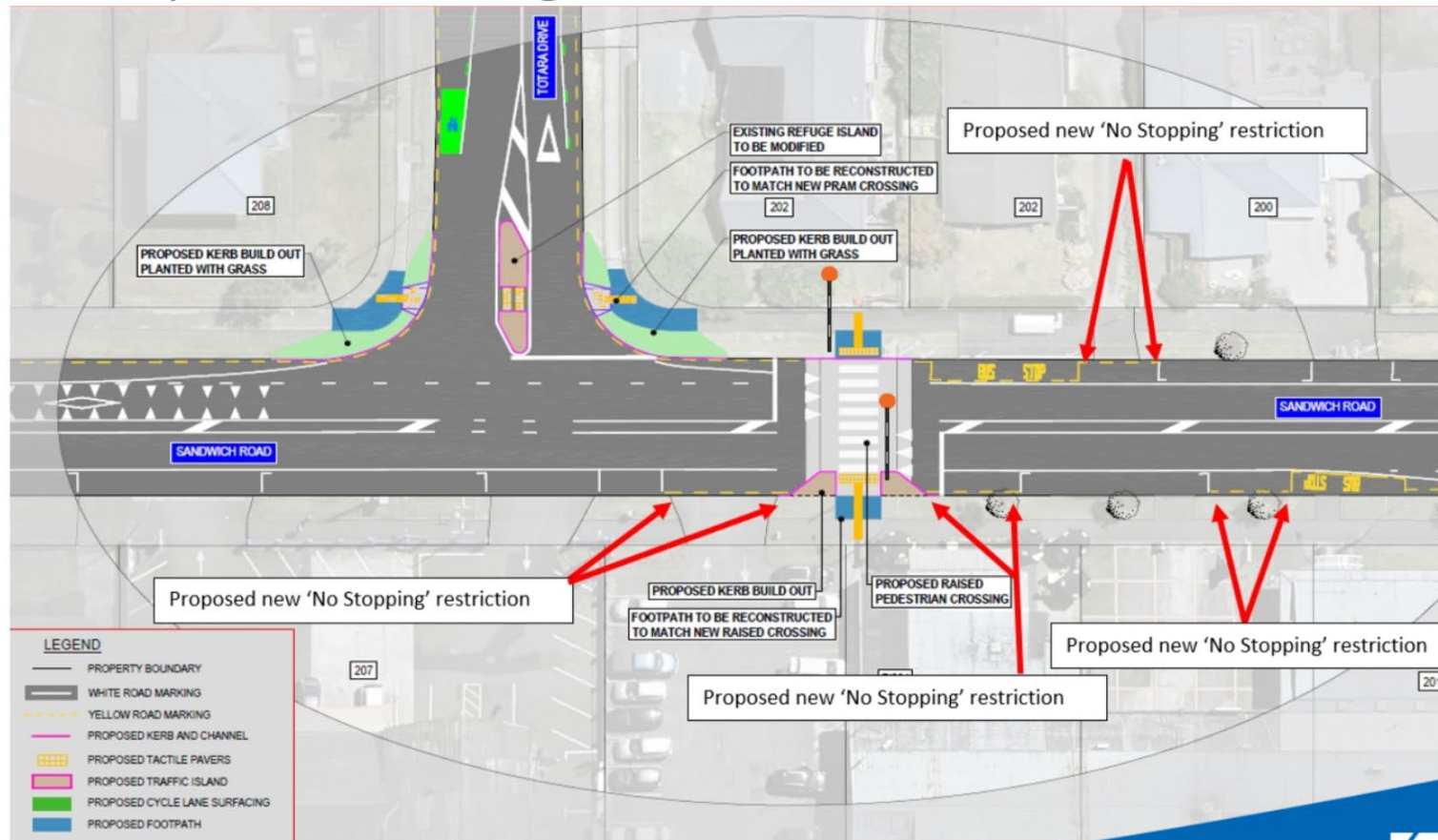
Proposed Parking Restriction – Lancaster Street



Proposed Parking Restriction – Queens Avenue

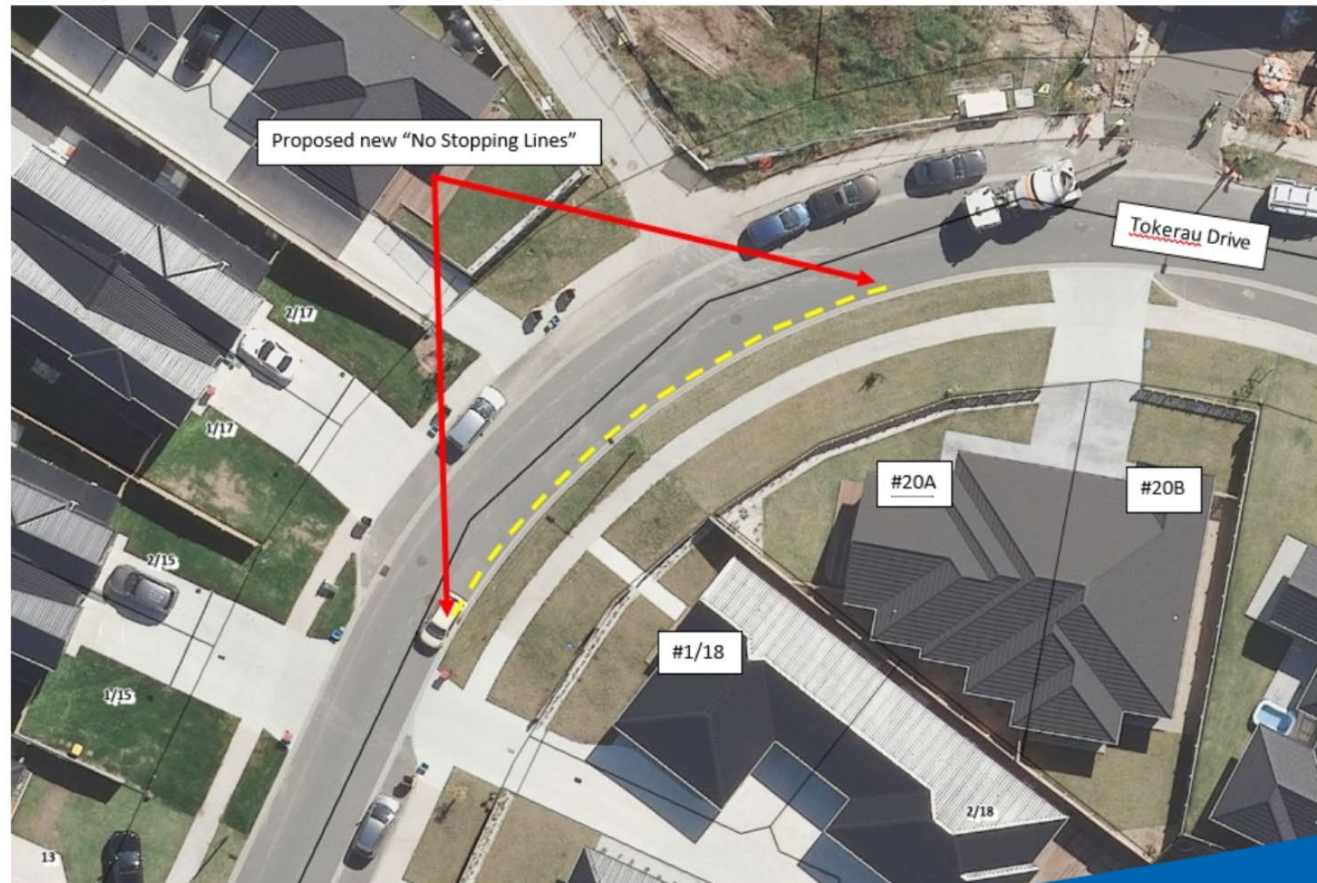


Proposed Parking Restriction – Sandwich Road



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Tokerau Drive



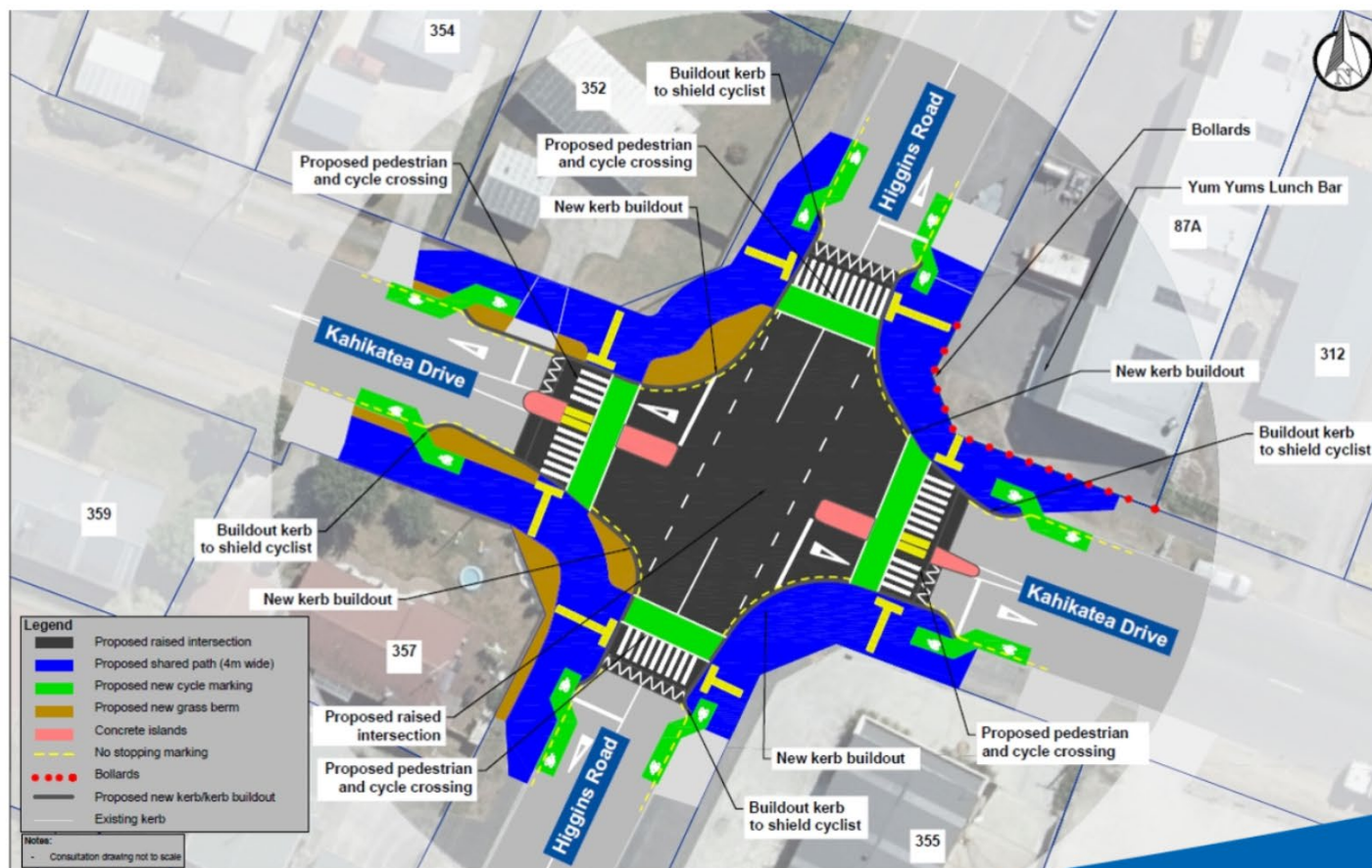
Proposed Parking Restriction Changes

LCLR Projects

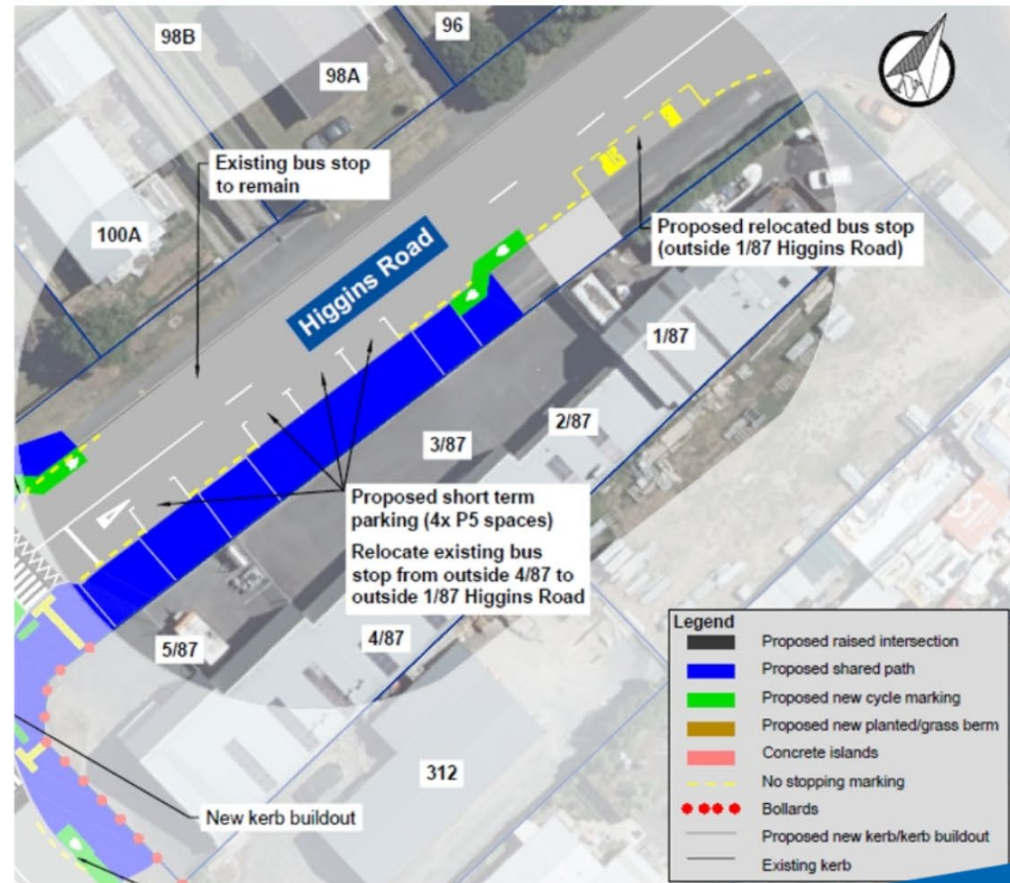
- Kahikatea / Higgins – Intersection Improvements



Proposed Parking Restriction – Kahikatea Drive and Higgins Road (LCLR project)



Proposed Parking Restriction – Higgins Road (LCLR project)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction Changes

Capital Projects & Developments

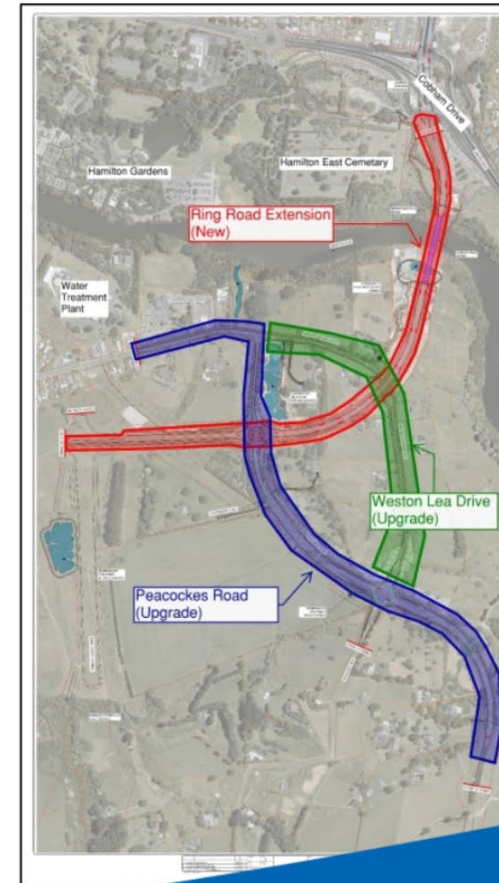
- Peacockes Project



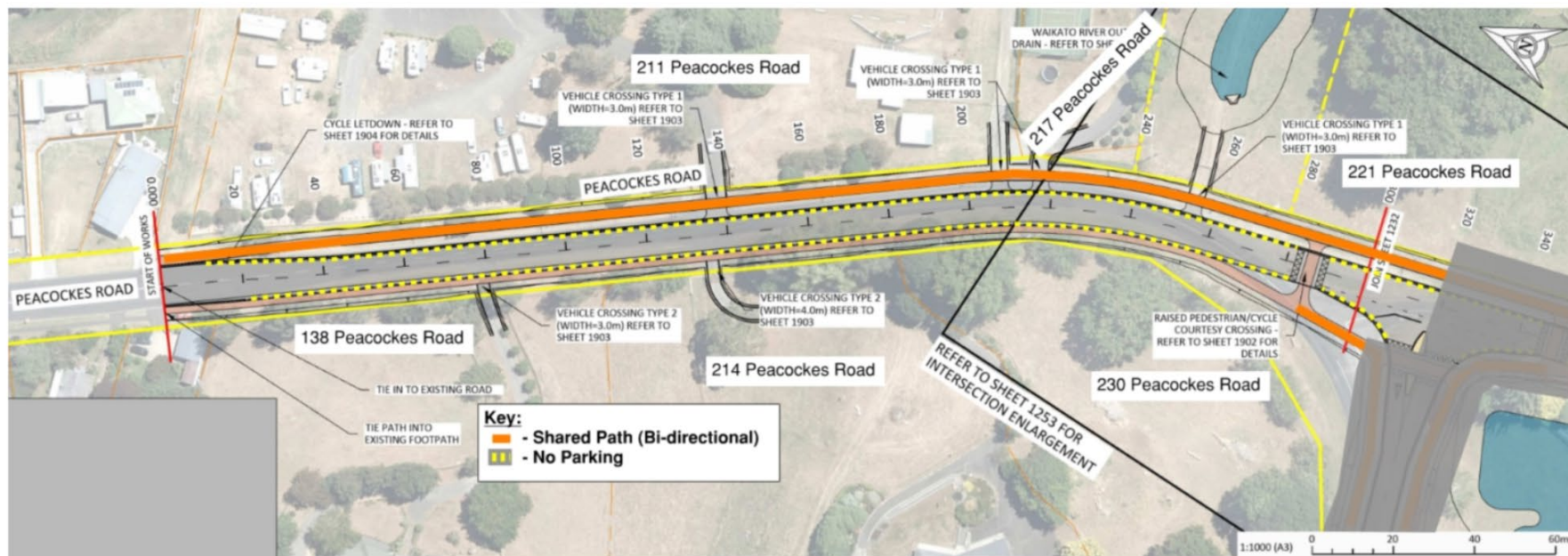
Proposed Parking Restriction Changes

Capital Projects & Developments

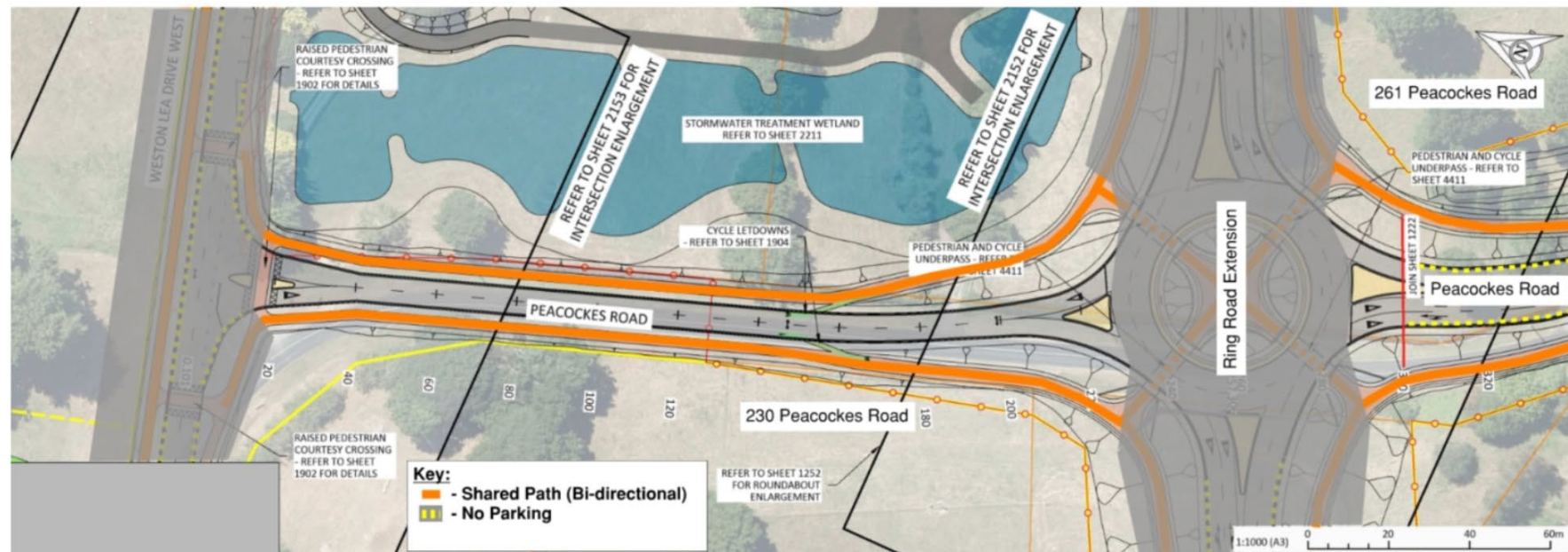
- Peacockes Road
- Western Lea Drive



Proposed Parking Restriction – Peacockes Road



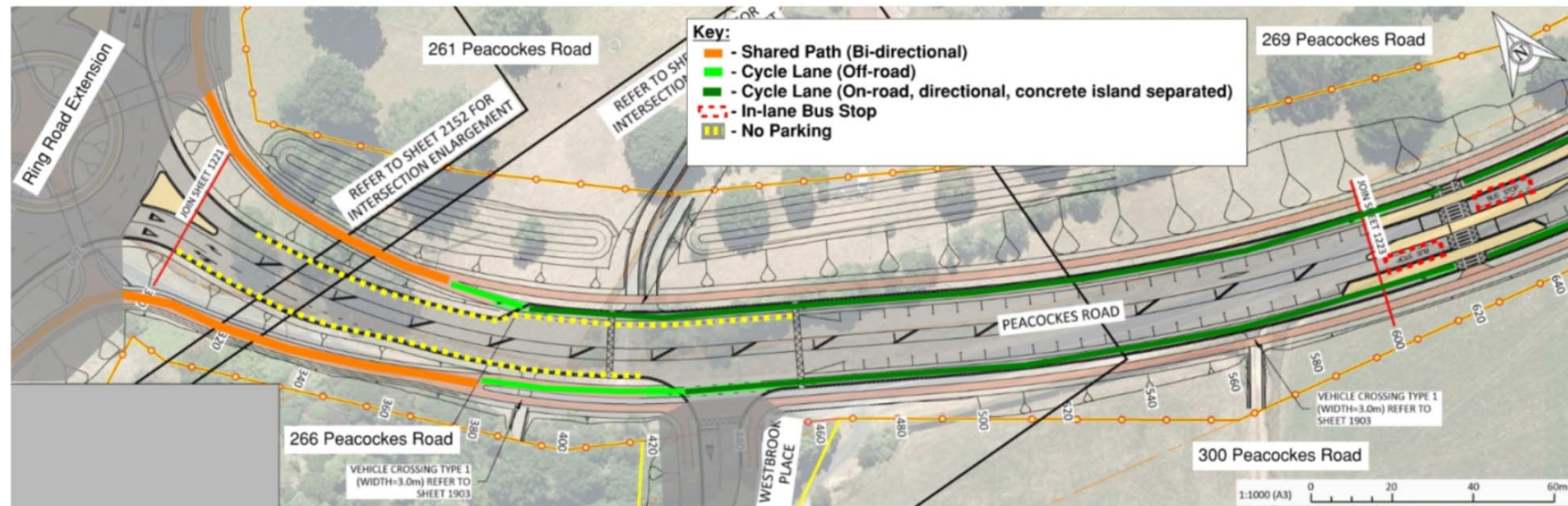
Proposed Parking Restriction – Peacockes Road



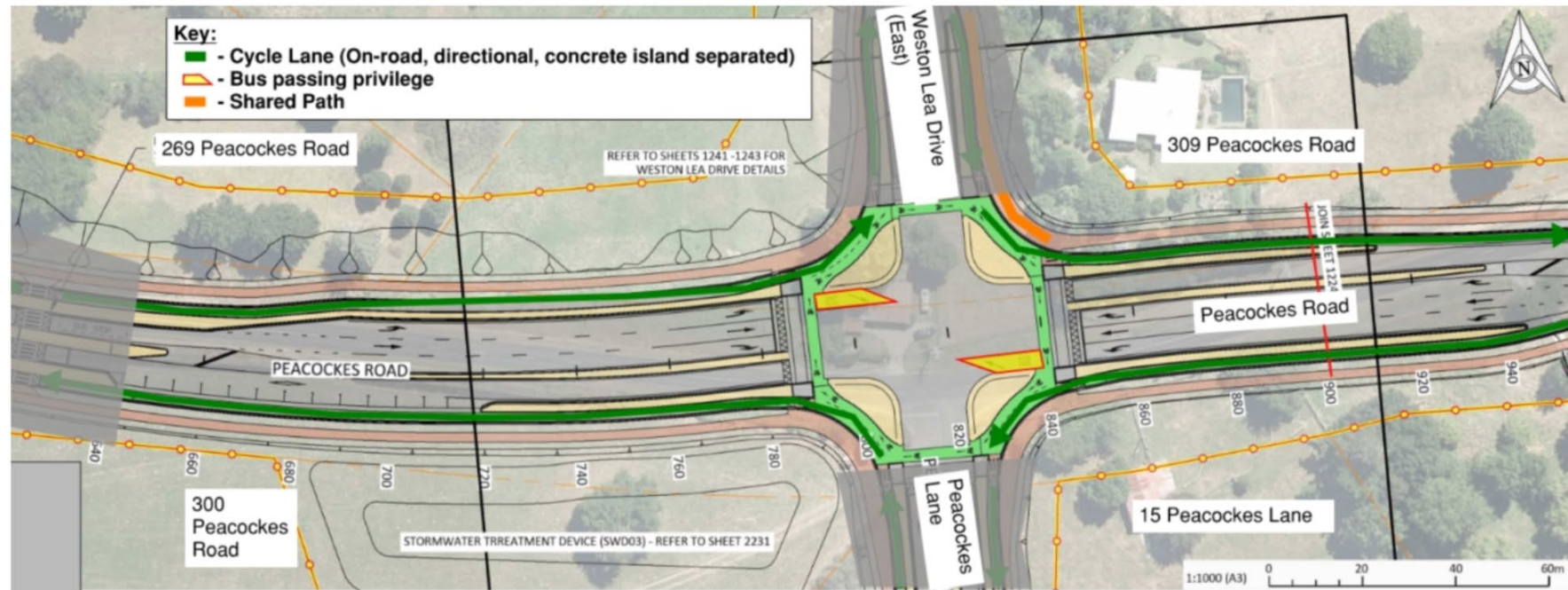
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Proposed Parking Restriction – Peacockes Road

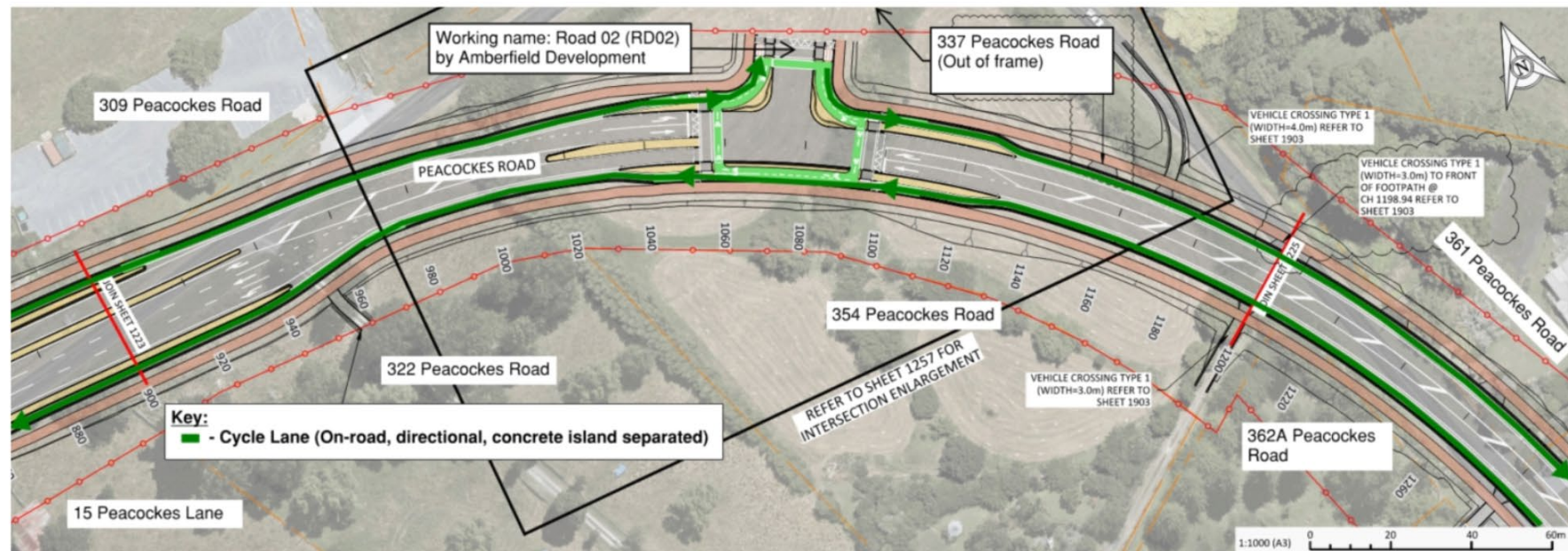


Proposed Parking Restriction – Peacockes Road



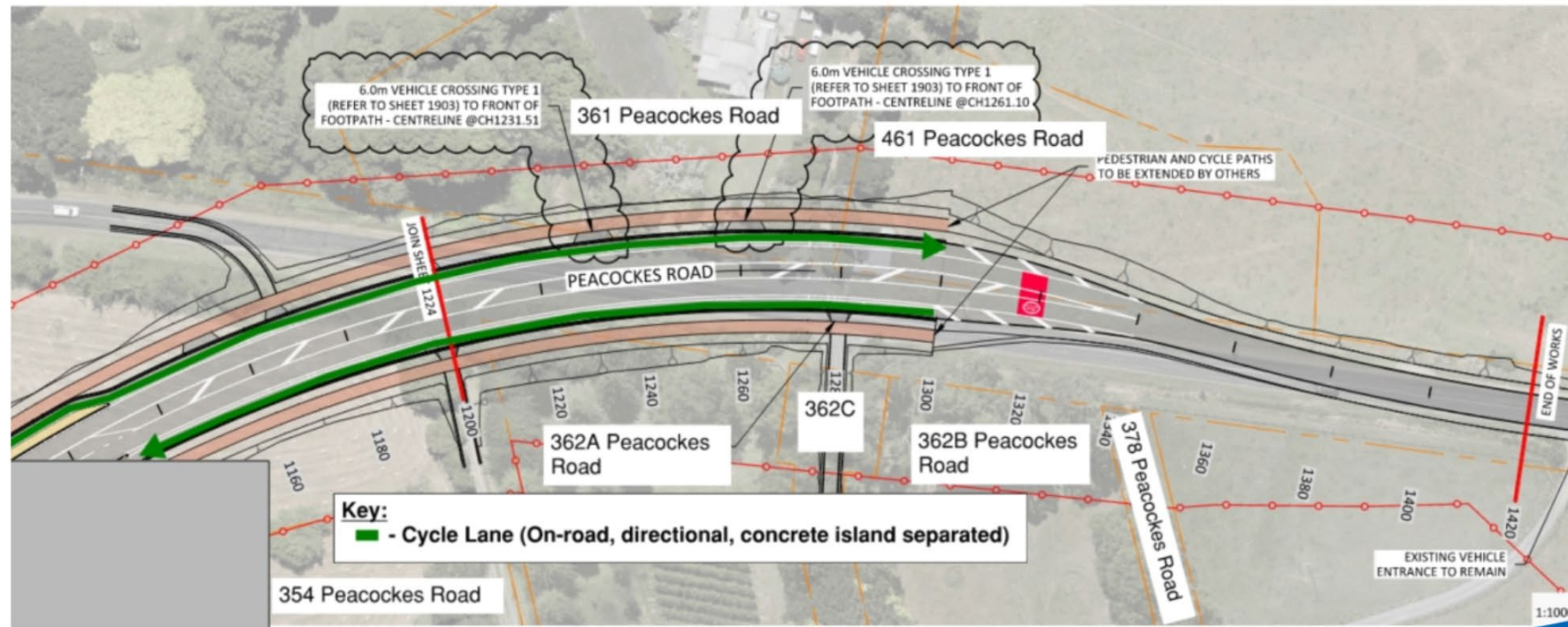
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Peacockes Road

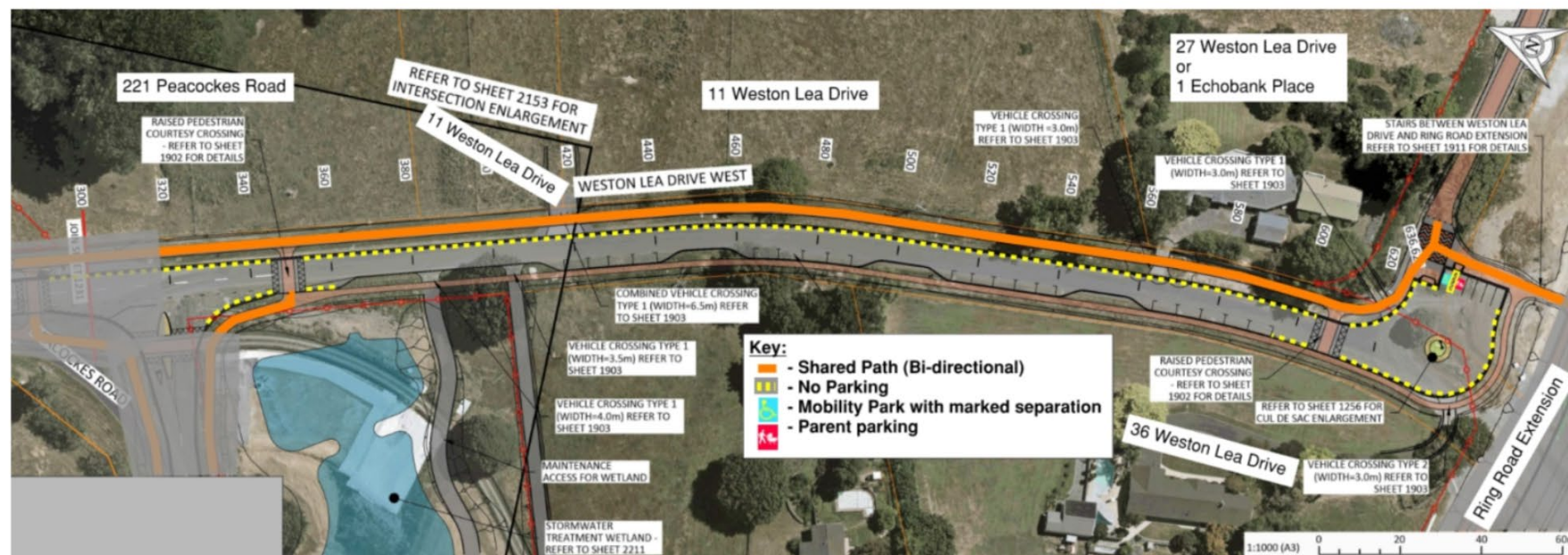


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Peacockes Road



Proposed Parking Restriction – Western Lea Drive



Attachment 1 - Illustrations of proposed parking restriction

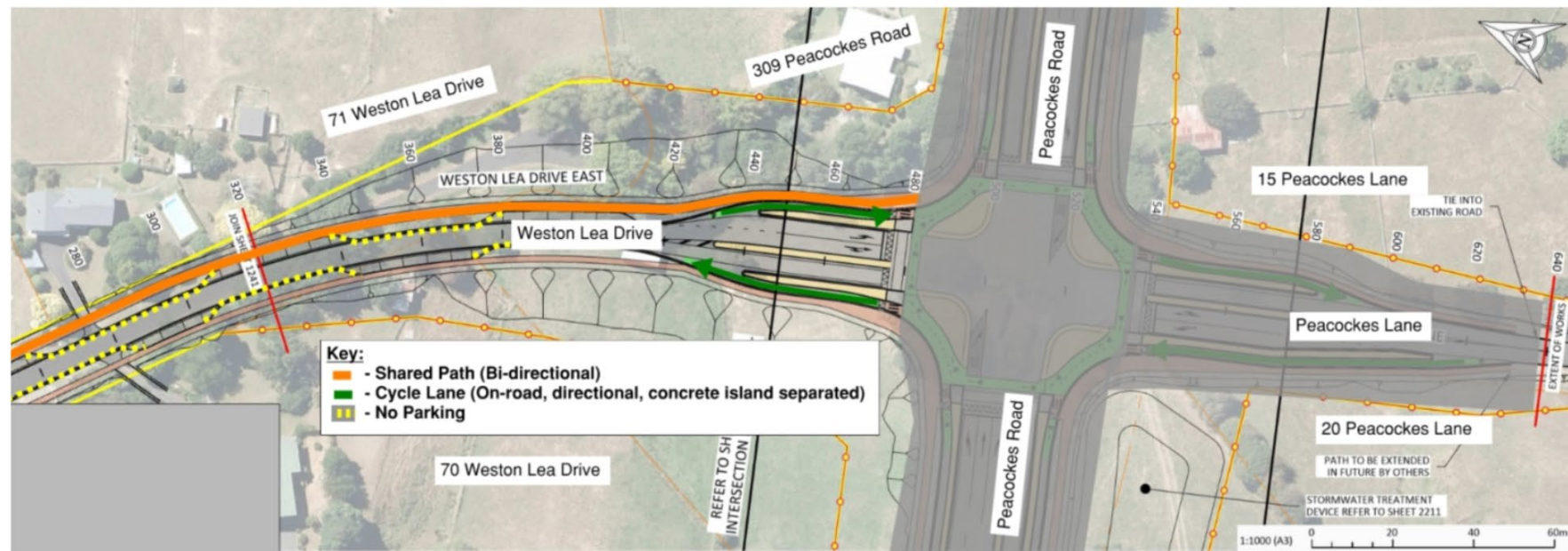
Proposed Parking Restriction – Western Lea Drive



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Attachment 1

Proposed Parking Restriction – Western Lea Drive



Proposed Parking Restriction Changes

CERF Projects

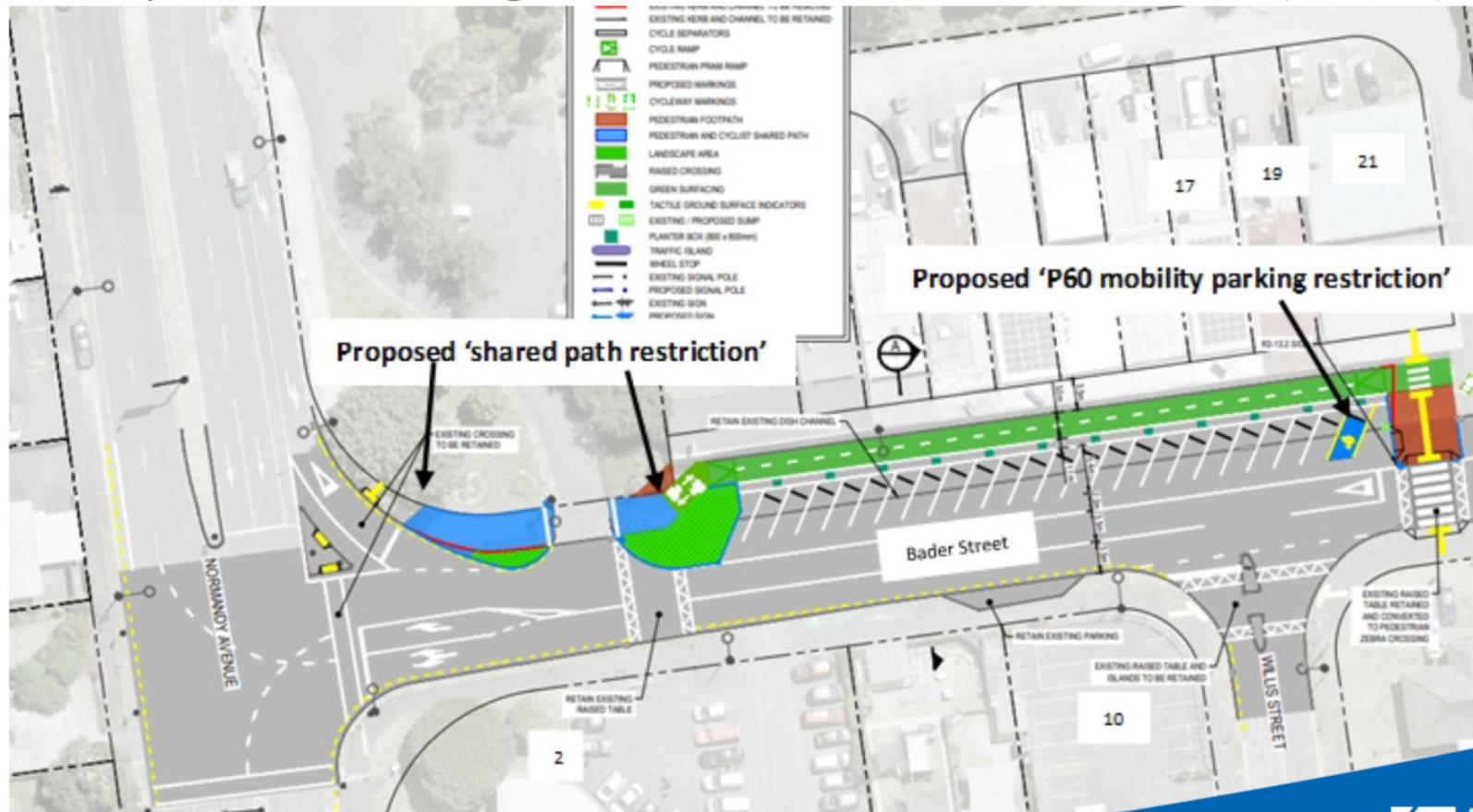
- Project 1 – Bader St & Lorne St
- Project 2 – Killarney Road
- Project 5 – Brooklyn Road
- Project 8 – Lake Domain Drive
- Project 12 – Hukanui Road
- Project 14 – Tristram Street
- Project 15 – Jellicoe Drive
- Project 17 – Rifle Range Road
- Project 19 – Howell Avenue, Hudson Street, Riverlea Road
- Project 20 – River Road
- Project 23 – Rotokauri Road and Baverstock Road.

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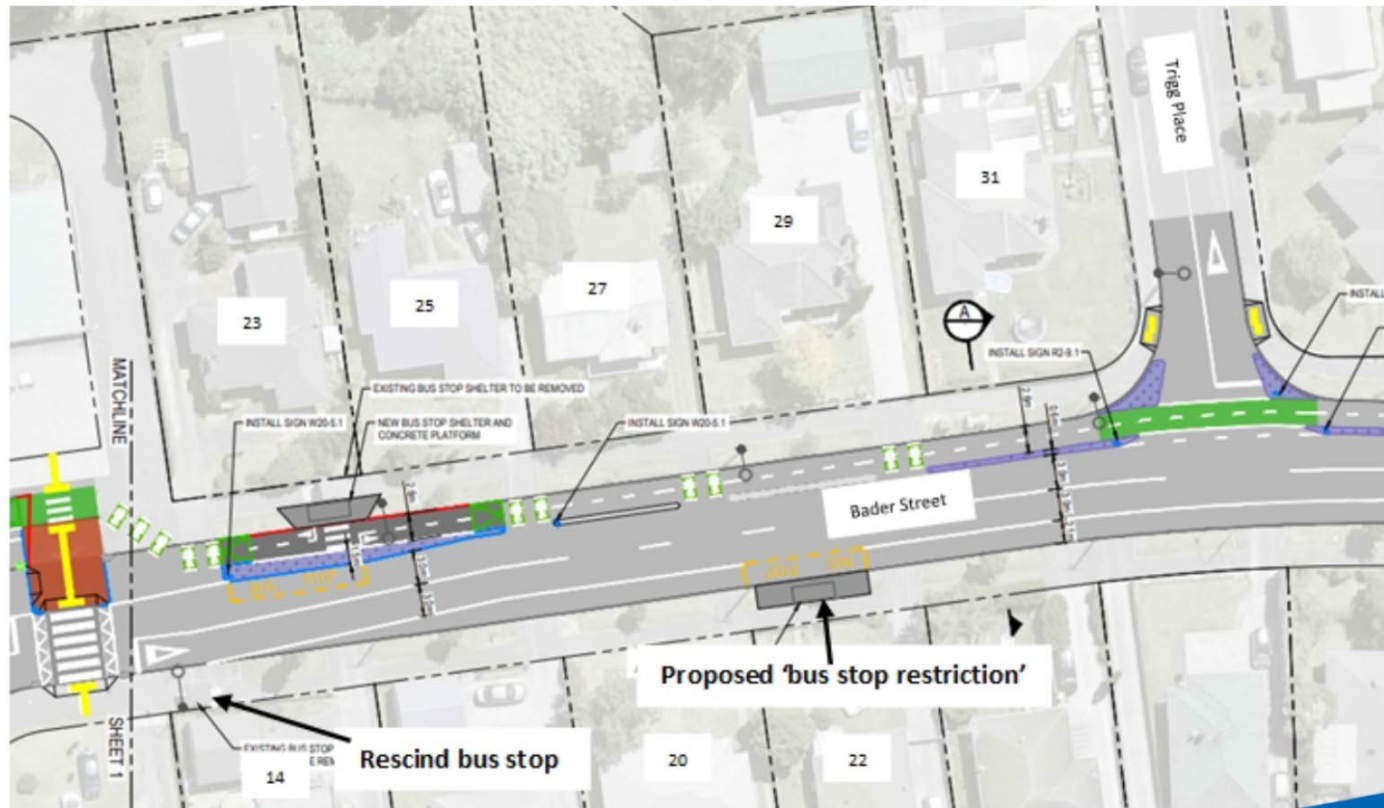
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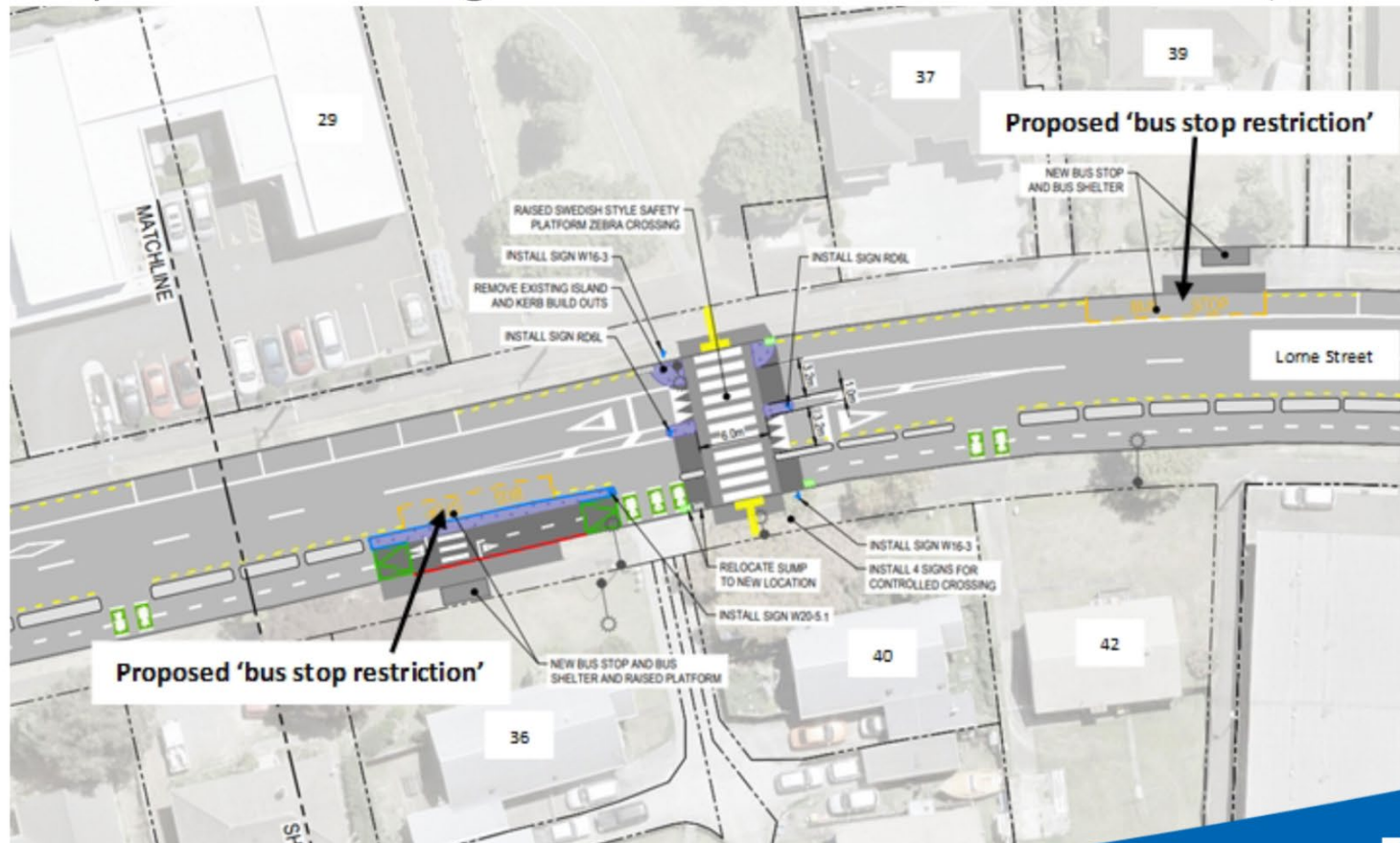
Proposed Parking Restriction – Bader Street (CERF)



Proposed Parking Restriction – Bader Street (CERF)



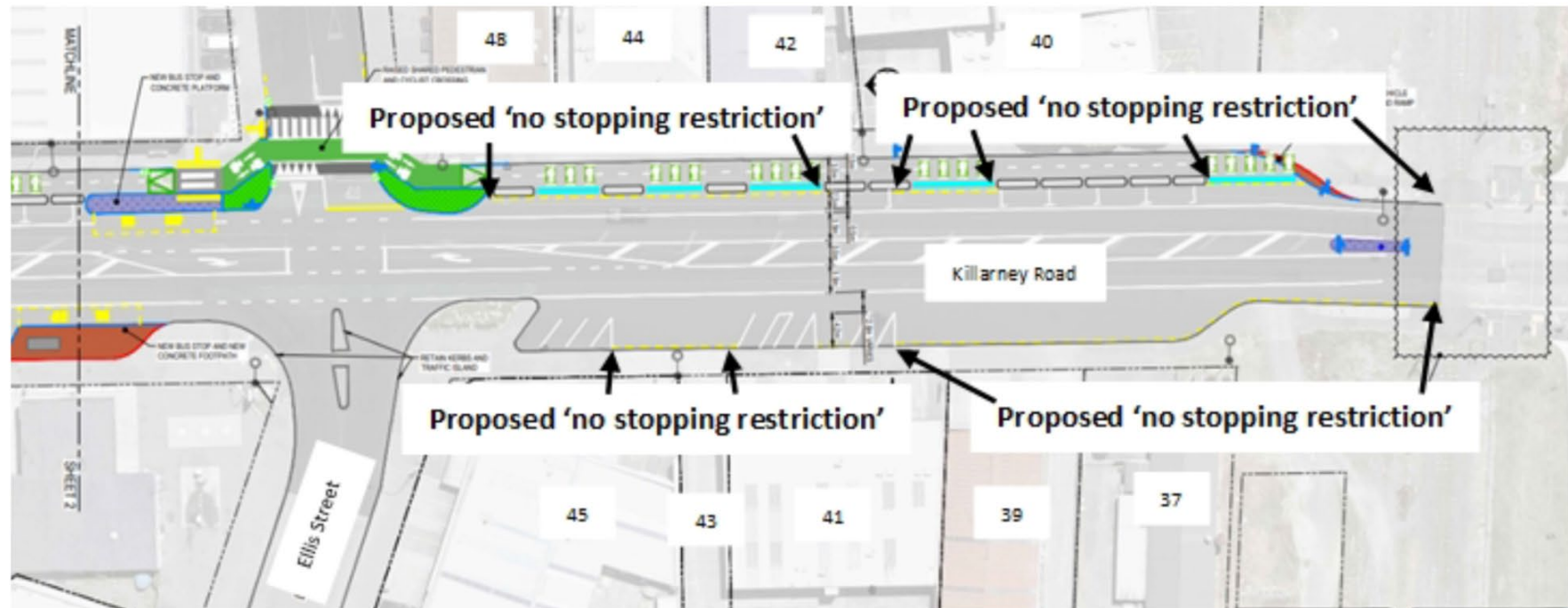
Proposed Parking Restriction – Lorne Street (CERF)



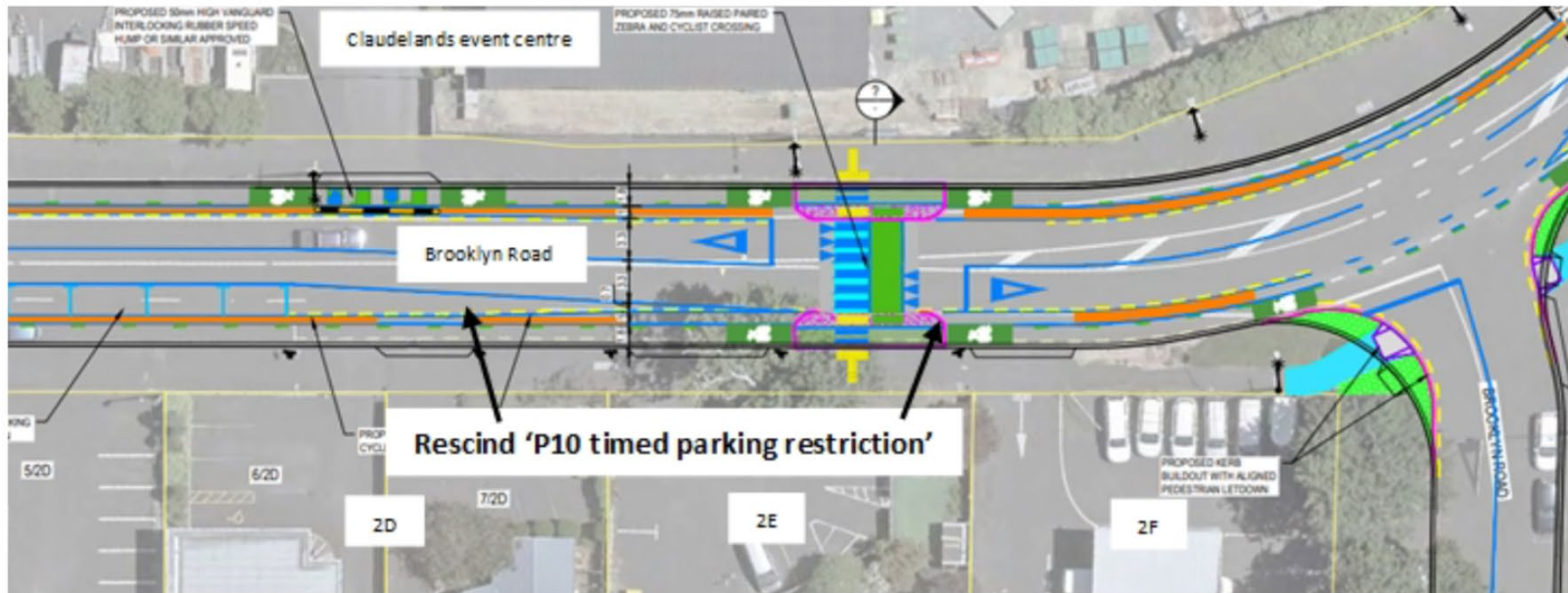
Proposed Parking Restriction – Killarney Road (CERF)



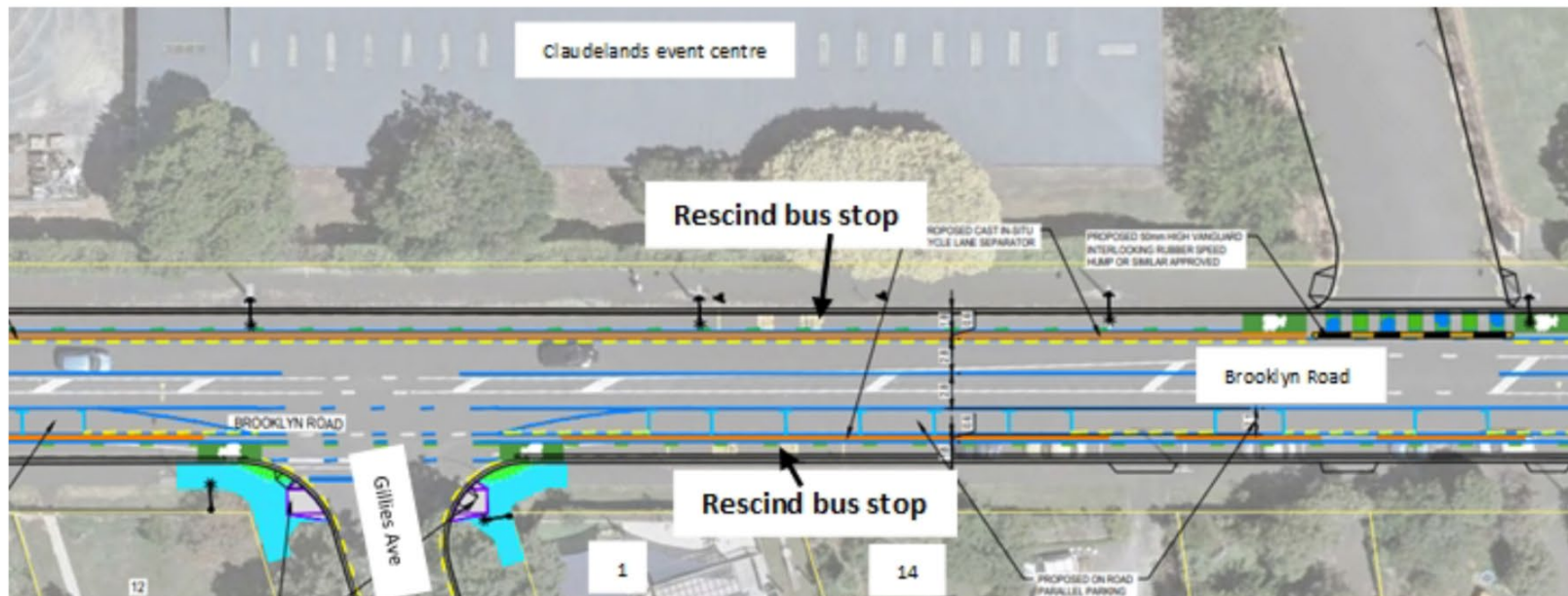
Proposed Parking Restriction – Killarney Road (CERF)



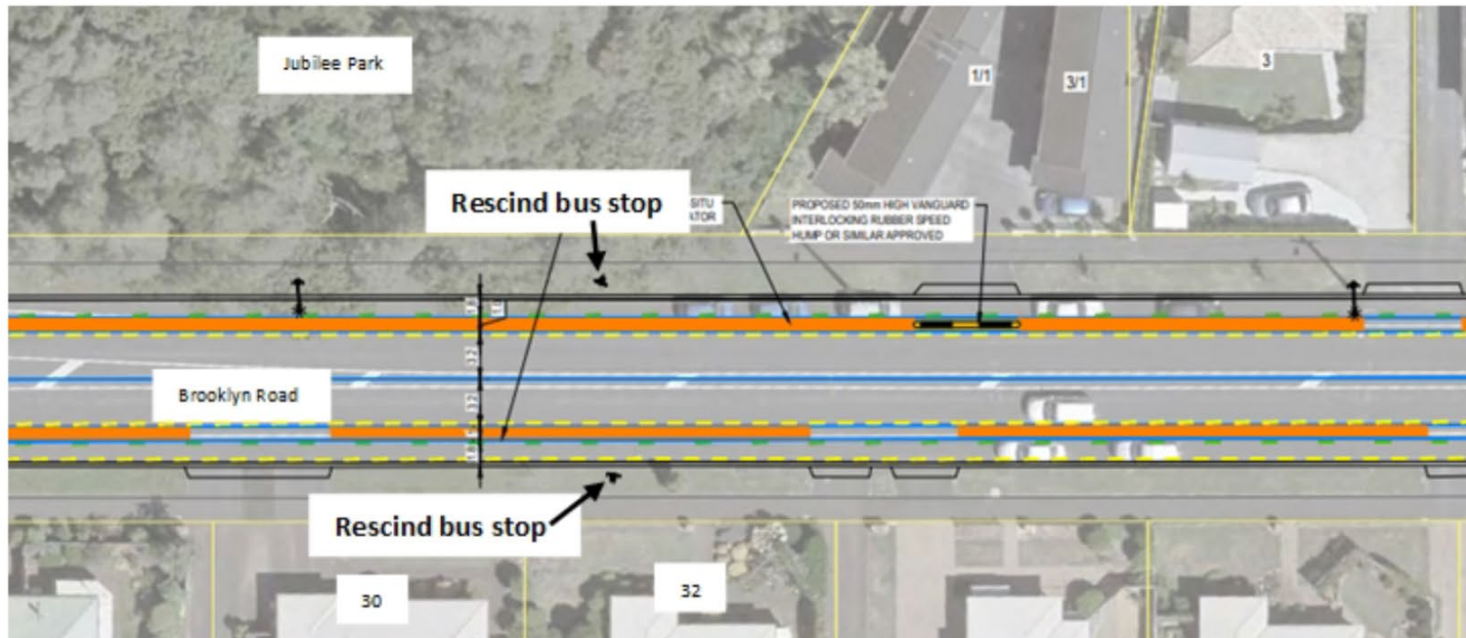
Proposed Parking Restriction – Brooklyn Road (CERF)



Proposed Parking Restriction – Brooklyn Road (CERF)



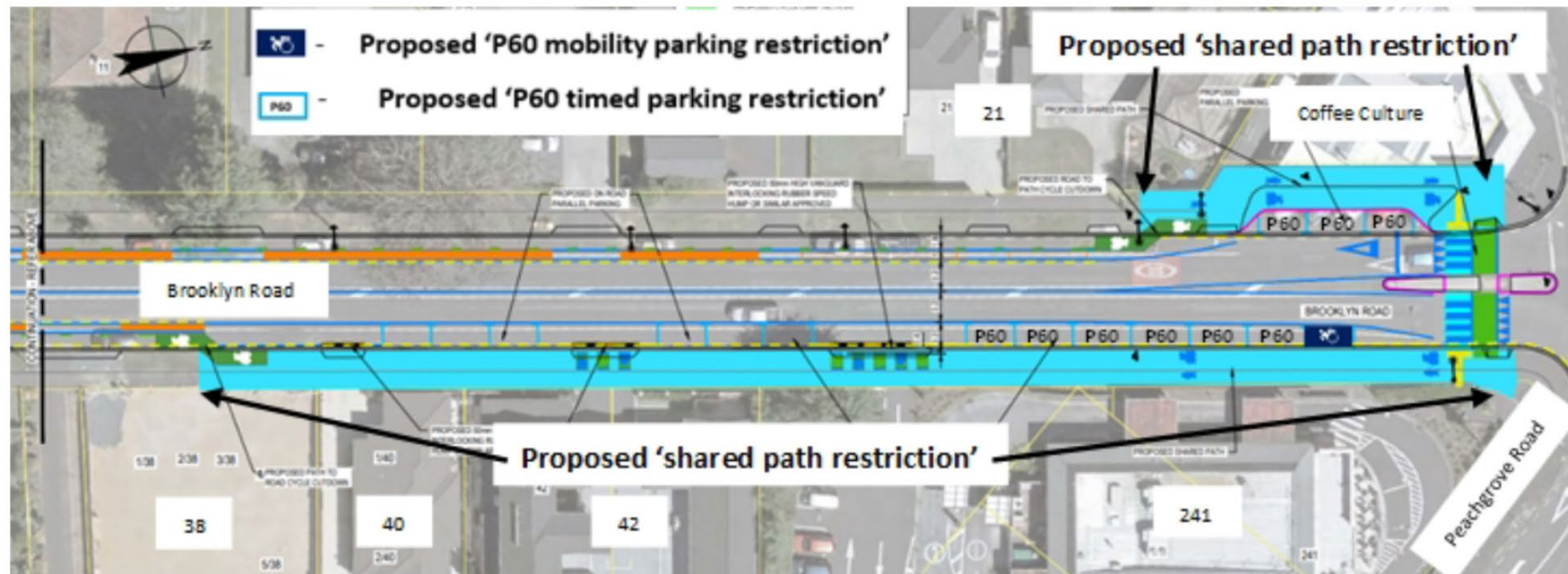
Proposed Parking Restriction – Brooklyn Road (CERF)



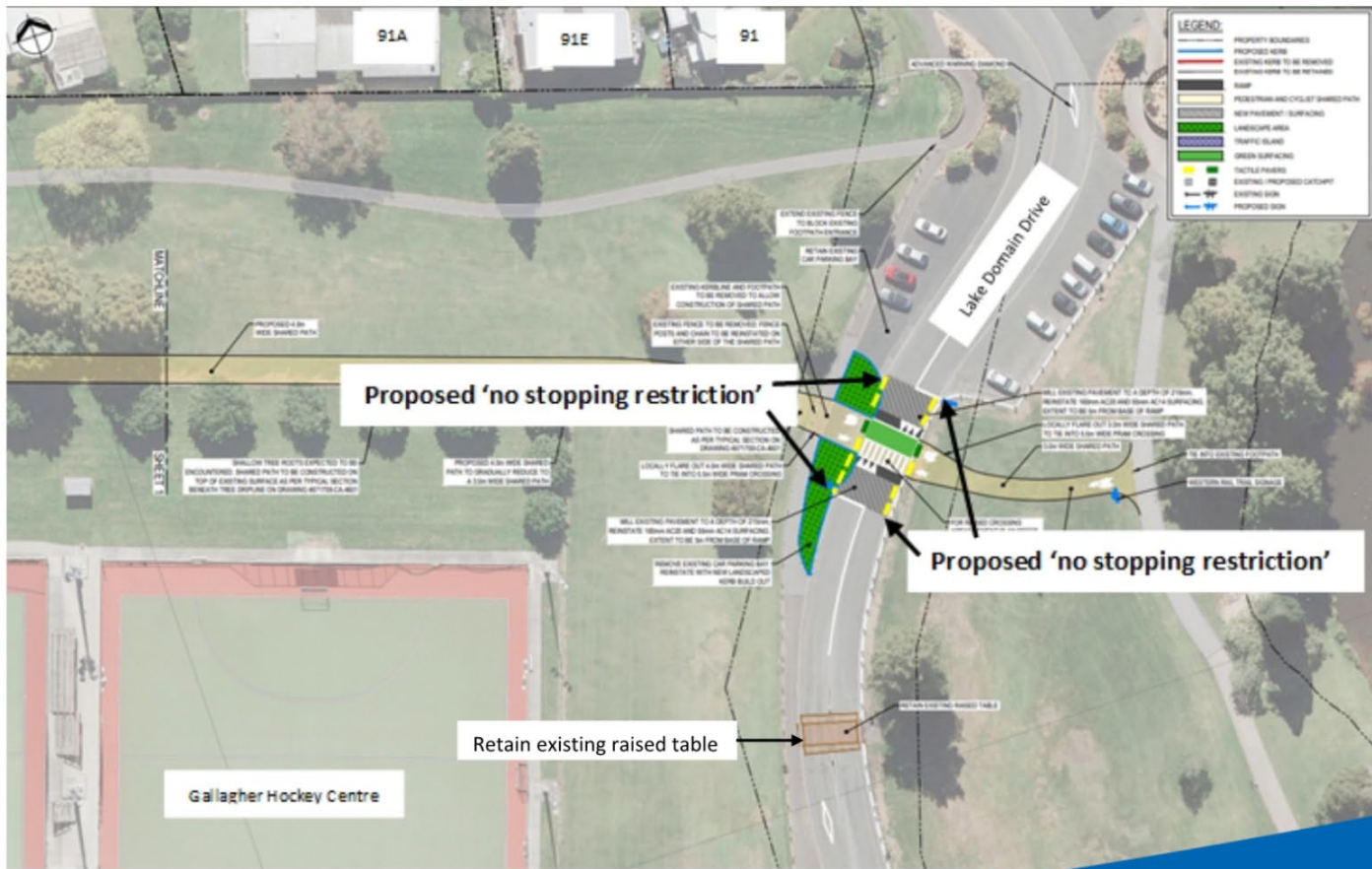
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Attachment 1

Proposed Parking Restriction – Brooklyn Road (CERF)



Proposed Parking Restriction – Lake Domain Drive (CERF)



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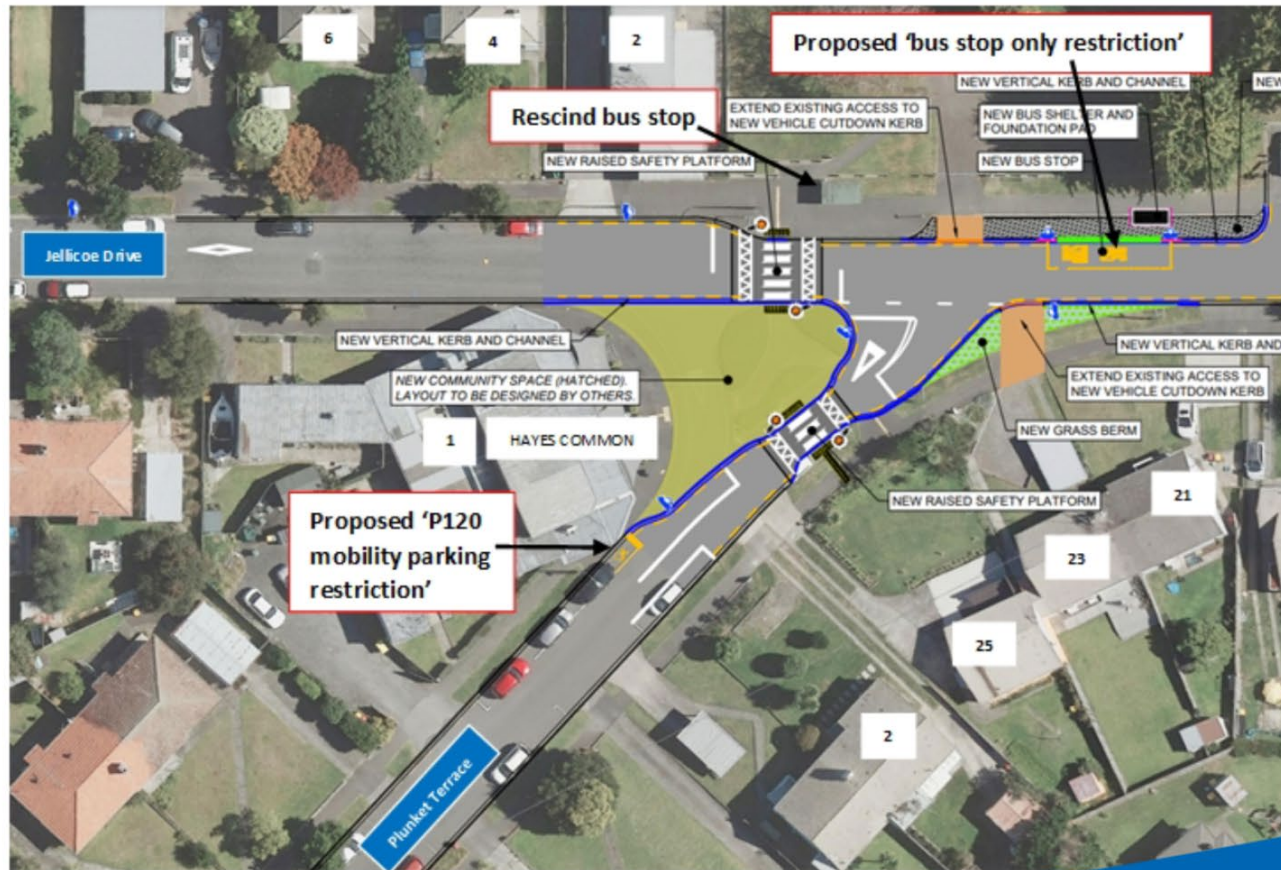
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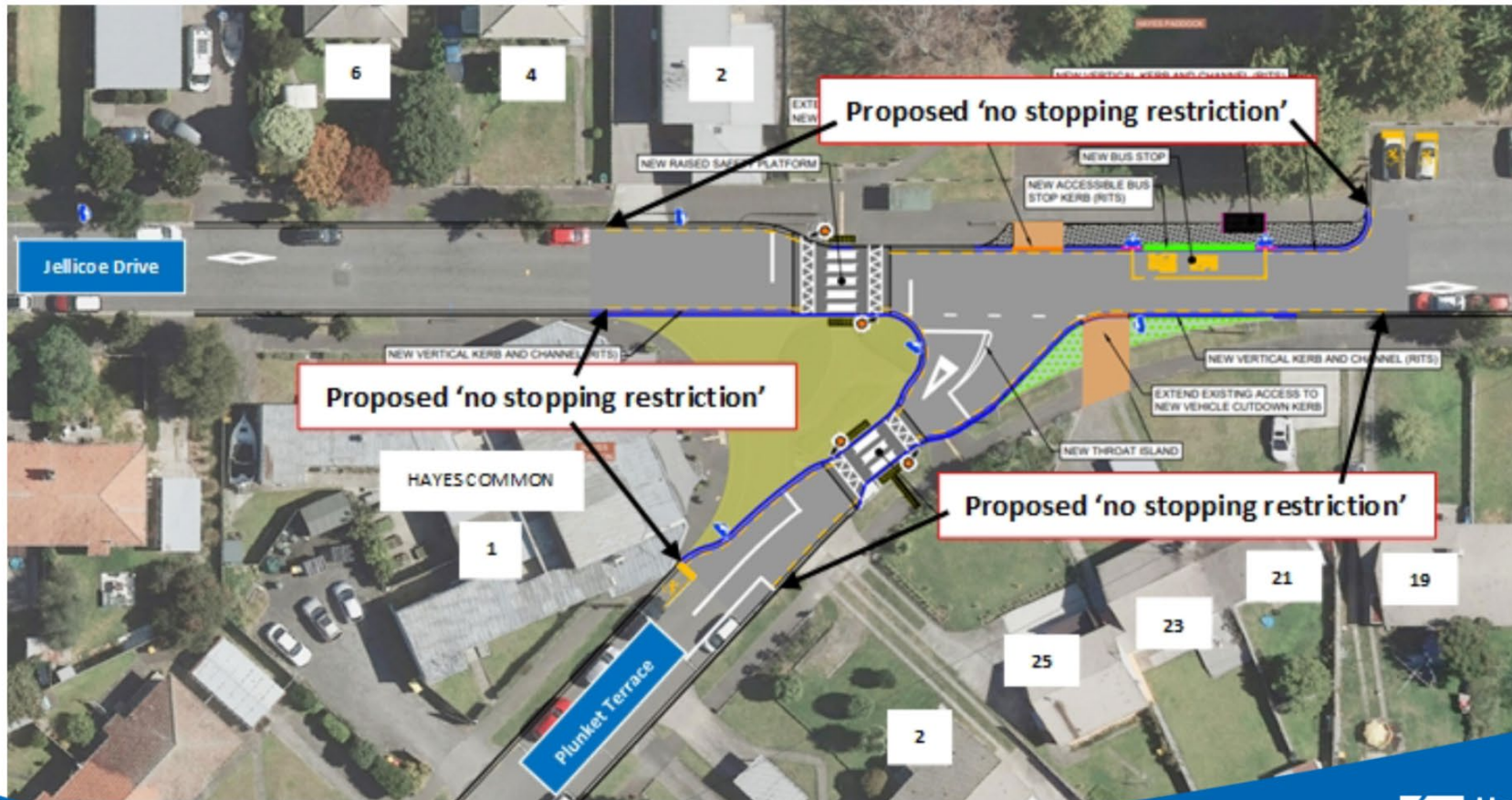
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Proposed Parking Restriction – Jellicoe Drive & Plunket Terrace (CERF)



Proposed Parking Restriction – Jellicoe Drive & Plunket Terrace (CERF)



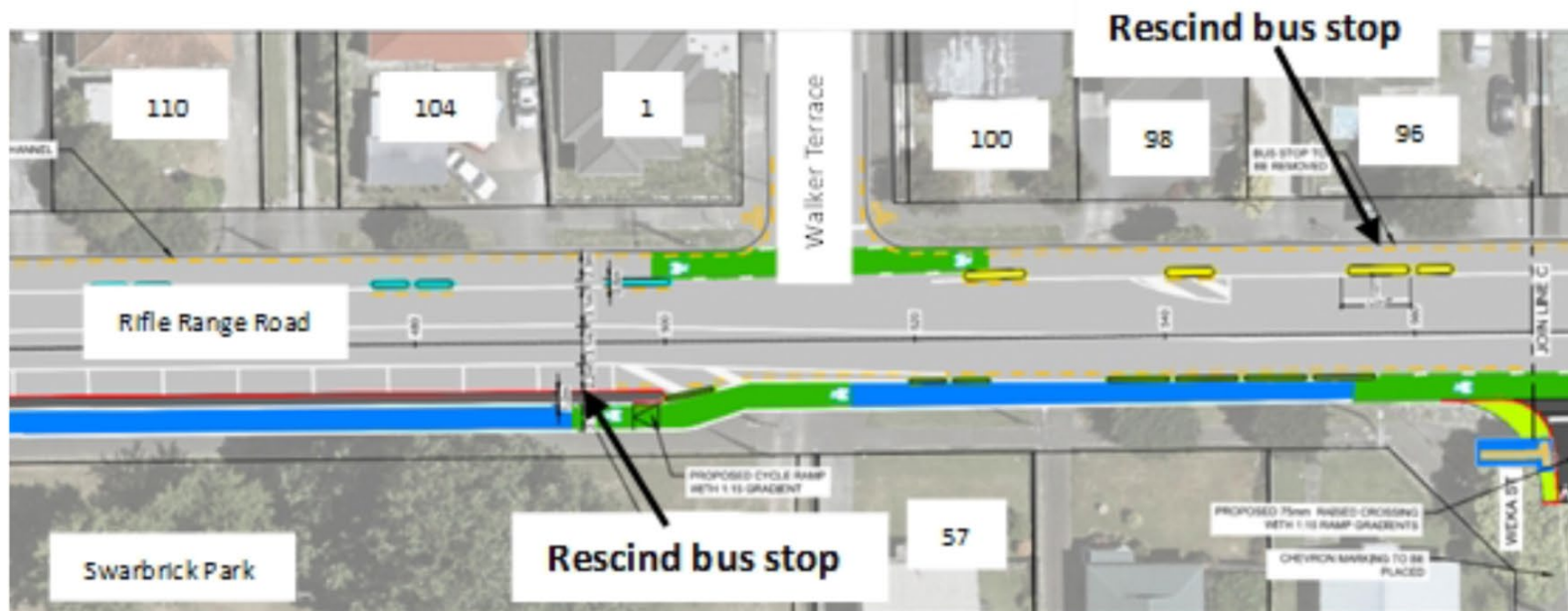
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Jellicoe Drive (CERF)

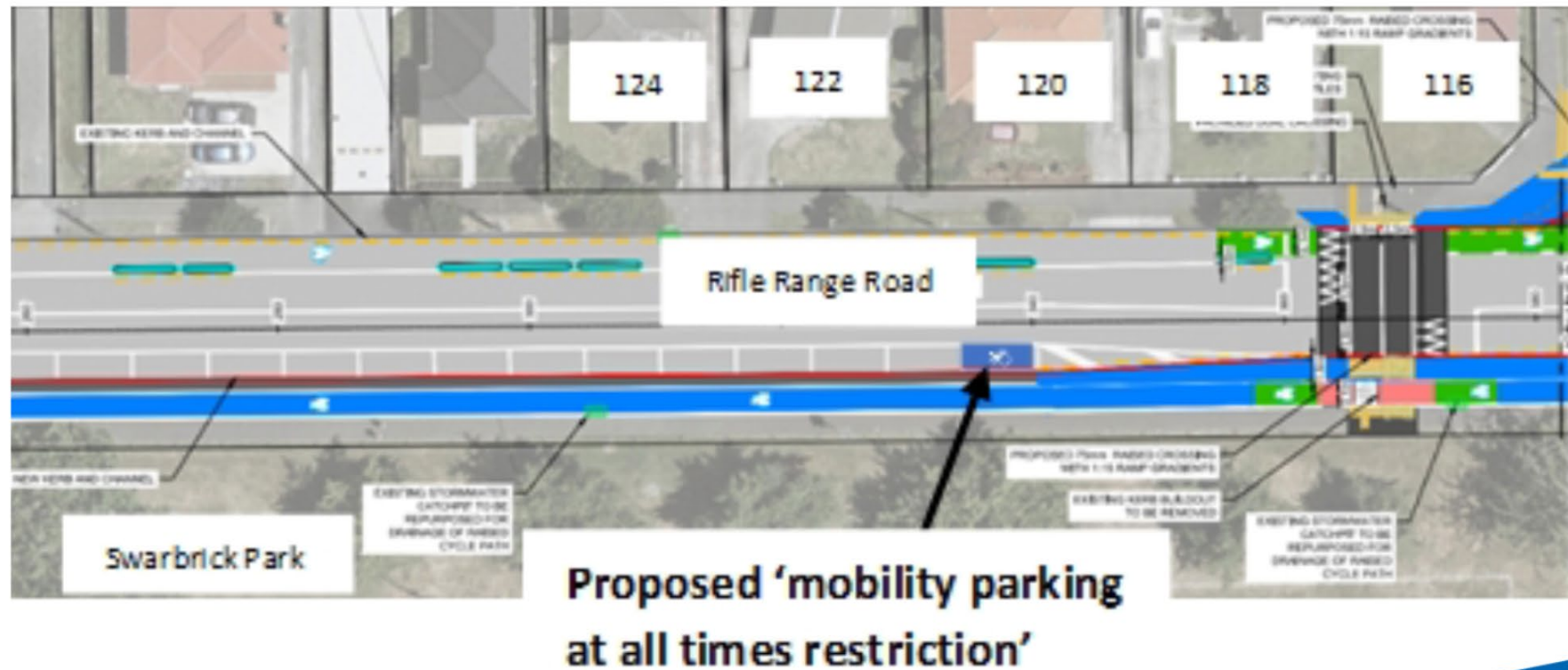


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Rifle Range Road (CERF)

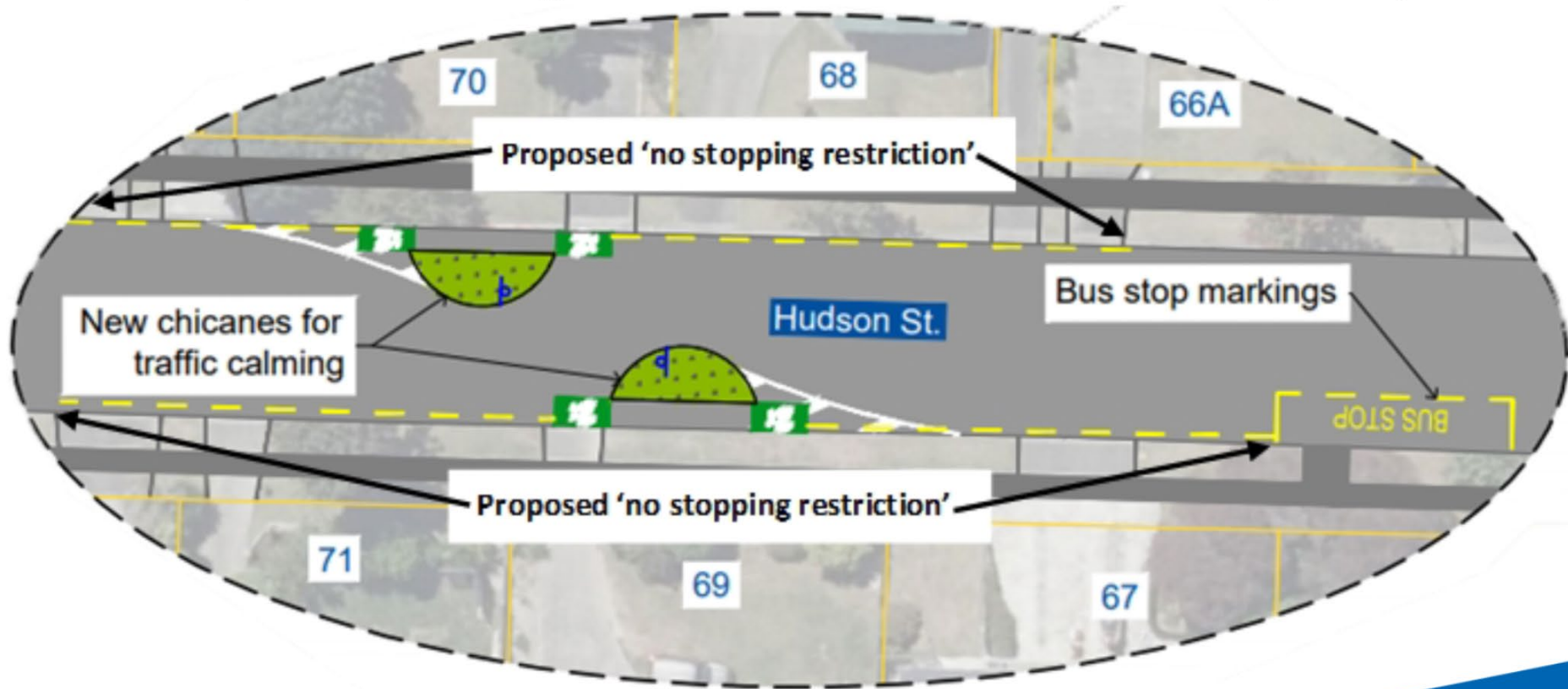


Proposed Parking Restriction – Rifle Range Road (CERF)



Attachment 1 - Illustrations of proposed parking restriction

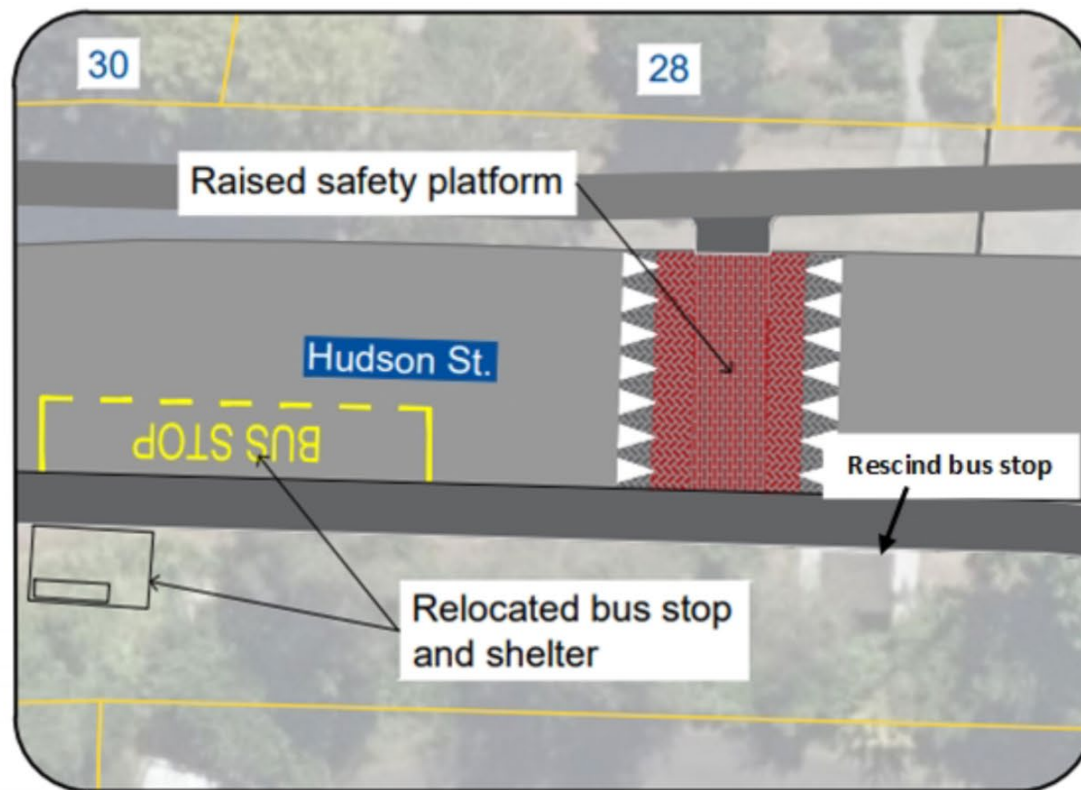
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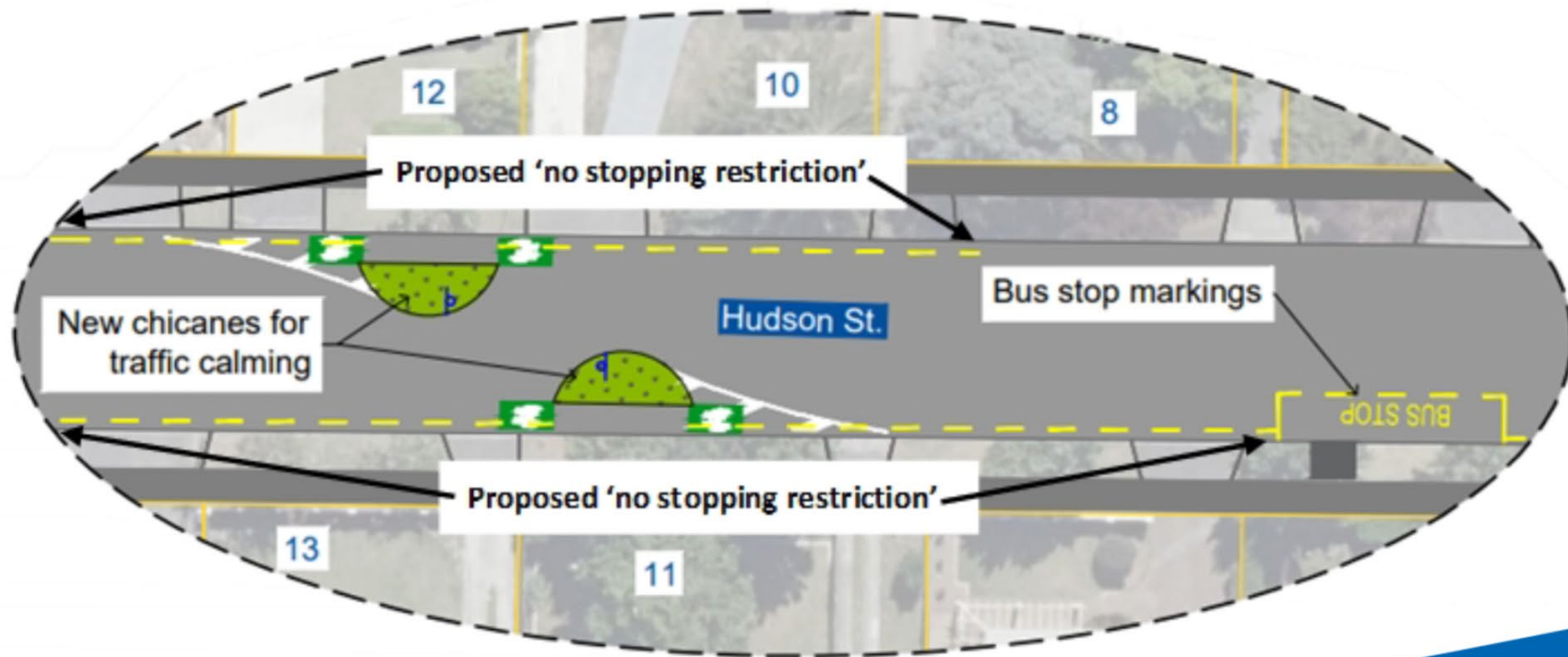
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Attachment 1

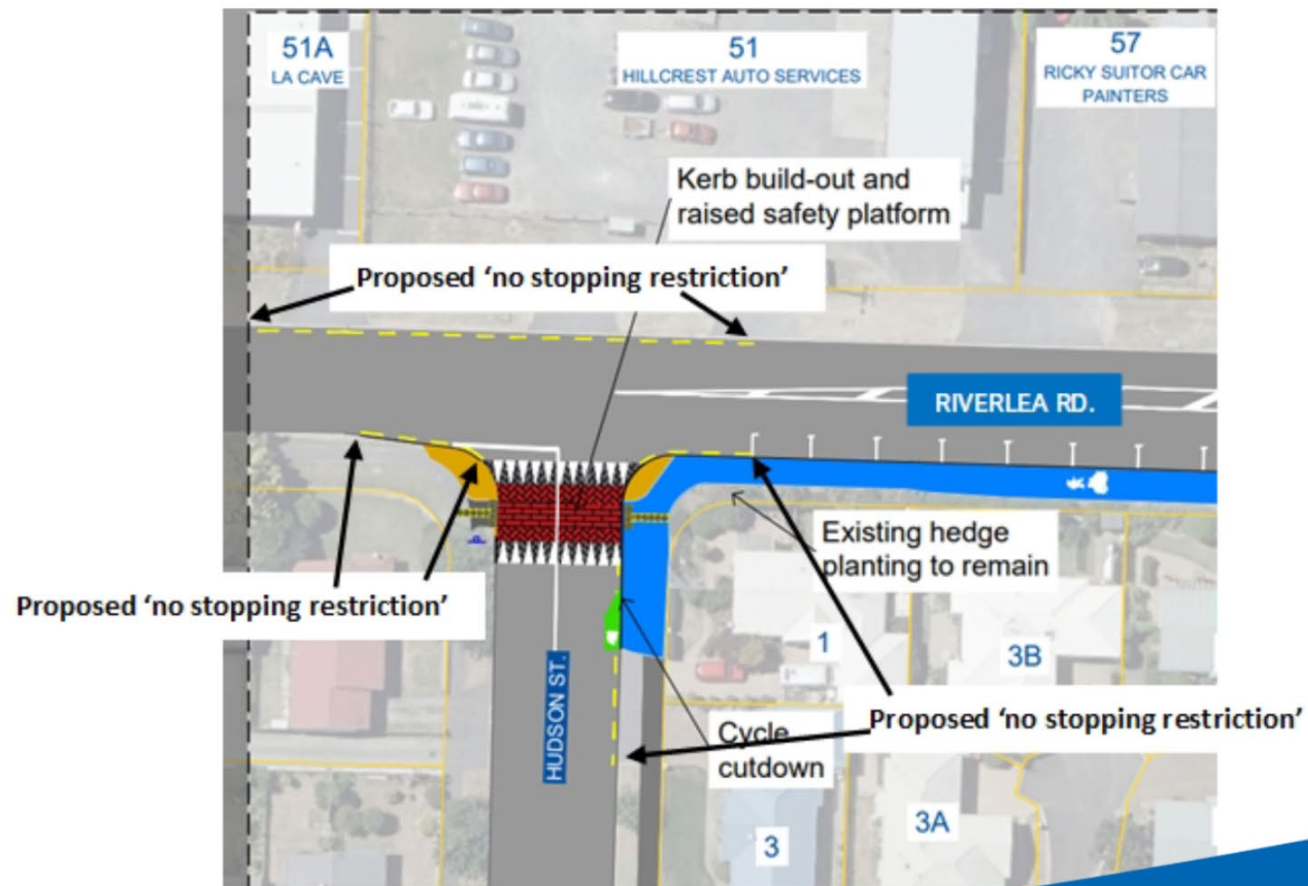
Proposed Parking Restriction – Hudson Avenue (CERF)



Proposed Parking Restriction – Hudson Avenue (CERF)



Proposed Parking Restriction – Hudson Avenue & Riverlea Road (CERF)



Attachment 1 - Illustrations of proposed parking restriction

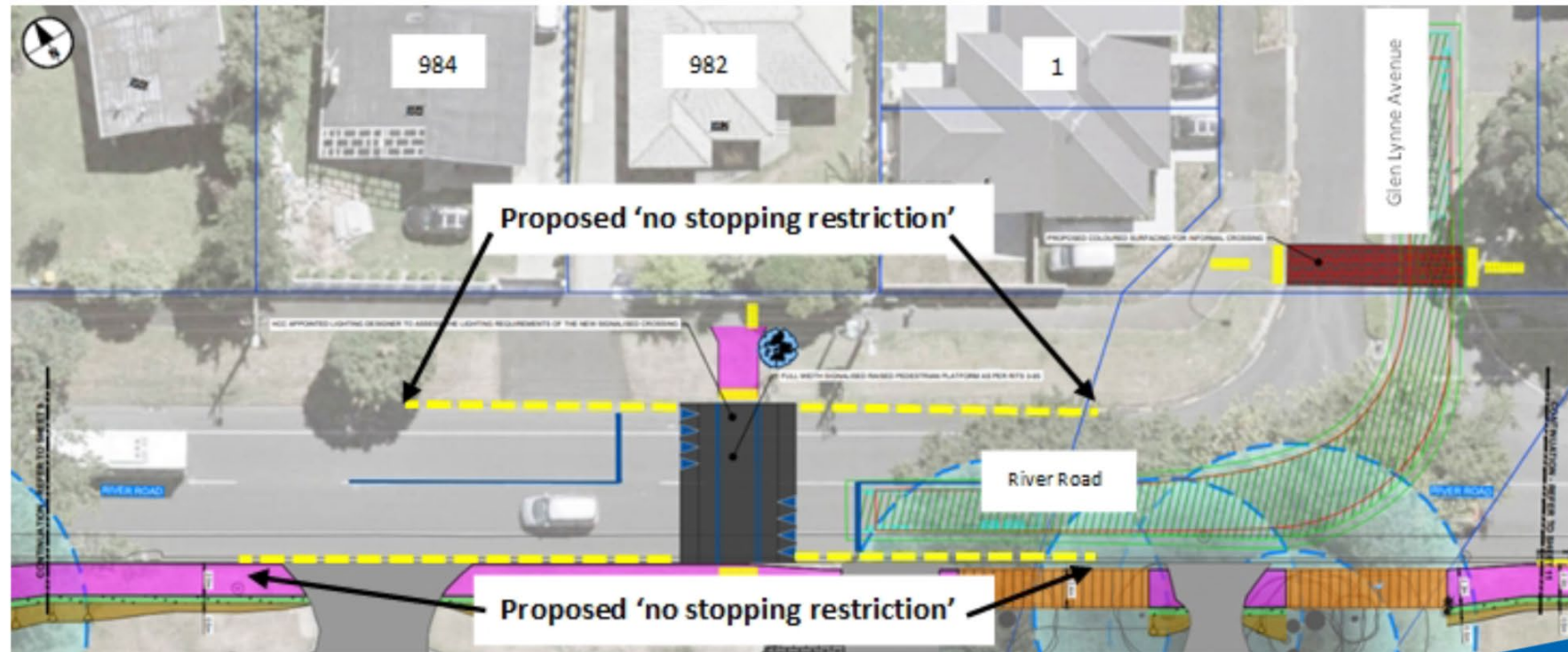
Proposed Parking Restriction – River Road (CERF)



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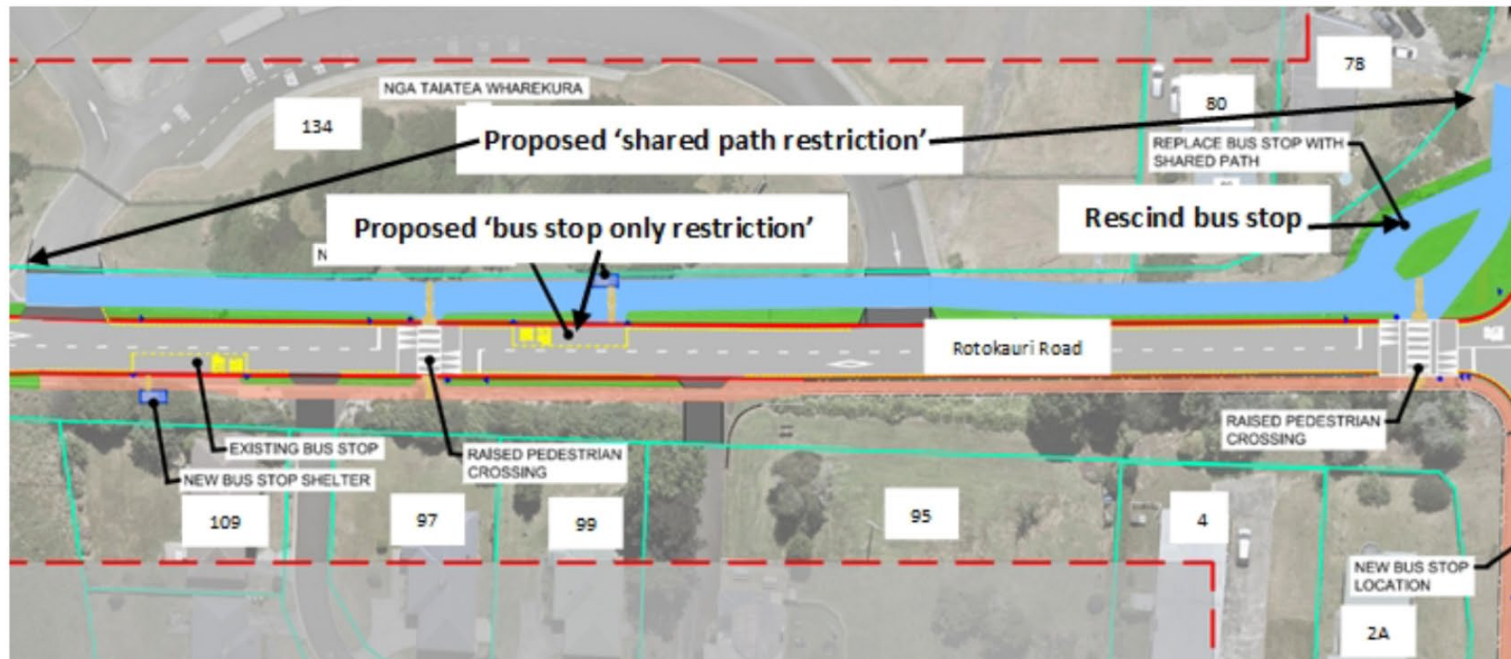
Proposed Parking Restriction – River Road (CERF)



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Proposed Parking Restriction – Rotokauri Road (CERF)



Proposed Parking Restriction – Baverstock Road (CERF)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Traffic Bylaw Register Updates



Proposed Traffic Bylaw Register Changes

CERF Projects

- Project 1 – Bader St & Lorne St
- Project 2 – Killarney Road
- Project 5 – Brooklyn Road
- Project 8 – Lake Domain Drive
- Project 12 – Hukanui Road
- Project 14 – Tristram Street
- Project 15 – Jellicoe Drive
- Project 17 – Rifle Range Road
- Project 19 – Howell Avenue, Hudson Street, Riverlea Road
- Project 20 – River Road
- Project 23 – Rotokauri Road and Baverstock Road.

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Attachment 1



Proposed Traffic Register changes – Bader Street (CERF)



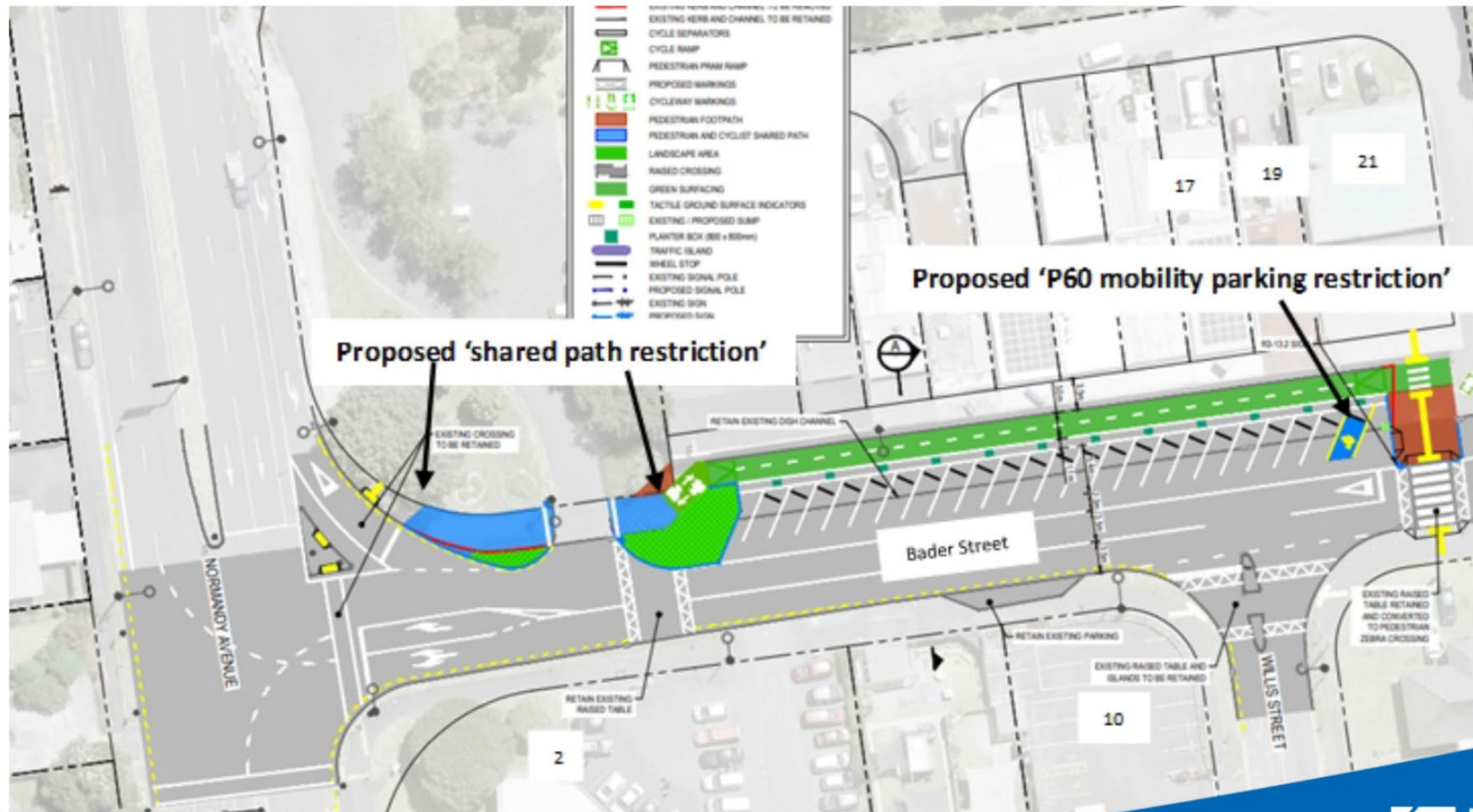
Proposed Traffic Register changes – Lorne Street (CERF)



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Attachment 1

Proposed Traffic Register changes – Bader Street (CERF)



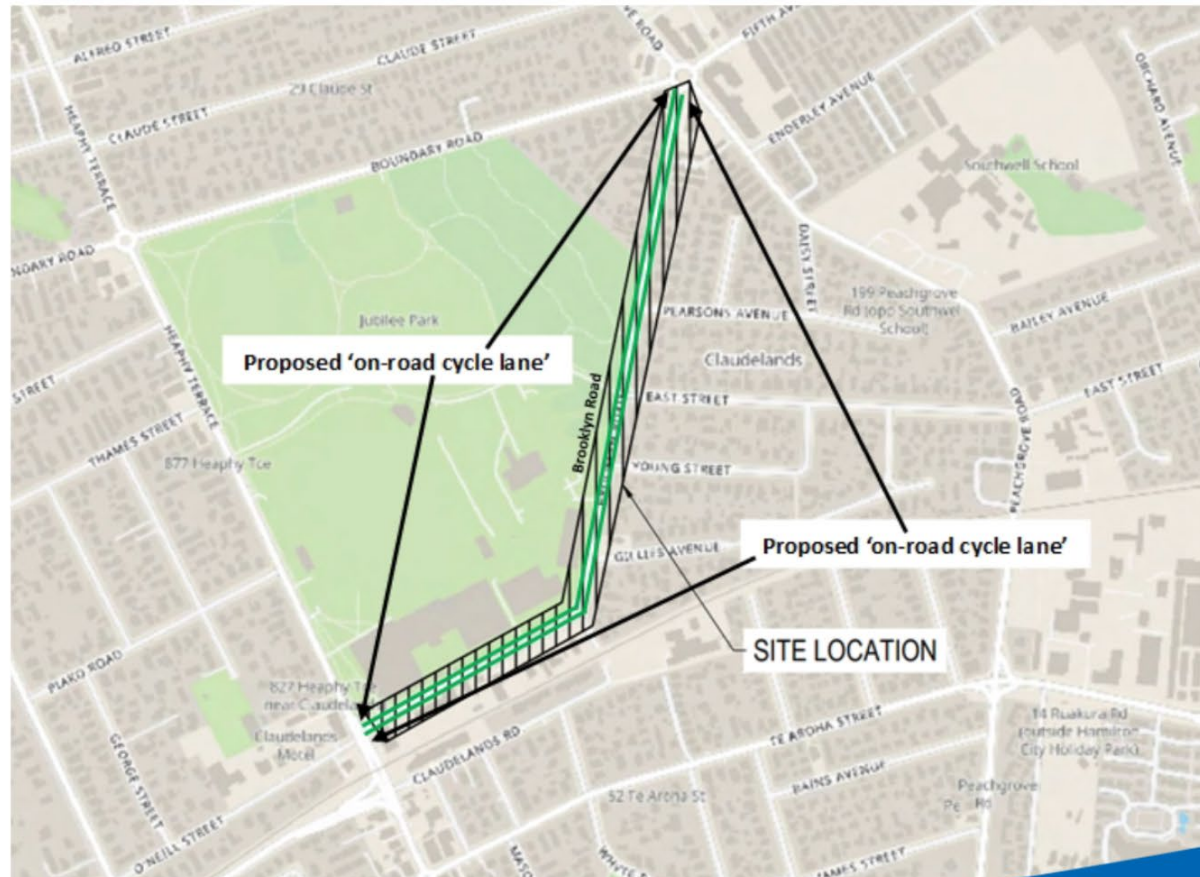
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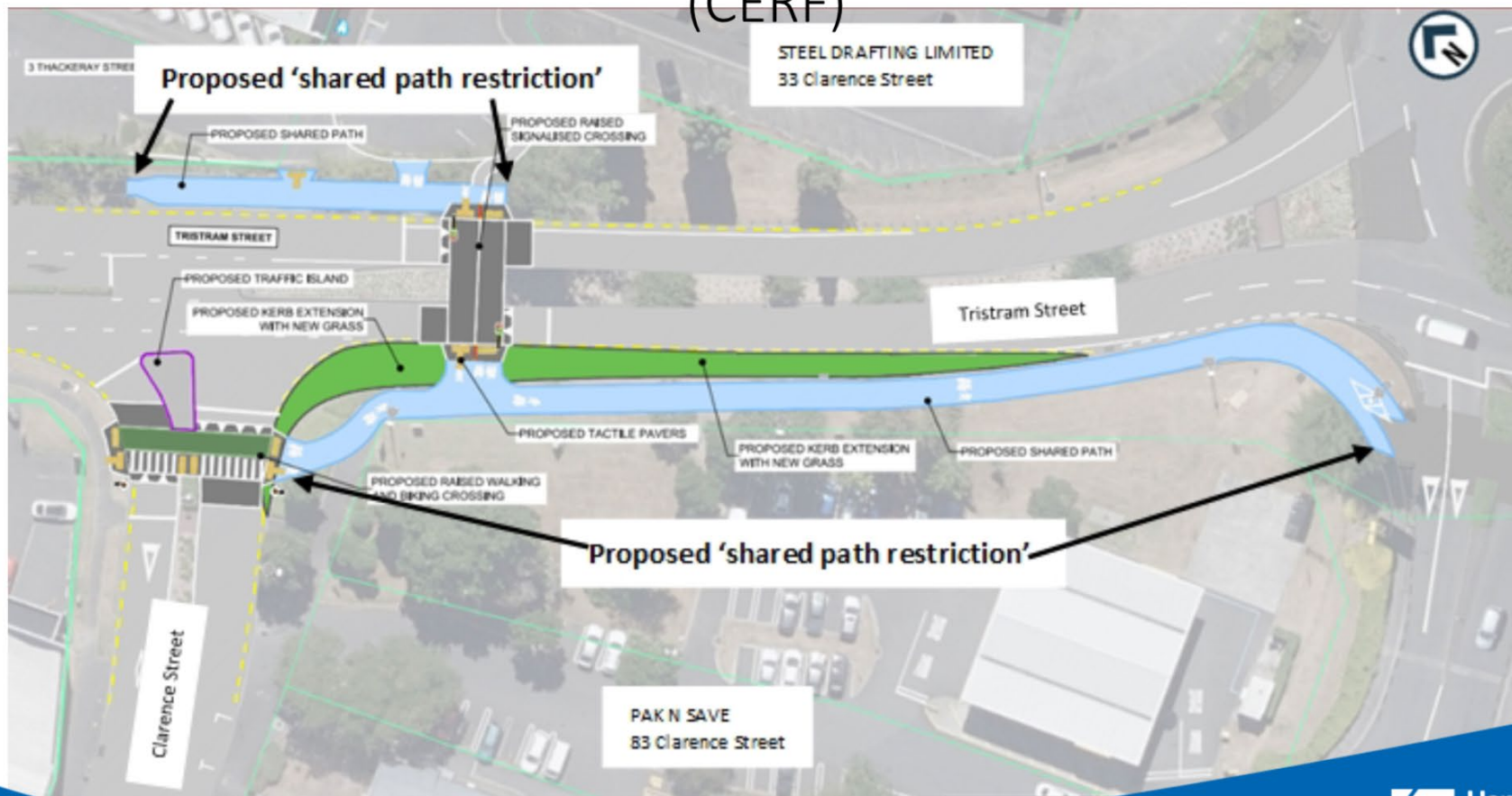
Proposed Traffic Register changes – Killarney Road (CERF)



Proposed Traffic Register changes – Brooklyn Road (CERF)

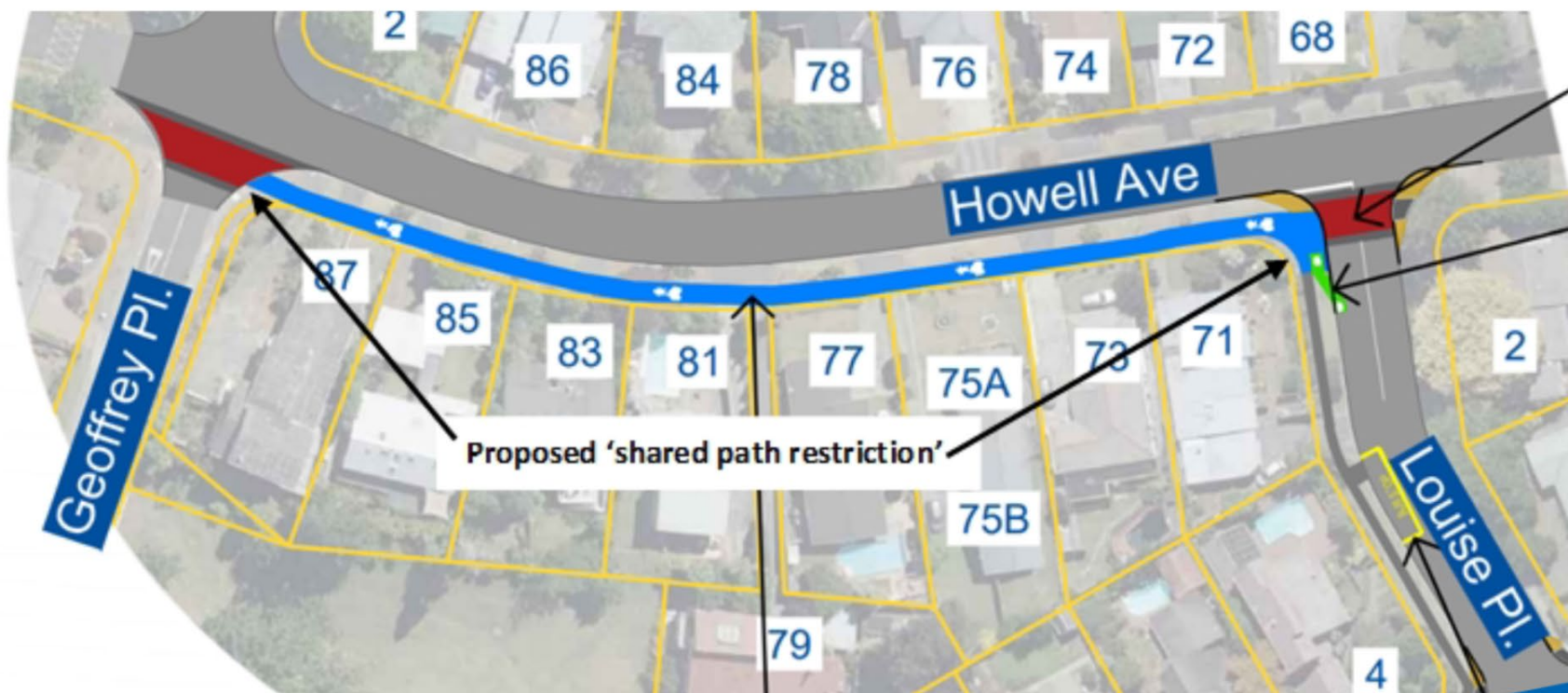


Proposed Traffic Register changes – Tristram Street (CERF)



Attachment 1 - Illustrations of proposed parking restriction

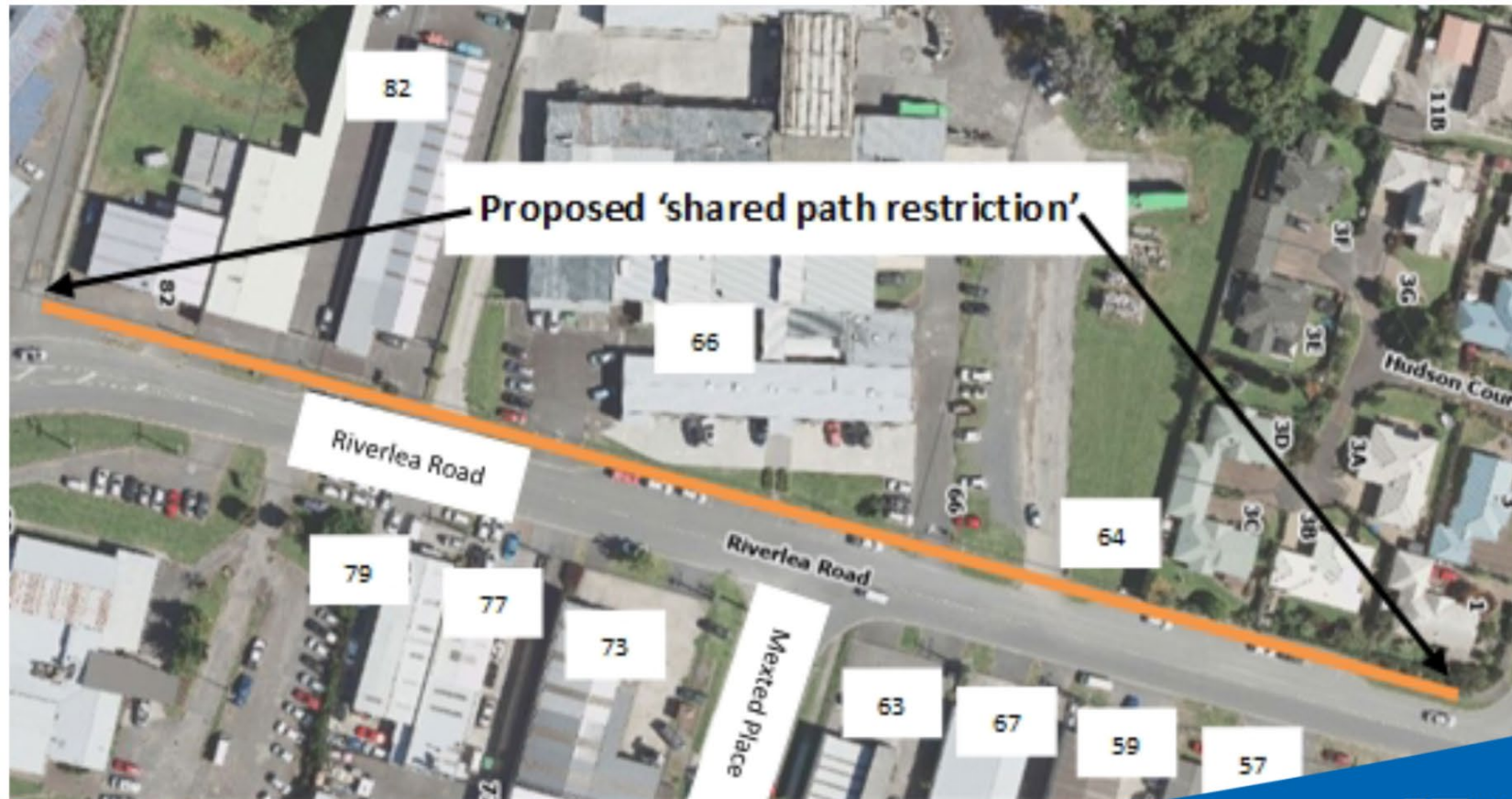
Proposed Traffic Register changes – Howell Avenue (CERF)



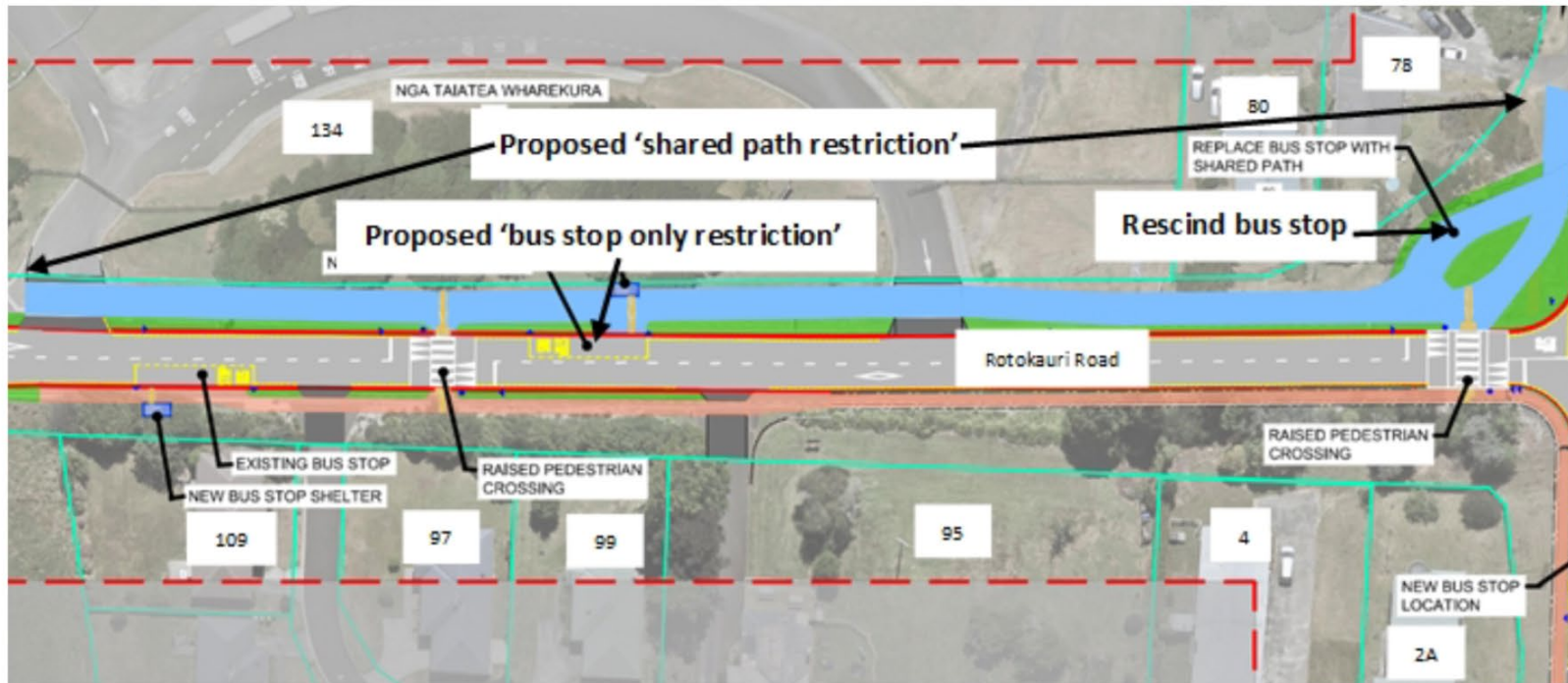
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Attachment 1

Proposed Traffic Register changes – Riverlea Road (CERF)



Proposed Traffic Register changes – Rotokauri Road (CERF)



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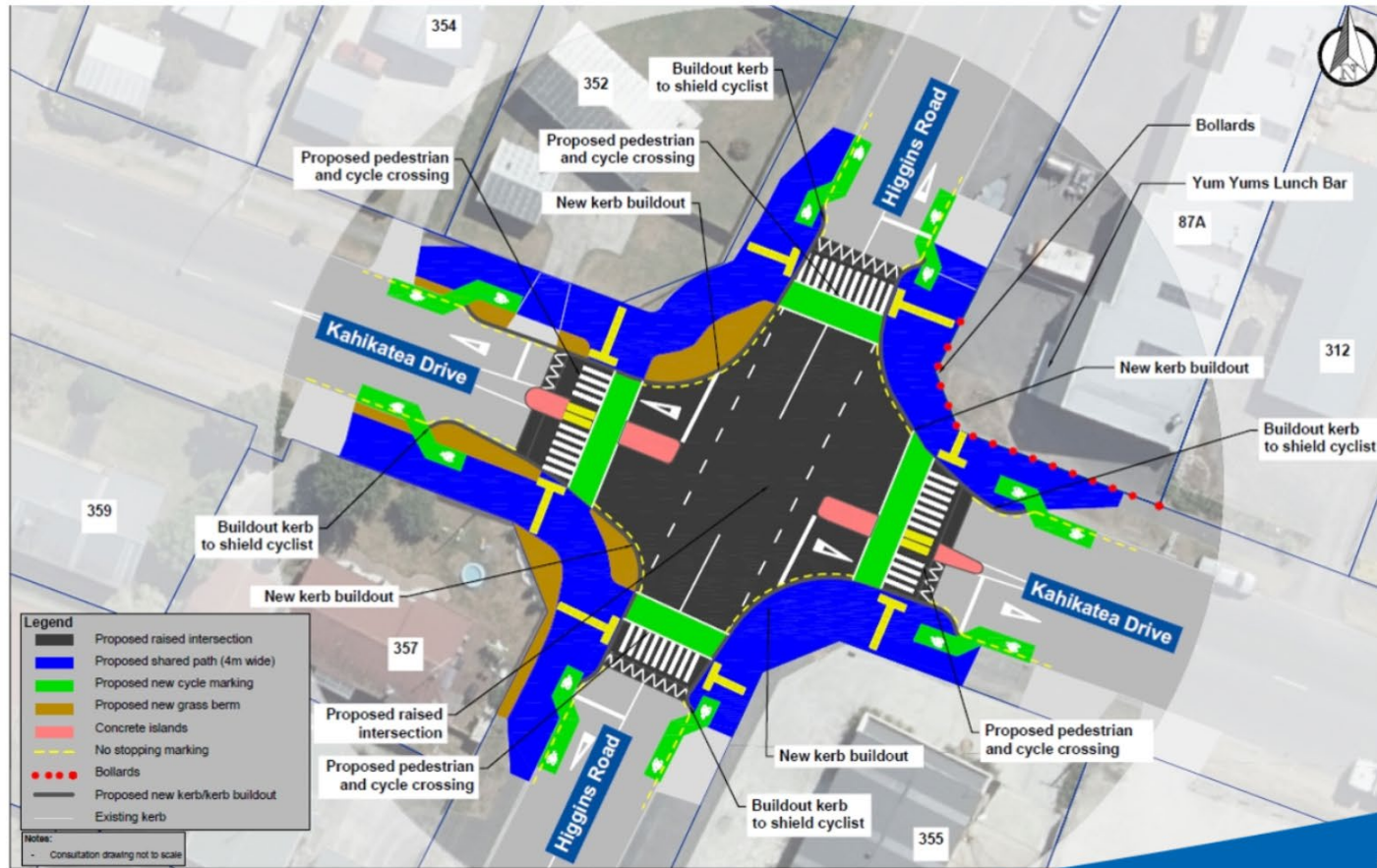
Proposed Traffic Bylaw Register Updates

LCLR Projects

- Kahikatea / Higgins – Intersection Improvements

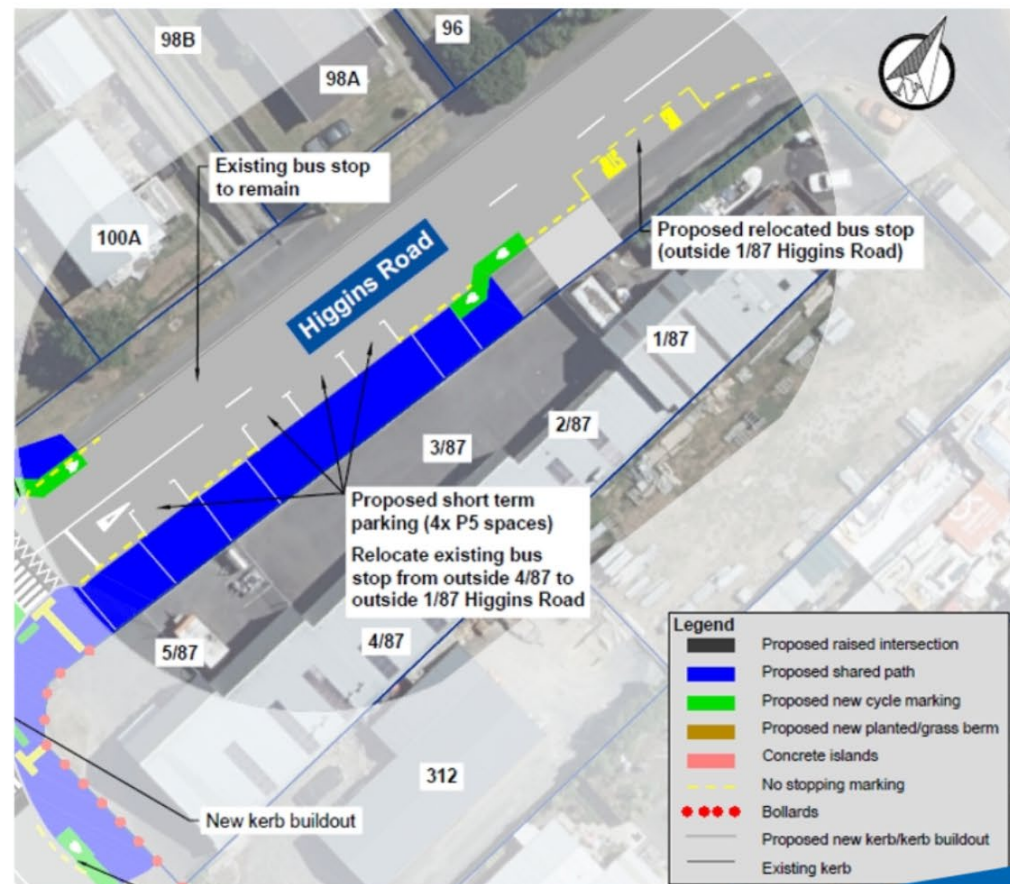


Proposed Traffic Register changes – Kahikatea Drive and Higgins Road (LCLR project)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Traffic Register changes – Higgins Road (LCLR project)



Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – October 2023

Location	Amendments to current restrictions
Bader Street	Support CERF project by: <ul style="list-style-type: none"> Installation of 'Mobility Card Holders - P60' parking restriction outside #21 Bader Street. Installation of 15m 'Bus stop' restriction outside #20 Bader Street. Rescinding existing 15m 'bus stop' restriction outside #14 Bader Street.
Brooklyn Road	Support CERF project by: <ul style="list-style-type: none"> Installation of 7m P60 Mobility Parking restriction outside #241 Peachgrove Road. Installation of 40m P60 time restriction parking restriction outside #241 Peachgrove Road. Rescind 15m 'Bus Stop' restriction opposite #32 Brooklyn Road. Rescind 15m 'Bus Stop' restriction outside #32 Brooklyn Road. Rescind 15m 'Bus Stop' restriction outside #1 Gillies Avenue. Rescind 15m 'Bus Stop' restriction opposite #14 Brooklyn Road. Rescind 15m P10 time restriction parking outside #2E Brooklyn Road. Rescind 10m P10 time restriction parking outside #2D Brooklyn Road.
Baverstock Road	Support CERF project by: <ul style="list-style-type: none"> Installation of 15m 'Bus Stop' restriction outside #2 Baverstock Road. Installation of 15m 'Bus Stop' restriction outside #5 – #7 Baverstock Road Installation of 90m 'No Stopping' restriction outside #2 - #14 Baverstock Road Installation of 120m 'No Stopping' restriction starting outside #79 Rotokauri Road and ending outside #7 Baverstock Road Installation of 10m 'No Stopping' restriction opposite 81 Rotokauri Road
Clyde Street	Improve safety and traffic operations for bus stop outside #82 Clyde Street by: <ul style="list-style-type: none"> Installation of 20m 'No Stopping' restriction starting outside #82 and ending outside #86 Clyde Street.
Cunningham Road	Improve safety and sight distance for pedestrian crossing outside primary school by: <ul style="list-style-type: none"> Gazetting of 35m existing 'No Stopping' restriction starting outside the primary school at #36 and ending outside #46 Cunningham Road. Gazetting of 25m existing 'No Stopping' restriction starting outside #41 and ending outside #43 Cunningham Road.
Higgins Road	Support LCLR project and improve safety and traffic operations by: <ul style="list-style-type: none"> Installation of 20m 'No stopping' restriction outside #352 on Higgins Road. Installation of 20m 'No stopping' restriction outside #355 on Higgins Road. Installation of 20m 'No stopping' restriction starting outside #357 Higgins Road. Installation of 15m 'Bus Stop' restriction outside #1/87 Higgins Road. Installation of 10m 'No stopping' restriction outside #1/87 Higgins Road. Installation of 20m 'No stopping' restriction starting outside #1/87 and ending outside #3/87 Higgins Road. Installation of 10m 'No stopping' restriction outside #4/87 Higgins Road. Installation of 15m 'No stopping' restriction outside #5/87 Higgins Road. Installation of 20m 'P5 - 8:00AM-6:00PM - Mon-Sun' time restriction parking starting outside #3/87 and ending outside #5/87 Higgins Road. Rescinding 12m 'Bus Stop' restriction outside #3/87 Higgins Road. Rescinding 6.5m 'No Stopping' lines outside #2/87 Higgins Road. Rescinding 6.5m 'No Stopping' lines outside #4/87 Higgins Road.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – October 2023

Hooker Avenue	<p>Improve access to a pumpstation for maintenance and during emergencies by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #51 Hooker Avenue.
Houchens Road	<p>Improve bus service by:</p> <ul style="list-style-type: none"> • Rescinding of 12m 'Bus Stop' restriction outside #43 Houchens Road. • Installation of 15m 'Bus Stop' restriction outside #53 Houchens Road. • Installation of 10m 'No Stopping' restriction outside #49 - #53 Houchens Road. • Installation of 15m 'No Stopping' restriction outside #53 - #55 Houchens Road.
Hudson Street	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #67 - #73 Hudson Street. • Installation of 60m 'No Stopping' restriction outside #66 - #76 Hudson Street. • Installation of 15m 'Bus Stop' restriction outside #28 - #30 Hudson Street. • Rescind 15m 'Bus Stop' restriction outside #26 - #28 Hudson Street. • Installation of 100m 'No Stopping' restriction outside #5 - #19 Hudson Street. • Installation of 60m 'No Stopping' restriction outside #8 - #14 Hudson Street. • Installation of 30m 'No Stopping' restriction outside #1 - #3 Hudson Street.
Hukanui Road	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction opposite #371 Hukanui Road. • Installation of 15m 'Bus Stop' restriction outside #375 Hukanui Road. • Rescind 15m 'Bus Stop' restriction outside #371 Hukanui Road. • Rescind 15m Bus Stop' restriction opposite #373 Hukanui Road.
Jellicoe Drive	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction opposite #21 Jellicoe Drive. • Rescind existing 'Bus Stop' restriction near #2 Jellicoe Drive. • Installation of 55m 'No Stopping' restriction starting outside #2 Jellicoe Drive and ending opposite #21 Jellicoe Drive. • Installation of 30m 'No Stopping' restriction outside #1 Plunket Terrace. • Installation of 10m 'No Stopping' restriction outside #21 - #23 Jellicoe Drive. • Installation of 7m 'Mobility Parking, At all times' restriction opposite #19 Jellicoe Drive.
Kahikatea Drive	<p>Support LCLR project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 25m 'No stopping' restriction starting outside #87A Higgins Road. • Installation of 30m 'No stopping' restriction starting outside #352 and ending outside #354 Kahikatea Drive. • Installation of 25m 'No stopping' restriction outside of #355 Kahikatea Drive. • Installation of 30m 'No stopping' restriction outside of #357 Kahikatea Drive.
Killarney Road	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #37 - #41 Killarney Road. • Installation of 15m 'No Stopping' restriction outside #43 - #45 Killarney Road. • Installation of 30m 'No Stopping' restriction outside #40 Killarney Road. • Installation of 10m 'No Stopping' restriction outside #40 Killarney Road. • Installation of 40m 'No Stopping' restriction outside #42 - #48 Killarney Road. • Installation of 10m 'No Stopping' restriction outside #56 - #58 Killarney Road. • Installation of 10m 'No Stopping' restriction outside #62 Killarney Road. • Installation of 5m 'No Stopping' restriction outside #66 Killarney Road.
Lake Domain Drive	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction on the western side of Lake Domain Drive near the intersection with Lake Crescent, as indicated in the illustrations.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – October 2023

	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction on the eastern side of Lake Domain Drive near the intersection with Lake Crescent, as indicated in the illustrations. • Installation of 15m 'No Stopping' restriction on the western side of Lake Domain Drive near Gallagher Hockey Centre, as indicated in the illustrations. • Installation of 15m 'No Stopping' restriction on the eastern side of Lake Domain Drive near Gallagher Hockey Centre, as indicated in the illustrations.
Lancaster Street	<p>Improve bus service by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction outside #33 Lancaster Street. • Rescinding of 15m 'Bus Stop' restriction outside #4 Salmond Place.
Liverpool Street	<p>Improve safety and access to property by:</p> <ul style="list-style-type: none"> • Installation of a 5m 'Motorcycle Only' parking restrictions outside #24 Liverpool Street.
Lorne Street	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 15m bus stop outside #36 Lorne Street • Installation of 15m bus stop outside #39 Lorne Street
Plunket Terrace	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 40m 'No Stopping' restriction outside #1 Plunket Terrace. • Installation of 40m 'No Stopping' restriction starting outside #2 Plunket Terrace and ending outside #23 Jellicoe Drive. • Installation of 'P120 Mobility Parking' restriction outside #1 Plunket Terrace.
Queens Avenue	<p>Improve access to property by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #58 Queens Avenue.
Rifle Range Road	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 'Mobility Parking, At all times' restriction opposite #120 Rifle Range Road. • Rescind 15m 'Bus Stop' restriction outside #96 Rifle Range Road. • Rescind 15m 'Bus Stop' restriction opposite #104 Rifle Range Road.
River Road	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction starting outside #1 Glen Lynne Avenue and ending outside #984 River Road. • Installation of 45m 'No Stopping' restriction outside #975 - #979 River Road. • Installation of 30m 'No Stopping' restriction outside #1086 River Road. • Installation of 30m 'No Stopping' restriction opposite #1086 River Road.
Riverlea Road	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 50m 'No Stopping' restriction outside #49 - #51 Riverlea Road. • Installation of 10m 'No Stopping' restriction outside #1 Hudson Street. • Installation of 10m 'No Stopping' restriction outside #2 Hudson Street.
Rotokauri Road	<p>Support CERF project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction outside #134 Rotokauri Road • Rescind 15m 'Bus Stop' restriction outside #78 Rotokauri Road • Installation of 220m 'No Stopping' restriction outside #80 - #134 Rotokauri Road • Installation of 250m 'No Stopping' restriction starting outside #2 Baverstock Road and ending outside #109 Rotokauri Road.
Sandwich Road	<p>Improve safety and sight distances at a new pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #202 Sandwich Road. • Installation of 5m 'No Stopping' restriction outside #210 Sandwich Road. • Installation of 15m 'No Stopping' restriction outside #210 Sandwich Road.

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Attachment 2

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – October 2023

Tokerau Drive	<p>Improve safety and traffic operations by increasing sight distances through:</p> <ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction starting outside #18 and ending outside #20 Tokerau Drive.
Peacockes Road	<p>Improve traffic operations and safety for a new capital development by:</p> <ul style="list-style-type: none"> • Installation of 135m 'No Stopping' restriction on the East side of Peacockes Road starting in front of #261 Peacockes progressing South towards #269 Peacockes Road. • Installation of 120m 'No Stopping' restriction on the West side of Peacockes starting in front of #266 Peacockes Road and progressing North toward the roundabout and terminating 15m from the roundabout limit line. • Installation of 15m in-lane 'bus stop' restriction outside #269 Peacockes Road. • Installation of 15m in-lane 'bus stop' restriction outside #300 Peacockes Road.
Western Lea Drive	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 5m 'Mobility Parking' restriction outside of #27 Weston Lea Drive. • Installation of 285m 'No Stopping' restriction on the north side of Weston Lea starting in outside #221 Peacockes progressing east to #27 Weston Lea Drive. • Installation of 20m 'No Stopping' restriction on the north side of Weston Lea starting outside of #27 Weston Lea Drive and ending outside #27 Weston Lea Drive. • Installation of 20m 'No Stopping' restriction on the south side of Weston Lea from Peacockes Road to Weston Lea Drive courtesy crossings. • Installation of 10m 'No Stopping' restriction on the south side of Weston Lea starting from courtesy crossing adjacent to #221 Peacockes Road progressing East. • Installation of 10m 'No Stopping' restriction on the south side of Weston Lea Drive starting outside #36 Weston Lea Drive and progressing east toward courtesy crossing. • Installation of 55m 'No Stopping' restriction on the south side of Weston Lea Drive starting outside #36 Weston Lea Drive after the courtesy crossing and progressing east toward end of cul-de-sac. • Installation of 175m 'No Stopping' restriction starting outside #46 Weston Lea Drive progressing around the cul-de-sac to #55 Weston Lea Drive. • Installation of 60m 'No Stopping' restriction on the West side of Weston Lea starting outside #46 Weston Lea Drive progressing South. • Installation of 130m 'No Stopping' restriction on the West side of Weston Lea starting outside #64 Weston Lea Drive progressing south to #70 Weston Lea Drive. • Installation of 50m 'No Stopping' restriction on the West side of Weston Lea starting outside #70 Weston Lea Drive progressing South. • Installation of 35m 'No Stopping' restriction on the West side of Weston Lea starting outside #70 Weston Lea Drive progressing South. • Installation of 125m 'No Stopping' restriction on the East side of Weston Lea starting outside of #55 Weston Lea Drive progressing South. • Installation of 50m 'No Stopping' restriction on the West side of Weston Lea starting outside of #55 Weston Lea Drive progressing South. • Installation of 45m 'No Stopping' restriction on the West side of Weston Lea starting outside of #71 Weston Lea Drive progressing South.

Council Report

Item 6

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 17 October 2023

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network and Systems Operations Manager

Position: Executive Director Infrastructure Operations

Report Name: Hamilton City Speed Limit 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 the speed limits contained within the National Speed Limit Register in accordance with the 2022 Hamilton Speed Management Plan.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Traffic, Speed Limit and Road Closure Hearings Panel
 - receives the report; and
 - approves the following changes to speed limits within Hamilton City be reflected in the National Speed Limits Register:

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date comes into Force
NA	40	Adzebill Court	Overton Street to cul-de-sac	Upon vesting of road with Hamilton City Council.
NA	40	Anker Close	Chilman Terrace to end	Upon vesting of road with Hamilton City Council.
NA	40	Anurangi Rise	Taahunui Rise to Aotahi Terrace	Upon vesting of road with Hamilton City Council.
NA	40	Aotahi Terrace	Anurangi Rise to Takurua Rise	Upon vesting of road with Hamilton City Council.
NA	40	Bannerman Crescent	Halley Drive to end	Upon vesting of road with Hamilton City Council.
NA	40	Barrance Avenue	Kimbrae Drive to Borman Rd	Upon vesting of road with Hamilton City Council.
NA	40	Chilman Terrace	Earp Crescent to Halley Drive	Upon vesting of road with Hamilton City Council.
NA	40	City View Terrace	Kawariki Drive to Horseshoe Terrace	Upon vesting of road with Hamilton City Council.

NA	40	Collin Litt Place	Cumberland Drive -cul-de-sac	Upon vesting of road with Hamilton City Council.
NA	40	Earp Crescent	Musselwhite Terrace to Halley Drive	Upon vesting of road with Hamilton City Council.
NA	40	Halley Drive	Chilman Terrace to Radiata Street	Upon vesting of road with Hamilton City Council.
NA	40	Hilldale Terrace	Kawariki Drive to Wetland Rise	Upon vesting of road with Hamilton City Council.
NA	40	Horseshoe Terrace	Cityview Terrace to Wetland Rise	Upon vesting of road with Hamilton City Council.
NA	40	Joint Avenue	Chilman Terrace to Earp Crescent	Upon vesting of road with Hamilton City Council.
NA	40	Kawariki Drive	Brymer Road to Rotokauri Road	Upon vesting of road with Hamilton City Council.
NA	40	Kelly Maree Crescent	Meadowfield Street – Meadowfield Street	Upon vesting of road with Hamilton City Council.
NA	40	Lumino Terrace	Anurangi Rise to Takurua Rise	Upon vesting of road with Hamilton City Council.
NA	40	Matua Street	Temepara Drive to Tepuna Drive	Upon vesting of road with Hamilton City Council.
NA	40	Oralee Terrace	Anurangi Rise to Takurua Rise	Upon vesting of road with Hamilton City Council.
NA	40	Overton Street	Kimbrae Drive to Barrance Avenue	Upon vesting of road with Hamilton City Council.
NA	40	Putaki Place	Tekapo Road – cul-de-sac	Upon vesting of road with Hamilton City Council.
NA	40	Rumbold Close	Chilman Terrace to end	Upon vesting of road with Hamilton City Council.
50	30	Sandwich Road	Between #183 Sandwich Road and #212 Sandwich Road.	Upon completion of planned physical works
NA	40	Takurua Rise	Taahunui Rise to Aotahi Terrace	Upon vesting of road with Hamilton City Council.
NA	40	Tepuna Drive	Timatanga Road/Temepara Drive to the future road connecting to Tuhikaramea Road	Upon vesting of road with Hamilton City Council.
NA	40	Wetland Rise	Kawariki Drive to Cityview Terrace	Upon vesting of road with Hamilton City Council.
NA	40	Whakatipu Street	Temepara Drive to Tepuna Drive	Upon vesting of road with Hamilton City Council.

Executive Summary - *Whakaraapopototanga matua*

- On [29 June 2022](#) Council agreed to repeal the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022. The proposed changes to the speed limits in this report will be recorded in the NSLR.

4. The Hamilton City Speed Management Plan (approved at the [18 August 2022 Council meeting](#)) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
5. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
6. Speed limits changes proposed in this report generally support the speed management plan and changes to the physical road environment to support the reduced speed limits. The Speed limits will be adopted upon completion of physical works.
7. Speed changes proposed in this report are proposed to support safer speeds for road users on the following roads:
 - i. Adzebill Court
 - ii. Anker Close
 - iii. Anurangi Rise
 - iv. Aotahi Terrace
 - v. Bannerman Crescent
 - vi. Barrance Avenue
 - vii. Chilman Terrace
 - viii. City View Terrace
 - ix. Collin Litt Place
 - x. Earp Crescent
 - xi. Halley Drive
 - xii. Hilldale Terrace
 - xiii. Horseshoe Terrace
 - xiv. Joint Avenue
 - xv. Katapaki Rise
 - xvi. Kwariki Drive
 - xvii. Kelly Maree
 - xviii. Lumino Terrace
 - xix. Matua Street
 - xx. Oculus Terrace
 - xxi. Oralee Terrace
 - xxii. Overton Street
 - xxiii. Putaki Place
 - xxiv. Rumbold Close
 - xxv. Sandwich Road
 - xxvi. Takurua Rise
 - xxvii. Tepuna Drive
 - xxviii. Wetland Rise
 - xxix. Whakatipu Street
8. Funding for the implementation of the proposed speed limit change in Sandwich Road is included in Low Cost Low Risk Road to Zero programme approved at the [07 March 2023](#) Infrastructure and Transport Committee meeting. The work receives 51% co-investment from Waka Kotahi NZ Transport Agency.
9. The remaining speed limit changes are incorporated into the construction costs paid for by the Developers.
10. 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

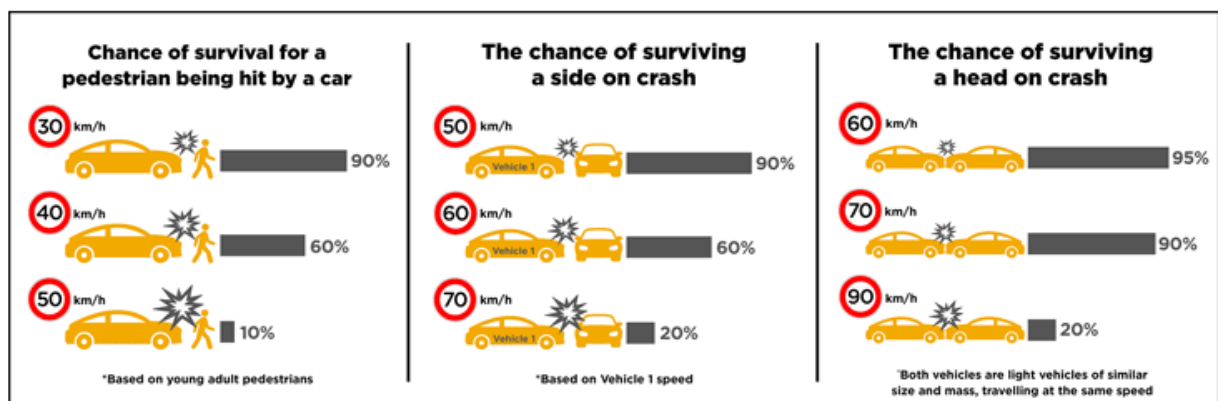
11. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
12. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Councils commitment to road safety and reducing harm on the transport network as shown in the following outcome:



The 'Safe Transport System' objectives states that no one should be injured or killed while moving around Hamilton Kirikiriroa.

Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.

13. 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.
14. 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.
15. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved.



16. The 2019 Speed Management Plan for Hamilton City has been reviewed and refreshed and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council at its 18 August 2022 meeting.
17. The 2022 Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.
18. The 2022 Speed Management Plan has reconfirmed the principles or priorities developed for the previous version of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.

19. The following **principles** guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
20. The following **priorities** guide us in our approach to implementing speed management:
 - i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - ii. places where there is strong community demand for change;
 - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
 - iv. places where lots of people walk or bike, or where they will soon walk and bike.
21. On 29 June 2022 Council agreed to the repeal of the Hamilton Speed Limit Bylaw 2018 (and associated registers) effective from 20 July 2022 following a recommendation from the [31 May 2022](#) Infrastructure Operations Committee meeting (General Managers report).
22. The National Speed Limit Register (NSLR) is the replacement legal instrument for recording speed limits and will be maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022.
23. The NSLR provides an online, maps-based, central source of speed limits for roads in New Zealand. It enables organisations responsible for speed management to more easily comply with the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 as it allows them to record, update and share speed limit data.
24. Members of the public are able to search for speed limits on all New Zealand roads, obtain details of specific speed limits and obtain certified copies of speed limits through the NSLR web application.
25. Third parties can easily access consistent speed limit data from one online source through Waka Kotahi's open data portal. Speed limit data can be viewed and filtered in a table as well as downloaded in a variety of formats. APIs can be used to upload data into other applications.
26. The proposed changes to the speed limits in this report will be recorded in the NSLR.
27. Hamilton City is defined as an 'Urban Traffic Area' in the Speed Limit Bylaw and therefore any new road constructed within the city has a default speed limit of 50km/h.

Proposed Speed Limit Changes

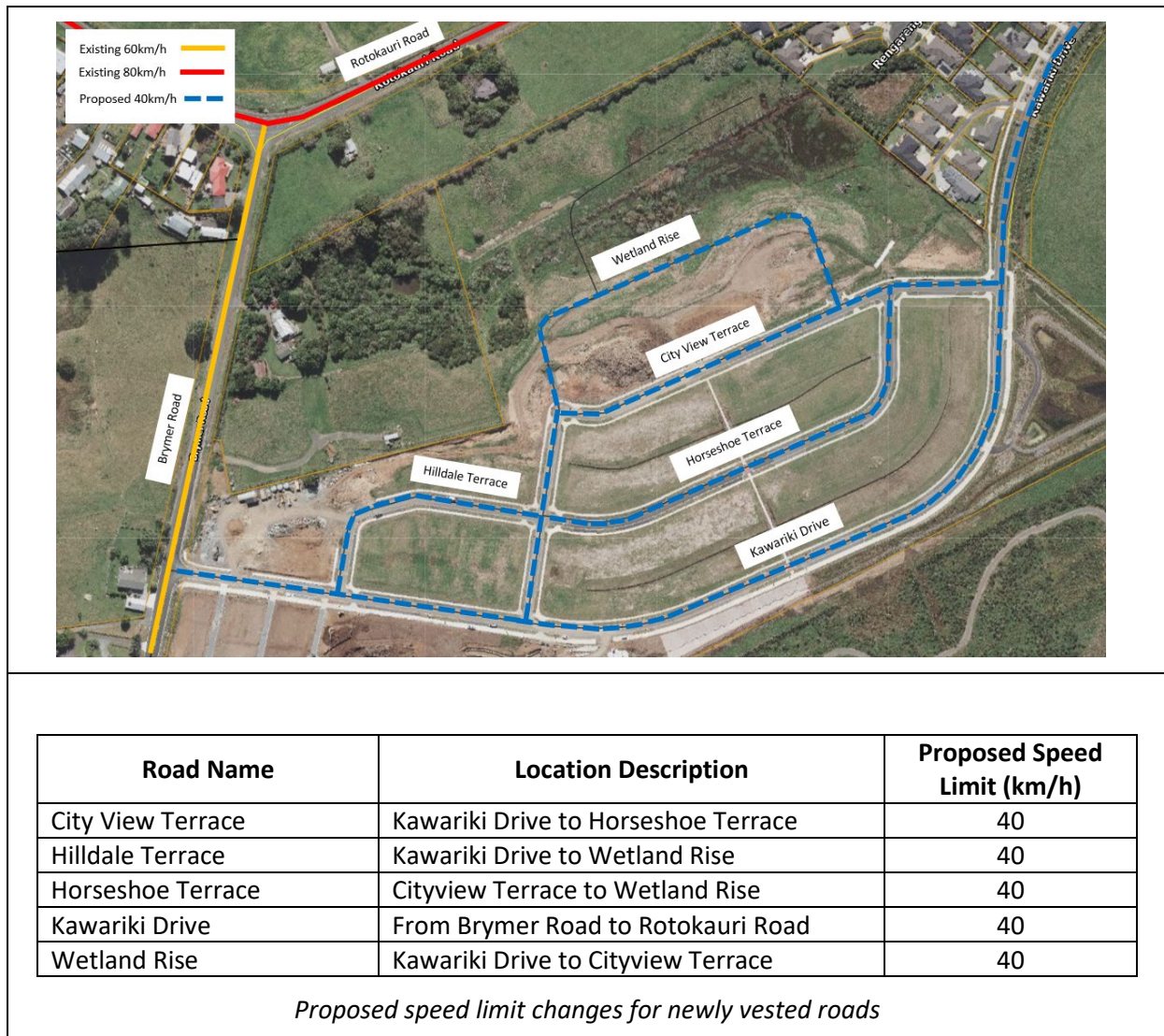
28. The following key stakeholders were consulted in the development of the 2022 Speed Management Plan:
- i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. New Zealand Police
 - iii. The Automobile Association (AA)
 - iv. The Road Transport Association (RTA)
 - v. Bike Waikato
 - vi. NZ Foundation for the Blind
 - vii. Generation Zero
 - viii. Living Streets
 - ix. Age Concern Hamilton
29. Specific consultation with the adjacent properties has been undertaken for those accessing the sections of road where the speed limit change has been proposed for Sandwich Road.
30. Further details of the specific changes to speed limits are detailed below:

Road Name	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Principles (ref. clause 19 above)
Adzebill Court	NA	40	iii, iv
Anker Close	NA	40	iii, iv
Anurangi Rise	NA	40	iii, iv
Aotahi Terrace	NA	40	iii, iv
Bannerman Crescent	NA	40	iii, iv
Barrance Avenue	NA	40	iii, iv
Chilman Terrace	NA	40	iii, iv
City View Terrace	NA	40	iii, iv
Collin Litt Place	NA	40	iii, iv
Earp Crescent	NA	40	iii, iv
Halley Drive	NA	40	iii, iv
Hilldale Terrace	NA	40	iii, iv
Horseshoe Terrace	NA	40	iii, iv
Joint Avenue	NA	40	iii, iv
Katapaki Rise	NA	40	iii, iv
Kawariki Drive	NA	40	iii, iv
Kelly Maree	NA	40	iii, iv
Lumino Terrace	NA	40	iii, iv
Matua Street	NA	40	iii, iv
Oculus Terrace	NA	40	iii, iv
Oralee Terrace	NA	40	iii, iv
Overton Street	NA	40	iii, iv
Putaki Place	NA	40	iii, iv
Rumbold Close	NA	40	iii, iv
Sandwich Road	50	30	ii, v, vi, vii
Takurua Rise	NA	40	iii, iv
Tepuna Drive	NA	40	iii, iv
Wetland Rise	NA	40	iii, iv

Whakatipu Street	NA	40	iii, iv
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Newly vested roads to Hamilton City Council– Proposed 40km/h.

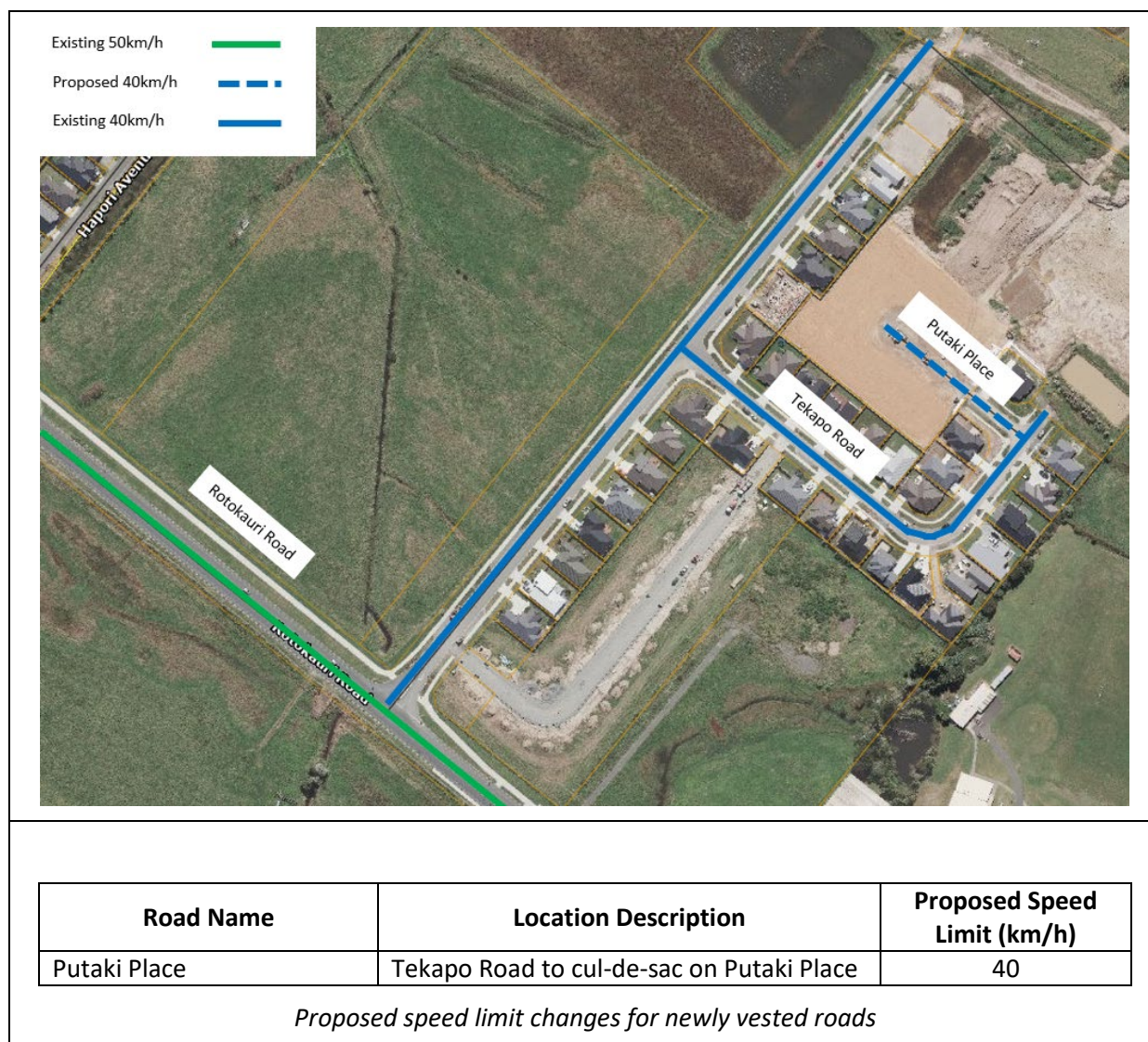
31. The proposed speed limit aligns with our Speed Management principle *‘Residential local roads will be constructed for a 40km/h environment’* to achieve safe and appropriate speeds in residential neighbourhoods.
32. The images below show the extent of proposed speed limit changes for newly vested roads:





Road Name	Location Description	Proposed Speed Limit (km/h)
Anker Close	Chilman Terrace to end of Anker Close	40
Bannerman Crescent	Halley Drive to end of Bannerman Crescent	40
Chilman Terrace	Earp Crescent to Halley Drive	40
Earp Crescent	Musselwhite Terrace to Halley Drive	40
Halley Drive	Chilman Terrace to Radiata Street	40
Joint Avenue	Chilman Terrace to Earp Crescent	40
Rumbold Close	Chilman Terrace to end of Rumbold Close	40

Proposed speed limit changes for newly vested roads



Item 6



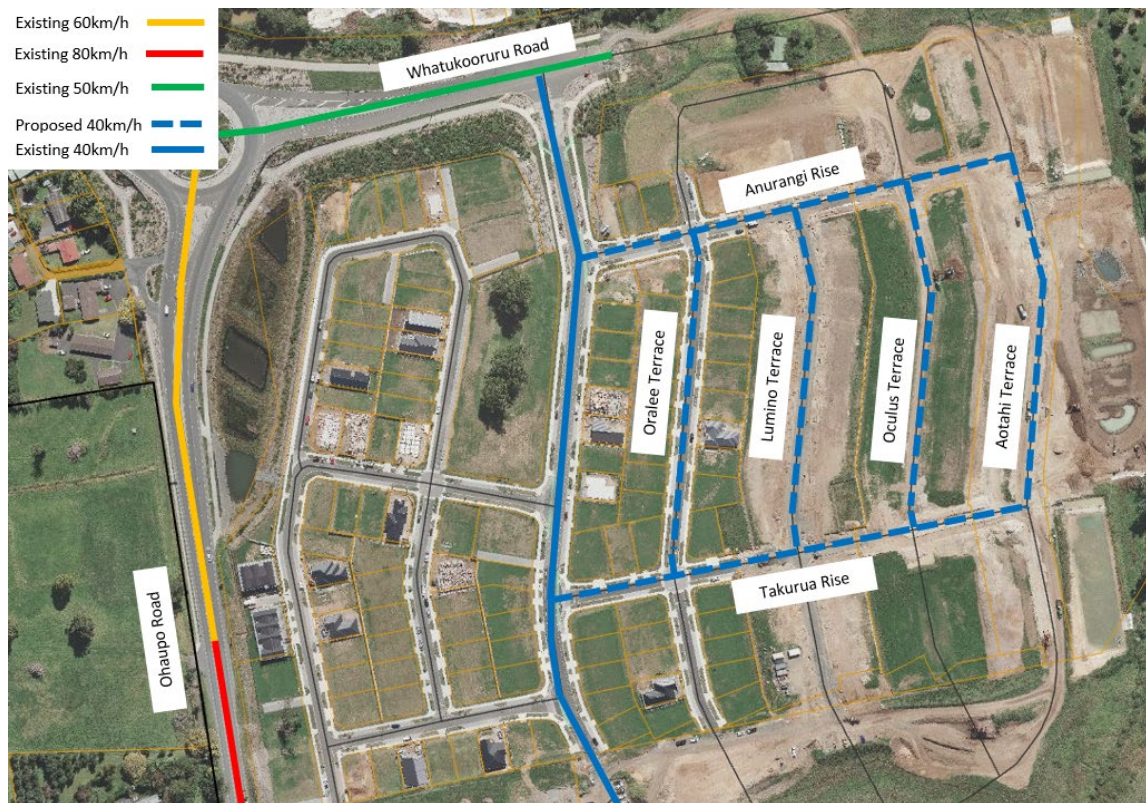
Road Name	Location Description	Proposed Speed Limit (km/h)
Kelly Maree Crescent	Meadowfield Street to Meadowfield Street	40

Proposed speed limit changes for newly vested roads



Road Name	Location Description	Proposed Speed Limit (km/h)
Collin Litt Place	Cumberland Drive to cul-de-sac on Collin Litt Place	40
Katapaki Rise	Cumberland Drive to cul-de-sac on Katapaki Rise	40

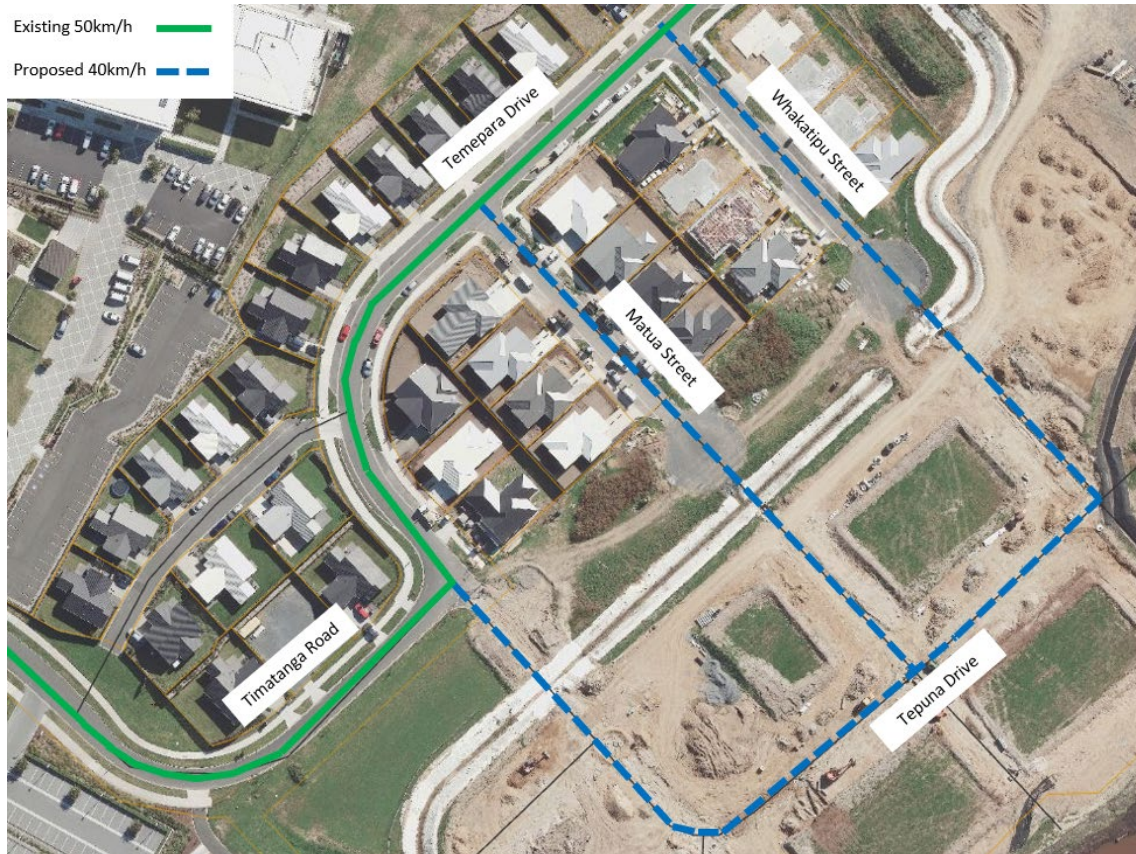
Proposed speed limit changes for newly vested roads



Road Name	Location Description	Proposed Speed Limit (km/h)
Anurangi Rise	Taahunui Rise to Aotahi Terrace	40
Aotahi Terrace	Anurangi Rise to Takurua Rise	40
Lumino Terrace	Anurangi Rise to Takurua Rise	40
Oculus Terrace	Anurangi Rise to Takurua Rise	40
Oralee Terrace	Anurangi Rise to Takurua Rise	40
Takurua Rise	Taahunui Rise to Aotahi Terrace	40

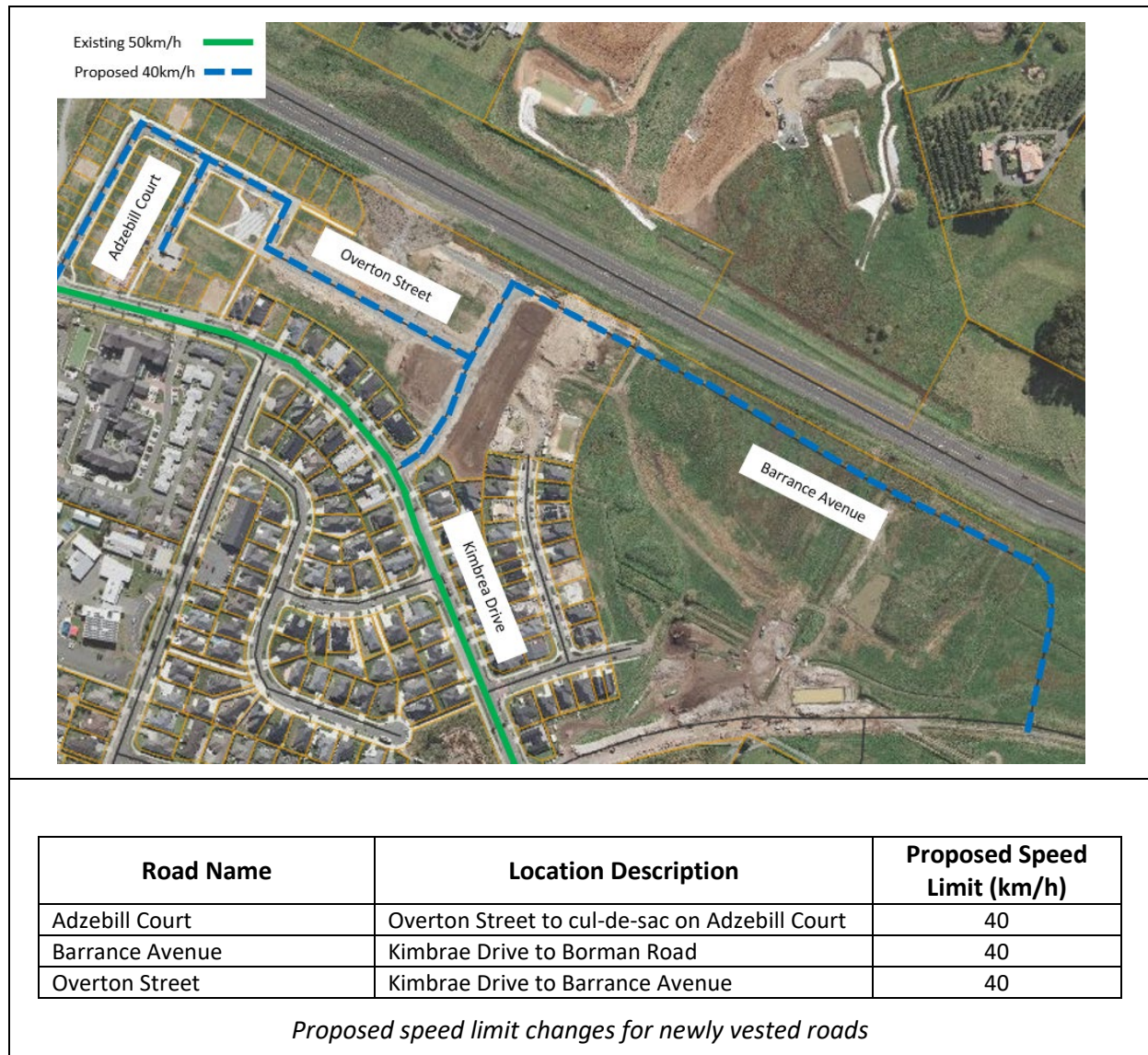
Proposed speed limit changes for newly vested roads

Item 6



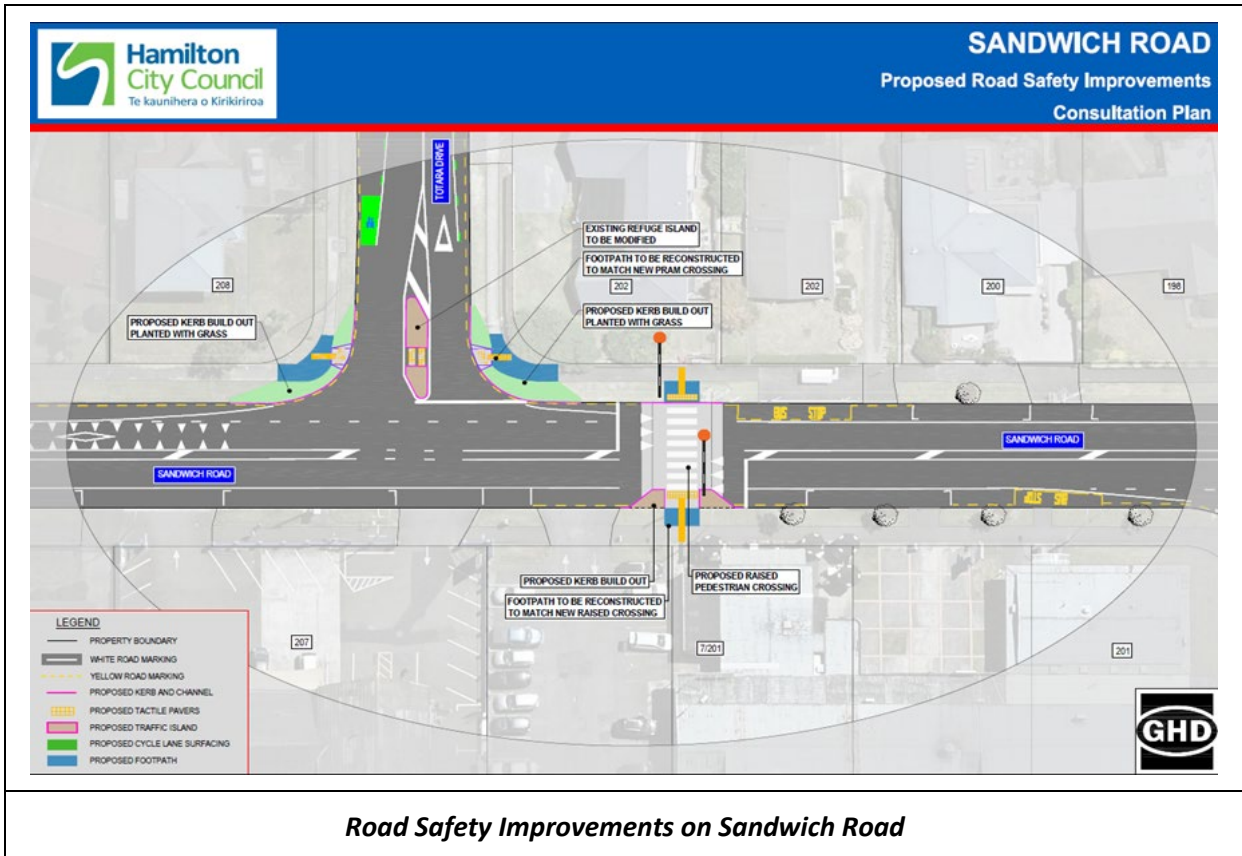
Road Name	Location Description	Proposed Speed Limit (km/h)
Matua Street	Temepara Drive to Tepuna Drive	40
Tepuna Drive	Timatanga Road to end of Tepuna Drive	40
Whakatipu Street	Temepara Drive to Tepuna Drive	40

Proposed speed limit changes for newly vested roads



Speed management for Sandwich Road – Proposed 30km/h.

33. The 2022 Speed Management Plan included a proposal for speed limit changes for a section of Sandwich Road near the intersection with Totara Drive and adjacent to the shops.
34. Early engagement on the proposal with the local business owners in May 2023, helped to identify a suitable location for installation of a raised pedestrian crossing across Sandwich Road. This provides the best outcome for traffic safety improvement and minimises any adverse effects for local business operations.
35. Business owners expressed their support on the project and requested staff to retain most of the on-street parking outside their stores.
36. In September 2023, staff consulted with the affected property owners and business operators on the final proposal for safety improvements.
37. At the time of drafting of this report, no feedback was received to the proposal.
38. The image below shows the consultation plan for the proposed safety improvements on Sandwich Road:



39. The image below shows the location of the Sandwich Road with extent of proposed speed limit changes:



Road Name	Location Description	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)
Sandwich Road	Between #183 – #212 Sandwich Road	50	30
PROPOSED SPEED LIMIT CHANGES – Sandwich Road			

40. The proposed lower speed limits for Sandwich Road will come into effect after completion of the physical works.
41. It is recommended that the speed limit between #183 - #212 Sandwich Road be lowered to 30km/h in accordance with the 2022 Speed Management Plan.

Financial Considerations - *Whaiwhakaaro Puutea*

42. The funding sources for the costs associated with the speed limit change for Sandwich Road is as follows:

Location	Budget approved 2021-31 Long Term Plan (LTP)	Co-investment from Waka Kotahi
Sandwich Road, proposed 30km/h between #183 – #212 Sandwich Road.	Low Cost Low Risk – Road to Zero programme	Yes

43. The funding for the costs associated with speed limit changes for newly vested roads are incorporated in the construction costs paid for by the Developers.
44. Staff costs for the preparation of this report and oversight of the speed limits changes in NSLR are covered from within existing Transport Operational budgets.

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

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

Climate Change Impact Statement

46. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
47. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report.
48. The proposed lower speed limits support people walking and biking safely in their local community and thereby reduce the short trips taken in vehicles currently.

Climate Change Impact Statement

49. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
50. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds and improved safety are expected to result in reduced emissions and encourage an increasing number of people walking and biking.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

51. 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').
52. 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.
53. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

55. No specific economic considerations were identified in the development of this report in relation to the proposed changes to speed limits.

Environmental

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

Cultural

57. No specific cultural considerations were identified in the development of this report in relation to the proposed changes to speed limits.

Risks – *Tuuraru*

58. There are risks associated with negative feedback from the Sandwich Road business owners and development community if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.

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

Significance

59. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.

Engagement

60. Specific consultation has been completed for the proposed speed limit change in Sandwich Road to gain community feedback alongside consultation with key stakeholders.

61. Community and key stakeholder views and preferences are also known to the Council through the Special Consultative Process that was undertaken in the development of the 2022 Speed Management Plan.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 7

Committee: Traffic, Speed Limit and Road Closure Hearings Panel
Date: 17 October 2023
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network and Systems Operations Manager
Position: Executive Director Infrastructure Operations
Report Name: Temporary road closures for Pacific Nations Cup Final 2023

Report Status	Open
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Purpose - *Take*

1. To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel for temporary road closures associated with the final match of the Pacific National Cup 2023 to be held on 4 November 2023 at FMG Stadium, Hamilton.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - a) receives this report;
 - b) approves the closure of the following roads to accommodate Pacific Nations Cup 2023 final match on 4 November 2023 between 2.00pm and 8.00pm:
 - i. Tristram Street (between Mill Street and Abbotsford Street)
 - ii. Abbotsford Street (between Tristram Street and Willoughby Street)
 - iii. Seddon Rd (between Goldsmith Street and Mill Street)
 - iv. Mill St (between Norton Road and Willoughby Street)
 - c) approves the issue of a Notice of Decision stating Council's decision to close the following roads to accommodate Pacific Nations Cup 2023 final match on 4 November 2023 between 2.00pm and 8.00pm:
 - i. Tristram Street (between Mill Street and Abbotsford Street)
 - ii. Abbotsford Street (between Tristram Street and Willoughby Street)
 - iii. Seddon Rd (from Goldsmith Street to Mill Street)
 - iv. Mill St (from Norton Road to Willoughby Street)

Executive Summary - *Whakaraapopototanga matua*

3. An application has been received for temporary road closures to accommodate the final match of the Pacific Nations Cup 2023 on 4 November 2023.
4. The application for the match was not able to be submitted within the 42-working day timeframe required for processing under the Transport (Vehicular Traffic Road Closures) Regulations 1965, so Council approval under the Local Government Act 1974 is being sought.

5. The Traffic, Speed Limit and Road Closure Hearings Panel (Traffic Panel) has the delegation to consider and approve these applications.
6. Similar closures of these streets have been undertaken in the past. Consultation with adjacent property owners has been undertaken, along with NZ Police and Waka Kotahi NZ Transport Agency (Waka Kotahi).
7. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Discussion

8. Hamilton City has a large number of events held each year and often there are temporary road closures associated with the events which are put into place to ensure the safety of the event participants and the general public.
9. Applications for temporary road closures associated with events are normally processed under the Transport (Vehicular Traffic Road Closures) Regulations 1965 which requires 42 working days public notice.
10. Occasionally there are situations where the 42 days public notice was not achieved. In these situations, approval of a temporary road closure for an event can be granted under the Local Government Act 1974 No 66, Schedule 10, Clause 11(e) (LGA 1974).
11. The Traffic, Speed Limit and Road Closure Hearings Panel has the delegation to consider and approve these temporary road closures.
12. The LGA 1974 process requires public notices be issued prior to the Traffic Panel meeting to notify the Intention to Consider the temporary road closures and then again following the Traffic Panel meeting in a Notice of Decision.
13. The FMG Stadium will be hosting the final match for the Pacific National Cup 2023 to be held on 4 November 2023. Further details on the match can be found [here](#).
14. To allow for installation and pack-down of the temporary traffic management it is proposed to allow for the closure the following roads for up to 1 hour prior to the commencement of the match and 1 ¼ hour after the match:
 - i. Tristram Street (between Mill Street and Abbotsford Street),
 - ii. Abbotsford Street (between Tristram Street and Willoughby Street)
 - iii. Seddon Rd (from Goldsmith Street to Mill Street)
 - iv. Mill St (from Norton Road to Willoughby Street)
15. The final extent of closure is determined on the day based on tickets sales and likely number of attendees. The extent of the proposed maximum extent of road closures are shown in Figure 1 below:



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

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

Financial Considerations - *Whaiwhakaaro Puutea*

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

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

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

Climate Change Impact Statement

19. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
20. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

21. 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).
22. 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.
23. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

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

Environmental

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

Cultural

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

Risks – *Tuuraru*

28. There are safety and accessibility risks associated with not approving the recommendations in this report.

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

Significance

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

Engagement

31. In accordance with the Local Government Act provisions, public notification was given of the intention to consider the temporary road closures application at this meeting.
32. Staff have undertaken consultation with the NZ Police and Waka Kotahi NZ Transport Agency (NZTA) and they are supportive of the temporary road closure for the events.
33. In addition, the applicant has undertaken consultation with all properties in the section of road closures.
34. If the closures are approved by this committee, a public notice of the decision to temporarily close the road will be issued.

Attachments

There are no attachments for this report.