

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: Wednesday 2 April 2025

Time: 9:30 am

Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel Ko Ngaa Taki Huarahi OPEN AGENDA

Membership

Chairperson Cr Emma Pike

Heamana Members

Deputy Mayor Angela O'Leary

Cr Anna Casey-Cox Cr Ewan Wilson Cr Geoff Taylor Cr Louise Hutt Cr Maxine van Oosten Cr Tim Macindoe

Quorum: Three members

Meeting Frequency: As required

Amy Viggers Mana Whakahaere Governance Lead

25 March 2025

Telephone: 07 838 6699 Amy.Viggers@hcc.govt.nz www.hamilton.govt.nz

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.

The Traffic, Speed Limit and Road Closure Hearings Panel is delegated the following Terms of Reference and powers:

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 whaipaanga

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

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Council Report

Committee: Traffic, Speed Limit and Road

Closure Hearings Panel

Date: 02 April 2025

Author: James Winston II **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 12 March 2025

Report Status	Open

Staff Recommendation - Tuutohu-aa-kaimahi

That the Traffic, Speed Limit and Road Closure Hearing Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearing Panel Meeting held on 12 March 2025 as a true and correct record.

Attachments - Ngaa taapirihanga

Attachment 1 - Traffic, Speed Limit and Road Closure Hearing Panel Open Unconfirmed Minutes - 12

March 2025



Traffic, Speed Limit and Road Closure Hearings Panel Te Pae mo ngaa take Huarahi OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Council Chamber, Municipal Building, Garden Place, Hamilton on Wednesday 12 March 2025 at 9:30 am.

PRESENT

Members Deputy Mayor Angela O'Leary

Cr Anna Casey-Cox Cr Ewan Wilson Cr Geoff Taylor Cr Louise Hutt Cr Maxine van Oosten Cr Tim Macindoe

The meeting was open by karakia lead by Deputy Mayor O'Leary.

Deputy Mayor O'Leary assumed the role of Chair as per Standing Order 15.2 Council Meetings.

1. Apologies – Tono aroha

There were no apologies.

2. Confirmation of Agenda – Whakatau raarangi take

Resolved: (Deputy Mayor O'Leary/Cr Wilson)

That the Traffic, Speed Limit and Road Closure Hearing Panel confirms the agenda.

3. Declarations of Interest – Tauaakii whaipaanga

No members of the Council declared a Conflict of Interest.

4. Confirmation of the Traffic, Speed Limit and Road Closure Hearing Panel Meeting Minutes 13
November 2024

Resolved: (Cr Wilson/Cr van Oosten)

That the Traffic, Speed Limit and Road Closure Hearing Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearing Panel Meeting held on 13 November 2025 as a true and correct record.

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5. Parking Restrictions and Traffic Bylaw Changes

The following members of the public spoke to the report and their concerns:

Rangimahora Reddy (Rauawaawa Kaumatua Charitable Trust) spoke to their submission in support of the changes to Columbo Street noting an existing safety issue with blocked visibility due to parked vehicles and the risks it posed to others.

David Hall spoke in opposition to the installation of the no stopping areas on Cambridge Road noting that buses were capable of turning with less space than what was proposed, and provided a plan he had drawn up of an alternative option (**Appendix 1**). They responded to questions from Members regarding experience traveling on the bus and discussion with bus drivers.

Shane Rosewood spoke in support of the installation of no stopping areas on Cambridge Road, noting the negative effects of parking cars obstructing the bus stops. They raised concerns with the uneven kerb near the crossing on Anzac Parade for wheelchair users.

The Network & Systems Operations Manager took the report as read. They responded to questions from Members in relation to consultation process, high parking demand, parking enforcement, support for further changes, mobility parking, right turning access, bus stops, parking in low traffic areas, no exit streets, parking near corners regulations, yellow lines, off street reserve parking, restriction for parking at Hamilton Lake Domain and on street paid parking.

Staff Action: Staff undertook to provide Members with a list of known pedestrian crossings challenging for wheelchair access.

Staff Action: Staff undertook to provide Members with information regarding bus stop usage in Horsham Downs.

Staff Action: Staff undertook to investigate the proposed route changes to include a bus stop on Borman Road and report back to Members.

Staff Action: Staff undertook to add to the parking matters information session cost of increased parking enforcement and on street parking around Swarbrick park.

Resolved: (Cr Hutt/Cr Macindoe)

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

a) approves the changes to parking restrictions and controls as set out in the table below:

Cambridge Road	Rescinding 23m 'No Stopping - at all times' restriction starting outside Flynn Park and ending outside #32 Cambridge Road.
	2. Rescinding 14.5m 'No Stopping - at all times' restriction starting outside #32 Cambridge Road and ending outside #2 Flynn Road.
	Rescinding 14m 'No Stopping - at all times' restriction outside #2 Flynn Road.
	4. Gazette existing 30m 'No Stopping - at all times' restriction starting outside Flynn Park and ending outside #32 Cambridge Road.
	 Gazette existing 25m 'No Stopping - at all times' restriction starting outside #34 Cambridge Road and ending outside #2 Flynn Road.
	6. Installation of 25m 'Parking - P120 – 8:00AM-6:00PM, Mon-Sun' restriction outside the Hillcrest Stadium.
	7. Installation of 15m 'Parking – Mobility Card holders –P120' restriction outside the Hillcrest Stadium.
	8. Installation of 30m 'Parking - P120 – 8:00AM-6:00PM, Mon-Sun' restriction outside the Flynn Park.
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b) Defer the decision of the installation of the 5m no stopping restrictions outside number #43 and #51 Cambridge Road to a future meeting of this committee, noting that staff will consider the submitters feedback.

Resolved: (Deputy Mayor O'Leary/Cr Hutt)

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

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

Location	Amendments to current restrictions
Aberdeen Drive	 Rescinding 15m 'Bus stop' restriction outside #3 Aberdeen Drive. Rescinding 15m 'Bus stop' restriction outside #6 Aberdeen Drive. Rescinding 15m 'Bus stop' restriction outside #27 Aberdeen Drive. Rescinding 15m 'Bus stop' restriction outside #36 Aberdeen Drive. Rescinding 15m 'Bus stop' restriction outside #1 Hazelwood Avenue. Rescinding 15m 'Bus stop' restriction outside #66 Aberdeen Drive. Installation of 15m 'Parking - P5- 8:00am-6:00pm - Mon-Fri' outside #66 Aberdeen Drive.
Aberfoyle Street	Installation of 20m 'No Stopping - at all times' restriction starting outside #31 Aberfoyle Street and ending outside #34 Aberfoyle Street.
Arahi Place	 Gazette existing 25m 'No Stopping - at all times' restriction outside #1A Arahi Place. Gazette existing 20m 'No Stopping - at all times' restriction outside #2 Arahi Place.
Bandon Street	 Rescinding 11.5m 'No Stopping - at all times' restriction outside #20 Bandon Street. Installation of 30m 'No Stopping - at all times' restriction outside #20 Bandon Street.
Bartholomew Drive	 Rescinding 15m 'Bus stop' restriction outside #2 Bartholomew Drive. Rescinding 15m 'Bus stop' restriction outside #13 Bartholomew Drive. Rescinding 15m 'Bus stop' restriction outside #22 Bartholomew Drive. Rescinding 15m 'Bus stop' restriction outside #65 Bartholomew Drive. Rescinding 15m 'Bus stop' restriction outside #70 Bartholomew Drive. Rescinding 15m 'Bus stop' restriction outside #2 Lochinver Drive. Rescinding 15m 'Bus stop' restriction outside #33 Bartholomew Drive.
Bisley Road	 Installation of 20m 'No Stopping - at all times' restriction outside AgResearch Centre. Installation of 30m 'No Stopping - at all times' restriction outside #11 Bisley Road. Gazette existing 100m 'No Stopping - at all times' restriction outside AgResearch Centre.
Cameron Road	 Installation of 10m 'No Stopping - at all times' restriction outside #66 Cameron Road. Rescinding 6m 'No Stopping - at all times' restriction outside #20 Cameron Road. Rescinding 6m 'No Stopping - at all times' restriction outside #16 Cameron Road. Installation of 10m 'No Stopping - at all times' restriction outside #20 Cameron Road. Installation of 10m 'No Stopping - at all times' restriction outside #16 Cameron Road.
Carrington	1. Rescinding 15m 'Bus stop' restriction starting outside #2 Orelio Street

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Avenue		and ending outside #4 Carrington Avenue.
	2.	Rescinding 15m 'Bus stop' restriction outside #7 and #9 Carrington
		Avenue.
	3.	Rescinding 15m 'Bus stop' restriction outside #44 Carrington Avenue.
	4.	Rescinding 15m 'Bus stop' restriction outside #51 Carrington Avenue.
Challenor Street	1.	Installation 5m 'No Stopping - at all times' restriction outside #2/1
Chancilor Street	1	Fuchsia Avenue.
	2.	Installation 5m 'No Stopping - at all times' restriction outside #2 Fuchsia
	2.	Avenue.
Colombo Street	1.	Installation of 10m 'No Stopping - at all times' restriction outside #50
Colombo Street		Colombo Street.
	2.	
	2.	Colombo Street.
	3.	Installation of 10m 'No Stopping - at all times' restriction outside #36
] 3.	Colombo Street.
	4.	Installation of 25m 'No Stopping - at all times' restriction outside #36
		Colombo Street.
Cunningham	1.	Gazette existing 10m 'No Stopping - at all times' restriction starting
Road	1.	outside #28 Vardon Road and ending outside #47 Cunningham Road.
Noau	2.	
	2.	outside #43 Cunningham Road and ending outside #45 Cunningham
		Road.
	3.	
	ا ع	outside #37 Cunningham Road and ending outside #41 Cunningham
		Road.
	4.	
	4.	Cunningham Road.
	5.	
	3.	Cunningham Road.
Diomede Glade	1.	Installation of 25m 'No Stopping - at all times' restriction starting
Diometic Glade		outside #1 Diomede Glade and ending outside #3 Diomede Glade.
	2.	Installation of 25m 'No Stopping - at all times' restriction starting
	2.	outside #4 Diomede Glade and ending outside #14 Tuirangi Street.
Ellicott Road	1.	Rescinding 131m 'Clearway' restriction starting outside #14 Ellicott
Ellicott Road	1.	Road and ending outside #22 Ellicott Road.
	2.	Gazette existing 55m 'Clearway' restriction starting outside #14 Ellicott
	2.	Road and ending outside #22 Ellicott Road.
	3.	Installation 10m 'No Stopping - at all times' restriction outside #26
	3.	Ellicott Road.
	4.	
	"	Ranui Street.
	5.	Installation 10m 'No Stopping - at all times' restriction outside #94
	5.	Ranui Street.
Enderley Avenue	1.	Installation of 10m 'No Stopping - at all times' restriction outside #51
ziideiie, riieiide		Enderley Avenue.
	2.	Installation of 10m 'No Stopping - at all times' restriction outside #53
		Enderley Avenue.
	3.	Rescinding 17m 'Loading Zone – P5 – At All Times' restriction starting
		outside #1 Enderley Lane and ending outside #28A Enderley Avenue.
	4.	Installation of 'Parking - P10 – 8:00AM – 4:00PM – Mon-Fri' restriction
		starting outside #1 Enderley Lane and ending outside #28A Enderley
		Avenue.
	5.	Gazette existing 20m 'No Stopping - at all times' restriction outside #44
		Enderley Avenue.
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Fox Street	1.	Rescinding 15m 'Bus stop' restriction outside #250 Fox Street.
	2.	Rescinding 15m 'Bus stop' restriction outside #259 Fox Street.
Fuchsia Avenue	1.	Installation 15m 'No Stopping - at all times' restriction outside #2/1
	_	Fuchsia Avenue.
	2.	Installation 15m 'No Stopping - at all times' restriction outside #2
		Fuchsia Avenue.
Gadsby Place	1.	Installation of 10m 'No Stopping - at all times' restriction outside #64
		Cameron Road.
	2.	Installation of 15m 'No Stopping - at all times' restriction outside #66
		Cameron Road.
Grandview Road	1.	Rescinding 15m 'Bus stop' restriction outside #160 Grandview Road.
	2.	Rescinding 15m 'Bus stop' restriction outside #175 Grandview Road.
Greensboro	1.	Rescinding 43.2m 'No Stopping - at all times' restriction starting outside
Street		#2 Greensboro Street and ending outside #4 Greensboro Street.
	2.	Rescinding 20m 'No Stopping - at all times' restriction outside #1
		Greensboro Street.
	3.	Installation of 30m 'No Stopping - at all times' restriction starting
		outside #2 Greensboro Street and ending outside #4 Greensboro Street.
	4.	Installation of 30m 'No Stopping - at all times' restriction outside #1
		Greensboro Street.
Halifax Street	1.	Rescinding 6m 'No Stopping - at all times' restriction outside #1/42
		Enderley Avenue.
	2.	Gazette existing 20m 'No Stopping - at all times' restriction outside
		#1/42 Enderley Avenue.
	3.	Gazette existing 40m 'No Stopping - at all times' restriction starting
		outside #4/42 Enderley Avenue and ending outside Southwell School.
Hammond Street	1.	Rescinding 28m 'Parking - P15 - 8:00AM-6:00PM - Mon-Sun' restriction
		outside #30 Hammond Street.
	2.	Rescinding 10m 'No Stopping - at all times' restriction outside #30
		Hammond Street.
	3.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
		Hammond Street.
	4.	5
		restriction outside #30 Hammond Street.
Heaphy Terrace	1.	
		#27 Stanley Street and ending opposite #921 Heaphy Terrace, outside
		Claudelands Park.
	2.	, ,
	2	opposite #921 Heaphy Terrace, outside Claudelands Park.
	3.	Rescinding 12m 'Bus stop' restriction opposite #27 Stanley Street, outside Claudelands Park.
	4.	
	4.	outside Claudelands Park.
	5.	Installation of 10m 'No Stopping - at all times' restriction starting
	ار	opposite #27 Stanley Street and ending opposite #901 Heaphy Terrace,
		outside Claudelands Park.
	6.	Rescinding 72m 'No Stopping - at all times' restriction starting outside
	5.	#27 Stanley Street and ending outside #921 Heaphy Terrace.
	7.	Installation of 85m 'No Stopping - at all times' restriction starting
	ļ '·	outside #27 Stanley Street and ending outside #921 Heaphy Terrace.
Hillsborough	1.	Installation of 5m 'No Stopping – at all times' restriction outside #21
Terrace	1.	Hillsborough Terrace.
Hogan Road	1.	Rescinding 6m 'No Stopping - at all times' restriction outside #20
gaii Noau	1.	Cameron Road.
		Carrieran

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	Rescinding 6m 'No Stopping - at all times' restriction	outside #16
	Cameron Road.	
	Installation of 10m 'No Stopping - at all times' restrict	tion outside #20
	Cameron Road.	
	Installation of 10m 'No Stopping - at all times' restrict	tion outside #16
	Cameron Road.	NA Countt-t-t-t-
Horne Street	Rescinding 71.5m 'Parking – P15 – 8:00AM-6:00PM – Hamilton West School.	Mon-Sun outside
	Gazette existing 15m 'No Stopping - at all times' restr	iction outside
	Hamilton West School.	iction outside
	Gazette existing 15m 'Parking – P15 – 8:00AM-6:00PI	M – Mon-Sun'
	outside Hamilton West School.	
	Gazette existing 15m 'No Stopping - at all times' restr	iction outside
	Hamilton West School.	
	Gazette existing 5m 'Parking – P15 – 8:00AM-6:00PM	– Mon-Sun'
	outside Hamilton West School.	
	Gazette existing 10m 'No Stopping - at all times' restr	iction outside
	Hamilton West School. Gazette existing 30m 'Parking – P15 – 8:00AM-6:00PI	Man Cun'
	outside Hamilton West School.	vi – ivioii-suii
	Gazette existing 10m 'No Stopping - at all times' restr	iction outside #47
	Horne Street.	
	Gazette existing 20m 'No Stopping - at all times' restr	iction starting
	outside #49 Horne Street and ending outside #51 Ho	rne Street.
Horsham Downs	Gazette existing 60m 'No Stopping - at all times' restr	iction starting
Road	outside #45 Kauri Point Drive and ending outside #31	3 Horsham Downs
	Road.	
	Gazette existing 55m 'No Stopping - at all times' restr	
	outside #38 Kauri Point Drive and ending outside #30 Road.	T HOISHAIII DOWNS
John Street	Installation of 15m 'No Stopping - at all times' restrict	tion outside #51
	Enderley Avenue.	
	Installation of 15m 'No Stopping - at all times' restrict	tion outside #53
	Enderley Avenue.	
Kauri Point Drive	Gazette existing 10m 'No Stopping - at all times' restr	iction outside #38
	Tokerau Drive.	
	Gazette existing 10m 'No Stopping - at all times' restr Kauri Point Drive.	iction outside #39
	Gazette existing 25m 'No Stopping - at all times' restr	iction starting
	opposite #38 Tokerau Drive and ending opposite #39	
	Gazette existing 30m 'No Stopping - at all times' restr	
	outside #43 Kauri Point Drive and ending outside #45	
	Gazette existing 25m 'No Stopping - at all times' restr	iction outside #38
	Kauri Point Drive.	
	Gazette existing 20m 'No Stopping - at all times' restr	iction outside #71
	Waireka Road. Gazette existing 35m 'No Stopping - at all times' restr	iction starting
	opposite #71 Waireka Road and ending opposite #1 k	
Knighton Road	Rescinding 28m 'No Stopping - at all times' restriction	
		· -
	Greensboro Street.	
	Installation of 30m 'No Stopping - at all times' restrict	tion outside #2
	Installation of 30m 'No Stopping - at all times' restrict Greensboro Street.	
Lake Road	Installation of 30m 'No Stopping - at all times' restrict	

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	2.	Rescinding of 16m 'No Stopping - at all times' restriction starting outside
		#100 Lake Road and ending outside #104 Lake Road.
	3.	Installation of 80m 'No Stopping - at all times' restriction starting
		outside #100 Lake Road and ending outside #106 Lake Road.
	4.	Rescinding 12.5m 'No Stopping - at all times' restriction outside #97 Commerce Street.
	5.	Rescinding 15m 'Parking - P60 – at all times' outside #97 Commerce Street.
	6.	Installation of 20m 'No Stopping - at all times' restriction outside #97
	7.	Commerce Street. Installation of 10m 'Loading Zone – P10 – At all times' restriction
		outside #97 Commerce Street.
	8.	Rescinding 10m 'Loading Zone – P10 – At all times' outside #107 Commerce Street.
	9	Installation of 10m 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' outside
	5.	#107 Commerce Street.
London Street	1.	Rescinding 58.5m 'No Stopping - at all times' restriction starting outside
		#216 Tristram Street and ending outside #182 London Street.
	2.	Rescinding 34.5m 'Parking - P120 - 8:00AM - 6:00PM - Mon - Sun'
		restriction starting outside #182 London Street and ending outside #164
		London Street.
	3.	Gazette existing 65m 'No Stopping - at all times' restriction starting
		outside #216 Tristram Street and ending outside #182 London Street.
	4.	Gazette existing 30m 'Parking – P120 – 8:00AM – 6:00PM – Mon - Sun'
		restriction starting outside #182 London Street and ending outside #164
		London Street.
	5.	Rescinding 46.5m 'Parking – P120 – 8:00AM – 6:00PM – Mon - Sun'
		restriction outside #135 London Street.
	6.	Gazette existing 35m 'Parking – P120 – 8:00AM – 6:00PM – Mon - Sun'
		restriction outside #135 London Street.
MacDonald Road	1.	Rescinding 15m 'Bus stop' restriction outside #16 MacDonald Road.
	2.	Rescinding 15m 'Bus stop' restriction outside #1 MacMurdo Avenue.
	3.	Rescinding 15m 'Bus stop' restriction starting outside #36 Resthill
		Crescent and ending outside #42 MacDonald Road.
Manallan Dias	4.	
Magellan Rise	1.	Installation of 30m 'No Stopping - at all times' restriction starting outside #2 Magellan Rise and ending outside #4 Magellan Rise.
	2.	
	۷.	outside #3 Magellan Rise and ending outside #11 Tuirangi Street.
Magnolia	1.	Installation 25m 'No Stopping - at all times' restriction outside #30
Crescent	1.	Ellicott Road.
2. 0000110	2.	Installation 25m 'No Stopping - at all times' restriction outside #26
		Ellicott Road.
Manning Street	1.	Rescinding 10m 'Parking - P120 - 8:00AM-6:00PM - Mon-Fri' outside
		#13 Manning Street.
	2.	Rescinding 15m 'No Stopping - at all times' restriction outside #13
		Manning Street.
	3.	Gazette existing 25m 'No Stopping - at all times' restriction outside #13
		Manning Street.
Maple Avenue	1.	Rescinding 15m 'Bus stop' restriction outside #129 Maple Avenue.
Marama Street	1.	Installation of 10m 'No Stopping - at all times' restriction starting
		outside #15 Marama Street and ending outside #17 Marama Street.
Matua Street	1.	Gazette existing 10m 'No Stopping - at all times' restriction outside #2
		Matua Street.

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	2.	11 0
	3.	Matua Street. Gazette existing 40m 'No Stopping - at all times' restriction starting
		outside #14 Matua Street and ending outside #18 Matua Street.
	4.	Gazette existing 30m 'No Stopping - at all times' restriction outside #17
	_	Matua Street.
	5.	Gazette existing 20m 'No Stopping - at all times' restriction outside #10 Matua Street.
	6.	
		outside #9 Matua Street and ending outside #13 Matua Street.
Mount View	1.	Installation of 5m 'No Stopping - at all times' restriction outside #1
Road		Gardenia Close.
	2.	Installation of 5m 'No Stopping - at all times' restriction outside #2 Gardenia Close.
Naylor Street	1.	Rescinding 15m 'Bus stop' restriction outside #16 Naylor Street.
•	2.	Rescinding 15m 'Bus stop' restriction outside #19 Naylor Street.
Old Mill Street	1.	Installation of 55m 'No Stopping - at all times' restriction opposite #31
	1	Old Mill Street.
	2.	Installation of 35m 'No Stopping - at all times' restriction outside #31 Old Mill Street.
Palmerston	1.	Rescinding 11m 'No Stopping - at all times' restriction outside #13
Street		Palmerston Street.
	2.	Gazette existing 20m 'No Stopping - at all times' restriction outside #13
	3.	Palmerston Street. Rescinding 15m 'No Stopping - at all times' restriction outside #21
	3.	Palmerston Street.
	4.	
		Palmerston Street.
	5.	Rescinding 36.5m 'Parking - P30 - 8:00AM-6:00PM - Mon-Sun'
	6.	restriction outside #5 Palmerston Street. Gazette existing 15m 'Parking - P30 - 8:00AM-6:00PM - Mon-Sun'
	0.	restriction outside #5 Palmerston Street.
Peacockes Road	1.	Installation of 20m 'No Stopping - at all times' restriction starting
		outside #73 Peacockes Road and ending outside #75 Peacockes Road.
	2.	Installation of 50m 'No Stopping - at all times' restriction starting outside #77 Peacockes Road and ending outside #79 Peacockes Road.
	3.	
	.	Plateau Drive.
	4.	11 0
No.	1	outside #2 Waterford Road and ending outside Sandford Park.
Plateau Drive	1.	Installation of 10m 'No Stopping - at all times' restriction outside #3 Plateau Drive.
	2.	Installation of 10m 'No Stopping - at all times' restriction outside #1A
		Waterford Road.
Ranui Street	1.	Installation 15m 'No Stopping - at all times' restriction outside #75
	1	Ranui Street.
	2.	Installation 15m 'No Stopping - at all times' restriction outside #94 Ranui Street.
Rawhiti Street	1.	Installation of 15m 'No Stopping - at all times' restriction starting
		outside #12 Rawhiti Street and ending outside #68 Kent Street.
	2.	Rescinding 85m 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction
	2	starting outside #38 Lake Road and ending outside #8 Rawhiti Street.
	3.	Rescinding 15m 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction starting outside #10 Rawhiti Street and ending outside #12 Rawhiti
		Starting Satisfacting Hawring Street and Chaing Satisfact #12 Hawring

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	Ctraat
	Street. 4. Installation of 100m 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun'
	restriction starting outside #38 Lake Road and ending outside #12
	Rawhiti Street.
	5. Rescinding 8m 'No Stopping - at all times' restriction outside #52 Kent
	Street.
	6. Gazette existing 15m 'No Stopping - at all times' restriction outside #52
	Kent Street.
Rose Berry	Installation of 30m 'No Stopping - at all times' restriction starting
Crescent	outside #38 Rose Berry Crescent and ending outside #46 Rose Berry
	Crescent.
Sandwich Road	1. Installation of 5m 'No Stopping - at all times' restriction between #4
	Sandwich Road and #2 Sandwich Road.
Seddon Road	1. Installation of 20m 'Parking – P120 - 8:00am – 6:00pm – Mon – Fri'
	restriction opposite Kaute Pasifika Trust.
	2. Installation of 10m 'Parking – P120 - 8:00am – 6:00pm – Mon – Fri'
	restriction outside #101 Seddon Road.
	3. Installation of 6m 'Parking – P120 - 8:00am – 6:00pm – Mon – Fri'
	restriction outside #99 Seddon Road.
	4. Installation of 15m 'Parking – P120 - 8:00am – 6:00pm – Mon – Fri'
	restriction outside #95 Seddon Road.
	5. Installation of 6m 'Parking – P120 - 8:00am – 6:00pm – Mon – Fri'
	restriction outside #91 Seddon Road.
	6. Installation of 30m 'Parking – P120 - 8:00am – 6:00pm – Mon – Fri'
	restriction starting outside #87 Seddon Road and ending outside #89 Seddon Road.
	7. Gazette existing 10m 'No Stopping - at all times' restriction starting
	outside #101 Seddon Road and ending outside #105 Seddon Road.
	Gazette existing 25m 'No Stopping - at all times' restriction starting
	outside #99 Seddon Road and ending outside #101 Seddon Road.
	Gazette existing 10m 'No Stopping - at all times' restriction outside
	Kaute Pasifika Trust.
Temepara Drive	1. Gazette existing 40m 'No Stopping - at all times' restriction starting
•	outside #15 Timatanga Road and ending outside #1 Kaakano Lane.
	2. Gazette existing 5m 'No Stopping - at all times' restriction outside #2
	Kaakano Lane.
	3. Gazette existing 10m 'No Stopping - at all times' restriction outside #6
	Temepara Drive.
	4. Gazette existing 25m 'No Stopping - at all times' restriction starting
	outside #2 Temepara Drive and ending outside #1 Tupuna Drive.
	5. Gazette existing 5m 'No Stopping - at all times' restriction outside #11
	Temepara Drive.
	6. Gazette existing 10m 'No Stopping - at all times' restriction starting
	outside #6 Temepara Drive and ending outside #2 Matua Street.
	7. Gazette existing 10m 'No Stopping - at all times' restriction outside #2
	Matua Street.
	8. Gazette existing 10m 'No Stopping - at all times' restriction outside #1 Matua Street.
	9. Gazette existing 25m 'No Stopping - at all times' restriction starting
	outside #15 Temepara Drive and ending outside #19 Temepara Drive.
	10. Gazette existing 5m 'No Stopping - at all times' restriction starting
	outside #1 Matua Street and ending outside #2 Whakatipu Street.
	11. Gazette existing 10m 'No Stopping - at all times' restriction outside #2
	Whakatipu Street.
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	12. Gazette existing 10m 'No Stopping - at all times' restriction outside #1
	Whakatipu Street. 13. Gazette existing 25m 'No Stopping - at all times' restriction starting
	outside #21 Temepara Drive and ending outside #23 Temepara Drive.
	14. Gazette existing 15m 'No Stopping - at all times' restriction starting
	outside #27 Temepara Drive and ending outside #29 Temepara Drive.
	15. Gazette existing 10m 'No Stopping - at all times' restriction starting
	opposite #27 Temepara Drive and ending opposite #29 Temepara Drive.
Tiro Place	1. Gazette existing 15m 'No Stopping - at all times' restriction outside #49
	Waireka Road.
	2. Gazette existing 15m 'No Stopping - at all times' restriction outside #53
	Waireka Road.
Tokerau Drive	1. Rescinding 30m 'No Stopping - at all times' restriction starting outside
	#18 Tokerau Drive and ending outside #20 Tokerau Drive.
	2. Gazette existing 45m 'No Stopping - at all times' restriction starting
	outside #18 Tokerau Drive and ending outside #20 Tokerau Drive.
	3. Gazette existing 10m 'No Stopping - at all times' restriction outside #38
	Tokerau Drive. 4. Gazette existing 10m 'No Stopping - at all times' restriction outside #39
	4. Gazette existing 10m 'No Stopping - at all times' restriction outside #39 Kauri Point Drive.
	5. Gazette existing 25m 'No Stopping - at all times' restriction outside #1
	Tokerau Drive.
	6. Gazette existing 25m 'No Stopping - at all times' restriction outside #2
	Tokerau Drive.
Tuhikaramea	1. Rescinding 29.5m 'No Stopping - at all times' restriction starting outside
Road	#2025 Wade Lane and ending outside #2021 Wade Lane.
	2. Gazette existing 50m 'No Stopping - at all times' restriction starting
	outside #2025 Wade Lane and ending outside #2021 Wade Lane.
Tuirangi Street	1. Installation of 30m 'No Stopping - at all times' restriction starting
	outside #1 Diomede Glade and ending outside #18 Tuirangi Street.
	2. Installation of 50m 'No Stopping - at all times' restriction outside #2
	Magellan Rise and ending outside #19 Tuirangi Street. 3. Installation of 30m 'No Stopping - at all times' restriction outside #11
	Tuirangi Street.
	4. Installation of 25m 'No Stopping - at all times' restriction outside #14
	Tuirangi Street.
Tupuna Drive	Gazette existing 95m 'No Stopping - at all times' restriction starting
	outside #1 Tupuna Drive and ending outside #9 Tupuna Drive.
	2. Gazette existing 35m 'No Stopping - at all times' restriction starting
	outside #2 Tupuna Drive and ending outside #4 Tupuna Drive.
	3. Gazette existing 210m 'No Stopping - at all times' restriction starting
	outside #4 Tupuna Drive and ending outside #30 Tupuna Drive.
	4. Gazette existing 10m 'No Stopping - at all times' restriction outside #18
	Matua Street. 5. Gazette existing 10m 'No Stopping - at all times' restriction outside #17
	Matua Street.
	6. Gazette existing 10m 'No Stopping - at all times' restriction outside #17
	Whakatipu Street.
	7. Gazette existing 10m 'No Stopping - at all times' restriction outside #18
	Whakatipu Street.
Vesty Avenue	1. Rescinding 15m 'Bus stop' restriction starting outside #3 Vesty Avenue
	and ending outside #7 Vesty Avenue.
	2. Rescinding 15m 'Bus stop' restriction outside #10 Vesty Avenue.
Waireka Road	1. Gazette existing 40m 'No Stopping - at all times' restriction starting

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		outside #2 Paiaka Place and ending outside #1A Arahi Place.
	2.	
		outside #2 Arahi Place and ending outside #1 Tokerau Drive.
	3.	Gazette existing 75m 'No Stopping - at all times' restriction outside
		underpass, starting opposite #2 Paiaka Place and ending opposite #2
		Arahi Place.
	4.	Gazette existing 80m 'No Stopping - at all times' restriction starting
		outside #2 Tokerau Drive and ending outside #49 Waireka Road.
	5.	Gazette existing 70m 'No Stopping - at all times' restriction starting
		opposite #49 Waireka Road and ending opposite #53 Waireka Road.
	6.	Gazette existing 170m 'No Stopping - at all times' restriction starting
		outside #53 Waireka Road and ending outside #71 Waireka Road.
	7.	Gazette existing 20m 'No Stopping - at all times' restriction starting
		opposite #57 Waireka Road and ending opposite #59 Waireka Road.
	8.	Gazette existing 25m 'No Stopping - at all times' restriction opposite
		Kauri Point Drive.
	9.	Gazette existing 5m 'No Stopping - at all times' restriction opposite #70
	-	Waireka Road.
Waterford Road	1.	
uteriora noud	1.	Waterford Road.
	2.	Installation of 10m 'No Stopping - at all times' restriction outside #1A
	۷.	Waterford Road.
Weka Street	1.	Rescinding 15m 'Bus stop' restriction outside #28 Weka Street.
weka street	2.	
Wallington Street		Rescinding 15m 'Bus stop' restriction opposite #30 Weka Street.
Wellington Street	1.	Rescinding 15m 'Bus stop' restriction outside #38 Wellington Street.
	2.	Rescinding 15m 'Bus stop' restriction opposite #38 Wellington Street.
	3.	Rescinding 15m 'Bus stop' restriction outside #68 Wellington Street.
	4.	Rescinding 15m 'Bus stop' restriction outside #154 Nixon Street.
	5.	Rescinding 15m 'Bus stop' restriction outside #55 Wellington Street.
	6.	Rescinding 15m 'Bus stop' restriction outside #69 Wellington Street.
	7.	Rescinding 15m 'Bus stop' restriction outside #88 Wellington Street.
	8.	Rescinding 15m 'Bus stop' restriction outside #100 Wellington Street.
Whakatipu Road	1.	Gazette existing 10m 'No Stopping - at all times' restriction outside #2
		Whakatipu Street.
	2.	Gazette existing 10m 'No Stopping - at all times' restriction outside #1
		Whakatipu Street.
	3.	Gazette existing 35m 'No Stopping - at all times' restriction starting
		outside #18 Whakatipu Street and ending outside #16 Whakatipu
		Street.
	4.	Gazette existing 45m 'No Stopping - at all times' restriction starting
		outside #15 Whakatipu Street and ending outside #17 Whakatipu
		Street.
	5.	Gazette existing 30m 'No Stopping - at all times' restriction starting
		outside #10 Whakatipu Street and ending outside #12 Whakatipu
		Street.
	6.	Gazette existing 25m 'No Stopping - at all times' restriction starting
	L_	outside #7 Whakatipu Street and ending outside #9 Whakatipu Street.

c) approves the changes to parking restrictions and controls as set out in the table below for Parks and Recreation:

	Location	Amendments to current restrictions	
Gower Park 1. Installation of 40m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' rest		1. Installation of 40m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction	
		on the south side of Gower Park parking lot.	
		2. Gazette existing 5m 'Parking – Mobility Card holders -P180' restriction on	

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	the southwest side of Gower Park parking lot.		
	3. Gazette existing 5m 'No Stopping - at all times' restriction on the		
	southwest side of Gower Park parking lot adjacent to Mobility Parking bay.		
	4. Gazette existing 5m 'No Stopping - at all times' restriction on the wes		
	side of Gower Park parking lot.		
Hamilton Lake	1. Gazette existing 75m 'No Stopping - at all times' restriction on the west		
Domain	side of Hamilton Lake Domain near to Hamilton Lake playground		
	parking lot.		
	2. Gazette existing 100m 'No Stopping - at all times' restriction on the east		
	side of Hamilton Lake Domain near to Hamilton Lake playground		
	parking lot.		
	3. Gazette existing 55m 'No Stopping - at all times' restriction on the south		
	side of Hamilton Lake Domain near to Hamilton Lake playground		
	parking lot.		
	4. Gazette existing 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction on the south side of Hamilton Lake Domain near to Hamilton		
	Lake playground parking lot.		
	5. Gazette existing 20m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction on the north side of Hamilton Lake Domain near to Hamilton		
	Lake playground parking lot.		
	6. Installation of 3.5m 'Parking – Mobility Card holders -P180' restriction		
	on the north side of Hamilton Lake Domain near to Hamilton Lake		
	playground parking lot.		
	7. Installation of 10m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction on the west side of Hamilton Lake Domain outside Hamilton		
	Lake playground parking lot.		
	8. Installation of 5m 'Parking – Mobility Card holders -P180' restriction on		
	the west side of Hamilton Lake Domain outside Hamilton Lake		
	playground parking lot.		
	9. Installation of 10m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction on the west side of Hamilton Lake Domain outside Hamilton		
	Lake playground parking lot.		
	10. Gazette existing 40m 'No Stopping - at all times' restriction on the west		
	side of Hamilton Lake Domain near to Hamilton Lake playground.		
	11. Gazette existing 35m 'No Stopping - at all times' restriction on the east		
	side of Hamilton Lake Domain near to Hamilton Lake playground.		
	12. Gazette existing 115m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction at the parking lot opposite the Verandah Café & Function		
	Centre.		
	13. Gazette existing 10m 'Parking – P5 – At all times' restriction outside the		
	Verandah Café & Function Centre.		
	14. Gazette existing 45m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction on the north side of Rotoroa Drive near to the Verandah Café		
	& Function Centre.		
	15. Gazette existing 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'		
	restriction on the south side of Rotoroa Drive near to the Verandah Café		
	& Function Centre.		
	16. Gazette existing 50m 'No Stopping - at all times' restriction on the north		
	side of Rotoroa Drive near to the Verandah Café & Function Centre.		
	17. Gazette existing 35m 'No Stopping - at all times' restriction on the south		
	side of Rotoroa Drive near to the Verandah Café & Function Centre.		
	18. Rescinding 6m 'Parking – Mobility Card holders –At all times' restriction		
	on the south side of Rotoroa Drive near to the Verandah Café &		

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Function Centre.

- Installation of 10m 'Parking Mobility Card holders –P180' restriction on the south side of Rotoroa Drive near to the Verandah Café & Function Centre.
- 20. Gazette existing 25m 'No Stopping at all times' restriction on the west side of Rotoroa Drive.
- 21. Gazette existing 30m 'No Stopping at all times' restriction on the east side of Rotoroa Drive.
- 22. Rescinding 'Parking Mobility Card holders –At all times' restriction on the west side of Rotoroa Drive.
- 23. Installation of 10m 'Parking Mobility Card holders –P180' restriction on the west side of Rotoroa Drive.
- 24. Gazette existing 45m 'No Stopping at all times' restriction on the south side of Rotoroa Drive.
- 25. Gazette existing 130m 'No Stopping at all times' restriction on the northeast side of Rotoroa Drive.
- 26. Gazette existing 140m 'No Stopping at all times' restriction on the northwest side of Rotoroa Drive.
- 27. Gazette existing 20m 'No Stopping at all times' restriction on the west side of Rotoroa Drive.
- 28. Gazette existing 35m 'No Stopping at all times' restriction on the west side of Rotoroa Drive.
- Gazette existing 15m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the south side of Rotoroa Drive.
- Gazette existing 10m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the southwest side of Rotoroa Drive.
- 31. Gazette existing 20m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.
- 32. Gazette existing 10m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the northwest side of Rotoroa Drive.
- Rescinding 'Parking Mobility Card holders –At all times' restriction on the west side of Rotoroa Drive.
- 34. Installation of 10m 'Parking Mobility Card holders –P180' restriction on the west side of Rotoroa Drive.
- 35. Gazette existing 660m 'No Stopping at all times' restriction on the east side of Rotoroa Drive.
- 36. Gazette existing 5m 'No Stopping at all times' restriction on the west side of Rotoroa Drive.
- Gazette existing 5m 'No Stopping at all times' restriction on the west side of Rotoroa Drive.
- 38. Gazette existing 30m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.
- 39. Gazette existing 15m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.
- Gazette existing 120m 'Parking P180 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.
- 41. Gazette existing 70m 'No Stopping at all times' restriction on the west side of Rotoroa Drive.
- 42. Gazette existing 60m 'No Stopping at all times' restriction on the southwest side of Rotoroa Drive.
- 43. Gazette existing 100m 'No Stopping at all times' restriction on the south side of Rotoroa Drive.
- 44. Gazette existing 45m 'No Stopping at all times' restriction on the south side of Rotoroa Drive.

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45. Gazette existing 45m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'					
	restriction on the west side of Rotoroa Drive.				
	46. Gazette existing 40m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'				
	restriction on the south side of Rotoroa Drive.				
	47. Gazette existing 15m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'				
	restriction on the south side of Rotoroa Drive.				
	48. Gazette existing 55m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri'				
	restriction on the south side of Rotoroa Drive.				
	49. Rescinding 'Parking – Mobility Card holders –At all times' restriction on				
	the west side of Rotoroa Drive.				
	50. Installation of 10m 'Parking – Mobility Card holders –P180' restriction				
	on the west side of Rotoroa Drive.				
Hinemoa Park	1. Installation of 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the west side of Hinemoa Park parking lot.				
	2. Installation of 15m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the east side of Hinemoa Park parking lot.				
	3. Gazette existing 10m 'No Stopping - at all times' restriction on the south				
	side of Hinemoa Park parking lot.				
	4. Installation of 6m 'Parking – Mobility Card holders -P180' restriction on				
	the south side of Hinemoa Park parking lot.				
Innes Common	1. Gazette existing 35m 'No Stopping - at all times' restriction on the West				
	side of Hamilton Lake Domain - Innes Common's parking lot.				
	2. Gazette existing 30m 'No Stopping - at all times' restriction on the East				
	side of Hamilton Lake Domain - Innes Common's parking lot.				
	3. Gazette existing 10m 'No Stopping - at all times' restriction on the north				
	side of Hamilton Lake Domain - Innes Common's parking lot.				
	4. Gazette existing 20m 'No Stopping - at all times' restriction on the north				
	side of Hamilton Lake Domain - Innes Common's parking lot.				
	5. Gazette existing 10m 'No Stopping - at all times' restriction on the north				
	side of Hamilton Lake Domain - Innes Common's parking lot.				
	6. Gazette existing 5m 'No Stopping - at all times' restriction on the south				
	side of Hamilton Lake Domain - Innes Common's parking lot.				
	7. Installation of 10m 'Parking – Mobility Card holders -P180' restriction on				
	the north side of Hamilton Lake Domain - Innes Common's parking lot.				
	8. Installation of 25m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the north side of Hamilton Lake Domain - Innes Common's parking lot.				
	9. Installation of 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the north side of Hamilton Lake Domain - Innes Common's parking lot.				
	10.Installation of 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the south side of Hamilton Lake Domain - Innes Common's parking lot.				
Mahoe Park	1. Installation of 25m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the north side of Mahoe Park parking lot.				
	2. Installation of 10m 'Parking – Mobility Card holders -P180' restriction on				
	the south side of Mahoe Park parking lot.				
Melville Park	1. Rescinding 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction in				
	Melville Park parking lot.				
	2. Rescinding 'Parking – Motorcycle only – At all times' restriction in Melville				
	Park parking lot.				
	3. Gazette existing 55m 'No Stopping - at all times' restriction on the east				
	side of Melville Park parking lot.				
	4. Gazette existing 5m 'No Stopping - at all times' restriction on the east side				
	of Melville Park parking lot.				
	5. Installation of 50m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction				
	on the east side of Melville Park parking lot.				

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	6. Installation of 10m 'Parking – Mobility Card holders -P180' restriction on the east side of Melville Park parking lot.			
	, -			
	7. Installation of 15m 'Parking – Motorcycle only – At all times' restriction on			
	the west side of Melville Park parking lot.			
Norris Ward Park	1. Gazette existing 115m 'No Stopping - at all times' restriction on the North			
	side of Norris Ward Park parking lot.			
	2. Gazette existing 2.5m 'No Stopping - at all times' restriction on the West			
	side of Norris Ward Park parking lot.			
	3. Gazette existing 5m 'No Stopping - at all times' restriction on the West			
	side of Norris Ward Park parking lot.			
	4. Gazette existing 3m 'No Stopping - at all times' restriction on the			
	Southwest side of Norris Ward Park parking lot.			
	5. Gazette existing 30m 'No Stopping - at all times' restriction on the East			
	side of Norris Ward Park parking lot.			
	6. Installation of 20m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction			
	for parking bays facing East, on the northeast side of Norris Ward Park.			
	7. Installation of 20m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction			
	for parking bays facing West, on the northeast side of Norris Ward Park.			
	8. Installation of 2.5m 'Parking – Mobility Card holders -P180' restriction on			
	the east side of Norris Ward Park parking lot.			
	9. Installation of 2.5m 'Parking – Mobility Card holders -P180' restriction on			
	the east side of Norris Ward Park parking lot.			
	10.Installation of 3.5m 'Parking – Mobility Card holders -P180' restriction on			
	the east side of Norris Ward Park parking lot.			
	11.Installation of 3.5m 'Parking – Mobility Card holders -P180' restriction on			
	the northeast side of Norris Ward Park parking lot.			
	12.Installation of 3.5m 'Parking – Mobility Card holders -P180' restriction on			
	the west side of Norris Ward Park parking lot.			
	13.Installation of 3.5m 'Parking – Mobility Card holders -P180' restriction on			
	the west side of Norris Ward Park parking lot.			
	14.Installation of 3.5m 'Parking – Mobility Card holders -P180' restriction on			
	the southwest side of Norris Ward Park parking lot.			
	15.Installation of 15m 'Loading Zone – P15 – At all times' restrictions on the			
	southwest side of Norris Ward Park parking lot.			

- d) approves the following changes to the Traffic Bylaw 2021 Registers:
 - i. update Cycle Path Register Part 1 Cycle Paths (Shared Paths);

Location	Description	Priority
Heaphy Terrace	(ix) Cycle Path on the east side of Heaphy Terrace starting at a point 10m from its intersection with Boundary Road, progressing 50m south to its intersection with Stanley Street. (x) Cycle Path on the west side of Heaphy Terrace starting at a point 35m from its intersection with Stanley Street, progressing 60m north to its intersection with Boundary Road.	Nil

ii. update special vehicle lanes register – Part 1: Cycle Lanes; and

Location	Description	Priority
Heaphy Terrace	(ix) Cycle Path on the east side of Heaphy Terrace starting at a	Nil
	point 10m from its intersection with Boundary Road, progressing	

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50m south to its intersection with Stanley Street.

(x) Cycle Path on the west side of Heaphy Terrace starting at a point 35m from its intersection with Stanley Street, progressing 60m north to its intersection with Boundary Road.

Location	Description	
Heaphy Terrace	(iii) Northbound Cycle Lane from the intersection with Claudelands Road,	
	progressing 830 meters 770m to intersection with Boundary Road.	

iii. updates Metered Parking Places and Zone Parking Register, Part 2 – 'CBD Commuter Parking' (All Day Paid Parking);

'CBD Commuter Pa	BD Commuter Parking' (All Day Paid Parking)		
Location	Description		
Old Mill Street	Installation of 10m 'All Day Paid Parking' restriction on the northeast side of Old Mill Street, opposite Kaute Pasifika Trust. Installation of 20m 'All Day Paid Parking' restriction on the south side of		
	Old Mill Street, opposite Kaute Pasifika Trust.		
Seddon Road	7. Installation of 15m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Kaute Pasifika Trust. 8. Installation of 35m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Kaute Pasifika Trust. 9. Installation of 100m 'All Day Paid Parking' restriction on the east side of		
	Seddon Road, starting outside Kaute Pasifika Trust and ending outside Hinemoa Park.		

- e) Requests staff undertake the following and report back to this committee:
 - i) consult with the residents of #105 Seddon Road; and
 - ii) investigate proposed no stopping restrictions for Gardenia Close and Grevillea
 Place with the legal no stopping requirements to reflect parking in the vicinity of an intersection.

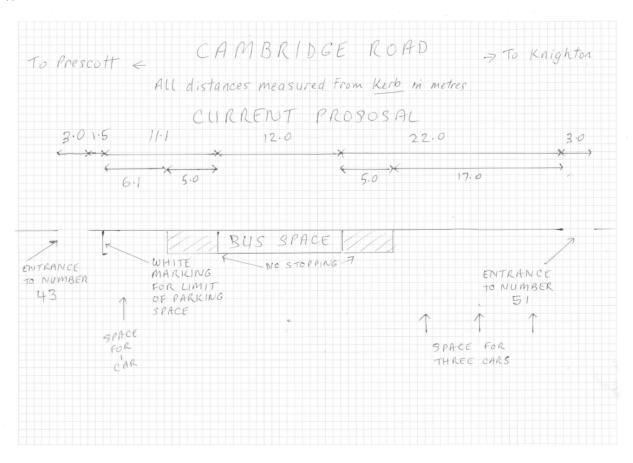
The meeting was adjourned from 10.15 am to 10.24 am

The meeting was closed with a karakia lead by Deputy Mayor O'Leary.

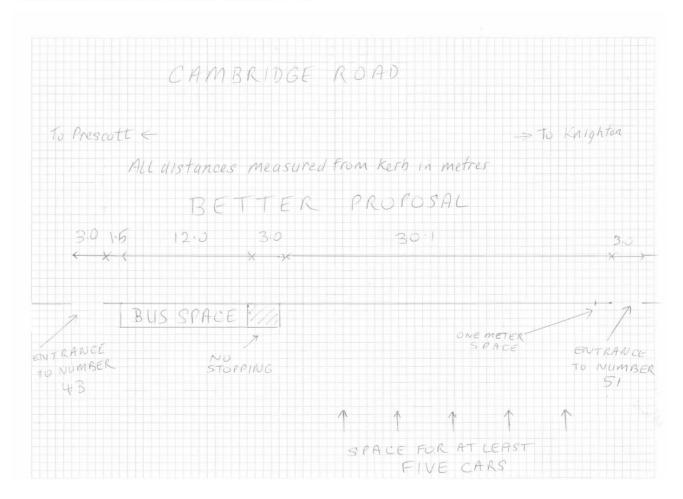
The meeting was declared closed at 10.58am.

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Appendix 1. David Hall Handout



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Item 5

Council Report

Committee: Traffic, Speed Limit and Road Date: 02 April 2025

Closure Hearings Panel

Author: Robyn Denton **Authoriser:** Andrew Parsons

Position: Network and Systems **Position:** General Manager

Operations Manager Infrastructure and Assets

Report Name: Speed Limit Change for Wairere Drive - Submissions and Hearings

Report Status	Open

Purpose - Take

- To inform the Traffic, Speed Limit and Road Closure Hearings Panel on the outcome of the
 consultation completed for the proposed change to the speed limit from 80km/h to 60km/h
 for the section of Wairere Drive between Arthur Porter Drive and Pukete Road.
- To seek direction from the Traffic, Speed Limit and Road Closure Hearings Panel on the matters to be included in the Deliberations and Adoption report that will be presented to the 30 April 2025 Council meeting.

Staff Recommendation - Tuutohu-aa-kaimahi

- 3. That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - a) receives the report;
 - b) hears and considers public submissions regarding the consultation process, held for the proposal to lower the speed limit on a section of Wairere Drive under Section 83 of the Local Government Act 2002, undertaken from 24 January to 7 March 2025; and
 - c) notes that a Deliberations and Adoption report that includes feedback from the consultation and hearings will be brought to the 30 April 2025 Council meeting.

Executive Summary - Whakaraapopototanga matua

- 4. The Land Transport Rule: Setting of Speed Limits 2024, was notified in the Gazette on 30 September 2024 and came into force on 30 October 2024.
- 5. Any speed limits set under previous versions of the Speed Limits Rule, but not implemented, ceased to have effect when the new rule came into effect.
- 6. Despite the previous decision made at the 16 December 2021 Council meeting to approve the lower 60km/h speed limit on the section of Wairere Drive between Arthur Porter Drive and Pukete Road. Council was advised to complete the new processes under the new rule to set new speed limits.
- Approval to commence consultation on a proposed speed limit reduction from 80km/h to 60km/h on Wairere Drive between Arthur Porter Drive and Pukete Road was given at the 3 December 2024 Council meeting.

- Consultation on the proposed speed limit changes was completed between 24 January and 7
 March 2025 and utilised a variety of media, based upon the key messages included in the Consultation Document.
- 9. There were two options presented in the consultation document:
 - i. **Option One**: reduce the speed limit from 80km/h to 60km/h and allow the Pak n Save supermarket to be developed under the current resource consent.
 - Option Two: keep the current 80km/h speed limit, do not make any changes and prevent the Pak n Save supermarket from being developed under the current resource consent.
- 10. <u>Have Your Say</u> submission system was used to capture feedback on the proposed speed limit change and during the consultation period we received a total of 1107 responses (1101 from individuals and 6 from groups, businesses or organisations).
- 11. Results of the consultation are summarised in the 'Wairere Drive Speed Limit Reduction: Insights Report,' which is included as **Attachment 1** to this report.
- 12. The majority (64%) of the submissions received were in support of the speed limit changing. 27 of the submitters indicated that they wished to present their submission in person to this Panel meeting.
- 13. Following the meeting, a Deliberations and Adoption report will be prepared by staff and presented to the 30 April 2025 Council meeting.
- 14. All costs associated with the changes to the speed limit signage and roadmarking will be met by Foodstuffs, along with the proposed changes to the Karewa Place intersection via the installation of traffic signals.
- 15. Staff consider that the recommendations comply with Council's legal and policy requirements and the Local Government Act 1974 section 336, Local Government Act 2002 section 83 and the Land Transport Rule: Setting of Speed Limits 2024.

Background - Koorero whaimaarama

- 16. Following a request from Foodstuffs North Island Limited in July 2018 the 16 December 2021
 Council meeting resolved to approve a speed limit reduction from 80km/h to 60km/h for the section of Wairere Drive between Arthur Porter Drive and Pukete Road.
- 17. The speed limit reduction is a resource consent requirement for the development of a Pak n Save supermarket in Eagle Way, Te Rapa to enable installation of traffic signals at the intersection of Wairere Drive and Karewa Place. The traffic signals are also a requirement of the resource consent.
- 18. The request for the speed limit change was considered over a series of meetings in 2020 and 2021, with the recommendation from the Infrastructure and Transport Committee to approve the lowering of the speed limit to 60km/h being approved at the 16 December 2021 Council meeting.
- 19. On 13 June 2024 The Minister of Transport released the draft Land Transport Rule: Setting of Speed Limits Rule 2024 (Speed Limits Rule 2024) with submissions due by 11 July 2024.
- 20. The Minister of Transport signed off the final Speed Limits Rule on 28 September 2024, the rule was notified in the Gazette on 30 September 2024 and came into force on 30 October 2024.
- 21. Any speed limits set under previous versions of the Speed Limits Rule, but not implemented, ceased to have effect on 30 October 2024, as per clause 10.7 of the 2024 Rule. This means that

Item 5

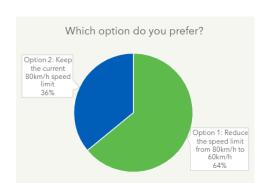
generally Road Controlling Authorities (RCAs) will need to complete the new processes under the new Rule to set new speed limits.

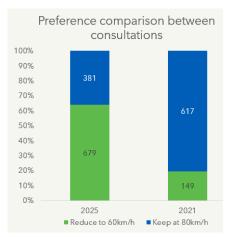
- 22. It was determined that the Council should work through 'an alternative method proposal' for this speed limit change which will require the Council to:
 - i. meet the consultation requirements in clause 3.8 of the Speed Limits Rule 2024;
 - ii. include in the consultation documents the cost benefit disclosure statement for each proposed speed limit and an explanation of how we considered the road safety aspects of the Government Policy Statement (GPS) on land transport; and
 - publish a summary of submissions after consultation closes, explaining how the Council took submissions into account.
- 23. Once the steps above have been completed, Council must submit the 'Alternative Method Proposal' to the New Zealand Transport Agency Director (using the template document) for approval before changing the speed limit.
- 24. Consultation was approved at the <u>3 December 2024</u> Council meeting for the proposed Wairere Drive Speed Limit Reduction.
- 25. Two options were considered within the Consultation document and staff recommended **Option One** Reduce the speed limit from 80km/h to 60km/h and allow the Pak n Save supermarket to be developed under the current resource consent.
- 26. Foodstuffs has agreed to fund the signage and road marking to indicate and reinforce the new speed limit alongside the installation of the traffic signals at the intersection of Wairere Drive and Karewa Place.
- 27. This report provides the information on the results of the consultation work that has been completed and sets out the next steps for getting the speed limit change approved by the NZ Transport Agency.

Discussion – Matapaki

- 28. The <u>Consultation Document</u> approved at the 3 December 2024 Council meeting formed the basis of the public consultation that was required to be undertaken in accordance with the Consultation Procedure set out in section 82 of the Local Government Act 2002 and section 3.8 in the Speed Limits Rule 2024.
- 29. Formal engagement and consultation, was undertaken from 27 January to 7 March 2025.
- 30. The purpose of this engagement was to ask our community for feedback around the proposed lowering of the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to from 80 km/h to 60km/h to enable the Pak n Save development in Te Rapa to proceed.
- 31. The public consultation strategies included:
 - i. printed copies of the survey were made available in our city libraries and Council building foyer on 24 January 2025;
 - ii. digital advertising running across Council's Facebook and LinkedIn accounts;
 - iii. media release informing readers about the consultation;
 - iv. a public notice and ¼ page advertisement in the newspaper;
 - v. variable message boards (on trailers) on Wairere Drive; and
 - vi. visit and letters to property owners on Wairere Drive between the intersection of Arthur Porter Drive and Pukete Road, and on Karewa Place.

- 32. During the consultation period we received a total of 1107 responses. 64% of the submissions were supportive of the proposed speed reduction, and 36% opposed the speed reduction.
- 33. This is a significant change in the support for this speed limit reduction from the submissions received in 2021 as shown in the graph below:





- 34. Results of the consultation are summarised in the 'Wairere Drive Speed Limit Reduction: Insights Report' which is included as **Attachment 1**.
- 35. The key themes received from those in **support of the proposed speed limit reduction** on Wairere Drive were:
 - i. believe that the Pak n Save should go ahead for its economic and community benefits;
 - ii. believe that reducing the speed would make travel along this route safer; and
 - iii. believe that the reduction would result in little to no difference in terms of speed travelled.
- 36. The key themes received from those who wanted to retain the current speed limit were:
 - i. think a lower speed limit would cause increased congestion and longer travel times;
 - ii. believe the change to the speed limit is unnecessary and the current speed limit is appropriate for the road type/use;
 - iii. believe there are alternative solutions (such as road infrastructure and signage, changing the consent or finding another location for the supermarket); and
 - iv. disagree with the proposal to add an additional set of traffic lights.
- 37. 27 respondents indicated that they wished to provide a verbal presentation to the Traffic, Speed Limit and Road Closure Hearings Panel.
- 38. A table with all submissions can be found as Attachment 2.
- 39. Staff will review all of the submissions received to gather any comments and requests that are not related to the Wairere Drive speed limit reduction and will use these to assist in the development of future transport improvement programmes.

Item

Key Steps in Decision Making Process

40. The decision-making process can be summarised as follows:

Table 1: Decision-making process for consultation process

Who	Date	Activity	
Staff	24 January to	Conduct public consultation in accordance with the Speed	
	7 March 2025	Limits Rule Consultation Requirements Procedure (6 weeks	
		required by the Speed Limits Rule)	
Staff	March 2025	Prepare Hearings Report	
Traffic Panel	2 April 2025	Hear verbal submissions and agree on a recommendation for	
		Council	
Staff	April 2025	Prepare Deliberation and Decision Report	
Council	1 May 2025	Consider the Deliberation and Decision Report and decide	
		whether or not to adopt a lower speed limit	

Financial Considerations - Whaiwhakaaro Puutea

41. The following table sets out indicative costs for the various activities required to implement the speed limit change and indication of who will meet these costs:

Table 2: Financial Considerations

Activity	Indicative Cost	Who will meet these costs
Statement of Proposal preparation,	\$8,000	Hamilton City Council
results analysis		
Consultation and engagement	\$10,000	Hamilton City Council
Staff time for managing process, report	\$5,000	Hamilton City Council
writing, legal advice and presentation		
Signage and roadmarking for new	\$4,000	Foodstuffs
speed limit on Wairere Drive		
Traffic signals at Karewa Place on	To be determined	Foodstuffs
Wairere Drive	through design	

42. Funding for the Hamilton City costs will be from the Transport Operational budgets for Speed Limit Changes already approved in the 2024-34 Long-Term Plan.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

43. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements including the requirements of the Land Transport Rule: Setting of Speed Limits 2024.

Climate Change Impact Statement

44. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation or emissions assessment is required and it is not possible to complete a technical assessment for emissions reduction for this project.

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

- 45. 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').
- 46. 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.

Traffic, Speed Limit and Road Closure Hearings Panel Agenda 2 April 2025- OPEN

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

Social

- 48. Lower speed limits on Wairere Drive will provide safety benefits for those travelling along the section between Arthur Porter Drive and Pukete Road, along with those trying to cross at the intersections.
- 49. The safety improvements would benefit those driving along with people walking or biking and trying to access the nearby retail facilities.
- 50. If the speed limit reduction does proceed this will help enable the completion of the new supermarket which will provide additional choice for people shopping in the area.

Economic

- 51. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
- 52. If the speed limit reduction does proceed this will help enable the completion of the new supermarket which will provide additional employment in the Te Rapa area.

Environmental

- 53. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
- 54. There are no known environmental considerations associated with this matter.

Cultural

- 55. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
- 56. Early engagement and full consultation were completed with Te Haa o te Whenua o Kirkiriroa (THaWK) and Ngaati Wairere for the consultation undertaken for the proposed speed limit change in 2021 and then the subsequent Speed Management Plan in 2023.
- 57. There are no known cultural considerations associated with this matter.

Risks - Tuuraru

- 58. If the recommendations were not accepted and a decision was made not to proceed with the proposed decision-making process, the supermarket development would not be able to proceed. Foodstuffs have previously clearly signalled its intention to take judicial review proceedings.
- 59. There are no known legal or policy risks associated with the decisions required for this matter in this report.
- 60. The risk associated with not approving the recommendations in this report is that the Foodstuffs development of a Pak n Save supermarket in Te Rapa will not be able to be progressed.

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Item 5

- 61. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of recommendations in this report.
- 62. Community views and preferences have been summarised in the insights report, **Attachment**1, following the consultation undertaken for the proposed speed limit change in earlier this year.
- 63. There is a statutory requirement to consult as per legislation outlined below:
 - i. Speed Limits Rule 2024: Section 3.8 Consultation Requirements
 - ii. Local Government Act 2002: Section 82

Attachments - Ngaa taapirihanga

Attachment 1 - Wairere Drive Insights Report April 2025

Attachment 2 - Submissions Table



Summary

The aim of this consultation was to seek community feedback on reducing the speed limit on Wairere Drive, between the intersection of Arthur Porter Drive and Pukete Road, from 80km/h to 60km/h.

- Engagement from 24 January 7 March 2025
- We heard from 1101 individuals
- We heard from 6 groups, businesses or organisations
- Feedback was mostly captured through an online survey
- We used print and social media, digital billboards and Antenno to reach the community. Local businesses and key stakeholders were also contacted.

14 March 2025

Wairere Drive Speed Limit Reduction

Background

- Foodstuffs North Island Limited has been given resource consent to develop a PAK'nSAVE supermarket on the corner of Te Rapa Road and Eagle Way.
- As a condition of the consent, Foodstuffs must install traffic signals at the intersection of Wairere Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Wairere Drive.
- For these changes to happen, the speed limit on a section of Wairere Drive (between Te Rapa Road and Pukete Road) must be permanently reduced from 80km/h to 60km/h, and to meet the Land Transport Rule: Setting of Speed Limits 2024 Council proposed extending the speed limit reduction further west to meet a minimum length set by the rule.
- If the speed limit is not reduced, the supermarket cannot be developed under its current resource consent.
- Council previously consulted the community on this speed limit reduction in 2021 however due to changes made by Central Government we're required to complete the consultation process again to meet new requirements.

14 March 2025

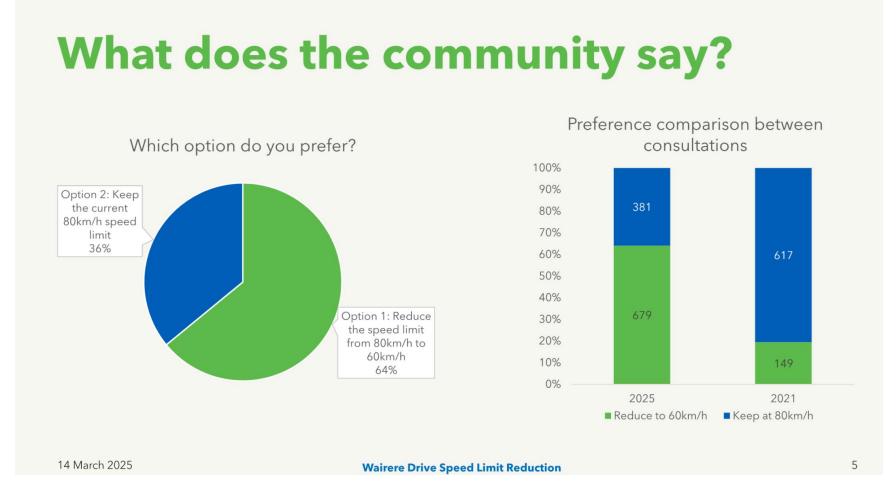
Wairere Drive Speed Limit Reduction

Processing the feedback

- Any emails or hardcopies were entered into our online survey tool
- Duplicate responses were combined when name and email matched
- Any attachments were manually checked
- Data was split into two categories: individuals and groups, organisations and businesses
- Counts and percentages were calculated using Microsoft Excel
- Initial theming of comments was conducted using Microsoft CoPilot. Every 10th response was then manually coded, cross-referenced and themes were updated, as necessary.
- Using AI tools such as CoPilot allows for quicker reporting times.

14 March 2025

Wairere Drive Speed Limit Reduction



Key themes from Option 1 supporters

Option 1: Reduce the speed limit from 80km/h to 60km/h and allow the PAKn'SAVE supermarket to be developed under the current resource consent.

Respondents supported the proposal because they:

- Believe that the Pak'nSave should go ahead for its economic and community benefits
- Believe that reducing the speed would make travel along this route safer
- Believe that the reduction would result in little to no difference in terms of speed travelled

14 March 2025

Wairere Drive Speed Limit Reduction

Key themes from Option 2 supporters

Option 2: Keep the current 80km/h speed limit, do not make any changes and prevent the PAK'nSAVE supermarket from being developed under the current resource consent.

Respondents wanted to keep the current speed limit because they:

- Think a lower speed limit would cause increased congestion and longer travel times
- Believe the change to the speed limit is unnecessary and the current speed limit is appropriate for the road type/use
- Believe there are alternative solutions (such as road infrastructure and signage, changing the consent or finding another location for the supermarket)
- Disagree with the proposal to add an additional set of traffic lights

14 March 2025

Wairere Drive Speed Limit Reduction

Key themes

Suggested changes from those who supported reducing the speed limit:

- Have clear signage and road marking
- Ensure there is a lot of communication regarding the speed change
- Use traffic calming measures to reinforce new speed limit
- Ensure those using alternative transport modes are catered for through better footpaths, safer crossing points, dedicated cycle lanes and adequate provisions of bus stops/connections.

14 March 2025

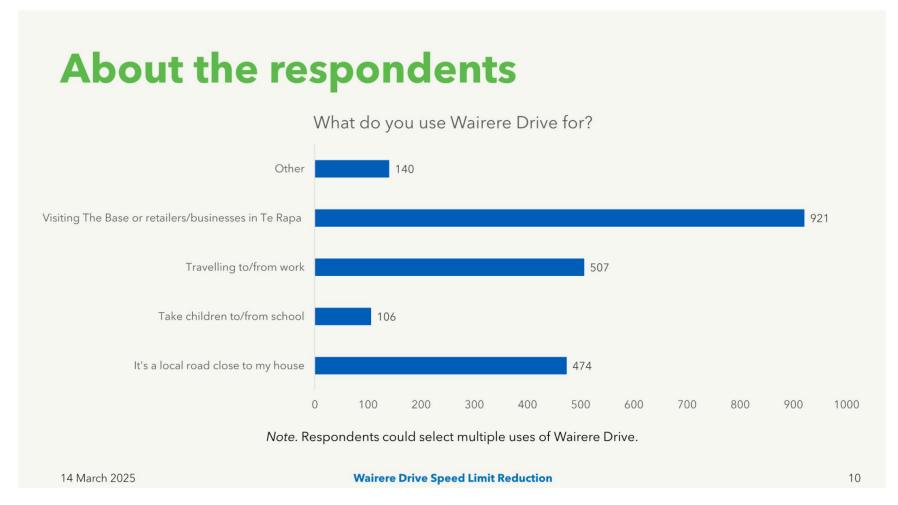
Wairere Drive Speed Limit Reduction

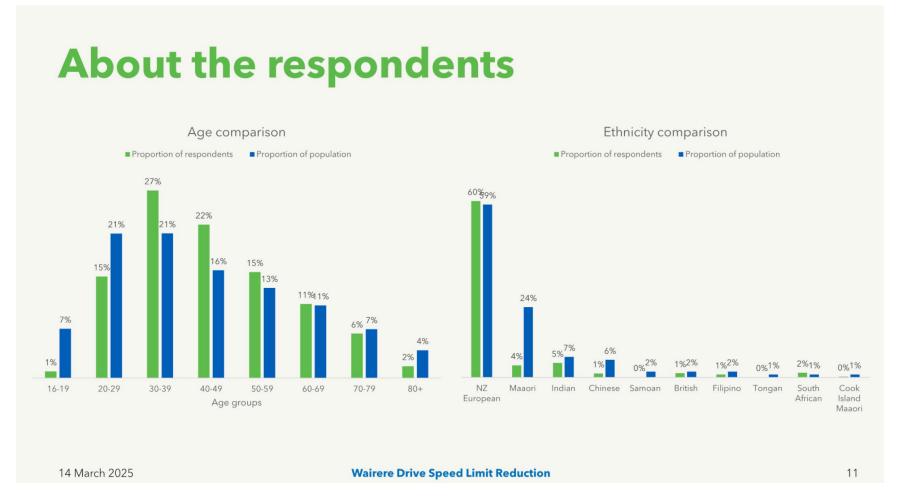
Key findings

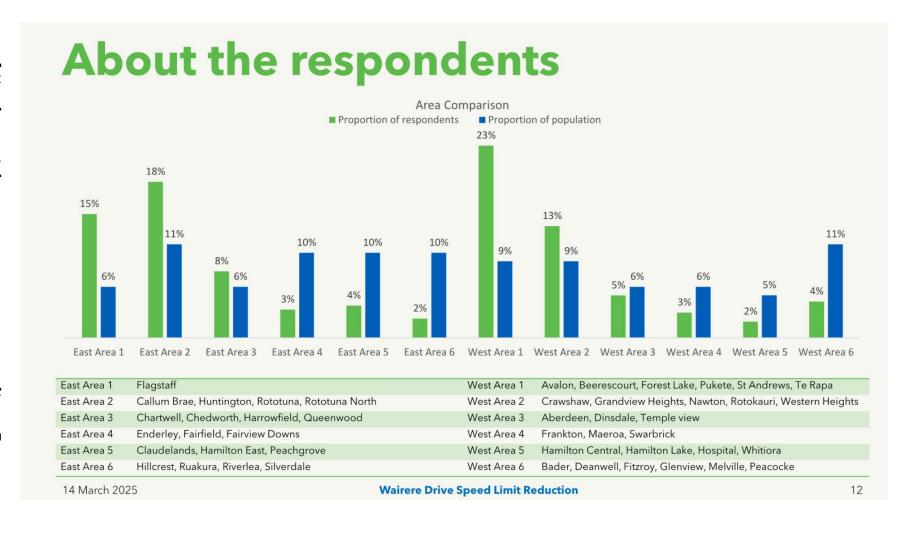
- More people were supportive of reducing the speed limit from 80km/h to 60km/h
- When Council consulted the community in 2021, majority of respondents wanted to keep the current speed limit of 80km/h showing us the community has become more receptive to the proposed change over the last few years
- In the present consultation, people saw benefits in reducing the speed for traffic and for enabling the Pak'n'Save
- Respondents indicate communicating the change through various ways is one of the most important elements.

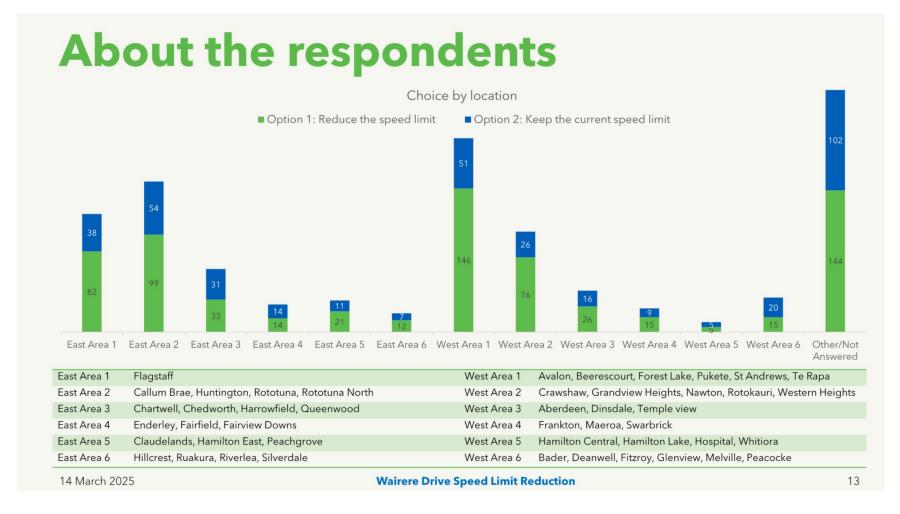
Wairere Drive Speed Limit Reduction

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Key findings about the community

- Visiting the Base or other retailers/businesses in Te Rapa was the most common reason for travelling along Wairere Drive (reported by 84% of respondents)
- A higher proportion of respondents lived in the northern suburbs in West Area 1 (St Andrews, Pukete, Te Rapa) and East Areas 1 and 2 (Flagstaff and Rototuna).
- Respondents in the local areas were slightly more likely to support reducing the speed limit from 80km/h to 60km/h than those living in other suburbs.

Wairere Drive Speed Limit Reduction

Responses from groups, organisations and businesses

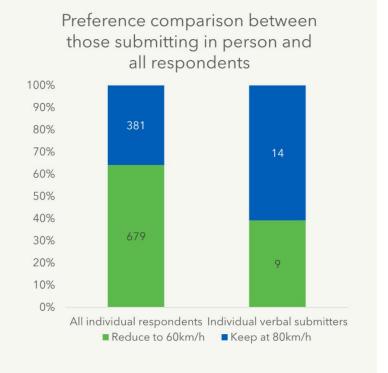
- We heard from 6 groups, organisations or businesses: NZ Automobile Association (Waikato), Rowe Advanced Materials, Transplan Ltd, HMA Group, Grey Power Hamilton and Ride Your Trike NZ
- Four groups were supportive of lowering the speed limit from 80km/h to 60km/h shown in green
- Two were supportive of retaining the current speed limit of 80km/h shown in blue

14 March 2025

Wairere Drive Speed Limit Reduction

Verbal submitters

- 27 people indicated they would like to speak directly to Councillors
- 25 of these were individuals, two were not
- Individual verbal submitters were more likely to support keeping the speed limit at 80km/h
- Of the two representatives from groups, one was supportive of reducing the speed limit and one was not
- Two of the verbal submitters did not choose either option but comments suggest they also support keeping the speed limit at 80km/h



14 March 2025

Wairere Drive Speed Limit Reduction

Themes from social media

- We received 241comments on the Facebook post and 7 on LinkedIn
- The most common themes were:
 - Support keeping the speed at 80km/h (n=62, compared to n=24 in favour of lowering it)
 - Concerns regarding traffic congestion and flow (n=25)
 - Critiquing Council's consultation and decision-making (n=23)
 - Wanting the resource consent changed so the Pak'nSave can go ahead without the reduction in speed (n=22)



14 March 2025

Wairere Drive Speed Limit Reduction

What's next?

Findings will be presented at the Traffic, Speed Limit and Road Closure Hearings Panel on 2 April 2025 where a recommendation will be made for approval at the 30 April 2025 Council meeting.

A formal application will then be made to NZ Transport Agency for approval of the proposed speed limit change.



_	Α	В		D	F	1 6			
\pm	Α	В			Wairere	Drive	for?	н	
1	New	W/6-1	this a least	Yaka shii i	Tanual"	Mainten T. C.	loub	Dec	De conthibit an other should deserve as a second of the se
2	Name	option do you	It's a local road close to my house.		from work.	Visiting The Base or other retailers/ businesses in Te Rapa	Other	Reasons	Do you think any other physical changes are required to support the proposed speed limit change?
3 K								limits back up to keep the country movering stop 1,3 ling around and let them build the the thing if people can't drive shouldn't be on the road hcc need to get with the play city needs a full revamp new board and ideas just wasting people's money and time over it just change the consent problems solved or road lay out to no exit road or entry	
4 S	harnz rendan McDaid	2				1		Because we need a pak n save over this way. Why do they need to access Wairere Drive from this point and turn right. This was never a requirement for Woolworths and the are across the road from each other. By adding	Not sure I believe there is no need for a right turn in or out of this street on to Wairere Dive. Make the drivers go around the corner similar to Woolworths
5 R	ichard Matthews	2					Travelling across town to be with family	lights this will slow down the already traffic jam in the evening. I believe this is not required for this area. My preference is to keep the existing speed limit, Wairere Drive is supposed to be a significant route across the city and the proposed traffic lights and speed limit will diminish	Remove the proposed traffic lights.
6								its importance. I consider the requirement in the supermarket consent is erroneous given that many other businesses (including a supermarket and K Mart) have successfully operated in the same area without the need for the change proposed, it will make no difference to supermarket uses or traffic safety if the intersection is not changed.	Technical use proposed durine agrees.
7		2					Moving from one side of hamtilon to the other. I use the 80km ring road a lot. Also, make avalon drive bypass 80 again. You opened the hamilton bypass then dropped the speed limit there once all the out of town traffic was gone? Why?		
	ohn McDonald- /harry	2					Visiting family, travelling for work-related tasks	Counciliors should have voted against installing any kind of speed bumps (raised intersection or raised crossings) on Wairere Drive. Counciliors should have opposed reducing the speed limit from 80km/h to 60km/h along that section of Wairere Drive.	No. I think that the proposed installation of the raised intersection or raised crossings on Wairere Drive will have more negative impacts on travellers than lowering the speed limit.
								Councilions should have voted for an amendment to the resource consent for the new Pak 'n Save supermarket, to remove the requirement for the Kawera Place – Wairere Drive intersection modifications.	The proposed reduction in speed limit appears to be a result of the obsession by staff and consultants to install raised platforms on major roads all over the city. These raised features should be opposed, and definitely not installed unless a thorough, public, and objective assessment of their potential impact has
								If councillors cannot directly amend the supermarket resource consent, then they needed to urgently support the process of having commissioners re-evaluate the resource consent to take into account community views and the negative impacts on road-users.	These makes result as should be opposed, an underly not mashed where a two Graghy spoke, and to oppose any opposed makes the opposed makes and the opposed
8								Councillors should have reminded Council staff (and each other) that, within living memory, our civilisation was capable of building supermarkets without installing raised safety crossings.	
9 G	len Lewis	1						Through those intersections, 80kph is dangerous, watched a police car getting T boned at pukete intersection when a car thought it could sneak through on amber.	Allow a right turn into Karewa Place off Wairere drive as well, that would be awesome
10	ean	2						Divies are already only driving at Glothin or less on that stretch of road, lowering the limit will cause more traffic congestion and increase traffic beak up counting road functionation. Beliefs that the Wookworth contend officers and first centers are even less than 40m, but pays in a were life be three anythan those. As you drid as shows drivers already dities at 61 to 50 filsms. Feduced speed will cause those drivers to reduce to \$2 to \$5 flush. This is a poor excuse to lower the speed limit. As I mentioned Wookworths and Kmart are already situated in closer prominity to Waiter than the proposed any in a sea.	Compromise and lower to 70limh
11 Ja 12 N	ine kennedy	1						Put good to have another Pak n save	
13 B	rian Anderson	1			1			You can't do 80km/hr there most of the day and night and drive responsibly. You have changed/reduced other speed limits around the city without public consultation, you	Reduce all of Wairere drive to 60km/hr, this will reduce severity of accidents.
15 J:	imes	2						should not be wasting ratepayers money this time. It won't actually affect the pak n save, if it was right next to the supermarket then sure I can understand the reason for a speed drop, but they have to drive a couple hundred	No, no changes are needed, but maybe a traffic warning light system would be good, kinda like the light system on state highway 1c near bunnings sout
14 H	ayley					1	Reaching the other suburbs in hamilton	meters before then each the 80kpb, and if your leaving trainflor heading towards horeful that changes to 80kph sawel. Only reduct the specified miles temporarily during construction. That there for only esty cologe enough as it is from the day, especially peak times that changing it permanently is not necessary. Current speed limit during off peak periods is good as is. Too many road speeds are being limited for the size of the city	especially for rush hour just to give motorists a heads up when there's heavy traffic on the other side of the bridge. Silp-lanes and pedestrian overbridges HOT more ridiculous raised crossings where pedestrians hold up otherwise free flowing traffic
16 Is	eter H Bos	1	1		1	1		We what people to slow down and shop, not drive past to somewhere else Te Rapa is a shopping destination, the posted Speed limit should be low, so as to encourage people to park and shop.	
17 18 K	ayden	2	1		1	1		High speed roads make it hard for business to get people to stop and spend money. Pakrsave should not lose their resource consent due to this. It is a very important road and the building Will not impact safety	Nothing is required to change. Let them build
19 L	ouis Sparks	1	1		1	1		To allow the Pack 'n Save development. Reducing the speed limit would only further congestion an already busy and congested area. We must keep traffic moving.	No .
21 A	vitesh Singh	2	1					Two pakrsaves is alright in Hamilton, the traffic in te rapa is already poor by the base currently this supermarket will not only impact the traffic but could potentially mean that some people would not like to go to that area. The countdown car park is never full showing that there is not too much people going in that area.	
22 S	an en Shilton	1	1					Would be great to have a Pakn'Save closer to home without having to make a bigger trip all the way to Mill St. Happy to live with the speed reduction for it to be built.	
A D	ill McMaster Z Automobile ssociation (Waikato istrict Council)	1					This submission is on behalf of all AA Waikato members who currently use Walirere Drive for all those purposes	Our reasons are as outlined in the attached submission.	As our submission states the NZAA suggest that phasing of traffic lights along the three sets of lights on Wairere Drive will be required in Wairere/Te Rapa, Wairere/Narewa and Wairere/Tekates to ensure that the traffic flow is co-ordinated and flows as freely as possible along this short section of Wairere Drive. In general traffic on Wairere Drive should be given priority in the phasing.
24 a	Supporting info ttached V Gardner	2						The proposal to reduce the speedlight is countertuative to calling the current rd a connector rd. What's the point of having connector rds move slowly.	The NZAA also notes in our submission that a significant increase in traffic down Kawera Place will impact on local businesses along both sides of this road, including the operatual loss of on-stree planking for customers in front of their businesses. Some physical work will be required to mitigate the effects of this increased traffic on the Karewa Place roading environment.
25								I risp proposal to resuck the speedupm is countertrautive to calling the current in a connector fail write principle (light, Costs nor in item speets waiting and emissions. It will reduce the current average speed to 50-58m in it in reaction to a 60km speed limit, just as it does along Te Rapa straight now. Having a pan is naw not to a weakworth with add no further competition and reduce growerp prices.	
26 T	m schollum /ayne Oliver	2	1				I travel around Hamilton alot for work.	It's crucial to maintain smooth traffic flow, so ideally, speed limits should be set at 80 km/h. You're currently adhering to a regulation set by land transport, which specifies a	Please avoid adding speed bumps. In the case of traffic management in Rototuna, they were placed too close to the roundabout, forcing cars to stop
27	arry Greenfield							500-meter distance, but you're reporting it as 410 meters. Consider exploring options to extend the distance or request a variation of the rule. Adding more lights on Wairere drive will kill traffic flow. Especially over busy shopping periods. It'll force increased traffic flow along the Church Road/Pukete Road route which	within the roundabout.
28								can't cope with that. Use the existing lights and big safe roundabout at the other end of Karewa Place/Te Rapa Roud as the main access point to Pak n Save. Or, but the pak n save on the east side of the river. It's wild that you're actually considering altering traffic flow for the entire Te Awa, the Base and surrounds for a single supermarket. It's not like there's not one there already.	
29	lison Marshall	2			1			The ring road is to reduce congestion if a large corporate needs intersection changes they should pay for it. This can already be achieved with road works signs what a stupid us of our money even doing this survey	Stop wasting our money with these stupid ideas
30 D	amien Young Hena	1						Why stop the development we need another pack n save. Most of the time between lights you only end up getting to 80 just before the lights.	Yes, median stripes to slow us down or perceptions. The road is currently designed for 80 km
32 D	ione	2			1			No to a Pak n savel Traffic is already bad!	No don't change anything it's a waste of money you're only going to run countdown out of pocket cos then shoppers won't shop there I Imagine the jocuts it would cause
-	revor MacRae Supporting info ttached	2						RNG ROADS are for a specific purpose to MOVE TRAFFEC by CREATING TRAFFIC FLOW. Google is a good idea to answer such queries #thps://en.wikipedia.org/wiki/kling_road What is the specifi with on Intellinois Ring-ord or Intellinois Ring-ord? 7	No alteration in speed is required. Physical changes 1. Suggest you widen the DXIT from Nawers Place (this is a semi industrial area, so conjested Road as it is) onto Wairere Road so vehicles can 'Blend in with the Traffit-Marigra Traffic: 20PM Megne.
33								Speed limit: maximum speed limit is 80 km/h for heavy transport vehicles and 100 km/h for light transport.	DONOT install another kinderance Set of Traffic Lights. Leave Medium Barrier AG IS. 2. Increases of a Lanes outside The Base - Te Rapa Road. [It only a Sighper and Valvaire Road Grount to Te Rapa Road.]
34	ebecca Day	1						We need the Pakn Save Te Rapa for shoppers this side of town	I don't see why the road speed needs to reduce though as the super market is on a different road and son't going to make a difference to the already congested roads due to the mail shoppers. Maybe widen the road over the bridge and BK as that's yet another bottleneck on our Hamilton roads like other spots along the Hamilton motorum is the stantion motorum of the spots along the Hamilton on the spots along the Hamilton motorum.
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	-	-	_ n	E	E	e e		
35 ANDREES TUCKER	2 0	-	L D	E		8	disgraceful option, there should be another option 3 . keep current and develop the supermarket.	'
36 Adam Richards	2						disgracerur option, diere should be another option 3 - keep current and develop the supermanket.	
Susan Toop	2						The intersection at Wairere Road and Te Rapa Road is already congested between 4.30pm and 5.30pm, another set of traffic lights that close to Te Rapa Road will make this a	Speed limit shouldn't change.
	T						lot worse. Karewa Place is a narrow road and wouldn't be a safe one with a lot of traffic going down it. I don't think many people use this road to go to the Woolworths	91000000
							Supermaket. Does the council really think people from Flagstaff to Rototuna will be going to the Pakn Save when they already have three good supermarkets in their area. I	
37							would have thought more people would be going to the new supermarket after going to The Base.	
38 Max	1			1			build the supermarket. KEEP it 80km.	look at ways to improve current lights and traffic management to support new traffic.
Eric Oosterbroek	1				1			No, for me its more about how best to ensure all the traffic in and out of the proposed Pak n Save flows as freely as possible, so as not to create
							grocery shop. I imagine many others do the same. Having a Pak n Save in Te Rapa will reduce our footprint and congestion in the city, allowing us go to our favoured place closer to home, servicing much of the north, north west and even north east. Being directly across from its main competitor too, allows for more competition on food prices in	unnecessary build up at the nearest city-side major intersection.
							closer to home, servicing much of the north, north west and even north east. Being directly across from its main competitor too, allows for more competition on food prices in the north, and (if added to their facility) an option for cheaper petrol as well. Such an option is in fact long overdue, especially in the current duopoly food climate. Lowering	
							the north, and in added to their facility) an option for cheaper perior as well. Such an option is in fact long overdue, especially in the current duopoly food climate. Lowering the speed limit to 60 is probably in the best interests of the whole Te Rapa shopping and workshop district up ahead anyway, as it continues to grow in szie with further	
39							dee specusinists ou ou signovaum in the destiniterests of the whole te rapid shopping and workshop district up arread anyway, as it containes to glow in sale with further developments.	
Mitch Hatherill	1	1			1		Right turn into Karewa place has been needed for a long time. There are a lot of businesses down that road which require people to drive around the block to access if coming	There needs to be a dedicated lane for the right turn into Karewa Place, don't want this intersection to back up traffic attempting to access the next
							from the pukete road end of this stretch of Wairere Drive. This right turn would reduce the amount of traffic turning right at the Te Rapa Straight/Wairere Drive intersection	intersection at Te Rapa Straight/Wairere Drive.
							and travelling along past the Base just to access the businesses along Karewa place.	
							In terms of the reduction in speed to 60km/h, most cars drive along there at roughly 65km/h anyway, there is usually too much traffic to ever get up to 80km/h, the impact	
40							here seems minimal as long as it is only applied to section indicated in the proposal. If the speed was to be reduced outside of the section outlined in the proposal it would create more of an issue.	
41 abderrhamane	-						Too much traffic and causes more delay especially during rush hours	don't change it, period!
42 David Slabbert	2			1			I don't want even more traffic lights on that road, it's already stop-start enough. It's supposed to be a high speed ring road, not a traffic light slog.	Create another route, or find another lot to build on. Go build on Arthur Porter drive.
43 Gemma	2			1	1		Too much traffic already	
Aidan Clarkin-Rush	1	1			1	Travelling on public transport	I believe that the issue requiring most urgent action is the dangerous Wairere Drive-Karewa Place intersection. As a passenger in a car that was rear-ended while attempting to	Definitely would appreciate a nuanced approach when setting up the sequence that all traffic lights along the proposed stretch of road would follow. The
							turn left onto Wairere Drive a few years ago & was nearly rear-ended in the exact same spot just a few weeks ago, I am in support of the proposed speed limit reduction. This	anticipation for increased traffic delays would certainly be the biggest apparent detractor for some, so I think that implementing a sequence that makes
							would allow for a more reliable traffic control measure to be implemented by way of traffic lights, and would also be supplemented by the reduced speed limit. The economic	practical sense is one that should be strived for - no settling or "this will do" mentality.
							benefits & increased competition which would result from the PAKn'SAVE development going ahead is almost an added bonus at this point.	
44 Hazald Insulan	٠.						built at his one him to the first and the second of the se	Nathing Long shiple of
Harold Jordan	*						It will not have much impact on my driving as I am usually slowing down or speeding up slowly heading to and from the lights. You can't really drive at 80km/h along that particular stretch of road anyway (or shouldn't be). Also, the Pak n Save site is a huge piece of land. If you don't take this opportunity now and build another much needed	Nothing I can think of.
							supermarket for the area, then we will all miss out. Something has to be built there, it's a prime piece of land, so why not Pak in Save? I am all for the lowering of the speed	
45							superinance to the area, then we win an initio out. Sometiming has to be dult there, it is a prime piece of land, so why not have it are all to the lowering or the speed limit, it will be a good thing all round.	
46 Michelle	1			1	1			
Patricia (Trish)	2	1			1	general movement from one side of town to	Option 2 above with no speed reduction and interfere with the current traffic flow. However, this should not prevent the supermarket being built.	I do NOT support the speed limit change. However, Option 2 suggestion may require a different entrance for Pak n Save. Perhaps the Woolworths
Thorne						another at different times and to get to		should also have to update their entrance way as the space to turn in/out is very small and affects traffic flow.
47						different locations around Hamilton.		
48 Siobhan	2					Training and going out of town	We don't need to drop the speed zone as it is a main road, not to change it for the supermarket that is not near the road	
49 Tania Lightfoot	1					T	Absolutely ridiculous to cause more congestion by slowing down traffic. Keep the flow of traffic!!	Have better systems of directing traffic eg, overpasses, better slip lanes. Widen lanes. More lanes! Get rid of stupid speed bumps that do nothing
Tracey	2					To get to other parts of Hamilton	Ausonatery marcurous to cause more congestion by stowing down traffic. Keep the flow of traffic!!	nave better systems or directing traffic eg, overpasses, better slip lanes. Widen lanes. More lanes! Get rid of stupid speed bumps that do nothing
Donna	2				1	Getting from one part of Hamilton to another	The ring road is supposed to be a way of quickly moving around Hamilton. Let's not slow it down and congest it further. Fund an alternative spot for packnsave	
51	1					Getting from one part of framilton to another	The ring toda is supposed to be a way or quickly moving around transmon. Let's not slow it down and congest it further. Furth an attendance spot for packing	
Marie De la	1	1		1	1		It's very busy area and don't need 80km It's dangerous	
52 Chaumette								
53 Kevin Star	2	1			1			Better lane configurations and traffic control at the intersections.
Maurice Carrington	1 1	1			1		I want the new PaknSave supermarket and belioeve the speed reduction will make minimal difference while proving needed competion in grocery prices as well and jobs and a	No .
54	-						huge investment in Hamiltons infastructure. You i live close by and on superannunation.	
Sonis	l ²					I drive through here multiple times a day for	This is almost blackmail with these two options. Let the build proceed but don't reduce speed limit.	
Joseph	2					work purposes I am a small truck, driver. This proposed	There is absolutely no need to be bringing more speed limits down. People drive more erratically when there are lower speed limits. You guys have to know this by now. With	
S6	ľ					change is stupid	what labour government did to our speed limits. Don't be silly	
57 Matt Laing	-					enange is stopio	Purpose of ring road is to get traffic flowing. The extension of 60km zone is excessive and will result in posted limits being ignored	
58 Jason Cowan	2	A					Keep current, it's already regulated by lights and is off a side road	No No
58 Jason Cowan 59 Tommo	2	1					Keep current: It's already regulated by lights and is off a side road Disrupt the flow of already impeded traffic	No .
58 Jason Cowan	2				1 1		Keep current. It's already regulated by lights and is off a side road Disrupt the flow of already impeded traffic People already dis-62-68km/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a	No Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
58 Jason Cowan 59 Tommo	2				1		Keep curren. It's already regulated by lights and is off a side road Divost the flow of already impeded traffic. Precipe already drive GZ-68km/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a homelia stretch for any and personally show down because of it.	No Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
58 Jason Cowan 59 Tommo	2 1						Keep current. It's already regulated by lights and is off a side road Disrupt the flow of already inspected ratio. People already drive 62.68km/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a hornings settler of road, and personally slow down because of it. If we don't do this, first, the Countil could be used, which would be a total waste of ratepayer money, second, the supermarket will not go ahead, the RMA is very clear on that, If we don't do this, first, the Countil could be used, which would be a total waste of ratepayer money, second, the supermarket will not go ahead, the RMA is very clear on that, If we don't do this, first, the Countil could be used, which would be a total waste of ratepayer money, second, the supermarket will not go ahead, the RMA is very clear on that,	No Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
58 Jason Cowan 59 Tommo Rimu Bhooi 60	2 1						Keep curren. It's already regulated by lights and is off a also read Diougnt the flow of already impeded traffic. People already drive GL-68m/h in this section, so lowering the limit to 60m/h would make a negligible difference—not even enough to register as an inconvenience. It's a homelies stretch or road, and personally slow down because of I. If we don't do this, first, the Council could be sued, which would be a total waste of ratepayer money, second, the supermarket will not go ahead, the RMA is very clear on that, so that would be a complete vaste of all for Council work since 2018 for Hamiltonians to have access to this supermarket.	No Road markings and the signs are all paid for by the supermarket, and the signaload intersection is a must.
58 Jason Cowan 59 Tommo	2 1 2 2			1			Keep current. It's already regulated by lights and is off a side road Output the flow of already impeded traffic. Propagation of the side	No Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
58 Jason Cowan 59 Tommo Rimu Bhooi 60	2 1 2 2			i			Keep curren. It's already regulated by lights and is off a also read Diougnt the flow of already impeded traffic. People already drive GL-68km/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a member section of a post and personally slow down because of I. If we don't do this, first, the Council could be sued, which would be a total waste of ratepayer money, second, the supermarket will not go ahead, the RMA is very clear on that, so that would be a complete waste of all the Council work ince 2018 for Hamiltonians to have access to this supermarket. You silly monkey make it way too slow as it is to commune the city. Something the city doesn't need more of a more traffic (which making a new palsanse would then incline the building of more houses therefore more traffic and more also was all the occessin subsol midden't then potentially make the build may a new palsanse would then incline the building of more houses therefore more ruffic and more salow area. If the occessin sub out inclined then potentially make the building and the that any new person in the country the country that the country the country that the contract is a supermarket.	No Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
58 Jason Cowan 59 Tommo Rimu Bhooi 60	2 1 2 2			1			Keep current. It's already regulated by lights and is off a able road Durupt the flow of already impeded traffic. Propies already and the second of the sec	No Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
58 Jason Cowan 59 Tommo Rimu Bhooi 60 Hamish 61 62 Leoni Jacobs	2 1 2 2			1			Keep current. It's already regulated by lights and is off a able road Durupt the flow of already impeded traffic. Propile already drive GZ 68mm, in this section, so lowering the limit to 60mm/h would make a negligible difference—not even enough to register as an inconvenience. It's a mornitoris sected of road, and personally show down because of it. If we don't do this, first, the Count could be used, which would be a total waste of ratepuyer money, second, the supermarket will not go ahead, the RMA is very clear on that, on the wood has a considerable vaster of all the council work into a 2018 for first-inclinates to have access to this supermarket. If we don't do this, first, the Count could be used, which would be a total waste of a ratepuyer money, second, the supermarket will not go ahead, the RMA is very clear on that, to all two don't be a considerable vaster of all focused work into 2018 for first-inclinates to have access to this supermarket. If we don't do this, first, the Count could be used, which would be a supermarket will not go ahead, the RMA is very clear on that, to all two don't be supermarket. If we don't do this, first, the Count is always and the supermarket will not go ahead, the RMA is very clear on that, to always a supermarket will not go ahead, the RMA is very clear on that the supermarket will not go ahead, the RMA is very clear on that, the work that will not go ahead, the RMA is very clear on that, the work of the certain will not supermarket will not a supermarket will not go ahead, the RMA is very clear on that, the certain the supermarket will not go ahead, the RMA is very clear on that, the work of the certain the supermarket will not go ahead, the RMA is very clear on that, the very clear of the supermarket will not go ahead. The supermarket will not go ahead, the RMA is very clear on the the very clear of the supermarket will not go ahead. The supermarket will not go ahead, the RMA is very clear on the not always and the supermarket will not go ahead, the R	No.
58 Jason Cowan 59 Tommo Rimu Bhooi 60 Hamish 61 Leoni Jacobs Sivaram	2 2 1 1 1 1			1			Keep current. It's already regulated by lights and is off a a dise road Diougnt the flow of already impeded traffic. People already drive G. 488m/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a member section of a disease of the section of	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'risave, ensuring
58 Jason Cowan 59 Tommo Rimu Bhooi 60 Hamish 61 62 Leoni Jacobs	2 2 1 1 1 1 1			1			Keep current. It's already regulated by lights and is off a a die road (Durupt the flow of already impedied traffic Peeple already drive GZ-68m/h in this section, so lowering the limit to 60m/h would make a negligible difference—not even enough to register as an inconvenience. It's a hormbris streeth of road, and personally show own because of it. If we don't do this, first, the Council could be sued, which would be a total waste of retepuyer money, second, the supermarket will not go ahead, the RMA is very clear on that, it was don't do too, the council could be sued, which would be a total waste of retepuyer money, second, the supermarket will not go ahead, the RMA is very clear on that, to that would be a complete vaste of all the Council work since 2018 for framittenants to have access to this supermarket. Too ally monkeys make it way too slow as it is to commute the city. Something the city deposit need more of is more traffic with making a new palranse would then incline the budging of more house therefore more tending and more is one sear. If the concern is about nederal through one that the late that may new person in the country of the certain demographics that cause the incidents.	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no perferential treatment is given to any business.
58 Jason Cowan 59 Tommo Rimu Bhooi 60 Hamish 61 Leoni Jacobs Sivaram	2 1 1 1 2			1			Keep current. It's already regulated by lights and is off a sole road Output the flow of already impeded traffic. Propagation of the sole	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'risave, ensuring
58 Jason Cowan 59 Tommo Rimu Bhooi 60 Hamish 61 Leoni Jacobs Sivaram	2 1 1 1 2 2			1			Keep current. It's already regulated by lights and is off a a die road Clourst the flow of already impedied traffic. People already drive G. 2-68m/h in this section, so lowering the limit to 60m/h would make a negligible difference—not even enough to register as an inconvenience. It's a mornish stretch of road, and personally show own because of it. If we don't do this, first, the Council could be sued, which would be a total waste of ratepayer money, second, the supermarket will not go ahead, the RMA is very clear on that, to that would be a conteple vaste of all for found work size a 2018 for framittenants to have access to this supermarket. Too ally monkeys make it very too slow as it is to commute the city. Something the city deposit need more of is more traffic which making a new palranse would be incided to the budging of more houses therefore more tending and more is one seal. If the concern is about incident then proteinally make the last but any new person in the country of the certain demographics that cause the incidents. The same and	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no perferential treatment is given to any business.
58 Jason Cowan 59 Tommo Rimu Bhooi 60 Hamish 61 Leoni Jacobs Sivaram	2 1 1 1 2			1			Keep current. It's already regulated by lights and is off a sole road Output the flow of already impeded traffic. Propagation of the sole	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no perferential treatment is given to any business.
38	2 2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			1			Keep current. It's already regulated by lights and is off a side road Churyth the flow of already impedit of tall? Progle already drive CS 468m/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a normalise steech of road, and personalsy sive down because of it. If we don't do this, first, the Count could be used, which would be tasted of steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, and the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money and the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, the uppermarks will not go ahead, the RMA is very clear on that, the steapyer money, scroot, scroo	No. The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring or perfected intendent in given to any business. I don't support R
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38	2 2 1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1			1			Keep current. It's already regulated by lights and is off a side road Duryst the flow of already impedit of tall? Progle already drive CS 468m/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a new form of the control of the co	No. The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no perfected intendenced in given to any business. I don't support R
58 Jason Cowan	2 2 1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1			1			Keep current. It's already regulated by lights and is off a sole road Output the flow of already impedia fulfill. Propile already area Co-68m/n in this section, so lowering the limit to 60m/n would make a negligible difference—not even enough to register as an inconvenience. It's a normalized and the control of the c	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by PAV'nsive, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Wairere Drive and
58 Janon Cowan	2 2 1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1						Keep current. It's already regulated by lights and is off a a die road Dougst the flow of already impedit of tall? Prople already drive CS 468m/h in this section, so lowering the limit to 60km/h would make a negligible difference—not even enough to register as an inconvenience. It's a member of the control of the cont	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by PAV'nsive, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Wairere Drive and
58 Jason Cowan Commo Rimu Bhool 60 Hamish 61 62 Leoni Jacobs 63 Phramorthy Aristen 64 Alice Bulmer 65 Fyan Paterson Geoff Kreggher	2 1 1 1 2 2 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 2 2 1			1			Keep current. It's already regulated by lights and is off a sole road Output the flow of already impedia fulfill. Propile already area Co-68m/n in this section, so lowering the limit to 60m/n would make a negligible difference—not even enough to register as an inconvenience. It's a normalized and the control of the c	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nsave, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Waierer Drive and
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58 Jaronn Cowan Rimu Bhool Rimu Bhool Hamish 60 Hamish 62 Leoni Jacobs 51 Thirumorthy Kristen 64 Alice Bulmer 65 66 Ryan Paterson Geoff Kregher Geoff Kregher	2 2 1 1 1 2 2 1 1 1 2 2			1			Keep current. It's already regulated by lights and is off a a die road Output the flow of already impedit of this Propis already area C2-68m/n in this section, so lowering the limit to 60m/n would make a negligible difference—not even enough to register as an inconvenience. It's a branches sected in creating and personalsy six down because of it. The section of the section o	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by PAV'nsive, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Wairere Drive and
58 Jaronn Cowan Rimu Bhool Rimu Bhool Hamish 60 Hamish 62 Leoni Jacobs 51 Thirumorthy Kristen 64 Alice Bulmer 65 66 Ryan Paterson Geoff Kregher Geoff Kregher	2 2 1 1 1 2 2 1 1 1 2 2 2 2 2 2 2 2 2 2						Keep current. It's already regulated by lights and is off a adder road Output the flow of already impedia fulfill. Propile already ample of 2-68 m/s in this section, so lowering the limit to 60 m/s hours and already ample of 2-68 m/s in this section, so lowering the limit to 60 m/s hours and already ample of 2-68 m/s in this section, so lowering the limit to 60 m/s hours and already ample of 2-68 m/s in this section is observed in the section of 2-68 m/s in this section is observed in the section of 2-68 m/s in the section of	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nsave, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Waierer Drive and
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58 Jason Cowan Filmu Bhool 60 Hamish 61 62 Leoni Jacobs 63 Thrumoorthy Kristen 64 Alice Bulmer 65 66 Ryan Paterson 66 Ryan Paterson 67 Alichin Stephene 68 Ashlin Stephene 69 JJ Ross 70	2 2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2					Sports in te Rapa Many of mine and my children's extra curricular activities require travelling on	Keep current. It's already regulated by lights and is off a adde road Mounty the flow of already impedit of this Progle already drive QS-68m/n in this section, so lowering the limit to 60m/n would make a negligible difference—not even enough to register as an inconvenience. It's a "regulated already drive QS-68m/n in this section, so lowering the limit to 60m/n would make a negligible difference—not even enough to register as an inconvenience. It's a "regulated already drive QS-68m/n in this section, so lowering the limit to 60m/n would make a negligible difference—not even enough to register as an inconvenience. It's a "regulated already drive QS-68m/n in this section, so lowering the limit to 60m/n in the limit of the control was a lower of the control was a lower of the limit of	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no preferential treatment in given to any business. Ident's support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Wairere Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Wairere Drive. No No leave it or increase the speed. Diseas traffic lights were being installed at the Karewa/Wairere intersection to enable entry from all directions, I do not see the need to reduce the speed here.
58 Jason Cowan						Sports in te Rapa Many of mine and my children's extra curricular activities require travelling on	Keep current. It's already regulated by lights and is off a a dee road Output the flow of already impedit of title. Progle already drive Q-6-68m/n in this section, so lowering the limit to 60km/n would make a negligible difference—not even enough to register as an inconvenience. It's a regular already drive Q-6-68m/n in this section, so lowering the limit to 60km/n would make a negligible difference—not even enough to register as an inconvenience. It's a regular already drive Q-6-68m/n in this section, so lowering the limit to 60km/n would make a negligible difference—not even enough to register as an inconvenience. It's a relative dear of this fire, the Council could be used, which would be a total waste of relategave money, second, the uppermaket with one go ahead, the RMA is very clear on that, so that would be a complete waste of all the Council work since 2018 for Hamiltonians to have access to this supermaket. You saily makely an artist as way to so low as it to communde the City. Something the city down free drive of an inches making a new palsanse would then incline the building of more houses therefore more traffic) and more slow areas. If the concern is about incidents then potentially make the law that any new palsanse would then incline the building of more houses therefore more traffic) and more slow areas. If the concern is about incidents then potentially make the law that any new palsanse would then incline the building of more houses therefore more traffic) and more slow areas. If the concern is about incidents then potentially make the law that any new palsanse would then incline the building of more houses therefore more traffic confidence in the council of the certain demographics that cause the incidence. It always page to the the an available of the supermarket and support the installable. It always page to the an available traffic cause the incidence. It is always page to the an available traffic cause the incidence. It is always page to the an available traffic cause the incide	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by PAV nSave, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Wairere Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Wairere Drive. No No leave it or increase the speed.
58 Jason Cowan Filmu Bhool 60 Hamish 61 62 Leoni Jacobs 63 Thrumoorthy Kristen 64 Alice Bulmer 65 66 Ryan Paterson 66 Ryan Paterson 67 Alichin Stephene 68 Ashlin Stephene 69 JJ Ross 70	2 2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2					Sports in te Rapa Many of mine and my children's extra curricular activities require travelling on	Keep current. It's already regulated by lights and is off a a dee road Output the flow of already impeded traffic. Progle already area Co-Sélam, in this section, so lowering the limit to Olümn'h would make a negligible difference—not even enough to register as an inconvenience. It's a normalise stretch of ready and personally six work own because of it. Progle already area Co-Sélam, in this section, so lowering the limit to Olümn'h would make a negligible difference—not even enough to register as an inconvenience. It's a normalise stretch of ready and personally six work own because of it. The progle already area of the section of the se	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nsave, ensuring no preferential treatment is given to any business. Ident's support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Walvere Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Walvere Drive. No No leave it or increase the speed. Diseas traffic lights were being installed at the Karewa/Walvere intersection to enable entry from all directions, I do not see the need to reduce the speed betre.
58 Jason Cowan						Sports in te Rapa Many of mine and my children's extra curricular activities require travelling on	Keep current. It's already regulated by lights and is off a a dee road Output the flow of already impeded traffic. Progle already after 62 6-68 m/s in this section, so lowering the limit to 60 m/s hours and the control of the first of the control of the contr	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by PAX'nSave, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Wairere Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Wairere Drive. No No leave it or increase the speed.
58 Jason Cowan	2 2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2					Sports in te Rapa Many of mine and my children's extra curricular activities require travelling on	Keep current. It's already regulated by lights and is off a a deer road Output the flow of already impeded traffic Progles already area Co-Sellam, in this section, so lowering the limit to Olbim/h would make a negligible difference—not even enough to register as an inconvenience. It's a normalise stretch of read, and personals year down because of it. The progress of the prog	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Waverer Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Walerer Drive. No No leave it or increase the speed.
58 Jason Cowan	2 2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2					Sports in te Rapa Many of mine and my children's extra curricular activities require travelling on	Keep current. It's already regulated by lights and is off a a dee road Output the flow of already impeded traffic. Progle already after 62 6-68 m/s in this section, so lowering the limit to 60 m/s hours and the control of the first of the control of the contr	No The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'nSave, ensuring no preferential treatment is given to any business. Iden't support it Just conditions as specified in the original resource consent, including that Foodstuffs must install traffic signals at the intersection of Waverer Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Walerer Drive. No No leave it or increase the speed.
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Anne	A	В	С	D	E	F	G	H I do not agree with the lowering of the speed limit to build a supermarket. There are enough entrances to access the supermarket without lowering the speed or the need to	No. 1 do not compact formation the connel limit
73 Anne	ŀ	4					Personal	I do not agree with the lowering of the speed limit to build a supermarket. There are enough entrances to access the supermarket without lowering the speed or the need to change Wairere Drive.	No - I do not support lowering the speed limit.
74 Andre	ea Daly	1		1	1	1			No .
75 Cassa	ndra Cook	1		1	1	1		There are 3 lights in that section anyways, the pak n save will support better options for more people.	A second exit from Te Awa
76 Kit Gail P	artington :	2				1		The north end of Hamilton need more choice for supermarkets. The base along with other retailers in the area haven't asked for the proposed speed limit change. Wairere Drive is further away from the new proposed Pak n Save	no
77								supermarket. I don't see a problem.	
Phill		2						This is a ring read for Hamilton and should remain at 80km. If this speed in not considered safe then more local roads and infrastructure need to be built to allow ring road to move traffic at a constant speed not at more delays and	Provide local roads for new business, with less intersections.
78 Liam I	Heaphy :	2			1		Going to the flex fitness gym.	intersections into it.	Leave the speed limits alone. Only bad things will come from adding lights and lowering speed limits.
								and this will provide no competition between them so it is a waste of time. Lowering the speed limits will result in more frustrated drivers and more accidents and most like	, and any same angle on some as a same grown and total ing species initial
1 70								more speeding tickets for no reason. If anything lowering the speed limit has thr risk of people being pulled over on this road which could lead to more congestion or a possible	
80 Kirste	en Blair	2				1			No, because I'm not voting for it to change.
	y Gibbons :	2			1	1	Gym	Te Rapa is already a very busy area, in particular this section where the proposed build will happen. The street is very narrow and traffic build ups are extremely bad already,	If traffic lights are put in place at the intersection by Woolworths and Couplands, this could make it more accessible by using the other side streets and
91								lowering the speed limit and adding the supermarket will make this worse. Having a large portion of the speed lowered in such a busy part of town is not likely to be productive, where there is already multiple supermarkets close by.	will help the traffic at that end rather than the other end of the road.
Jacob		2			1	1		Average travel speeds at peak traffic might be 62 - 68 km/h, but outside of peak hours this will drastically slow the traffic down and cause more accidents due to lack of	
0.0								perceived risk, therefore there will be less driving attention / more people on their phone etc. I suggest that no right turn modification is added to the end of Karewa Place, and users from Rototuna etc travel around to 'The Base' lights and enter Karewa Place from there instead.	
83 Moha	mmed	1			1	1		Safer for vehicles turning in and out	Need to have access to new supermarket from different street to avoid traffic jams going in and out to Woolworths and K mart
Sarah	Gregson					1	To get from one side of town to the other	What's the point most people don't pay attention to any signs anyway. Hell if you put lights up they still would run those aswell. But hey hcc will do what they want. Maybe the	There's no point. Can only go in one way from Wairere Drive. Put in slip lane.
84								hcc should go spend a day working on the roads with people who work on them and experience what really happens. Because honestly people won't pay attention they will do what they want.	
Charn	maine van	1				1		A Pack & Save will be great for the Northern suburbs	No .
85 Nieke 86 Jian		2			1			That road already had enough traffic jam, if put an other lights there, that's a nightmare 🎡 🖫 😭	
James		2			1			Inac road already had enough traffic jam, if put an other lights there, that is a nightmare (b) (b) (a) Already enough congestion on Wairere dr and Te Rapa road at the best of times. Hamilton is quickly becoming the new Auckland. Born and raised proud Hamiltonians like	
87								myself don't want this!	
88 Alison	n Stacey :	1						Only reduce the speed limit between Te Rapa and Pukete Roads to allow for the right turn into Karewa Place.	Widen Karewa Place or remove parking on one or both sides of the road. Especially behind Kmart and Wookworths as it is hard to see when turning out of the Kmart car park, and Pak n Save will mean more traffic through that road.
Wend	dy Lewis :	1				1	Its close to my family's house	It is a short piece of road between intersections so a 20km reduction in speed won't change much as its very difficult to get green lights through the multiple intersections to be	A look at thought change frequency/speed to ensure the pukete road side has flow as well as currently it is a very short green light time and cars use that
90 Scott	Martin							able to get up to 80km, safely, anyway	as a bypass and will do even more if the change happens
90 Scott		2						Need more pak n save Neither of these options work.	Reduce the speed limit but do not add any further access points, continue to drive around as required today to get into woolworths and KMART.
								Adding another set of lights on Karewa place is less than 200m from both pukete and Te Rapa straight lights. The stretch between pukete rd and turning right onto te rapa	
91								straight is already congested, adding another right turn will make this diabolical. Karewa place is also not wide enough to have further traffic flowing 2 ways.	
92 Gwen	yth Williams	1			1				
Dan N	Mikkelsen	1						It's already a busy stretch of road so a 60km/h limit isn't a bad idea anyway, plus another PAK'nSAVE in Hamilton will greatly help those struggling with the cost of living crisis	<u> </u>
94 Kathri	ine Goyena :	1				1		More choice for grocery shopping.	None
95 Reef F	Pitts	2			1			I think at 60km/h we will see more of an influx of traffic between 5pm and 6pm along Wairere Road and Te Rapa Road, in my opinion it should stay 80km/h.	No .
96 Jo 97 Liam		2						All you're doing is slowing everyone down even more. Stop changing things that don't need to be changed and save money.	No.
98 Merv		2			1			Build pak n save and keep thw speed limit.	NO. Widen the road make it a two way lane both ways
99 Jake D	Death :	1						Having another Pak N Save Will driver more competition and lower food prices	
100 Kathr	yn Wallace :	1			1			We need a pak n save out this way and besides you can never grt to 80km along that piece of road anyway. Ain't gonna hurt anybody to go abit slower between the two sets of lights	No Nope
102 T Fran	mpton :	1				1		I wish to see Pak n Save built for the community	
Dearn 103 Read	na Gaukrodger-	1				1	Getting in to town	I can't wait to see a Pak n Save at this end of town and love the jobs it will create for Hamiltonians.	
Owen	Mataiti :	2			1	1		HCC have made excessive speed limit changes around the city and this change will only lead to more. There is already a New World close by on Te Rapa and there is no need for	No
104								another supermarket in the area	
105 Jennie 106 Sue La	e knight :	1						There is too much traffic around that area already. A new supermarket needs to be away from the constant traffic jams by the Base, Woolworths and Kmart. Have been waiting for years for this paknsave to be built. Will provide more competition in prices with all three major supermarkets in the area.	No .
Basil		1				1		A slower speed limit is ok for this area as its stops people speeding in these areas when they shouldn't be.	I think the Exit and entrance acess should be at the back of Pak n save and not multiple entrances like Mill st once had.
107	Christieson :	1						Pak in Save North will be great for the community and surrounding areas. Nobody actually gets up to 80km anyway on that short stretch over the bridge.	No speedbumps!!!!!
109 Kim		1				1		recent across the sale of the substitution of	The speciment of the specimens of the sp
	y Attenborough	1				1			
111 Sam H	leyes	1						Access to a cheaper supermarket that's closer to my home and having a reduced speed is a easy decision. Makes sense.	Not that I can think of.
112 Maka	Lane	1					To visit my Mum	Good competition for existing supermarkets	No .
113 Kayla Joshu	Mhatre	2			1			So that shoppers and drivers can slow down and shop at the shopping precinct It's already to slow to move around Hamilton due to the councils bush for so traffic calming measures. It's already congested at peak times why make it slow germanently for	More sognage No
								non peak times and the roads not even where the supermarket is going.	
114 Melis		,						And the wording of this is get a supermarket or not is deliberately misleading giving an ultimatum they can find other ways.	Dont reduce the speed limit.
Melis	od i	1						There is already a supermarket in this area why does the speed limit need to be reduced now? Also this is a very high traffic area. Reducing the speed will just increase congestion.	DOIN reduce the speed writt.
115									If anything adding more roads or side streets to get better access to the base instead of this road being the main access point
Denyr	m caverhill	2					Its a quicker route than using t straight, dont male it as slow as t straight	It will slpw down traffic and make comgestion even worse, theres no need for this speed reduction	Dont know
117 mike		2			1	1		still have the super market there with the remaining speed limit in place .it gets congested as it is so why make it worse	
Dee si	imon	2			1			First of all, palace is on a completely different street and what's the point of reducing it for paknsave when you didn't do it for countdown and countdown is closer to wairere.	
118 119 Julie F	Hill	1						Doubt the traffic in the affected area would be travelling that part at 80 anyway. I welcome another option to get my groceries	No.
Hanna	ah Trebes	1				1	Generally getting around the city.	The effected stretch of road is very rarely able to be driven at 80km/h as is. This is due to it being interrupted by traffic lights, and being a main route for large numbers of cars	Probably not council's business, but it would be good to the the paknsave itself have at least some of its parking be beneath the shop. Whether that's
								resulting in there always being traffic there. A change to the speed limit would in my opinion have minimal impact on the way the stretch of road is driven by the average driver. I also think that having another paknsave will be a great thing for hamilton, and especially in the more northern suburbs where there is not one currently.	raising the building or lowering the parks to underground.
120									
Andre	ew :	2		1	1	1		Hamilton is already slow enough to get around since the erecting of speed bumps everywhere around the city, wairere drive already is a standstill most days with congestion.	No
121 Donn	a O'Callaghan	1					Dropping grandson to ours kids house	This is just a silly idea to adjust the speed limit and will frustrate city goers even more The other supermarkets need the competition. Also 80km too dangerous there for the amount of terrible drivers, red light runners, the terrible hill on the bridge that hides	
122	- 1							The other supermarkets need the competition. Also bokm too dangerous there for the amount or terrible drivers, red light runners, the terrible hill on the bridge that nides traffic and huge amount of traffic there is around there	
Andre	ew :	2		1	1	1		We need an option 3 Reduce speed limit to 60 but do not install a set of traffic lights allowing people turning right into Karewa place	Find a option 3
								mouses space minic to see sec to the initial a set of trainic lights anowing people curring right into Karewa place	
123								This road is already congested enough without throwing another set of traffic lights forcing all the other intersections to then be heavily blocked	
Richa	rd Hodson	2						I think spending nearly \$40k deciding whether or not to change a speed limit is ridiculous. How can you possibly justify that as a reasonable expense to the public?! Just leave it as it is and spend the \$40k on something more worth while, like maintaining the condition of the roads, cutting back overgrown plants on traffic islands, playgrounds for kids,	No just reave well alone.
124								transport for the elderly and disabled to hospital	
Max B	Basson	2				1		A paknsave in that area is not a good idea because there is already a lot of congestion in the surrounding area. Adding a paknsave will just worsen the situation. There is already a paknsave and kmart just down the road. Adding a paknsave has no additional benefits to the surrounding area. Traffic jams are bad enough, they do not need to be worse.	No.
1 1									
125	e :	2						Because it's going to be built no where near the 80k road. It didn't change for the base or countdown so why should it change now?	No. Everything is fine how it is
125 126 Kaytie		1						We need a big super market at this end for future growth and development. I think a pak n save in the area is great.	No. Maybe yellow lines opposite DMW trailers as it's hard for cars to get out of the drive of #9 as you can't see coming out and there will be more traffic
127 Simor	n :	1							
127 Simor	n :	1						l work on Karewa place and I think and option to turn right into it from Wairere is good	coming down if Pak n Save goes ahead
127 Simor Mel C	n Connew	1						Most cars don't get up to 80kms along there anyway because of the build up of traffic	
127 Simor	n Connew	2 1			1 1	1			coming down If Pik in Save goes ahead Move the driveway entry for pak in save off waitere ?

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Item

A	В	С	D	E	F	G	Н	I
Ryan	2					Direct route to family members who rely on	I'm not against the new supermarket being built, I feel that the reduction of the speed limit will create more traffic	
32 Sam	2				1	ine	The congested there is already unacceptable due to shit roading and this will make it a lot worse!	
33 Ben	2	1	1	1	1		I don't shop at Pak N save and so why should my drive be hindered by those trying to shop two blocks away. It's not even directly off that road at all!	Leave the limit alone. The build site is two blocks away!!
34 Chels Walton	2	1		1	1		The area is already too congested with traffic, Paknsave needs to choose a different location	No .
35 Katherine Blow	2	1					No as it would exacerbate the already existing traffic in the area	No.
Michal Theuer	2	1	1	1			Pak n Save is far enought from this road, so having 80kph speed limit doesn't affect it at all. Would be a different story if it was 80kph pass the actual shop.	No, as there is no need to change the limit. This whole is written to make people feel bad if they say no to 60kph limit. Absolute nonsense.
Darren								No control and Baltiman and a control and a second of the
Darren	P	1					Another PaknSav is good for Hamilton, especially in Te Rapa. We need it.	To me, only speed limit signs are also needed. Keep it simple.
37	1 1						Lowering the speed is not a real problem as it's not a great speed decrease, it's only a part of Wairere Drive and slowing down is, in my opinion, better.	
38 Neha	1						Ower might expect is not a real production as it is not a great speed decrease, it is only a part or wanter brief and sowing own is, it my opinion, better. Need more competition in supermarkets, Pak is save needs to be built to allow competition with bookworths few kms away.	
39 Kane wilson	2	1	1	1	1		Lowering the speed limit along this stretch Will further cause issues traffic from Rototuna.	Don't change it!
Brad Ager	2	1		1	1		Theres already enough congestion in the area in peak times. A supermarket there would further add to congestion issues. Theres enough supermarkets in the area already.	
40								
41 Keith Spooner	2			1	1			
42 Benny	2	1			1		Reduction of speed limit is not necessary.	Not necessary
Kim Hunt	l,						Because we want a pak n save, however you do not need to reduce speed. I can't see how making wairere rd slower will help pak n save when not on that road. Seriously HCC	
lan Poole	2						you are being silly. To have a right hand turn into Karewa Drive from Wairere Drive is not acceptable.	No.
iaii roole							To have a right hand turn into natewa drive from waitere brive is not acceptable.	NO STATE OF THE ST
							This will have major impacts on traffic movements in the area. Both before the Pukete Road intersection going west and traffic travelling east from Te Rapa Straight.	
							There are already long queues when turning right from Wairere Drive towards The Base and we do not need more problems in that short stretch of road	
44								
Libby H	1	l.		1			Having pak n save on the north side of town would be great and provide a lower cost alternative for supermarket shopping.	At least 2 entrances and exits to pak n save which may require an additional traffic light on te rapa road, or only have access from te rapa road coming in
45						I		or out on the left hand lane. Ideally eagleway road would be changed into a four lane road to limit congestion as that is the main access point to kmart
45 Ann Consour	1						I will be apply to have a part on that's get in the city control	and countdown which already drives a lot of traffic on that road.
46 Ana Copsey 47 Karl Power	2						It will be good to have a pak n save that's not in the city centre there is no need to slow people down along this section of Wairere Dr	No, make sure there are no speed bumps
48 Chris	2						The state of the state product unit and guilla decition of transfer of	recommendate street are the speed durings
49 Dontneedtoknow	2					To gas up	I don't even know why would you even waste time, money and effort putting this survey together or even to purpose such a unnecessary change.	You are only creating more traffic by reducing the speed limit. Think smarter and develop better.
Gourav	2	1		1	1		We require option 3 as well. I live in Pukete and almost daily drive through Karewa place. It is already a very narrow road with full on both sides at peak hours. Already the jam	As above, Making karewa place as main entrance for Pack in save would be a disaster.
							To go left from Karewa place after 4 pm is jammed to 100 's of meters.	Karewa place should not be the main option for accessing pack n save at all
							Your options about wairere drive is not talking about the further issues at all.	
							L	
							Why can't people take a right Turn further at Te rapa road? Or drive drom Pukete road > Church Road and Karewa place?	
Rudi du						Travel to Dinsdale and Grandview Heights	View Proposal	View Proposal
Ploov*Supporting	ľ	1				Travel to Dinsdale and Grandview Heights	view Proposal	view Proposal
51 info attached								
Rudi du Plooy	2	1			1	Travel to Dinsdale and Grandview Heights	See my proposal	View my proposal
*Supporting info								
52 attached								
53 M Webb	2			1	1		Stop slowing the city down	
Russell Jennings	12			1			Wairere Drive is a thoroughfare road, and as such should be a consistent speed.	
	1 1							
							One business does not consitute a crisis in as much as they deserve special treatment, nor should they be offered any such consideration.	
1							The narrow road built on the end of Karewa place , joining to Maui Street is also not suitable as a thoroughfare.	
54							The narrow road built on the end of Karewa place , joining to Maul Street is also not suitable as a thoroughfare. Route traffic to Te Rapa road, end of story.	
54 Amish	2	1		ı	1		The narrow road built on the end of Karewa place , joining to Maui Street is also not suitable as a thoroughfare.	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
54 Amish	2	1		1	•		The narrow road built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route striffic to Te Rapa road, end of story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wintee, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIC in Nation and Rulaust road near Valkact of University. The CDI is a case of slower speeds being frustrating to drive. If public transportation was more train or light rail based this	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
54 Amish	2			<u> </u>	ı		The narrow road built on the end of Karewa place; joining to Maul Street is also not suitable as a thoroughfare. Route traffic to Te Rapa road, end of story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wintec, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SLC in	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
54 Amish	2	1		1	1		The narrow road built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route traffic to Te Rapa road, end of story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wintee, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIC in Naxton and Rusburar road near Walkato University. The CBO is a case of slower speeds being frustrating to drive. If public transportation was more tram or light rail based this would be fine.	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
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Amish	2	1		•			The narrow road built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route traffic to Te Rapa road, end of story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Winter, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIC in Nation and Rustura road near Walkato University. The CBD is a case of slower speeds being firstrating to drive. If public transportation was more tram or light rail based this would be fine. Smart road design should be considered before adding a PAKYNSAVE there.	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
54 Amish	2	•		•			The narror was built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route straffic to Telap acode, end of story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Worker, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SISC in Naturation and instanct and near Visitation University. The CD is a cise of slower speeds being fluoristing to drive. If public transportation was more train or light rail based this would be fine. This will increase straffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
.4 Amish	2	<u> </u>		•	<u> </u>		The narrow road built on the end of Karewa piace , joining to Maul Street is also not suitable as a thoroughfane. Route striffic to Te Rapa road, end of starty. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wintee, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIC in Nation and Rulauti road near Walsto University. The CBD is a case of slower speeds being frustrating to drive. If public transportation was more tram or light rail based this would be fine. Smart road design should be considered before adding a PAKNSAVE there. This will increase traffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will occur more for road-puryer wish or all recrease in cost, more animosity towards the council for slowing the city down, more traffic down Arthur Porter Drive	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
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55 Heather Hitchens	2			<u> </u>	1 		The narrow road built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route traffic to Te Rapa road, end of stary. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Winter, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SLC in Natura and Rulautr and near Valsato University. The CSD is a case of slower speeds being frustrating to drive. If public transportation was more tram or light rail based this would be fine. Smart road design should be considered before adding a PAKNSAVE there. This will increase traffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will cost more for rate payers who are already feeling the increase in cost, more animosity towards the council for slowing the city down, more traffic down Arthur Porter Drive and Pukete Road.	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
55 56 Heather Hitchens 57 Jade Fife	2	1					The narror was built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route staffic to Faga road, end is fast, Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wintee, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SLC in Nativation and flushart and near Vallation University. The CBD is a case of slower speeds being frustrating to drive. If public transportation was more train or light rail based this would be fine. Smart road design thould be considered before adding a PAK'NSAVE there. This will increase traffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will cost more for raise purper who are already feeling the increase in cost, more arimosity towards the council for slowing the city down, more traffic down Arthur Porter Drive and Pakete Road. There are already two PAK'NSAVE's within Hamilton. Would it not be better to place the PAK'NSAVE more towards Nganuswahia or close a PAK'NSAVE?	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
55 Heather Hitchens	2				1		The narrow road built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route traffic to Telap acode, end of story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wirete, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIS in Manches and Raskard and near Walland to where the American of near Walland to whereing, The City is a cell of lower speeds being frostrating to drive. If public transportation was more train or light rall based this would be This. This will increase traffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will cost more for rate payers who are already feeling the increase in cost, more animosity towards the council for slowing the city down, more traffic down Arthur Porter Drive and Public Road. There are already two PAK'nSAVE's within Namilton. Would it not be better to place the PAK'nSAVE this row road song a PAK'NSAVE? It will be good to have a PAK'SAVE in this race, as it is usually cheaper and there are letes of lower income households this area of town, it will bring more jobs and competition.	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction. No
55 66 Heather Hitchens 57 Jade Fife	1						The narror road built on the end of Karewa piace, joining to Maul Street is also not suitable as a thoroughfare. Route staffic to Faga road, end is fasty. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Wintee, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SLC in Nation and Rubauts road near Walstato University. The CBD is a case of slower speeds being frustrating to drive. If public transportation was more tram or light rail based this would be fine. Smart road design should be considered before adding a PAK'NSAVE there. This will increase traffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will cost more for raise purper who are already feeling the increase in cost, more arimosity towards the council for slowing the city down, more traffic down Arthur Porter Drive and Pakete Road. There are already two PAK'nSAVE's widthin Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswahia or close a PAK'NSAVE within Hamilton. Would it not be better to place the PAK'nSAVE more towards figanuswa	There will be more signage a redesign in roads for bike lanes to Pakkies this will cause more traffic pile up and require more speed reduction.
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555 Heather Hitchens 57 Jade Fife. Lavra Cullen Say Adelle Warn Theresa 60 El Regan Grace Lisa Cooper 62 Shaun Lion-Cachet 13 Tim Norman 64 64 65 Josh	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					travels this stretch of road multiple times a	The narror road built on the end of Karewa place, joining to Maul Street is also not suitable as a thoroughfare. Route straffic to Faga road, end if story, Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Worket, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIX in Kindhor and Risbarts aroa near Walston University. The CDD is a cese of slower speeds being frustrating to drive. If public transportation was more train or light rall based this would be fine. This will increase traffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will cost more for rate payers who are already feeling the increase in cost, more animosity towards the council for slowing the city down, more traffic down Arthur Porter Drive and Paket Road. There are already two PAX*nSAVE's within Hamilton. Would it not be better to place the PAX*nSAVE more towards Ngaruswahia or closs a PAX*NSAVE? It will be good to have a PakesSave in this area, as it is usually cheaper and there are lots of lower income households this area of town, it will bring more jobs and competition to the other supermarkets. Also, it seems like the speed of cars wont actually change too much with the slower speed limit as most people go near 60 in these areas anyway Load its colly a small section of road skit is being changed, so limited neightor impact for people. The legisla town of address, would actually be that there ill as 1 striff lights in a 410m road, leading to further congession on that streetch for road, which makes a 60km speed limit irrelevant, as traffic will be going at a snalls pace in any case. There is no need to change the speed limit just because a pak n save is being built. Build the pak n save status quo, it's a waste of tax payers money for little to no gain what so ever. Support the speed limit reducti	No No Yes, Karewa street upgrade (widening) and or no street parking allowed on Karewa street from Eagle Way Road to Wairere Drive. Not to add a third traffic light/intersection, in a 410m road. No don't change the speed lomit 60 km does not goes to be applied all the way to the expressway.
55 155 166 167 176 168 177 188 188 189 189 189 180 188 180 188 180 188 188 189 188 188 189 188 188 188 188	1 1 1 2 2 2 2 2 2 2 2					travels this stretch of road multiple times a	The narror ward built on the end of Karewa place, joining to Maul Street is also not suitable as a thoroughfare. Route staffic to Faga road, end if story. Perhaps the council town planning ought to have done a better job initially. Hamilton is already being slowed down, this can be seen near Worket, where speed bumps have been added causing traffic to build up to a ridiculous amount. Same with SIS Lin Markon and Malaustra on learn aron near Walston University. The CDD is a see of slower speeds being frustrating to drive. If public transportation was more train or light rall based this would be line. This will increase straffic around that road leading to a potential speed reduction to 50-40 km/hr and more costs for speed bumps, pedestrian crossings, signage, painting. This will continue the control of	No No Yes, Karewa street upgrade (widening) and or no street parking allowed on Karewa street from Eagle Way Road to Wairere Drive. Not to add a third traffic light/intersection, in a 410m road. No don't change the speed lomit 60 km does not goes to be applied all the way to the expressway.

A	В	С	D	E	F	G	H H	
Thomas Mandeno	1					Delivery driver round te rapa, and worker on karewa road (eagle to church road, basically	As low income person, the options in the north end are slim for cheap groceries, and central Hamilton is to far away to access a mildly cheaper super market. I also feel it relationship to the obiter and comet have huge advantage akin to Clarence street pac'nsave on access, for my fellow disabled friends. I also see this as massive win for us fellow	Decrease car park spaces near exits on to business, Kmart and Coupland have horrible exits, had many close call on the way back from work or deliveries but this also extends to almost all business down that sections
						karewa road (eagle to church road, basically behind the new pac'nsave)	relationship to the obiter and comet have huge advantage akin to Clarence street pac'nsave on access, for my fellow disabled friends. I also see this as massive win for us fellow industrial workers who earn stuff all, making everything that keeps our lives running, be it food or the strange plastic thing, or some welded thing that keeps milkers happy or some strange 4wd'er ute couple eatra centimetres off the ground	but this also extends to almost all business down that sections Worse strategy due to possible business flow conflicts, but possible idea, 100% yellow strip from eagle to wairere on the Coupland side
							some strange 4wd'er ute couple extra centimetres off the ground I can understand why naysayer and nimbies would be so against something as petty as speed limit change, but fuck do us poor and disabled folks need this so much in the	Worse strategy due to possible business flow conflicts, but possible idea, 100% yellow strip from eagle to wairere on the Coupland side Fixing the countdown intake lane, that folks just don't know how to to navigate, I have many times had folks sucked into that lane, then pulled left at las
							I can understand why naysayer and mimbies would be so against something as petty as speed limit change, but fuck do us poor and disabled foils need this so much in the north end. I know I despise the supermarket duopoly, but hell this is the best of all the worst options, re those two companies business practices, always support my local grocers and butchers where economical. but some stuff they just own on price due to well, we all know why.	Fixing the countdown intake lane, that folks just don't know how to to navigate, I have many times had folks sucked into that lane, then pulled left at las minute and had near miss becasue of it or it backing onto the round about.
							government and the second seco	bike lane enforcement structres on the te rapa road left on to wairere if your coming from the base turning left up towards pukete road and turn from the base, heading towards pukete drive seen utes drive on the pavement, folks dog the bike lane, and beep at me for following the road rules for not being in the bike lane, or under cut me.
								Lastly, possible consult with Costco about negotiating coming to Hamilton again not the best another massive corporation but at least third player would be nice
								possible traffic safety/red light cameras on the pukete/base lights, but this seems an NZTA issue now.
								Generally the pulsete triangle and now be coming the eagle oblong & pulsete triangle needs a lot of work seen 8 car crashes at the mc donalds right hand turn of pulsete road sandwitch road is chaos etc etc you councillors and consult folks heard all the points enough and the data
167								(this last bit is humour) (.O. at this rate
Leanne 168	2			1	1		It's a busy road, 60km will increase congestion. Find another location for pak'n'sav. Woolworths is right there for people to shop at. Plus the speed limit doesn't need to be decreased for Woolworths	No
169 Robert Flintoff	2				1			
170 Rollie Aglasi Gerald	2						We already have traffic lights on te rapa and wairere, if pak and save doesnt want to build their store there if the speed limit wasnt change so be it, find another place to build it.	No, there is no need to change at this time, they should develon the nak and save first then across it there is a need for now changes.
171 Gillian Rowling	2					Using Wairere to get around the city quicker.	We already have traffic lights on ter rapa and wairere, it pak and save doesn't want to build their store there it the speed limit wasnt change so be it, find another piace to build it. There is already two supermarkets close by and adding another one so close causes more congestion. With Hamilton growing they should be looking further north. You need to	
172 173 Alana Peterson	1				1	oung stanete to get around the city quicker.	Inter is a areasy two supermarkets close by and adoing another one so close causes more congestion, with framitting growing they should be looking further north. You need to leave Walking speeds alone as it is a main arterial route around the city and doesn't need anymore lights right there. We need a pak is save down this end of town	and not reached the needs to be left as a left turn only, no right turn non-markete unite onto Natewa should be proposed.
Greg Blewet	2				1		The current speed limit is suitable. The problem is people running red lights and reduced speed limits will not change that. Install red ligt cameras to improve enforcement of current rules.	No speed limit change required. 3 Iane the east bound lane from kewera rd towards pukete drive. Add a longer merging lane for left turning traffic off pukete rd heading east.
174 Danitsa Barratt	1				1		Currently during heavy traffic no can go anywhere near 60km, but in low traffic 80km works well and is safe. Yes please reduce it, 80k is far too fast for that road anyway. 60k is a much safer speed limit regardless. And yes we need a pak n save on this side of town. So please go ahead.	
175								
176 Andie Morris	1						great to have more jobs in the area and a cheaper supermarket option None of the above. It has nothing to do with speed limits on a surrounding road. Keep it at 80.	No.
lan Lowe	1			1	1		We have been waiting for too long for the competition to be in north Hamilton.	No. I can't understand why Pak n Save has been made to do these changes when Woolworths directly across from Pak n Save site has not been required
Sheryl Winter							Option 2 Be madess to install another set of lights at Kawera place so close to Pubete lights and te rapa lights. There are already traffic queues at both sets of existing lights imagine having a third set between these existing ones. Absolutely crary idea Will cause more now to tall incidents.	to do anything like these changes.
179							Let PnS get on with their supermarket & stop Woolworths riding rough shot over the HCC	
180 Maurice Carrington	1						We need the new supermarket and the jobs it will bring. Twenty kays will not even be noticed as most times its medium traffic anyway	No
181 Yingxuan 182 Akshita	1						The existing arterial is already congested as it is. Reducing the speed is not going to impact travel times. Pak in save is absolutely needed at Wairere drive. Please reduce the speed limit	
183 Dayna	2			1			Change the resource consent to allow pak n save to be developed you idiots	No. Keep it at 80km/hr and allow pak n save to be developed, you idiots
Joanna Malaquin	1			1	1		The speed should reduce anyway as so many red light runners. Very dangerous.	No just a signage.
184 Brown Greig	2					Our 35+ team need to access the arterial routes multiple times a day for jobs and supplier trips.	Millions invested in the Ring Rd to keep Hamilton moving. My businesses needs to keep moving!	
186 Josh	2				1			
Jean Jordan	1				1		We need a Pain's save out this way, It will create jobs. We need a Pain's save in this zera. It will be jet with creating jobs and competition with supermarkets. Especially with the cost of living, Also, most drivers are either slowing down or speeding up going to awards or leaving the lights along this stretch of road. Therefore it's very difficult to drive at 800mh anyway and reducing the speed limit to 600mh, will not all feet people too much, I don't think too many drivers will notice the change as they are already onlying at close to this limit in this area anyway, and fully up findly in the people too much, I don't think too many drivers will notice the change as they are already onlying at close to this limit in this area anyway, a findly in	No Mo I don't think so.
Bharat 189	1				1		favour of reducing the speed limit. Recently I have encountered near miss accidents. Car behind me didn't stop over the bridge and tripped on side and glided down near to me. It's blind spot and to much traffic	
Sheree Margaret Putt							so better to reduce the speed limit in this zone. reduce the speed limit because there a lot of boy racers especially in Tokoroa reduce it to 60km	no
190 191 Lachlan Amber Bremner	2			1	1		Too Congested already. Area is already slow enough as it is. How many supermarkets are needed in one little area. I don't see any issue with reducing the speed limit to 60km/h along this stretch of road - that's about the average speed cars are travelling anyhow. More supermarkets at the	I do not support the speed limit change. Build a Pak n Save on the East side of the river.
192 193 Zane Polley	2			1	1		I don't see any issue with reouring the speed limit to buxinn along this stretch of road - that's about the average speed cars are travelling anyhow. More supermarkets at the north end of lower liberage in the surrounding community. Don't see it as a saftey concern	No changes required
Brydon Sundgren 194	1			1	1		Usas previously against amending the speed limit, but now recognise the impact if it were not to proceed. In my opinion, the benefits of a new supermarket and improved road safety in this area outweigh the increased travel times.	Happy with what is proposed
195 Aravind Pankaj Thomas	2			1	1		1. Unnecessary Disruption to Traffic Flow – Wairere Drive is a key arterial route designed to support efficient movement across Hamilton. Reducing the speed limit from	I believe that the proposed speed limit reduction should not stand alone. In my view, if the Council is committed to lowering the limit, it should be
							80km/h to 60km/h will slow down travel times for thousands of commuters daily, increasing congestion and frustration.	accompanied by physical changes that actively support a safer and more controlled driving environment. For example, implementing measures such as enhanced signage, road narrowing, traffic calming devices, or an improved intersection layout would help justify and reinforce the need for a lower speed
							for a 60km/h speed limit under the Land Transport Rule. Extending the lower speed limit further west creates an artificial need for a reduction, impacting drivers unnecessarily.	limit. Without these additional modifications, reducing the speed limit on a road that currently accommodates 80km/h appears arbitrary and may not address any underlying safety issues effectively.
							Inconsistent Speed Limits Create Confusion – Instead of improving safety, frequent changes in speed limits along Wairere Drive could lead to driver confusion, sudden braking, and potential accidents. A consistent speed limit is safer and more predictable.	
							 Economic Costs to Commuters and Businesses – Slower speeds reduce productivity by increasing travel time for workers, deliveries, and customers. Given Hamilton's rapid growth, efficient road networks are critical for supporting the city's economy. 	
106							5. No Significant Improvement in Access to Essentials – The justification for reducing the speed limit is tied to the development of a new PAK*nSAVE, but this location is already well-served by a Woodworths supermarket nearby. The claim that the new supermarket provides "better access" to essential goods is misleading when residents already have a major grocery store in close proximity. The inconvenience of a permanent speed reduction outweighs the marginal benefit of adding another supermarket to the area.	
196 197 Laura Davison	1				1		We need more supermarkets so a reduction in speed is a small trade off.	No.
198 Gabby	2							
199 Nick Mills 200 Sebastian Pidduck	2						A lot if people don't go 80kph on that stretch of road anyway. 60kph is fine for that piece of road.	No.
201 Shriram Nagarajan	1						i want the Paknsave supermarket to open up in Te Rapa.	yes, new boards to indicate the changes to speed.
Thiruna Selvaratnam 202	2				1			
Kayleigh 203	2			1	1		We don't need another supermarket. People already have options (Woolworths and New World). There is also a Pak n Save on Mill street that people can access.	No. Keep the speed limit the same. It already gets backed up due to work traffic etc. reducing the speed will only cause more issues.
204 Derek Burrough darrel stevens	2		1	1	1		In the 18yrs I have lived in hamilton I do not remember any time where I have managed to reach 80km in this stretch of road between traffic lights. changing the speed limit to lower speed will not slow any body down on wairere drive, and pak n save can still be built as there is a set of traffic lights at that intersection	No changes required. General speed observed in this area is ~60km/h anyway.
205	2						where development is happening.	
206 Stuart Cameron								

Marker 1									
March Marc		В	С	D	E	F	G	н	1
March Marc		2			1	1	_	I regularly travel through this intersection as its the main arterial route from Rototuna to The Base shopping centre and a link to some of my customers in the Te Rapa	Yes, the lane layout the Te Rapa road side of the lights at Pukete road is confusing and contrary to how a driver in a vehicle merges. The two right hand
Mary		1	1				I	commercial and Industrial areas. I think the current speed limit reflects the volume of traffic that has to be moved quickly from Hamiltons largest growing suburbs in the north.	turning lanes that head north should be the run on lanes and going straight through towards WINTEC and turning left on to Te Rapa Road should be the
Property		1	1				I	I think reducing the speed limit will have negative impacts on getting that volume through the area and reducing back log as fast as possible.	slip lanes. This would avoid people dangerously merging to the right at the last minute which I see frequently.
Part			_						
Part		1							
Part		1				1			The current proposal seems adequate.
Marked State 1	10 Tony	2			1	1			· · · · · · · · · · · · · · · · · · ·
Note the second of the second	Jonathan Creighton-	2	1		1	1		it's not even near the road that's moving down the speed.	no.
Part	Krystal Downey	1						As some who drives the road most days of the week and works in the area there is rarely a time that you are able to drive at the 80km speed limit due to the sheer amount of	You will need to look at the way the intersection at karewa place and waiere drive works to be able to have traffic flow smoothly as it is it backs up all the
Company	2							traffic that passes through waiere drive; Having another supermarket out this way will also be great too.	
Company	12 Inno	2	_						tramic as.it is a Hotspot for accidents as it is
Company		1				1		Increased supermarket competition with countdown, safer roads	
Company Comp	15 Lou	1	1			1		It's needed in the area. Reducing the speed is only a small section of Waiere Dr	No No
Company	16 Sandrine Smith	1	1					Due to heavy traffic, it's not possible to drive 80 anyway. It won't be a big change.	NA NA
Company	17 Daniela Laurence	2	1		1	1		Traffic congestion would be terrible. The road access that is required is not there. NZ should look to other countries when it comes to traffic engineering.	
	18 Rachael	1				1			No
	Iamie	2						No need to slow troffic down. Year the traffic flowing faster. Year it moving. More vehicles in the area for Pak is some will slow traffic movement down even without changing	No please do not nut any stunid steen humps or raised grossings. Complete waste of time and tay navers money
Company	20	1			•				no press do not par any scapio scep ourings of raised crossings. Complete waste of time and tax payers money
Company	21 Amir	2			1	1		It's a fucking stupid idea, find another way other than lowering more speed limits.	
	Gary Chesterman	2	1					The elephant in the room with this issue is the initial resource consent.	No, not if you go back to the drawing board and revise the resource consent.
Control Cont									
Services Company Compa	22 MGII Countlett	,							No.
For the control of th		2						Core the country and of Standard Standa	INV
Marked Ma		2				1		This area is already chaos throughout peak traffic times and is getting worse during off peak. It is hard to navigate getting into existing shore, without more traffic added to the	If the speed limit did reduce, it would need significant promoting to ensure anyone travelling through the area are aware of new changes. Other things
Mark							I	area. By adding a major building, this area will become a standstill. I am sure that a nearby site can be acquired to build a Paknsave that won't be so disruptive and will be	may need to be considered such as speed bumps or new lanes (major works!) to cater for the traffic buildup.
Part		1					I		
Part	25								
Mary	6 J Gouk-Macdonald	1				1		lower speed is safer especially for the pedestrians who use this route.	N.
Part	Delwyn Martin	1	1		1		1		No
services of the control of the contr	Aaron McFarlano	1						no nece or covery or use, part or waiters as it has a sets or lights anyway. Get the supermarket in, and ston the red table, extra costs and felally tactics for Pak in Swell This hepefits employment and the cost of listing crisis in Hamilton. We are held	No. Get the supermarket in
No. 1		1							not be the supermover in
								This whole set up of traffic management here is poorly thought through right at the start. I've never understood why the busy traffic headed to SH1 is directed down and past	
Note								through the base (Hamiltons busiest mall!) and down te rapa straight - it should be directed onto SH1 by the winter traffic lights with an on ramp headed north. There should	
March Marc								have been an off ramp here to for people to get on Wairere Drive. If this happened at the start you could have just directed Karewa pl traffic out by the Woolworths lights.	
March Marc	28								
Section of the content of the cont	29 Trent	2	_						Dont change the speed limit, change the requirements for pak n save
Part	Sandie Iordan	1	_		1	1		it doesn't make sense needing to add a whole intersection/lights just not the pakinsive. Access to the pakinsive andula just be the same as the countdown. We are note talking about a kilometry or so stretch of road. Befuring the support limit will not really impact people as most drivers are chould be showing down towards the	No.
Part	- unuic yordan	ľ	1				I	lights anyway and you can't really get up to 80km/h heading towards the Pukete set of lights either. As your own research states, the average seed on this particular part of	
Marchan Marc		1	1				I	the road is around 62km/h, so not much would change. People would get used to it pretty quickly and like I say, it's difficult to really drive at 80km/h along that part.	
		1	1				I		
		1	1				I	the speed limit in the proposed area will have minimal impact (and may even reduce crashes as well). I am in favour all round please.	
	81		_						
Part	relicity	2							NO .
Part	33 Renee Roberts	2							
The content of the		1							
A MATERIAL STATE OF THE PARTY O	Tyler	1			1			Most people go about 60km anyway around this area due to the lights and traffic.	None
Formation Control Co		1	1				I		
Section Sect	35								
ye where the control of the control	86 Kara	1				1			
West	Jackson	ľ					1	it s more important that rakinsave de allowed,	Narewa and Church ro and Mauristinghts allow a left turn slip lane towards paknsave.
West	37	1					1	Set a 6 month trial period, then reassess if we can go back to 80km	
Services Servic						1		It's a stupid rule and has no practicality. We do not want lower speed limits as this will just add to congestion. Traffic need to move efficiently and quickly so we can get on with	Add more traffic lanes and widen the roads to cater for the increased traffic.
Secondary Company Co	Herb Wulff	2			1			things.	
Section Sect	38	2			1				Don't reduce the speed.
Company Comp	Darrin Tunnicliffe -	2			1			busy road used by a lot of traffic to now through - do not slow it down it is efficient as it is.	
Are supermented will from growth received employment to the region. Also communes have the right of a lower commanded thappoing. This command is a supermentary of the supermentary. The supermentary of the supermentary. The supermentary of the supermentary of the supermentary of the supermentary of the supermentary. The supermentary of the supermentary of the supermentary of the supermentary of the supermentary. The supermentary of the supermentary. The supermentary of the superment	Darrin Tunnicliffe - Smith	2			1				
Are supermented will from growth received employment to the region. Also communes have the right of a lower commanded thappoing. This command is a supermentary of the supermentary. The supermentary of the supermentary. The supermentary of the supermentary of the supermentary of the supermentary of the supermentary. The supermentary of the supermentary of the supermentary of the supermentary of the supermentary. The supermentary of the supermentary. The supermentary of the superment	Darrin Tunnicliffe - Smith	2 2 2			1	1			No .
As well as the state of the part of the pa	Darrin Tunnicliffe - Smith Shayden	2 2			1	1		Idon't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace.	No None
The origination of the properties of the power in section the properties the properties where it to the prope	Darrin Tunnicliffe - Smith Shayden U ITA HU	2 2 1 1 1				1		I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PAINSAVE next to The Base	No None As cel fights or roundabout to give access into Karewa Place needs to be looked into to keep conjection away from the base gettin and to raps straight.
Service Servic	Darrin Tunnicliffe - Smith Shayden 10 11 LI TA HU Clare Williams	2 2 1 1 1		1		1		I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PAINSAVE next to The Base A new supermarket will bring much needed employment to the region. Also consumers have the right to a lower cost option in regard to their supermarket shopping. This shouldn't be taking so look to get the go about, if housing has had the go absold in that area why not the suppermarket?	No Nore A set of lights or roundabout to give access into Karewa Place needs to be looked into to keep congestion away from the base entry and te rapa straight.
Service Servic	Darrin Tunnicliffe - Smith Shayden 10 11 LI TA HU Clare Williams	2 2 1 1 1	1	1		1 1 1		I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PAINSAVE next to The Base A new supermarket will bring much needed employment to the region. Also consumers have the right to a lower cost option in regard to their supermarket shopping. This shouldn't be taking so look to get the go about, if housing has had the go absold in that area why not the suppermarket?	
Service Servic	Darrin Tunnicliffe - Smith Shayden U U Clare Williams James	2 2 1 1 1	1 1 1	1		1		I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PAInSAVE next to The Base A new supermarket will bring much needed employment to the region. Also consumers have the right to a lower cost option in regard to their supermarket shopping. This cholorish the basing so lost got tet the po about, if housing has had the go ahead in that area why not the supermarket? The only reason the speed is "slower" is due to poor road planning and increased traffic through the area. Changing the speed limit won't fix the infrastructure problem the city has.	
For Data Narlyshe 2	Darrin Tunnicliffe - Smith Shayden U U Clare Williams James	2 2 2 1 1 1 1	1 1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PAINSAVT next to The Base A new supermarker will bring much invected employment to the region. Also consumen have the right to a lower out option in regard to their supermarket shopping. This The only research the speed is "Slower" is due to poor road planning and increased traffic through the area. Changing the speed limit won't fix the infrastructure problem the city has. It is appailing and typical Council ret uper that is stopping growth. Why cast we have both. Its relications the Council has been slowing this down for so long.	Possibly introduce a round about instead of traffic lights. No
For Data Narlyshe 2	Darrin Tunnicliffe - Smith Shayden U U Clare Williams James	2 2 2 1 1 1 1	1 1 1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PAINSAVT next to The Base A new supermarker will bring much invected employment to the region. Also consumen have the right to a lower out option in regard to their supermarket shopping. This The only research the speed is "Slower" is due to poor road planning and increased traffic through the area. Changing the speed limit won't fix the infrastructure problem the city has. It is appailing and typical Council ret uper that is stopping growth. Why cast we have both. Its relications the Council has been slowing this down for so long.	Possibly introduce a round about instead of traffic lights. No
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to 60 is madness.	Solution of the state of the st	2 2 2 1 1 1 1 2 2 2 2 1 1 1 1 1 1 1 1 1					After school activities in the area for my children	I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to here ANACAVY cut to The Base We like to here ANACAVY can to The Base We like to here ANACAVY can to The Base We like to here ANACAVY can to The Base We like to here ANACAVY can to The Base We like to here ANACAVY can to The Base We like to here ANACAVY can to the search of t	Possibly introduce a round about instead of traffic lights. No The amount of traffic there is already you barely reach 80kms anyway Don't charge the speed limit Our charges the speed limit Consider more signs and perhaps another traffic light to Karewa PF and more speedlimit signs L investigation as to impacts on Karewa Pface traffic flows. 2. Consideration of additional bus services (supplementation that enable people to do their shopping at PalviSave and easily use public transport. Not particularly, but rather than abrupt speed change signs, there should be warning signs approaching the area encouraging road users to slow down before the speed limit is in effect.
	Section 2	2 2 2 1 1 1 1 2 2 2 2 1 1 1 1 1 1 1 1 1					After school activities in the area for my children	I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PARAGAVT next to The Base A new signermarket will bring much invested employment to the region. Also consumen have the right to a lower cost sprion in regard to their supermarket shopping. This A new signermarket will bring much invested employment to the region. Also consumen have the right to a lower cost sprion in regard to their supermarket shopping. This The only reason the speed is "slower" is due to poor road planning and increased traffic through the area. Changing the speed limit won't fix the infrastructure problem the city has. It is appailing and spriead council in tage that is stopping growth. Why care we have both. Its relactions the Cooncil has been slowing this down for so long. Option 3 - beep the speed and the supermarket. If the speed is safe for entry to the base and Knart which are both closer to the road how is pain save different Whe hove mongh supermarkets in the save with a Wiookworths and New Wind very closer. No need for another one. Sidning has been solving the save and the save shall be a long to down to Klöwn/h. I down the countries of solving has been solven the save and the save shall be a long to down to Klöwn/h. I allow the supermarket. The benefits outweights the current status and preventing another supermarket for the northern community. It only make sense to reduce speed when there will be a high volume of traffic with a new supermarket. The benefits outweights the current status and preventing another supermarket for the northern community. It allow the supermarket to be built It only make sense to reduce speed when there will be a high volume of traffic with a new supermarket. The benefits outweights the current status and preventing another supermarket for the northern community. It allows the supermarket to be built It allows the supermarket to be built It allows the supermark	Possibly introduce a round about instead of traffic lights. No The amount of traffic there is already you barely reach 80kms anyway Don't charge the speed limit Our charges the speed limit Consider more signs and perhaps another traffic light to Karewa PI and more speedlimit signs I investigation as to impacts on Karewa PIace traffic flows. 2. Consideration of additional bus periode fragily connection that enable people to do their shopping at PalerSave and easily use public transport. Not particularly, but rather than abrupt speed change signs, there should be warring signs approaching the area encouraging road users to slow down before the speed limit is in effect.
	Se Darrin Tunniciffe - 19 Smith -	2 2 2 1 1 1 1 2 2 2 2 2 1 1 1 1 1 1 1 1					After school activities in the area for my children	I don't think a change in speed is going to help benefit in any way. When the roads are clear, it's perfectly fine and when they are busy, it's always a slow moving pace. We like to have PARAGAVT next to The Base A new signermarket will bring much invested employment to the region. Also consumen have the right to a lower cost sprion in regard to their supermarket shopping. This A new signermarket will bring much invested employment to the region. Also consumen have the right to a lower cost sprion in regard to their supermarket shopping. This The only reason the speed is "slower" is due to poor road planning and increased traffic through the area. Changing the speed limit won't fix the infrastructure problem the city has. It is appailing and spriead council in tage that is stopping growth. Why care we have both. Its relactions the Cooncil has been slowing this down for so long. Option 3 - beep the speed and the supermarket. If the speed is safe for entry to the base and Knart which are both closer to the road how is pain save different Whe hove mongh supermarkets in the save with a Wiookworths and New Wind very closer. No need for another one. Sidning has been solving the save and the save shall be a long to down to Klöwn/h. I down the countries of solving has been solven the save and the save shall be a long to down to Klöwn/h. I allow the supermarket. The benefits outweights the current status and preventing another supermarket for the northern community. It only make sense to reduce speed when there will be a high volume of traffic with a new supermarket. The benefits outweights the current status and preventing another supermarket for the northern community. It allow the supermarket to be built It only make sense to reduce speed when there will be a high volume of traffic with a new supermarket. The benefits outweights the current status and preventing another supermarket for the northern community. It allows the supermarket to be built It allows the supermarket to be built It allows the supermark	Possibly introduce a round about instead of traffic lights. No The amount of traffic there is already you barely reach 80kms anyway Don't charge the speed limit Our charges the speed limit Consider more signs and perhaps another traffic light to Karewa PF and more speedlimit signs L investigation as to impacts on Karewa Pface traffic flows. 2. Consideration of additional bus services (supplementation that enable people to do their shopping at PalviSave and easily use public transport. Not particularly, but rather than abrupt speed change signs, there should be warning signs approaching the area encouraging road users to slow down before the speed limit is in effect.

A	В	C	D	E	F	G	н	I
Lynda Rowe	e 1	1		1	1		We need pak n save at this end of town. That stretch of road is stop start with the lights anyway that it's difficult to get up to 80km. If you travel through there at 80 if feel it could be dangerous with people running red lights. You need to have your wits about you to navigate that area and reducing the speed limit will make it a little safer.	Install a right turn from Wairere into Karewa place with lights. It would stop a lot of dangerous u turns at te rapa road lights where people are taking the free left turn from Te Rapa road on to wairere dr and only looking left not watching for cars doing a u turn.
263							To a large to the state of the	neer terror from the maper room on to waitere or and only rooking sert not watching for cars doing a diturn.
264 Rhiannon Du	unn 1				1			
265 Harmann Carlos Dobse	1						A supermarket is needed in this end of the city.	
266							The lights will improve flow out of karewa place during peak afternoon traffic	
267 Charlie Brow	wn 1						It's a good development but there should be a choice to keep the speed limit the same and allow the PAKn'SAVE to be built.	
Brendan Wo	oolerton 2	1		1			Wairere drive is a transit road, it's a heavy flowing road that moves a lot of vehicles quickly. If someone wants to build a new shop 500 meters over on a different road, how the heck should that affect those who are using Wairere to access other areas. Sorry but the stupidity does not add up. This just sounds like some do gooder who hates people	Yeah, give the council some common sense. The stupid decisions this council have made regarding speed limits trying to be do gooders is just pissing off the bulk of ratepayers.
268							in cars having freedom of movement. Slowing any part of Wairere will create frustration and traffic congestion.	the bolk of racepayers.
Bernadette	1				1		We drive all the way to Clarence street from Rototuna North we would defuse the new Pak n Save	No
269 Beardshaw Gordon Burt							Permitting the supermarket construction will help residents in northern suburbs to easily access amenities in similar locations to existing supermarkets.	Speed enforcement measures - cameras/policing would be beneficial.
Gordon Burt	"						Permitting the supermarket construction will neep residents in nortinen suburits to easily access amentines in similar locations to existing supermarkets. The proposed changes will have minimal impact to vehicle speeds given the average is already around this speed.	Spece of moreoment measures - camerasy poicing would be beneficial. Permanent Red light camera on the existing and new intersections along this stretch would be an added bonus given this is an area with a high number of accidents.
								Ensuring the shared cycle and footpath crossing Karewa PI is maintained and improved with safe crossing points ideally with at grade or raised level crossing points.
270								As there will be increased strift. file on in Earney F. I. sead the advantageous to have better provision for vasking and cycling along this stretch, which is currently congested in both other with suband vehicles, andicing validity in places and making it disnerrows. Having better access on this stretch or via Pulsete Rd, would reduce the need to use Te Rapa Straight and reduce user risk from multiple crossings.
John	2	1		1	1		Traffic congestion on this road already gets bad enough, Once a lower speed limit is in place who knows what traffic will be like for people going to/coming from work or even	No
272 Philippa ches	esham 1			_			just travelling along in general Increased traffic needs slower speeds. I drive this section of the road nearly every day and hardly get up to 80 anyway due to the amount of traffic already.	No.
Kathryn Hog	gg 1				1		I don't think it is unreasonable for the speed limit to reduce on that short stretch of road. It is often so busy along there that you are going slower than 60km/h anyway.	
273								
274 Sarah 275 Grayson Ma	aslin 1						We need more Pak n Save in this city especially for people living in the North. It would be better if it was proposed to be built on such a busy area already.	NO CONTRACTOR OF THE PROPERTY
276 Darlene	1			1	1			
Garth	2				1		Allow the paknsave to be built theres a strech off 500+m from wairere drive plus theres a countdown already built that required no speed change this is absoultey redtape	No keep it 80kmph
Paula northg	erate 2						garbage that is unesssacary It does not need to be 60kph you are trying to piss people off by doing this cause of your woke get on bikes and walk everywhere agenda. Keep it at 80.	Keep it as is it is a good road don't ruin it idiots.
278 HCC							na oceanocineco co oceani, pod une a ping to pos people on dy utilig tins cause or your woke get on tikes and wark everywhere agenda, keep it at 60.	neep near in new a good road don't crain! It IUIUS.
Sonja du Pre	eez 1	1					We really need a PaknSave in Te Rapa	
*Supporting 279 attached	g info					I		
Hieu	1	1			1		We live in the Rototuna, and the closest PAKnSAVE is the Mill street one, which is a bit far.	
280							That section of road have several traffic light close to each other so people cannot drive at 80km/h anyway so the speed limit of 60mk/h will have no impact. People will probably won't even be aware of the change.	
281 Aroha	2						The road is already congested as it is	No leave it as is
282 Matthew Ru	uetsch 2				1			
283 Anthony Cameron Wi	ilson 2						Basically no time impact to motorists. Basically do this speed through here anyway OBJECTION TO INSTALLING RAISED PLATFORM(S) ON WAIRERE DRIVE	Build a second bridge north of the proposed supermarket - should have been done 10 years ago!
Ca.meron Wi								and the proposed supermanner announce over 1 anne 10 keap agon
							To Hamilton City Councillors, Members of Parliament for Hamilton, and the Minister of Transport,	
							I write this letter concerning the project to build either a large raised platform or multiple raised crossings on the Karewa Place turnoff on Wairere Drive.	
							Wairere Drive is one of Hamilton's main transport corridors and Hamilton City Council's plan is to reduce the posted speed to 60 km/h (from 80 km/h) and install these raised	
							"traffic calming" features across multiple lanes of traffic. We already have too many raised platforms and raised crossings on major roads in Hamilton, with those existing	
							installations causing problems and negative impacts.	
							installations causing problems and negative impacts. This plan (see pages 18-34 of Infrastructure and Transport Committee Agenda 5 March 2024) was approved by Hamilton City Council, despite most Councillors being aware that	
							installations causing problems and negative impacts. This plan (see pages 18-34 of Infrastructure and Transport Committee Agenda 5 March 2024) was approved by Hamilton City Council, despite most Councillors being aware that a reduced speed limit and additional raised features are unpopular and threaten to cause problems with Hamilton's ring-road system.	
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284							installations causing problems and negative impacts. This plan hee pages 18-34 of Infrastructure and Transport Committee Agenda's March 2024) was approved by Hamilton City Council, despite most Councillors being aware that a reduced speed limit and additional raised features are unpopular and threaten to cause problems with Hamilton's ring-read system in the state of the contraction of a reduced speed limit and additional raised features are unpopular and threaten to cause problems with Hamilton's ring-read dystem in the state of the state of the contraction of a new supermarket one to the state of the contraction of a new supermarket one to make sense. This is an arbitrary condition that the City Council capilled to the supermarket project, and therefore a condition that the City Council capilled to the supermarket project, and therefore a condition that the City Council caude change/remove. It was possible for decades to build supermarkets in New Zealand without installing rained crossing. Prediction crossings also done treed to be installed crossings.	
284 285 Shanae 286 Million	2			1			installations causing problems and negative impacts. This plan (see pages 18-34 of infrastructure and Transport Committee Agenda's March 2024) was approved by Hamilton City Council, despite most Councilions being aware that a reduced speed initial and additional raised refeatures are unpopular and threaten to cause problems with Hamilton's ring-road system. Istrongly object to this plan and recommend that no more raised "traffic calming" obstacles be installed on Wairere Drive in Hamilton City. The excuss that the installation of a rised platform is needed for the construction of a new supermarket does not make sense. This is an arbitrary condition that the City Council applied to the upermarket project, and therefore a condition but the City Council applied to the upermarket project, and therefore a condition to that the City Council applied to the supermarket project, and therefore a condition to that the City Council applied to the Section of the City Council applied to	Мо
284 Shanae 285 Shanae 286 Allison 287 Unidsay Chap 287 Unidsay Chap 288 28	2 2 19man 1						installations causing problems and negative impacts. This plan (see pages 18-34 of infrastructure and Transport Committee Agenda's March 2024) was approved by Hamilton City Council, despite most Councilions being aware that a reduced speed initial and additional raised refeatures are unpopular and threaten to cause problems with Hamilton's ring-road system. Istrongly object to this plan and recommend that no more raised "traffic calming" obstacles be installed on Wairere Drive in Hamilton City. The excuss that the installation of a rised platform is needed for the construction of a new supermarket does not make sense. This is an arbitrary condition that the City Council applied to the upermarket project, and therefore a condition but the City Council applied to the upermarket project, and therefore a condition to that the City Council applied to the operation of the sense. The sense are supermarket on the condition of the city council applied to the operation of the city council applied to the object and the city council applied to the city council applied to that the city council applied to the city co	No. Gamended the left turn lane from waivere to te Rapa road to prevent a back up onto the bridge. No.
286 Allison							installations causing problems and negative impacts. This plan beep pages 18-34 of infrastructure and Transport Committee Agenda 5 March 2024) was approved by Hamilton City Council, despite most Councilions being aware that a reduced speed limit and additional raised features are unpopular and threaten to cause problems with Hamilton City Council, despite most Councilions being aware that a reduced speed limit and additional raised features are unpopular and threaten to cause problems with Hamilton City. The excuss that the installation of a raised platform in needed for the construction of a new supermarket does not make sense. This is an arbitrary condition that the City Council applied to the supermarket project. And therefore a condition that the City Council plane of the presentance are consistent and arbitrary condition that the City Council plane of the construction of the contract scale of the construction of the contract scale of the contract	No. Extended the left turn lane from wairere to te Rapa road to prevent a back up onto the bridge. No. None
286 Allison 287 Lindsay Chap 288 Shivkumar S 289 Oscar	Singh 1						installations causing problems and negative impacts. If his plan (see pages 18-34 of infrastructure and Transport Committee Agenda 5 March 2024) was approved by Hamilton City Council, despite most Councilions being aware that a reduced speed initi and additional raised returns are upopular and threaten to cause problems with Hamilton's ring-road system. Istrongly object to this plan and recommend that no more raised "traffic calming" obstacles be installed on Wairere Drive in Hamilton City. The excuse that the installation of a raised platform is needed for the construction of a new supermarket does not make sense. This is an arbitrary condition that the City Council could change/remove. It was possible for decades to build supermarkets in New Council supplied to the supermarket approach. The council	No. Getended the left turn lane from waierer to te Rapa road to prevent a back up onto the bridge. No. None
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	A 1	В	С	D	E	F	G	Н	ı
The content of the	Christine Koppens	1	Ť		-	1			
Western Continued to the continued of th	.								
Part	Connor	1							
Mark		2	1		1	1		The current average speed on this part of Wairere dr is due to congestion, and adding another intersection and lowering the limit will greatly reduce this average, increasing	
The second secon								congestion and greatly increasing the instances of stationary vehicles blocking both the Pukete and Te Rapa rd intersections.	
The state of the									
Martin M		2			1			Keep the speed limit as it is and don't change the road layout either. Currently you can't turn right off Wairere drive into Karewa place so this would not be the way you would	
1								access the supermarket. You would access the exact same way you do for Countdown by coming down te rapa road, you would get to the same point an then decide hmmm	
Company	4								
Service Comments of the Commen	Caleb Botting	1						The benefits of the supermarket outweigh the 18 seconds of added travel time. I'm just hoping the extra traffic lights don't add more congestion.	
1	Greg O'Rourke					1		Neither, stop adding more traffic lights to an already congested area and let the supermarket open	
Service Servic		1			1	1		It's awasome decision, we are waiting this long time. It is awasome decision, we are waiting this long time. It is awasome decision, we are waiting this long time. It is a wasome decision, we are waiting this long time.	No just what is consented.
Services of the control of the contr	3 .	-							
Company Comp	Lance	2					General commuting of the city as the loop	Where's option 3? Ignore the consultant. No right turn, build the supermarket. The existing supermarket and the base already utilise that intersection.	No. Pleas don't add even more raised crossings everywhere. It's already bad enough.
The content of the		1					road was designed to for		
See Markey 1		1	1		1	1		City needs to keep growing and provide retail outlets to support growing communities	No
See Part 1	Neil Shaw	1	1					That area of road is never monitored and there is excessive speeding above the 80km. 60km would be a safer and a better speed limit for a road in the centre of the city.	Yes, at least a speed camera around the bridge as it seems be that from the lights at the River Road end drivers take off like they are on a drag strip.
See Part 1	Mannah	,					•Separal shopping or running arrands (e.g.	I fully support reducing the speed limit from 90 km/h to 60 km/h and allowing the 93k/nSave supermarket to be developed under the current resource consent	Surthermore I halians additional physical changer would be necessary to support the proposed speed limit reduction and improve overall safety in the
See	naman	ľ	ļ ,				visiting Pak'nSave, other supermarkets,	Truing support reducing the speed limit from 80 kilyth do 60 kilyth and allowing the Fak itsave supermarket to be developed under the Current resource consent.	
Market Belle and a process of the company of the co							Kmart, chemist warehouse, animates, new		Himproved Signage and Road Markings – Clear and visible speed limit signs should be installed at appropriate intervals to ensure drivers are aware of the
See							world, reduce to clear, car shopping and other	the conditions, and I believe reducing it to 60 km/h would make the area much safer for all road users, including drivers, cyclists, and pedestrians.	
Market product and production and pr							going to parks, gyms, or leisure centers)	With the supermarket being developed, traffic volume will likely increase, and vehicles will need to slow down to enter and exit the site. A lower speed limit will help reduce	maramic carming measures — Depending on the road layout, measures like raised pedestrian crossings, speed humps, or median islands could help naturally slow vehicles and encourage compliance with the new limit.
More granter and such as a property of the second such as a proper							₩isiting friends or family in the area		#Entersection and Accessway Enhancements – If the Pak'nSave development leads to increased turning movements, improved turning bays, better lane
The second secon									markings, and possibly traffic signals or a roundabout may be needed to safely manage traffic flow.
where the control of							getting to a nearby train station) Fatter for	Regardless of whether the supermarket is built, I strongly support the speed reduction, as it will improve safety and make this section of road more manageable for all road	
services of the services of th							community events or the night market near	10.00 p. d.	Hanes would nelp protect vulnerable road users. Hane Adjustments – Narrowing lane widths or adding visual elements like painted buffer zones could encourage slower speeds and
where the control of							the base car park #Bropping off/picking up	While I acknowledge the existing traffic challenges in the area, particularly the heavy congestion and jams that have been a problem for many years, I believe that reducing the	
Service Servic									L
Mary							walking or e-scooting in the vicinity		These changes would nelp ensure that the reduced speed limit is both effective and beneficial, creating a safer and more user-friendly environment for all.
18								address congestion and improve overall traffic flow.	
1									
18	Bustin Malker	2						The DAY of Miles from this cost of Weigner Origin then Washingthe and for equations. Edge traffic has and will result in congestion and conge	
Section Sect	t Jostin Walker	1							
18	Brendon McLaughlin							What terrible options. Why have you not included keeping the speed limit at 80km and allowing the Pak n Save development?	You should be able to divert traffic flow better. This can easily be done with a well thought out traffic management plan and sending cars away from
Section Sect	.							This is a should not some should not be a first than the	Wairere Dr.
Inches Company Compa	Greg Ginsberg	1				1		This is a rigged outcome that you are looking for. Appailing.	
The content of the	Jayden	1			1				
The second secon									
Section Control Cont		2						There is already too much traffic build up in this area from the base and Kmart. Woolworths.	Don't change it!
1972 Market 1972	3							Reducing the speed will make what is already a painful choke point worse.	
Make 2 When the second continued to the property control to great to the force plane to the force great or the property control to great to control to control to the property control to great to control to c	Baljinder	1			1	1		80 is too fast for cars at lights. Look at the previous accidents when cars jumping red light at 80.	
Result In the service of the control	Richard Knutson	1	1			1		Competition of another Supermarket in the Tekapa is good	
he where the control of the control	Briana	2			1	1		This seems counterintuitive to why Wairere Drive was built in the first place.	DO NOT INSTALL SPEED BUMPS.
he where the control of the control									
Interest of the control of the contr									They slow down emergency services and are more dangerous to drivers.
Judentschaff die importance designation and interesting eligibility of byte designation and interesting eligibility of the supermitted								the other, laster.	When the new coord home where installed on Claudelands heiden it cought on and the driver infrast completely by consists Unfast unataly with us all
and the classed from the lag class and some who deliver. There's a substantial form the lag class and some who deliver. There's a substantial form the lag class and the substantial form the lag class and the substantial form the lag class and t									
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The New 1								South Hamilton is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to shop, and order	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my vehicle and take my keys. He was reported to the police. The roadworker witness (who was still installing them at the time) checked if I was OK and expressed his opinion that the speed
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proposal needs spifficiant more revolving and effort and seems like a shall are attempt. Maybe now is the time where food stuffs could fund their own study into traffic management the area. I believe with the PAR IX Show should have their car park access on Kawakwan Place instead of Eagle Way is already Booked up significantly whether was already that the part of the part of the spiral part	Theo Sarah Harrison Trent Wills	2 1 2 2	1		1	1		South Hamfloon is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to shop, and order coline instead from the big chins thorse who delive. There's also a safety aspect to consider. Some drivers may be frustrated to recognise/accept a lower speed limit, and drive dangerously close (tail-gating), or unsafely overtake. It think a lot of people will be frustrated by this to be honest. It shows a both to the order from traffic light to light anyway so some people dont go fast enough for traffic and some people hoon it because they feel the need to hit 80. May as well make it a 60 People turning at that intersection to go to pakrsave will have to slow down anyways, the 80km is for people going straight ahead not going to the supermarket so speed limit downs readed to change. The section between puketer dand to rapar of its very short, and with the traffic lights already on either side it is not from hard to even achieve the speed limit down hopefully. While not ideal that it extends all the way to Arthur porter drive, I don't think it's that big of an issue and all and fully support for this change.	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my wehicle and take my keys. He was reported to the policy. The readworker without soft work was to all the proposed that the specific head of the soft was OK and expressed his opinion that the speed bumps were actually more diagerous - he'd seen multiple near misses that morning. No No No Ibelieve that under the current conditions, placing a traffic light just before a second major intersection with traffic lights will restrict flow through both
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Utite cone barriers for cycling lanes that have all but gone leaving only a metal wheel buckler in place when you accidentally run over it, bus stops in the middle of the road This council is just a dictator ship. Do as! say!!!	Theo Sarah Harrison Trent Wills Jackson D Amvit Singh Vikash V Kumar Poppy Barran	1 2 1 1 2 2 1 1 2 2 2 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 1 2 2 2 2 1 1 1 1 2 2 2 2 1 1 1 1 2 2 2 2 1 1 1 1 2 2 2 2 2 2 2 1 1 1 1 2						South Hamilton is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to shop, and order content estated from the big chinal notes who deliver. There's also a safety aspect to consider. Some drivers may be frustrated to recognise/accept a lower speed limit, and drive dangeroouly close (tail-gating), or unsafely overtake. It this a lot of propole will be frustrated by this to be horset. It shows a lot of propole will be frustrated by this to be horset. It shows a lot of propole will be frustrated by this to be horset. It shows a lot of propole will be frustrated by the content of the speed limit, and drive dangerously close (tail-gating), or unsafely overtake. It shows a lot of propole will be frustrated by the to be horset. It shows a lot of propole will be frustrated by the speed limit does not be caused they feel the need to hit 80. May as well make it a 60 People turning at that intersection to go to paknase will have to slow down anyways, the 80km is for people going straight ahead not going to the supermarket so goed limit down the speed limit down the speed limit of 80. The new set of this charge. The section between pukkeer and the rapar of its very short, and with the traffic lights already on either side it is often hard to even achieve the speed limit of 80. The new set of this charge. The section between pukkeer and the rapar of its very short, and with the traffic lights as already site and reasonable, and most wholes live already sidewed down to 80km/n at busy periods and still allow traffic to past its the thin charge. The section begins to the speed limit of 80km is the section of 10km in the still allow traffic to past its of the thinges. The section begins to the speed limit of a s	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my vehicle and take my keys, she was reported to the policy. The roadworker without she have said in suiting them at the temp of jorkshed if I was DX and expressed his opinion that the speed bumps were actually more diagnetous. In it is seen multiple near misses that morning. No No No No No No No No No N
This council is just a dictator ship. Do as I say!!!	Theo Sarah Harrison Trent Wills Jackson D Amvit Singh Vikash V Kumar Poppy Barran	1 2 2 1 1 2 2 2 2						South Hamilton is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to abop, and order content increases a significant to the plant increase who deliver. There's also a safety aspect to consider. Own driver may be fruitsted to recopios/accept a lower speed limit, and drive dangerously close (tail-gating), or unsafely overtake. The content is also differed as like forunized by the to be horizon. It's such a short lat of road from traffic light to light a inyoung so some people dont go fast enough for traffic and some people hoon it because they feel the need to hit 80. May as well make it a 60 Propel turning at that intersection to go to pakesave will have to slow down anyways, the 80hm is for people going straight ahead not going to the supermarket so speed limit down the content of the supermarket so speed limit down the content of th	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my vehicle and take my keys, let was reported to the policy. The roadworker without soft work was valued by the proposed to the policy. The roadworker without soft work was valued by the proposed to the policy of the proposed his opinion that the speed bumps were actually more dangerous. In did seen multiple near misses that morning. No No No No No No No No No N
339 There's enough distance between Wairer drive and Pak is as electricis. No. 1	Theo Sarah Harrison Trent Wills Jackson D Amvit Singh Vikash V Kumar Poppy Barran	1 2 2 1 1 2 2 2 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 1 1 1 1 2 2 1						South Hamilton is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to shop, and order content increases the plant increase who deliver. There's also a safety aspect to consider. Some drivers may be frustrated to recognise/accept a lower speed limit, and drive dangerously close (tail-gating), or unsafely overtake. It this a sot of people will be frustrated by this to be horset. It was a lot of people will be frustrated by this to be horset. It should be a for a discovered by the plant of the plant	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my vehicle and take my keys, let was reported to the policy. The roadworker without soft work was valued by the proposed to the policy. The roadworker without soft work was valued by the proposed to the policy of the proposed his opinion that the speed bumps were actually more dangerous. In did seen multiple near misses that morning. No No No No No No No No No N
AU Z There's enough distance between Wairere drive and Pak in save location.	Theo Sarah Harrison Trent Wills Jackson D Amvit Singh Vikash V Kumar Poppy Barran	1 2 2 1 1 2 2 1 1 2 2 2 1 1 1 2 2 2 1						South Hamilton is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to shop, and order content increases a safety aspect to consider. Some drivers may be frustrated to recognise/accept a lower speed limit, and drive dangerously close (tail-gating), or unsafely overtake. It think a bot of another will be floating the safety of the content of the safety of a safety aspect to consider. Some drivers may be frustrated to recognise/accept a lower speed limit, and drive dangerously close (tail-gating), or unsafely overtake. It think a bot of another will be safety the safety of a people will be floating the safety of the safety o	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my vehicle and take my keys, let was reported to the policy. The roadworker without soft work was valued by the proposed to the policy. The roadworker without soft work was valued by the proposed to the policy of the proposed his opinion that the speed bumps were actually more dangerous. In did seen multiple near misses that morning. No No No No No No No No No N
	Theo Sarah Harrison Trent Wills Jackson D Amvit Singh Vikash V Kumar Poppy Barran	1 2 2 1 1 2 2 2 1 1 2 2 2 2 1 1 2 2 2 1 1 2 2 2 1 1 1 2 2 1			1			South Hamilton is increased significantly by this speed reduction, we may see ripple effects - for example, people not being bothered to drive to Te Rapa to shop, and order content increases the plant increase who deliver. There's also a safety aspect to consider. Some drivers may be frustrated to recognise/accept a lower speed limit, and drive dangerously close (tail gating), or unsafely overtake. It think a lot of propied will be flustrated by this to be horized. It shows a lot of propied will be flustrated by the to be horized. It shows a lot of propied will be flustrated by the to be horized. It is such a short but for old from traffic light to light enjoyany as some people domit po fast enough for traffic and some people hoon it because they feel the need to hit 80. May as well make it a 80. May as well make it a 80. People turning at that intersection to go to paknsave will have to slow down anyways, the 80km is for people going straight ahead not going to the supermarket so speed limit down in the supermarket of the supermarket so speed limit down in the supermarket and the rapar die very short, and with the traffic lights already on either side it is often hard to even achieve the speed limit on 80. The new set of rigid that may be lot light to see speeds down in hopefully. While not ideal that it extends all the way to Arthup potret drive, I don't think it's but big of an issue and lam fully in libelieve that the speed limit on the road is already set and reasonable, and most wholes there already slowed down to 80km? at buy gentous and still allow traffic to pass to be supplied to the speed limit on the road is already set and reasonable, and most wholes there already slowed down to 80km? at buy gentous and still allow traffic to pass and fines from the police for the unnecessary speed drop as motorist will forget or ignore the drop function emony/ignorance). Deliver this allow the region and unnecessary amount of funding just or dameph, but this will after quiter terms for close where a better inte	breaking too late, I crashed into the back him. The driver became extremely aggressive and tried to pull me out of my wehicle and take my keys. He was reported to the policy. The rosedworker whereigh how as still install, bethe at the time of checked if I was OX and expressed his opinion that the speed bumps were actually more disagreous. In did seen multiplia near misses that morning. No No No No No No No No No N

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Vicky-Leigh *Supporting info 1 attached	1	Ċ	D	E	F	G	If think a reduced speed limit is fine and valuable, especially as I was recently rear-ended on this strip, but I think the traffic lights are a bad idea. Adding them in between another two existing lights is only going to further disrupt the flow of traffic and possibly cause further accidents with impatience and over confident drivers. It will cause flowlockages and there are leavely for commany intrific lights in this way.	No, but do NOT put on the traffic lights. As stated above, too many traffic lights too close together negatively distrupts the flow of traffic, and there are already more than enough traffic lights in this area.
Mark Junge	2			1	1	Access to Te Rapa	There should be an option maintain the speed AND build the super market. With the base, Woolworths and Kmart already in the precinct plus numerous other retailers and businesses, it is more likely that a large proportion pack in save visitors will be	No
2							viators to other destinations in the precinct during the same thy. So your projections of "lots more" viators are over estimated. Willy not leave the reading flowing as it is right now and then determine if there is a real problem once the supermarket is operational, consult again and justify with real data rather than academic projections that continue to slow the city down.	
3 Ella 4 Get	2	1		1	1			
Sandra	2				1		I don't see why we need a right hand turn why can't leave as is	No
5 Libby Clement	,						Don't need to do it for countdown or Kmart	
Ross Gunn	2	1					The ring road system is to support free travel around the city. If the speed is lowered here it gives support to do the same at any other site. This would reduce the effectiveness	
8 Alice Madsen	1				1		of the ring road system. WHY are the roads to the north not being used ??? We need the pak n save at this end of town and a tiny speed limit change won't make much different at all	No.
Aaron Bates	2	1		1	1		Traffic seldom seems to travelling at the sign posted 80 km limit as things stand at present due to the volume of traffic and the short distance between Te Rapa Road and Pukete Road intersections.	
0 Eshan	1	1		1	1			
Garth Smith	2	1					This area is already buye enough and there have been minimal issues with the current 80kms an hour The extra traffic that Pak and Save will create will add more congestion and and naturally slow down traffic regardless All i can see is a reason for more traffic infringements to be issued during non peak traffic	
Darryn	2	1			1	Travelling around Hamilton	That stretch of road is awful already. People can't put themselves in the correct lane travelling from pukete bridge and wanting to turn right to the base. Adding another set of lights regardless of the speed is a terrible idea.	No intersection
							l also don't believe that Karewa place is suitable for higher volumes of traffic. It's narrow and not great to drive on, especially with cars parked on it. I am not against the supermarket, I'm against the ridiculous decision to add an intersection in the middle of the worst section of the ring road, that I might remind you, was	
2 3 Robyn	1	1					designed to be 80kmh as a faster way to circulate the city.	No.
Emma Dickson	1				1		Most road users are already doing 60 around that intersection and it makes so much sense for the community to have better access and competition within the grocery market	Already a well managed section of road.
Bryan Sherritt	1						in that area. It's safer, improves amenity of the area, reduces emissions, lowers fuel costs, it's an appropriate speed in a busy area.	It would be useful to have the road feel like a 60km/h road so some changes would be highly beneficial. Narrower lanes, kerb extensions, textured
5								pavement gateways etc would be useful additions.
6 Josh David Yardley	1				1		No need I have given a lot of thought to this matter.	No .
							It is commonsense to lower the speed limit and I support this. A new supermarket is on the horizon why delay this?	
7							This is all about progress allowing our city to grow and providing a broad spectrum of services to our people. Please go ahead and drop the speed limit to let progress happen.	
8 mm Craig benton	2						new zealand need faster, not slower. slow will make the road more traffic.	no, do not do any changes.
Craig benton	1						Can't do 80kmh on that stretch anyway so what's the difference	Better flow in and out of karewa place and getting traffics moving across Pukete bridge in peak hours to stop the traffic backing up across te rapa road/pukete road
0 Jackie Smith	1	1			1			
Wayne Wright								There is no need to change the Wairere road configurations or Speed limit because of the P&S being built. No one will mind !!! Besides, the on street parking will discontinued, when there is no need too. Please use Common sense.
Aleisha Havill	1		1		1		I drive Wairere Drive a minimum of four times a day. In this section of roading, traffic is typically driving at 60km p/h, and honestly mostly 30-50km p/h, because of the two	W R Wright Not that I can think of.
							intersections at Te Rapa rd & Pukete rd. The speed change won't make any difference because the traffic speed is naturally constrained by intersections so travelling below 60km p/h anyway.	
							It's worth it. Another supermarket will support future population growth and economic growth. It will provide jobs and benefit north Hamilton residents & visitors with competitively priced groceries. The savings will undoubtedly benefit Hamiltonians, improve quality of life and resident satisfaction. Naturally, any savings will most likely be spent at other local businesses spreading the financial benefit wider than one or two supermarkets.	
2							The benefits far outweigh any disadvantage of not being able to travel at 80km/hr, especially as people don't travel at those speeds through there anyway.	
3 Pamela Kaval					1		How about an option 3, keep the 80km speed limit and allow the pak n save to be developed	
4 Leigh Gallyer 5 Dana Matthews	1		1	1	1		This is a main 4 lane thoroughfare for peak traffic flow 80km/h is needed.	No .
6 Shea	1	1	1					
Xyra 7	2						Non pak in save customers shouldn't be affected by the proposed supermarket. It will just slow everybody down and will create more traffic and make Wairere Drive even more congested at peak hours.	No .
Justin Matthews	1		1	1			A PAKr/SAVE in this area is needed for greater price competition. If this means the speed limit along a small section of road needs to be reduced then that is fine. This reduction in speed will also be beneficial to exiting out from other businesses along this stretch of road, e.g. Z, as at times it can be dangerous trying to pull out.	Not that I can think of. I'm sure consideration as been given to how all this additional traffic will effect other streets in and around where PAKnSAVE be built it. Maui Street and Eagle Way, plus how this will affect the other traffic lights that are already in position in these areas i.e. phasing, cycles. I consideration been given to pedestriam as well as cyclists?
9 Belinda Thomson	1	1			1			and a second sec
0 Rex 1 Jared Loader	1	1				Transit	A Pak n Save on this end of town would be nice.	Do not see the need to reduce speed to 60km for the section of road from Te Rapa road to arther porter drive.
2 Neeraj 3 Yashwanth	2						60 is Slowing the flow down. Always busy road	
4 Laurie	1						It's a Motorway. It makes very slow traffic. Large number of vehicles traveled on that road Because if the traffic you can't drive 80kph anyway	No .
Simon Fendall	1	1			1		60 km/h is an appropriate and safer speed limit for the short block length and frequent queueing. Poor planning should not impact residents daily commutes. The reason people are travelling 62-68km through there is due to congestion at peak traffic times. Reducing the	If the supermarket cannot fit in with things as they are then it is not the place for it to be. This is just a work around to lower the speed on a section of
6							roor parising should not impact responsibility to the specific and the spe	in the supermarket cannot in in with timigs as they are then it is not the place for it to be. This is just a work abound to hower the speed on a section road that otherwise wouldn't have been made.
7 Hinehou Ross	2						Keep the speed limit and build the pak n save.	No Leave it as is
							Simple easy No consultation on speed needed.	Leave it as is
							No wasted money on consultants More competitive than n for groceries in North Hamilton.	
							More competitive than a tor grocenes in worth Hamilton. More jobs More rates fro the council even.	
9 Yatin	1							N/A
0 Prashant 1 Ryan Webb	1						We need Pak n Save to save our time n fuel, would be an addition for the development of our city.	No
	1	1					If its what has to happen to build the supermarket then get it done.	Some thought needs to go into having more road space available. Currently on street parking on an already narrow street makes for sometimes
Reina Wickliffe	2						This whole process is a joke. Its a straight road with minimal turnoffs, Lower limit is on a road to far away from proposed site, so not going to achieve anything. This area is already gridlock multiple times a	hazardous situations. Especially when exiting some business's.
Reina Wickliffe	r I						day. More traffic is a problem.	
Reina Wickliffe Krystal			1	1	1		That stretch of road is already too congested during business hours to bottle neck it further with lower speeds. Traffic is already congested during peak hours and public holidays with this speed. Reducing it will cause further congestion and delays at this particular junction. The pak n	No, it should not happen there.
Reina Wickliffe Krystal Vona L	2					I	Trains a arready congressed ouring peak nours and public notionays with this speed, neducing it will cause further congestion and delays at this particular junction. The pak it is save site can ultimately be relocated.	
Reina Wickliffe Krystal Vona L Cameron	2							
Reina Wickliffe Krystal Vona L Cameron Darryn Turner	2 2 2		1	1	1		cars don't usually move above 60 on that section of road. Supermarket will benefit more people	
Reina Wickliffe Krystal Vona L Cameron Darryn Turner Darryn Turner Nikhil	2 2 1 1	1	1	1			cars don't usually move above 60 on that section of road. Supermarket will benefit more people. We need another supermarket in this part of Hamilton. More jobs and more options for people.	No
Reina Wickliffe Krystal Vona L Cameron	2 2 2 1 1 2	1	1	1			cars don't usually move above 60 on that section of road. Supermarket will benefit more people. We need another supermarket in this part of Hamilton. Most jobs and more options for people. We need another supermarket in this part of Hamilton. Most jobs and more options for people. The pain a new in ordine job bit in the degli of the road, if anyone stuged mough to sunder out into flowing traffic well that just one less idot in the world innit	No. No.e. stop slowing the honest people down,
Reina Wickliffe Krystal Vona L Cameron Darryn Turner Darryn Turner Nikhil	2 2 2 1 1 1 2	1					We need another supermarket in this part of Hamilton. More jobs and more options for people.	No Noe, stop slowing the honest people down, None, don't change it. No. Work is not on the main road so keep sign and road comes clear of the major thorough fare.

							_	Н	
T	A erianne	1	C	D	E		G	H I frequently travel this road and more often than not, traffic is sitting at 60km/hr anyway, so I don't see a speed reduction having any significant impact.	Pedestrian access across wairere would be useful - often see workers dashing across the double lanes opposite the the karewa place intersection.
392									
	arla Cortes-Brown eith Flockhart	2	1		1	1		Will be a good point to have another supermarket in the area Road leading on to Wairere is too narrow for increased traffic. Issues already with traffic from east side of wairere going to lights on te rapa road and doing turn to go back and	Maybe a traffic light in the corner of Wairere dr and Kawera Place Don't support it
394								off on Side road. Access and egress should be at lights by base and Woolworths. Speed limit should be can sistent and also more traffic trying to get onto waircre at side road will cause more congestion and potential accidents	wat is designed in
н	arry Parkinson	2	1		1	1		There are already plentiful supermarkets in the area, and the nearest PAKn'SAVE is only a matter of minutes down Te Rapa Road. The inconvenience of increased, slower traffic	I do not support the speed limit change.
395 396 J	e Olliver	2					All day every day for work	will not outweigh the benefit of yet another supermarket.	
397 S	haun Moran	1						It makes sense for a short stretch to be 60kph if that is the only thing stopping the supermarket from opening.	
398 B	radley	2	1		1	1		slower speed limits mean slower vehicles meaning more traffic especially at peak hours. stop lowering the speed limits everywhere then wondering why there is so much traffic! we don't need another pak n save on this side of the river, go build one on the other side and lower their speed limits.	
J	ıstin	2				1		just because that road is 80km doesn't mean that the paknsave shouldn't be built. A lot of people are already going to countdown and Kmart and the base, especially on	Just keep it at 80
399 I	ean-Paul Edwards	2						weekends and public holidays so it's already busy enough. Dropping the speed limit will just make it worse in my opinion Revist the strategy of how to grant them resource consent as this road doesn't interfere with customers entering or exiting the supermarket as it is not close enough to directly	No cause I don't support the chapre
	an-raul Lawaras							effect strift in the area. Also what does recover consent have to do with a supermarket that is on a different road. If the base didn't need it in their resource consent why does PakhSave. Solvening down that are wall not too people doing Sklowith Protosyl there, all it will do is annoy people that there is no longer the opportunity to do the spend limit of Solven/b.	the Caute, 1 dan't capagion, this carriage.
400	Tartin Kennedy	,						We NEED a PaknSave at Te Rapa.	
	lartin Crawford	1			1	ì		WE NELD or a student or the reap. Our city needs more developments like this to boost the economy. Changing the speed limit by 20 kms in a small stretch of road is insignificant when compared to the benefit we will gain as a city. Hamilton has one of the highest unemployment rates in the country, and any little contributor to changing that is needed desperately.	None other than the proposed signage.
402								The roads currently in Te Rapa all fall under a 60km speed limit, ultimately - it will make a very minor difference.	
403 N	ladison Parsons	1	1					do not get to go 80 along there very often. I think Hamilton needs a new Pak n Save. So I think that this is a good move. The new expressway allows a fast route away from the city, so this does not need to be fast	No
404 N	like	1							
	ole Dawson	2						Submission on Proposed Speed Limit Reduction on Wairere Drive	Instead of moving PAK'nSAVE to the already overcrowded base move it to Rototuna or Flagstaff you have to plan better!
								l oppose the proposed speed limit reduction on Wairere Drive from 80km/h to 60km/h to accommodate the new PAK'nSAVE Te Rapa development. The current speed limit should remain unchanged because this reduction would unnecessarily slow traffic, increase congestion, and set a precedent for further speed reductions across Hamilton.	
								1. Hamilton's Speed Limits Are Already Too Slow	
								Hamilton's arterial roads, like Wairere Drive, are designed to move large volumes of traffic efficiently. A reduction to 60km/h will increase travel times for thousands of road users daily, while the justification for this charge is weak—modifying the road network to accommodate a supermarket should not come at the expense of city-wide traffic efficiency.	
								2. Evidence from Other Countries – Higher Speed Limits Improve Efficiency	
								Many cities and countries around the world increase speed limits on key urban roads rather than lower them unnecessarily. Some examples include:	
								Australia – Raising Speed Limits for Better Traffic Flow	
								Brisbane: The Logan Motorway and Gateway Motorway have speed limits of 100km/h despite serving dense urban areas, with no impact on safety when proper road design is implemented.	
								Sydney: WestConnex, a major urban motorway, maintains speeds of 80–90km/h even within built-up areas to optimize traffic flow.	
								Melbourne: The CityLink network runs at 80–100km/h, ensuring efficient movement while managing growth.	
405								United Kingdom – Flexible Speed Limits for Efficiency	
406 R	aewyn Forsyth	1						I travel regularly on this road daily and rarely travel over 60 km per hour due to congestion.	
407 V	/olf priel Jolliffe	2				1		It already gets backed up around there enough as is, we dont need another supermarket RIGHT NEXT to woolworths. Another pak n save will help keep grocery prices competitive	Leave the speed limit as is
408 S	impson	1	1					Another pak in save will nelp keep grocery prices competitive	
409 B	rad /illiam Harlotte	1							
	/illiam Harlotte eni Tulikihakau	1		1		1		Pak n Save is quite often has cheaper products than the two competitors. It will help save our family money.	
412	aomi	1		1				Ithink it is a good idea for a pak'n save to be in the area and as stated traffic doesn't often get to 80kms in that area anyway. I do wonder why "the speed reduction needs to go all the way to Arthur Porter drive though, why can't it just go to Te Rapa road? The stretch between Arther Porter Drove and Te Rapa road is not impacted at all by this supermarket.	I do worry about Eagle way, it is already a nightmare with cars trying to get in and out of Countdown. It is often backed up to Te Rapa road with cars trying to turn right into Countdown.
N	Turray Poot	2					Travel across the river	It's aiready a bottle neck area You don't need any more traffic lights	Just leave it as it is
								Do you think traffic will flow? Not won't people will avoid the area and make the complete area come to a standstill Council always looking for economic benefits to push there barrow	
413	eather McDonald	1					Traveling to the other side of the city	Another supermarket not needed in that area More competition helps keep grocery prices down.	
414								The reduction to 60kph will not make a significant difference to travel time through the area.	
415	raeme Salter	1						It's more important to have another supermarket option at the northern end of the city to introduce more competition and put downward pressure on food/fluel prices than it is to keep the current 80km/h speed limit over a short stretch of Wairere Drive. Particularly given that the proposed change will have an aimost negligible effect on journey times	No.
416 K		1						Another option for a supermarket would be great for our area Safer speed	No N/A
C	hris	2		1		1		Hamilton is already getting slower and has too many reduced speed limits, we don't need more. Pak n say across the road from countdown will cause bottlenecks way down the road on all access roads now that it currently does especially given that the base has enough	Find another location pak n sav
418 419 V		2						traffic flow issues. There is no reason to reduce the speed zone. No one has ever died on that stretch of road or had any accident due to speed	No. Leave every thing the way it is and stop messing with every thing that doesn't need to be messed with
	nnalise Kellaway	1	1			1			
421	an	1						This section of road should have a lower speed limit as there is higg volume of traffic and the current speed limit is to fast here. We also need a pak n save on this end of town as the population has grown so much. Im all for it and I use this road mulitple times a day and will hardly ever get to 60 never mind 80.	No
	ayden	2		1	1			Ridiculous that there's no (3rd) option to retain BiXInn/h AND develop a new supermarket. Hight require some out of the bot kinking, seems HCC road planners only know how to add speed humps and reduce speed limits. Wairere drive is a key circular road, the ability to quickly traverse the city should be retained.	Potentially hiring changes at the HCC road planning department.
	ayden Thorn	2	1					Makes I sense to lower the speed limit of a road not even close to the paknsave. The road the new store will be on are already 60 and 50 kmh.	No
424 C	hris Hartley	1						Pak'n'sav good	Lights or roundabout at Karewa Dr

A B	ВС	D	E	F	G	Н	
Fraser Law 2			1	1		The claim that the number of crashes will be reduced is false, due to a new right turn across traffic being introduced.	It should be tossed out, failing that, reduce the length of the 60km/h zone to the bare minimum.
						The claim that traffic delays will be minimal is false, as it is based on a misrepresentation of the speed and journey time statistics.	
						The consultation options are deseighted and designed to create a specific outcome, rather than elicit genuine consultation. The options are presented as a false dichotomy between keeping the speed limit as it is, or having a new supermarket, but not both. It is entirely possible to keep the speed limit as it is and have the supermarket, it is only MCC that is preventing this option from going albead.	
						The length of road proposed to have its speed limit reduced is excessive, and far beyond what is required. This shows the intent is to slow down traffic as much as possible, and nothing to do with a new supermarket.	
						As your own material presents, Wairer Drive is transit corridor, it should have higher speed limits and an absolute minimum of causes for traffic to stop. Adding another set of lights here will unnecessarily delay traffic when volumes are light, and will cause severe workening of already bad straffice delays when volumes are high. Traffic will either rat run through Tarene wirn, which is totally unsuitable for high volume, or it will back up 1e Rapa Rd and block the intersection with Wairere.	
425						Even if council goes ahead with the speed limit reduction, there is no guarantee the supermarket will be built. There must be guarantees in place that if the supermarket does not go ahead the change will be reversed.	
426 Kathy Freeman 2						This area is already congested and Karewa Place is not suited to the additional traffic.	
427 Ksenia Kruchkina 2 Andy 2				1		Too much traffic on Wairere Dr and Te Rapa Rd. I work on Te Rapa Rd and expecting more cars in the area is not ideal. The pak n save is ok, but the fact you want to reduce the speed on roads surrounding it is of concern. I don't agree that a business should have so much power to change how	Expansion of the roads Keep the speed limit as is and remove surrounding roads speed bumps. Having the supermarket exert on Karena place should help with your problem
428						we do things in this city.	
Simon Hinchco 1				1		It is disappointing that residents of Kirikiriroa have had to wait this long for the proposed Pak'n'Save to be built. The speed limit should be reduced and the Pak'n'Save supermarket should be developed as soon as possible.	No.
Ian Marchant 2						I think it is a bad idea - having an extra set of lights on that short stretch of road, there are already 3, if it does go ahead, I think you will find it will cause way more traffic congestion with cars potentially blocking the Putkete road intersection. Also was on Exerce Place today and it was very bury, car sparked on both sides of the road up the eagle way end, and trucks parked on the road wasting to get into Woodworks, lefel you don't need to be adding more triffic there, it is really just like a residential street. Going ahead with this would just add to the list of poor traffic so called improvements decisions that have been made by council.	
430						I'm all for PaknSave to go ahead there, but feel that the fact that this change, is the make or break of it going ahead is ridiculous, as said I think it is just a bad idea.	
Christine Barlow 1	1					Reduce the speed - we should of had PakinSave in the area many years ago. The community needs it to open for the additional jobs it will bring and competition for other upgermarkets in the rest to lower price. The prospored speed limit will be fine as its not often you reach the current Skilm limit, the road is often busy and it is safer to reduce speed near the current Karewa place exit at present as other carp all out of uplicity.	
Kelsi Adams 2			1	1		You are approving a supermarket which by your own words will bring many thousands of people to it. This supermarket plans to go in directly across the road from Countdown,	No entrance to packnsave from Te Rapa straight, no entrance to packnsave from Eagle Way, only from Karewa drive. The entrance to Countdown and
					completely unavoidable when doing anything (visiting, errands, shopping, post, etc) in any	Kmart and The Base which currently have the worst designed entrance possible, all funneling into one set of lights - which is a main arterial route. The amount of customers between these 3 Businesses is already in the 10s of thousands a day and you want to add another huge business likely to increase the other businesses occupancy as well. This	Kmart also needs to be re-designed and implemented as part of this consent. Make the lights on corner River Road and Wairere Drive timed more appropriately to the traffic flow for busy periods of the day. No point light staying green when there's no cars going. Implementation for another
					of the northern suburbs of Hamilton.	is then made worse by The Base - whose traffic and roading infrastructure within it is constantly at gridlock. Then you want to further impede drivers who have no ability to	entrance to Karewa drive from the Wairere drive section to avoid filing EVERYONE in the entire area to the two sets of lights at the base.
					Especially as I come to Hamilton from out of town, unless I am going to the City I need to	bypass any section on Te Rapa straight from Placemakers to Bunnings because the motorway is either Placemakers roundabout or all the way to the city. This is not an appropriate place for an additional supermarket. The speed of the road should not be reduced, we need to be able to vacate this area with speed due to its outrageously	
					use Te Rapa straight	appropriate place for an additional supermarket. The speed of the road should not be reduced, we need to be able to vacate this area with speed due to its outrageously imisguided design.	
432 433 Richard 1						and are considered and Marilles or the city and blace and court city to an adversarial to the city.	
Craig Clark 2			1	1	Visiting friends	we need more supermarkets and Hamilton as the city gets bigger and quote simply no road should be 80 kilometres inside the city. We are supposed to be getting this country moving not slowing it down.	The accident rate does not justify changing the speed limit or physical changes
434						Council has managed to scare a large portion of people out of the centre of town with its meter changes. Are you expecting to completely shut Hamilton down with continuing with unnecessary speed changes	
Chris Jones 2					As a main thoroughfare, ring road as per its design	Leave the speed limit alone! Wairere Drive was designed and built as a rapid transit ring road. It is dual carriageway each way with a central median barrier. Wairere Drive is 500m away from the area where the new supermarket is to be built and the current Woolworths supermarket does not need this lower speed limit	No changes are needed
436 Gary 2					Loop/ bypass road with faster speed limit around the outside loot of the city.	lowering speed does nothing but make traffic worse. Speed is not the issue, fix/pgrade the intersection and make it safe that way. Why slow speeds that impact a few super market shoppers.	
437 Celeste Marsh 2						Please do not lower any more speed limits!!! Getting around this city is becoming ridiculous. Diametrically opposed	Don't do it at all
438 Ben 1 Jeslyn George 2				1		New Pak N Save good There is no point in reducing speed on the suggested road. Woolworth is anyways operating in the same locality.	No The proposed site for Pak n save would bring a high number of traffic on Te Rapa road and Eagle way. Unless the way in and exit to the proposed site are
439 440 Saulo Meirelles 1							Traffic lights should prioritize pedestrians.
441 Michelle trenberth 2					Going to the other side of the bridge	Base is too busy now put the pak n save on the other side of the bridge further north where it should be, changing the speed limit is not necessary	No.
442 Phillip Ecclestone 1 Bruce Gerring 1				1		Average speed 60km any way By lowering the speed limit to 60 kph will not increase the travel time noticable.	No.
443						It will actually make travelling through the four sets of traffic lights a lot safer.	NO.
Mark Lu 2						Fisses do not reduce the ring road of SBburth, this is what the express lings road about, our Hamilton only aiready lost the SBburth. Rings road action around intermitting parlies are 1.4 not set want or been that happen gains in our Teraps section. Also please suggested or all the laminifion Rings and 4 shams to make it more efficiency for the Hamilton road coars, I am sure there would be other alternative ways to provide selfer without reducing the speed. Why Casto Ancidated on be built closed to the Stats highway 15 without reducing the speed. Why Casto Ancidated on be built closed to the Stats highway 15 without reducing part of the shades placed without reducing the country of the provided on the built closed to the Stats highway 15 without reducing part of Why The bus subsigning malls always love while we maintain the current speed of defining from many synapsis.	Nope
445 Mark Lu 2				1		We do not need another supermarket in this area. Countdown and New world supermarkets are already nearby. More supermarket options in the area is a good thing, and that stretch of road is so jilted already due to the volume of traffic and intersection options I don't believe lowering	Nope It there a your farthere divide couth most down Waleses to have excise access at the Vacous interception?
Emma 1						wore supermarket options in the area is a good tring, and that stretch of road is so jited already due to the volume of trainic and intersection options I don't believe lowering the speed limit by 20kms would be noticed in a negative way by many people.	To more a unit to transmission and the control of the control of the variety at the variety intersections.
447 Holly Snape 1 448 Jo Andersen						Just build it!	
H Rogers 2						Las from the new PAKY/NAM; should direct traffic easy from Easwer Place because there are too many wholes parked on the street that make it names of evaluation to the contraction of the street that make it names to the pake of the street of the street that make it names to make a street of the s	Yes. Traffic should only be allowed to exit the PAC's SAVE on to Te Rapa Road or turn left onto Maul Street South (no right turn onto Karewa Place), then left onto Church Road and left again onto Te Rapa Road.
Morgan 1			1			from Te Rapa Road to Arthur Proter Drive. Prevent the local community having to cover legal costs if the Council gets sued by Pak N Save.	Key signage in the area about what is taking place and when. Utilising billboards across the city to notify the changes to the rest of Hamilton. Utilising Anterno for updating on daily access to Wairere Orive.
450						West the constructed to appear	Involving iwi in the decision-making process, making sure the land is not taken involuntarily.
451 Brian Maitland 1 452 Sylvia O'Leary 1						Want the supermarket to proceed Access to cheaper groceries in north end of town	No .
Anna-Marie Kenna 1 453				1		This intersection becomes a bottleneck anyway during busy times. Lights and speed reduction will help the flow of traffic during these times and assist with rerouting any additional traffic to Pak N Save, as well as those wanting to visit other establishments on Karewa PI, like gyms, Kmart & Woodworths.	
Cohen 2						additional traffic to Pak N Save, as well as those wanting to visit other establishments on Karewa PL, like gyms, Kmart & Woolworths. During peak traffic this road is already completely blocked now with an extra traffic light it's going to cause more frustration and that light will become blocked up with cars	
454 Phillipa Carroll 2						aswell There doesn't need to be another supermarket there or more disruption putting in another intersection.	
456 Aaron Guise 1							
457 ben ansel 1 458 Sarah 2						We need a Pak'nSave there.	Nope
459 Rachael 1							
460 Jaime Maitland 1 461 Alison 1				1		Better supermarket and safer roads	No .
461 Alison 1 462 Keith 1							
463 Kelly Ware 1				1		Having pak n Save in this area of town would be fabulous	Just communicating the reasons why which is a good one.
					Traveling across to my parents workplace and for accessing Te Rapa Pools	It is a road designed for that speed so the speed should stay the same. There are no housing along the road to slow down and there has to be some parts of the city we can get across quicker than others. It is not read to show he had been some and the same that some of the city we can get across quicker than others. It is not road to show he had to some needs to be in the East side of the river. Not a third one on the west side especially when there is a massive countdown already near the proposed site.	No change!
Keliy 2						Adding another set of lights with just make more traffic jams and have more people run reds. It is already terrible in that part of town for late orange/ early red light runners.	
Kelly 2 464 Kate Irvine 1							No.

Α	В	С	D	E	F	G	Н	I
Ethan Rogers 466	2	1	_	1	1		More supermarkets are unnecessary with Woolworths and New World being in extremely close proximity to the proposed new PnS site. Adding in more traffic lights to already congested roads at peak time will make and cause traffic to be worse than it already is.	N/A: Not supportive of new supermarket or road changes.
467 S Waldron	1			1	1		It is very rare that you get to do 80km p/hr along that area of Wairere Drive now, even when traffic is light, so the reduction will have no impact on road users	Just ensure that light phasings are set correctly for the peak times.
468 Steven Wilson	1				1	Taking child to work at Base.	Just get on with it. Do it. Creates jobs and opportunities and competition. We need a Pak N Save out north.	
469 Malili Ralm Rochelle Bridges	1						Safer for everyone. We need the pak n save at this end of town.	No.
470	1						For affordability, access to lower price food and the jobs. I don't see an issue with the traffic changes	
471 Tash Hodges Nikki Thomas	2			1	1		Want a pak n save this side of town There is already an issue for traffic at this point - no need for traffic speed reduction or extra lights. Happy for Pak n Save to be developed but no need for the additional traffic	No Don't change the speed limit, it's unnecessary
Julie	2				1	My gym is in the area and I use the rapa	restrictions on a road where there's already congestion but at least it moves!! More Traffic lights will only negatively impact the already congested traffic in this area.	I don't agree with the speed limit change
473						straight at least once every day	There are two supermarkets already available for use in this area - the pac n sav doesn't need to be in this oldies location there's alot of vacant land around this area which won't require reduced speeds and more lights.	
Nicki McPike	2						Out of peak hours the traffic flow, well. Why change something that works well and causes no issues. Why would that prevent a new supermarket. What does Wairrer drive have to do with that survay? What a relocations choice to have to over for! You would be better to put red light cameras up so people actually stop at the red lights. The council sounds like morons if this is the only option.	No - because I don't support a speed limit change
Victoria 475	1		1	1	1		The benefit of the supermarket to community outweighs the need to keep speed at 80km. Driven that section of road everyday for years, never driven 80km, the traffic light changes and short stretch of road doesn't allow for it.	Remove the on street parking outside kmart on karewa place. Visibility poor to right when exiting kmart due to parked cars, safety risk more so when high volumes of vehicles.
Keira Cowan	2			1	1		Changing the speed limit to 60km/h and installing traffic lights can be seen as a bad idea for a few reasons:	
							Increased Travel Time: Lowering the speed limit could lead to longer travel times for drivers. If they are used to driving at 80km/h, the reduction might frustrate them, especially if the road conditions allow for higher speeds safely. 2. Traffic Flow, Introducing traffic lights can disrupt the flow of traffic. If there is a lot of traffic on Wairere Drive, waiting at traffic lights could cause congestion, especially	
							2. Litamic towin introducing trains lights can disrupt the how or trains, it were it a loc of trains or warrer brive, warring at trains lights could cause congestion, especially disrupt part of their destinations. 3. Driver Behavior: Some drivers might not adhere to the new speed limit, which could lead to more dangerous driving behaviors. If they feel that the speed limit is too low,	
							they might speed, creating a riskier environment for everyone, including pedestrians. Impact on Local Businesses: If raffic flow is negatively impacted, it could deter customers from visiting nearby businesses. If people find it difficult to navigate the area due	
							to traffic congestion, they might choose to shop elsewhere.	
							5. Cost of Implementation: Installing traffic lights and changing signage can incur costs for the local government or Foodstuffs. If the changes do not lead to significant safety improvements or benefits, the expenditure might be seen as unnocessary.	
476							While the intention behind these changes is to improve safety and accessibility, it's essential to consider the potential downsides and how they might affect the community as a whole.	
Henny 477						I	It's just crazy to add another set of traffic lights on that stretch of Wairere drive. It's already super busy there, especially during peak traffic. Does the supermarket need to go next to Countdown or could another block of land be found in the area that is a bit easier to access?	
478 Jackie Toy	1				1			
479 Ethan Stephen Richards	1	1		1	1	Travelling through to retail etc in Frankton etc.	As that area gets busier, lower speed limits would be safer. Aid progress by allowing stores to develop. Adding a few seconds to someone's journey isn't a big deal.	Decent turning lanes so as to allow traffic to still flow; albeit at a reduced speed.
480 Alison La Croix	1	1					It would be reasonable to adjust speed through this intersection given how busy the area is. Also if it brings a pak and save to this side of the city I'm all for it.	No. Definitely NOOOOO extra lights. It's already congested enough during peak times. The speed change isn't a big issue but add another light in and it
481 Natasha Olliff	2			1	1		Traffic already backs up with two sets of lights so close together this will create more congestion	sure will mess up traffic even more.
482						family and friends		
483 Sergei 484 Kenneth Douglas	1			1	1		Hardly ever get to 80kph	No No
485 Peter	1							
	-				1			No
486 Chantel Thorne	1		1	1			The current PaknSaves are a nightmare to get to and having one this side is a great idea. Livenort this ground adjustice, including the extended particle one cafety and accident requestion grounds. This is a bigh traffic area, and with the heiden over the call line, there	No Rounder Sine to improve driver hoboviour. Indicating while marriage or changing lange, this is page partition on Majorar and
486 Chantel Thorne Rivena Renata	1		1	1	1		I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the raill line, there are bind traffic queues, where often i witness sudden braking. The shorten length between lights and menging also mean vehicles don't necessary get to 80km/hr. Waivere 8d from Hulamui read to Arthur Porter street, is often the location of note to tal accidents which is combination of high traffic and speed that don't match the use and road design, I use this road several times every week day. While a lot of people will support this for the new Yain Sive, and others disagree on philosophical grounds, I believe the information produces the reduction should be selectly. The speed limit would also match the north-ound speed limits. In Faga 8d, which similarly has short distances between	No. Meminder Sgins to improve driver behaviour. Indicating while merging or changing lanes, this is poor practice on Wairren road. No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the merge point going north bound on Hukanui Rd at the exit of the Hukanui Rd and Wairren Rd roundabout.
Rivena Renata 487 488 Helen Laidlaw	1		1	1	1		I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge were the ralline, there exhibit notific queue, where often in viterace sudden braking. The sorbine inegith between highst and merging also man eval-veited or the receives any extremely. Waiver Brd from Hukamari road to Arthur Poters travel, is often the location of none to tall accidents which is combination of high traffic and speeds that don't match the use and road design, I use this road everal times every week by. Whele also of people will support this for the new Pala is New, and others disagree on philosophical grounds, believe the	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at
Rivena Renata 487 488 Helen Laidlaw 489 Kyle	1 1 1		1				I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge of the real bind traffic quasive, where often in viteras used ben braking. The protein enging thesetive agility and merging just on more vehicles don't necessary get to 80 with Privative Rd from Hukanuni road to Arthur Poters trates, is often the location of none to tall accidents which is combination of high traffic and speeds that don't match the use and road design, I use this node several times every week Qt. While a lot of people will support this for the new Pala A rise, and othered issigner on philosophical prounds, believe the primary reason for the reduction should be safety. The speed limit would also match the north-south speed limits in Te Rapa Rd, which similarly has short distances between lights and intersections. Growth of area.	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the murge point going north bound on Hukanui Rd at the exit of the Hukanui Rd and Warere Rd roundabout.
487 488 Helen Laidlaw 489 Kyle Nina Luo 490 Roger & Sharlene	1 1 1 1 2		1				I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail line, there is belief traffic quarter, where often inviters sudder barking. The britten length extense high stand merging all comes vehicles don't receive a great process and the process of the pr	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at
A87 488 Helen Laidlaw 489 Kyle Nina Luo Roger & Sharlene Elliott kayla	1 1 1 1 2 2 2						I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail line, there is belief traffic question, where other inviters used to be a problem of the problem. When the problem is problem is problem of the problem in the problem is problem. When the problem is problem is problem is problem in the problem in the problem is problem. When it is combination of high traffic and speech test don't match the use and road designs, I stude this read overall other covery each of the problem is support that for the new Park a News, and others disagree on philosophical prounds, believe the agents and interrections. Growth of area. Growth of area. When park is now an an option for northern shoppers. Going to 60 makes sense for the road accurately as you can't get to 80 anyway, But I'm not sure about the extra set of traffic lights - why can't pathness traffic go along the Bugs road mainly? Doting fromt and Countdown carpant onto Karewa Rob trickly already as it's hard to see both index where the propers are the propers of the problem is properly and the property of the problem is properly and the problem is problem. The problem is problem is problem in the problem in the problem is problem. The problem is problem in the problem is problem. The problem is problem in the problem is problem in the problem in the problem in the problem. The problem is problem in the problem is problem. The problem is problem in the problem is problem. The problem is problem in the problem is problem. The problem is problem is problem in the problem in the problem is problem. The problem is problem in the problem is problem. The problem is problem is problem in the problem in the problem in the problem is problem. The problem is problem in the problem in the problem is problem. The problem is problem in the problem in the problem is problem. The problem is problem in the problem in the problem is problem in the problem in the problem in	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the merge point going north bound on Hukanui Rd at the exit of the Hukanui Rd and Wairere Rd roundabout. Need to change the lane layout on Wairere so if you're heading to the base you don't get trapped in pakinsave traffic and vice versa. Need to have clear signs before pakete bridge which than is best for what so people don't change last minute and cause accidents or road rage. Will there be yellow lines on Careras Rd or a molant strip?
487 488 Helen Laidlaw 489 Kyle Nina Luo 490 Roger & Sharlene Elliylia kayla 492 492 493 Iris Colgrave	1 1 1 1 2 2 2 2 2 2 2						I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail line, there is existed traffic quarter, where other inviters sudder brakers, the return length extense lights and merging and none wherelise don't receive any extense of the reduction of the properties	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the merge point going north bound on Hukanui Rd at the exit of the Hukanui Rd and Wairere Rd roundabout. Need to change the lane layout on Wairere so if you're heading to the base you don't get trapped in pakinsive traffic and vice versa. Need to have clear signs before pakets bridge which time is best for what so people don't change last minute and cause accidents or road rage. Will there be yellow lines on Kawane Rd or a middent strip! Faceway Rd or a middent strip! Faceway place abould remain left exit only at best or shut it of completely at the Wairere Dr end-leave Wairere at 80 oreating extra lane to help traffic flow during peak times
A87 A88 Helen Laidlaw A89 A90 A90 A90 A90 A90 A90 A90 A90 A90 A9	1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2						I support this speed reduction, including the extended exciton, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail line, there is relief traffic queue, where other invitinges used but having. The proton length extense rights and merging and none whereits don't necessary get to 80km/W warrer length from Hukamar load to Arthur Protest street, is often the location of none to tall accidents which is combination of high traffic and speeds that don't match the use and road design, I use this road several times every week (at.) While all not probe led support this for the new Pala is New, and othered slaggers on philipscophical ground, believe the primary reason for the reduction should be safety. The speed limit would also match the north-south speed limits in Te Rapa Rd, which similarly has short distances between lights and intersections. Growth of area. More gals a save a an option for northern shoppers. Going to 60 makes seens for the road currently as you can't get to 80 anywey, But I'm not sure about the extra set of traffic lights - why carn't paknower straffic go along Te Rapa road mainly? Exiting Kmart and Countdown carpark onto Karewa Rd is trickey already as it's hard to see both sides with the cars parked. Warere Divine is a ring road & a major arterial rout. A new commercial development should not have a major impact on existing city roading infrastructure but rather work within. Freshing the speed fort's a good lides due to the congestion during pask traffic units that is a more important issue to be addressing, we don't really need another supermarket as we have pletely in indeed sharing another than those. Milks a more important issue to be addressing, we don't really need another supermarket as we have pletely in indeed that the aloud to effect so many people. Area to a supermarked allow that the supermarket on the supermarket o	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the morge point going north bound on Hukanus Rid at the exit of the Hukanus Rid and Warere Rid roundabout. Need to change the lane layout on Walerer so if you're heading to the base you don't get trapped in pakinsive traffic and vice versa. Need to have clear signs before pulset be holge which lane is best for what so people don't change last minute and cause accidents or road rage. Will there be yellow lines on the pulse of the base of the pulset of
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#Ween Renata ### All Helen Laidlaw ### All	1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Business Safeguard Storage facility. Route to transfer	I support this speed reduction, including the extended action, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail linu, there is beind ruffic equate, where other without sources under braining. The resident of the required plant and region allows many where other without reacts and the first without the reduction of the control control of the reduction of t	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the morge point going north bound on Hukanus Rd at the exit of the Hukanus Rd and Wairere Rd roundsbout. Need to change the lane layout on Wairere so if you're heading to the base you don't get trapped in patricise varieties and vice versa. Need to have Clear speed to the physical change last minute and cause accidents or road rage. Will there be yellow lines on Sarwes Rd or a median step? Sarwes Rd for A median step? Sarwes glace shoold remain left east only at best or shult it off completely at the Wairere Dr end-leave Wairere at 80 Oreating extra lane to help traffic flow during peak times No just pursing on Karewa place to be reduced outside the entrance to Kmart as can't see when pulling out of that driveway. No. Don't make changes and leave as they are Speed cameras Speed cameras Speed cameras Speed cameras Veolute gives stating speed limit change No hing needs changes are all that is required. No No no required No. No no required
# Sivena Renata ### ##	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Business Safeguard Storage facility. Route to transfer	I support this speed reduction, including the extended section, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail linu, there is beinfort stiffic quarter, where other without sections such the basis of the property	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the morge point going north bound on Hukanu Rd at the exit of the Hukanu Rd and Warrer Rd roundabout. Need to change the lane layout on Wairers on if you're heading to the base you don't get trapped in pakinsive traffic and vice versa. Need to have clear in the part of the pa
## Rivens Renata ### #	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Business Safeguard Storage facility. Route to transfer	I support this speed reduction, including the extended action, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail linu, there is beind ruffic equate, where other without section and the provided of t	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic. Example is speed hump at the morge point going north bound on Hukanu Rd at the exit of the Hukanu Rd and Warren Rd roundabout. Need to change the lane layout on Walrens of You're heading to the base you don't get trapped in pakmave traffic and vice versa. Need to have clear in the state of the paker bridge which lane is best for what so people don't change last minute and cause accidents for round age. Will there be yellow lines on Sarven Rd or a median step? Acres place brodies from line file act only at best or shut it off completely at the Wairens Dr end-leave Wairens at 80 creating extra lane to help traffic flow during peak times No just parking on Karewa place to be reduced outside the entrance to Kmart as can't see when pulling out of that driveway. No lane No one training on Karewa place to be reduced outside the entrance to Kmart as can't see when pulling out of that driveway. No lane No changes and leave as they are Speed cameras No changes and leave as they are No changes are all that is required. No have to changes and leave as they are Fresh painted road lines. No place changes are all that is required. No have to change a place to be a control of the properties of the painted road lines. No place changes are all that is required. No have to change a place to the current lanes are before Wairere Drive meets Te Rapa Straight. Erect a correct median strip to step cars changing through three lanes. It's dargerous.
Rivena Renata 487 488 Velen Laidlaw 489 Vyle 480 Roger & Sharlene 4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Business Safeguard Storage facility. Route to transfer	I support this speed reduction, including the extended action, on safety and accident prevention grounds. This is a high traffic area, and with the bridge over the rail into, there is existed under country, where other witness used but beautiful protein engine between gibts and merging and mean evaluels and receives any of the protein and the protein engine between gibts and merging and mean evaluels and receives any of the protein and any of the protein and	No other physical changes are needed such as speed humps, this causes further congestion and change in the flow of traffic, Example is speed hump at the more point going north bound on Hukanu Rd at the exit of the Hukanu Rd and Warrer Rd roundsbout. Need to change the lane layout on Wairers or if you're heading to the base you don't get trapped in pakinsive traffic and vice versa. Need to have clear insight before pulket bridge which lane is best for what so people don't change last minute and cause accidents or road rage. Will there be yellow lines on Karwer Rd or a median stelp? Acres place brodies from left eart only at best or shut it off completely at the Wairere Dr end-leave Wairere at 80 creating extra lane to help traffic flow during peak times No just parking on Karwer place to be reduced outside the entrance to Kmart as can't see when pulling out of that driveway. No layout purpose the changes and leave as they are Speed cameras Speed cameras Noching needs changes and leave as they are Noching needs changes are all that is required. No have the changes and leave as they are speed cameras No have the changes and leave as they are speed cameras No have the changes and leave as they are speed cameras No have the changes and leave as they are speed cameras No have the changes and leave as they are speed cameras No have the changes and leave as they are speed land that is required. No have the changes and leave as they are speed land that is required. No have the changes are all that is required as the land of the change of

The control formation of the control formation	_						-		
Services of the control of the contr	516 Rich	A B	-	D	E	F	G	н	
Service Control of the Control of th	JERE	EMY BERRYMAN 1		1		1			No not at all
Services of the control of the contr								all, also you would save carbon emissions as more close than people having to go to town pak n saves	
Company	517	ched							
Company	518 Brid	lget Doran 1				1		Reduce the speed limit, it won't have any negative outcomes and will have many positive outcomes.	I think the busy street and land use context on this stretch of Wairere lends itself to a 60km/h limit. No other changes necessary.
And the control of th	519 Kels	ey Grygoruk 1				1		As the average speed is 62-68kmp/h along wairwre drive I see no reason to decline to support the speed change.	No.
Service Servic					1	1	Luce it to access my destars as well as other	Residents need a supermarket that can offer choice and lower prices	No
	Jack	Son Fankhauser 1					recreational facilities	it makes the most sense and does not put nech in a position where they will be at fault of breathing the resource consent.	mest practical solution to maintain the ability of compliance with the resource consent
Services of the control of the contr	521							Enough money has already been spent on getting this done and to delay it further proves ineffective and inefficient	
Services Ser	Raj	2	1		1			The reason the average speed of 62-68 in my opinion is because of the two traffic lights so close together, gain speed just to slow down at the next light, with another traffic	
Section 1.	523 Chac	d 1						agnt so close together I feli tramic could start to back up and not have a good now of tramic	
Company Comp	Davi	id Meadows 2	2		1			Wairere Drive is a ring road designed to move cars efficiently and quickly at 80 km/hr. Keep this main through road to live traffic, Hamilton have enough side streets and bottle	
Part	524	Hanklan							food on call
A processor of the company of the co					i.	1		it's important as waitere drive had a speed cut as there are a lot or speeders down there and pak'n save would do very went there. This has already been consulted on and decided by council, unfortunately due to government decides the state of the stat	
The second second process of the second proc									safe turning and crossing at this intersection is required ensuring that all transport movements by vehicles, cycling and pedestrian including accessibili
The secondary of the control of the	576								
Service of the control of the contro	Broo	oke Sutton 1				1		Pak n save will be an asset to the community being out te rapa ways whilst everyone does the shopping they can also have the choice between savings at countdown or pak n	No
And the foreign of the property of the propert	527							save.	
And the control of th	Simo	on Crowther 1							
Leave to the control of the control								when the impact speed is nighter especially when the crash is a side impact type crash where the vehicle is less able to protect the occupants.	crasnes that will happen only result in either vehicle damage or very minor injuries to any person involved in that crash.
From the Manual Part of the Control									
Section Sect								or worse, their life. While red lights are very effective at stopping traffic, sometimes people miss these lights.	injury crash at this intersection.
Section Sect								If the road network is designed to help reduce impact speeds at intersections (and this includes the speed limit) then when a crash happens it is more likely to result in	
For the Market St. 1								damages to vehicles only. I would much prefer to keep panel beaters in business than send more people to hospital and add extra pressure to our already clogged up health	
The state of the s	E20							system.	
The state of the s	529 Kels	ey Hallahan 1						This is the most logical solution given the current average speed, positive impacts of a Pakin Save in Te Rapa and the desire to reduce unnecessary legal fees	
See Assembly 1	530 Emr	ma Robinson 1			1	1			
See Assembly 1						1		Slower speed is safer for all form of motorists, especially the expected increase level of traffic for the new supermarket	
Part	532 Evie	Modette 1						more supermarket choices in the area will be nightly beneficial to a growing number of people inside of the area surrounding Te Rapa. A lower speed limit will also mean that diving in the area is safer for more people, including pedestrians.	
2 See Mark 1980 2 See Mark 1980 3 See Mark 198						1		slower speeds make sense and having another supermarket is good for the growing pop of Hamilton	I don't think so.
The second in the control in the con						1	To Brown to the second	It's such a short piece of road. Makes next to no difference as it's full of traffic lights already.	N:
The converting caches of the converting caches	Alan	na redits							INO.
The city of County of the Coun	535							The intersecting section of Te Rapa Straight is already 60km.	
The first Council as result for following the speed into to to high, therefore further purphing bearing the speed into to to high, therefore further purphing bearing the speed into to to high, therefore further purphing bearing the speed into the speed of the speed of age may be the speed of the speed of age may be the speed of	Chris	istine Davies 1	1		1			The affected area of Wairere Drive is already congested, especially at peak times, so lowering the speed limit seems sensible regardless of plans for a new supermarket.	Karewa Place and Maui Street South are not currently fit for increased traffic, including large delivery trucks, that would come with the opening of a new
Cores Prince van de la best blanch for the core for control corporate a lab particular to the control of the core for control corporate and an analysis of many to the core of								The risk to Council as a result of not lowering the speed limit is too high, therefore further justifying lowering the speed limit to 60km/h.	supermarket. Karewa Place in particular is too narrow as it is currently used.
the base of the country flag if they promote that because the services of the country of the country flag if they promote that because the country flag in the promote flag and about and the will have promote the country flag in the promote flag								, and the state of	Karewa Place is used on both sides of the street for onstreet parking of employees at local businesses. This affects visibility for vehicles turning out of
Recommendation to the part the large property that the part of the large property of the large property that the part of the large property of the large property that the lar									popular places such as Kmart and Couplands. Trucks entering or exiting businesses along the street often cause a pause in traffic flow. Vehicles also park
Transfer for the control of the cont									on the side of the road and grass verge from the corner of Eagle Way towards Maui Street South, reducing free-flow of traffic in two directions.
Transfer for the control of the cont									My recommendation is to put yellow lines (no parking) along at least one side of Karewa Place and towards Maui Street South especially near Eagle Way
The state is a transport angelined of peak alternative flower towards fluctures. In the state of the state o									This wouldn't be popular for those that use this area for parking, but I can't see how else the road will cope with additional traffic as a result of a large
The Workshild S									supermarket.
Authorie or anywhere not in features. The is a your and an own process of the council in our control for anywhere not in the council in any to be a part of									This route is very congested at peak afternoon travel time of vehicles travelling via Wairere Drive towards Rototuna.
Authorie or anywhere not in features. The is a your and an own process of the council in our control for anywhere not in the council in any to be a part of	536								
s a key road and event from you don't her wester. It was constrained from the council product to the council produ	Jade	e Wrathall 2						This is a key road that is needed to navigate both in and around Hamilton. Cars are already bumper to bumper during peak hours and this will just increase the traffic flow. Another supermarket is no needed across the road from an existing one instead it should be located in an area that needs one clathough I port in this is not to	
The service of the se							is a key road and even if you don't live near it,		
The stretch and advantage of the comment of the comment of the proof and stretch and advantage of the comment o							you inevitably have to take it		
The stretch and advantage of the comment of the comment of the proof and stretch and advantage of the comment o	537	rue 1						A new supermarket will also consumers more ontions	Not that I can think of
The reservoir file Control of the co	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								The trial Continue of
The reservoir file Control of the co	538								
land, a supermixed, and a suffer environment of position and positionary and use over regular desired or served 30ph faster over a very short distance. The higher passed land, of effective of which the server of the control and one over regular date of the control and one over the control one over the control and one over the control one over the control and one over the control and one over the control and one over the control one over the control and one over the control one over the control and one over the control one over				1	1	1			No The usual provisions for cafety for perjectrians and cyclists who may wish to access the supermarket
electrocal, while the electrocal processor in much stood growds processor in much stood growds processor in much stood growds processor in the processor in the processor of the processor in the	July							llimit, a supermarket, and a safer environment for cyclists and pedestrians, than to have vehicles able to travel 20kph faster over a very short distance. The higher speed limit, if	The second secon
Alternative Severalizes Authority Severalizes 1								enforced, will have next to no effect on central government's much-touted 'productivity' and some very negative effects on Hamilton residents. While we now live just outside	
Marke leverlage 1	540								
Comparison Com	Matt	thew Beveridge 1				1		The section of road from Arthur Porter Drive to Te Rapa Road is generally experiencing speeds of below 80 as it is coming away from and towards a set of traffic lights with a	No.
43 Activate Flowards 1	541							lane merge both ways to deal with the single lane each way bridge. It seems silly that this was ever classed as 80km.	No.
Philippe Mackersion 1 In Project area from a 1 filt was not required for part and \$180m anyway. This is bays areas correctings to \$50m will make labs difference and the benefit of a Pain A See for cuitaveligh the Fee seconds belowing the 1 Turn option at the lights by \$8.0m Blurger fing so the people coming from the bridge can go into Korewa place without going an object would be sensible as there is so many near misses. In the say McGowan 1 In the say McGowan 1 In was not required for count-down to build their supermarket across the road is well yet build the required for Painsave. This is just another example of red taps/compliance for the work had already started would in the required for Painsave. This is just another example of red taps/compliance for the work had already started would in the vent that already started would in the work had already started would in the work had already started would in the work had already started would be not been been done in a complete a started would be sensible as there is so many near misses. Malpoire Grant 1 A corridor to use fin Rototuna area to Telapac/Church Rd/Pulsete Rd & Emaily would be sensible as there is so many near misses. A corridor to use fin Rototuna area to Telapac/Church Rd/Pulsete Rd & Emaily would be sensible as there is so many near misses. A corridor to use fin Rototuna area to Telapac/Church Rd/Pulsete Rd & Emaily would be with event to put the work had already started would in the proposed across the warrange of the work had already started would in the proposed across the warrange of the proposed across the proposed across the first work and the many than the proposed across the first work and the medium of the Pain Across as already are as larged year and story to the proposed across the proposed across the proposed across the proposed across the prop	543 Kath	herine Foulkes 1							INO CONTRACTOR OF THE PROPERTY
Indisaly MiGrowan Indisaly Migr						1		People rarely can travel at 80km anyway. This is a busy area so reducing it to 60km will make little difference and the benefit of a Pak n Save far outweighs the few seconds	Removing the U Turn option at the lights by Base/Burger King so the people coming from the bridge can go into Karewa place without going around the
special and special sp	544							you'd save at 80km! This will be a great benefit to the area.	block would be sensible as there is so many near misses.
who don't want a Palankarian close by. You have a ward a greed for the changes so if the work had already started would it have been too late to go through all this again. This is such raps and a total waste of retarguer money. Get tough with businesses that want to protect their patch and object to change on technicalities. Warding Graat A consider to use fin Recordura area to the Englay Church Rell'hauten & da family who is the best the cost. Commendered of another Palankarian when others are always so busy, jobs created short & long term. No big deal changing the speed as speeds actually travelled on that stretch is the control of the season of the part of the part of the season of the part of the pa	Lind	isay mcGowan						Inis was not required for countdown to build their supermarket across the road so why should it be required for Pakisave. This is just another example of red tape/compliance gone crary. It is an area already designated as commercial. Get on and let commercial businesses build there. It appears that the council has been bood winked by countdown	INO .
A corridor to use fin Rotourus in personal. A corridor to use fin Rotourus and south was ten of respoyer money. Get tough with businesses that want to protect their partin and object to change on technicalities. A corridor to use fin Rotourus and a stotal waste of respoyer money. Get tough with businesses that want to protect their partin and object to change on technicalities. A corridor to use fin Rotourus and a stotal waste of respoyer money. Get tough with businesses that want to protect their partin and object to change on technicalities. A corridor to use fin Rotourus in Rotourus and a stotal waste of respoyer money. Get tough with businesses that want to protect their partin and object to change on technicalities. A corridor to use fin Rotourus in Rotourus and a stotal waste of respoyer money. Get tough with businesses that want to protect their partin and control in Rotourus and the stotal changing the speed as speeds actually travelled on that stretch in Rotourus and the stotal travelled on their Rotourus and the stotal partin and the stotal travelled on their Rotourus and the stotal rotourus and the need for the Pakrisave is already there. It supports the warrange paid officially five partin and the need for the Pakrisave is already there. It supports the warrange paid officially five partin and the need for the Pakrisave in the more official travelled in the Rotourus and the need for the Pakrisave in the more official travelled in the Rotourus and the city, hardling higher volumes of traffic consistently. To lower the partin and the need for the Pakrisave in the more formation and thought on the rotourus formation and the partin and the need for the Pakrisave in the more formation and the partin and								who don't want a PaknSave close by.	
Marginer Graat A Cornidor to use the Rotatura area to TeRaga/Dutch Right Righ									
A corrofor to use the Dischards are as to TeRspan, Church Refrances for & Earth Palus from when or the sare always so bury, jobs created short & long term. No long deal changing the speed as speeds actually travelled on that stretch long between the same anyway. A former fedwards I mile fedwa	545								
Telapa/Church Ref. McFaker Ref. & Family willy be the responsible to use. Telapa-Church Ref. McFaker Shop often in Telapas area in general. To allow the PAKIT-SAVE supermarket to be developed under the current resource content. To allow the PAKIT-SAVE supermarket to be developed under the current resource content. Telapace Shop of the PAKIT-SAVE supermarket to be developed under the current resource content. Telapace Shop of the PAKIT-SAVE supermarket to be developed under the current resource content. Telapace Shop of the PAKIT-SAVE supermarket to be developed under the current resource content. Telapace Shop of the PAKIT-SAVE supermarket to be developed under the current resource content. Telapace Shop of the PAKIT-SAVE supermarket to the severy busy and difficult to turn left out of Karewa Pake on the Wairren Drive is already are as lafety you then want to get across the severage selects in the Pakit-Save save designed to be a load and efficient to common in the morphosed section of Wairren Drive is already three. I support being able to so a register to in the parent where the resident is the media of the Pakit-Save save already three. I support being able to so a register to the Pakit-Save save designed to be a load and efficient more of traver through and around the city, handling higher volumes of traffic constently. To lower the speed limit to lower through and around the city, handling higher volumes of traffic constently. To lower the speed limit to lower through and around the city, handling higher volumes of traffic constently. The cause of the gridock? An allernative development. The other PAKIT-SAVE's in the city draw three custom from intentional shoppers rather than a particular location. A lot on the parent have the speed limit is to be reduced. A lot on the parent have the speed limit is to be reduced. A lot on the parent have the speed limit is to be reduced. A lot on the parent have the speed limit is to be reduced. A lot on the parent have the speed limit is the volume of traff	Mar	rjorie Graat 1						Convenience of another PaknSave when others are always so busy, jobs created short & long term. No big deal changing the speed as speeds actually travelled on that stretch	Maybe look at existing parking along Karewa Plc - it is pretty narrow and we just wonder about trucks negotiating the section from Wairere Dr to
And general. Indirect Mounts Indirect							TeRapa/Church Rd/Pukete Rd & family who	of road are about the same anyway.	Couplands Bakery.
147 Affaire febrands 1	546								
to turn right onto Pulsee Rd. Therefore believe a speed reduction to SRAW/hour in the proposed section of Wairiere Dive is already a reast, allef ye reed. It appears the average speed with a speed of process of the process of any one of the process of the proce				1		1		to allow the PAKn'SAVE supermarket to be developed under the current resource consent.	
spect is already only \$C - Slight hecusarior Conseption. The chir is going to continue to grow in the northwest and the need for the Pal's Naise is already there. I support being able to do a register turn for fareare from Markern Diver as the need flow. The Pal's Naise is already there. I support being able to do a register to the sestion of Hamilton. 1. Wairrer Road was designed to be a flast used efficient means of travel through and around the city, handling higher volumes of traffic consistently. To lower the speed limit is to efficient means of travel through and around the city, handling higher volumes of traffic consistently. To lower the speed limit is to efficient means of the problem of the register of the problem of the pal's through the pal's t	Judi	McCracken 1				1		I frequently use Wairere Drive and Karewa Place. It can be very busy and difficult to turn left out of Karewa Place onto Wairere Drive, particularly if you then want to get across	No
age to the eastside of Hamiton. 1 Warrer for the eastside of Hamiton. 1 Warrer for where there were the new lights. 1 Warrer for where the new lights. 2 Provided to the eastside of Hamiton. 1 Warrer for where the speed limit is to be featured, and around the city, handling higher volumes of traditic consistently, To lower the speed limit is N/A 2 We live in the neighbourhood on derentify found ourselves in the middle of gridlock taking an hour to move from Usiter 51 to 58 Andrews. The cause of the gridlock? An a scientific manner of travel through the flow. 3 There is no encessify for 3 PAMONE! to be built on that set. Other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! To the built on that set Other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! To the built on that other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! To the built on that the Other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! To the built on the other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! The other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! The other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other PAMONE! The other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an alternative development. The other than a particular location. 4 Not not not prevent the particular than a particular location. 4 Not not not prevent that the first the new and prevent force								to turning in the runce not interested believe a speed reduction to obstry/nour in the proposed section of Wairere Drive is already a real safety need. It appears the average speed is already only 62-68kph because of congestion. The city is going to continue to grow in the northwest and the need for the Pak'nSave is already there. I support being	
Travel to the eastside of Hamilton. 1. Waincre Road was designed to be a fast and efficient means of travel through and around the city, handling higher volumes of traffic consistently. To lower the peed limit is NA to effectively by in a play topology in a play topology by in a pl	548							able to do a right turn into Karewa from Wairere Drive at the new lights.	
2. We like in the neighbourhood and recently found ourselves in the middle of gridlock taking an hour to move from Uniter \$1 to \$5. Andrews. The cause of the gridlock? An accident in the near waveher the special entils in to be reclaimed. 3. There is no necessity in a PMANDAYE to be built on that site. Other sites could be available such as Te Raga rescensives. Feachstaff in have amplie resources to fund an alternative development. The other PARADAYE in the built on that site. Other sites could be available such as Te Raga rescensives. Feachstaff in the Company of the site o	Edw	rin Clarke 2	1			1	Travel to the eastside of Hamilton.	1. Wairere Road was designed to be a fast and efficient means of travel through and around the city, handling higher volumes of traffic consistently. To lower the speed limit is	N/A
accident in the area where the speed limit is to be reduced. 3. There is no encessity for a PAMCANE to be built on that sits other sites could be available such as Te Rapa racecourse. Foodstruffs have ample resources to fund an alternative development. The other PAMCANEANE to be built on that sits other sites could be available such as Te Rapa racecourse. Foodstruffs have ample resources to fund an alternative development. The other PAMCANEANE to the count intentional shoppers sather than a particular location. 4. Not only will Waterier Drive a developed affected by the proposal, Starway Risca - arriangly too narrows for the considerable traffic which comes down from Church St - will be impossible to use. 5. On the Count The present arrangements are barely working for the traffic we have at present[look at the volume of traffic down Wairere Drivve 3-6 p.m.); disturbing or									
3. There is no necessity for a PAMnSAVE to be built on that site. Other sites could be available such as Te Rapa reaccourse. Foodstuffin have ample resources to fund an alternative development. The other PAMnSAVES in the city draw their custom from intentional shoppers rather than a particular location. 4. Not only will Wairere Drive be adversely affected by this proposal, lineway Pariset already too narrow for the considerable traffic which comes down from Church St - will be impossible to use. 5. Don't do. The present arrangements are barely working for the traffic we have at present[look at the volume of traffic down Wairere Drivve 3-6 p.m.); disturbing or							l	accident in the area where the speed limit is to be reduced.	
4. Not only will Wairere Drive be adversely affected by this proposal, Karewa Place - already too narrow for the considerable traffic which comes down from Church St - will be improssible to use. 5. Don't do it. The present arrangements are barely working for the traffic we have at present[look at the volume of traffic down Wairere Drivve 3-6 p.m.): disturbing or							l	3. There is no necessity for a PAKnSAVE to be built on that site. Other sites could be available such as Te Rapa racecourse. Foodstuffs have ample resources to fund an	
Impossible to use. S. Don't do. The present arrangements are barely working for the traffic we have at present[look at the volume of traffic down Wairero Drivve 3-6 p.m.); disturbing or									
S. Don't do it. The present arrangements are barely working for the traffic we have at present() look at the volume of traffic down Wairere Drive 3-6 p.m.); disturbing or								impossible to use.	
distorting the flows will bring confusion and chaos.								5. Don't do it. The present arrangements are barely working for the traffic we have at present(look at the volume of traffic down Wairere Drivve 3-6 p.m.); disturbing or	
	549						I	distorting the flows will bring confusion and chaos.	

\neg	A T	В	С	D	E	F	G	Н	
Scott Ti	ffany	1			1	1		In recent times, the cost-of-living crisis has placed immense financial pressure on families, leading to a sharp rise in food insecurity across our community. Many households are	
								struggling to afford basic necessities, and access to affordable food has never been more critical. The development of a new PAK'nSAVE in Te Rapa presents a vital opportunity to provide residents with a cost-effective grocery option, helping to ease the burden of rising food prices. Known for its low-price model, PAK'nSAVE will increase competition	
								in the supermarket sector, potentially driving down costs and making essential goods more accessible to those who need them most. With 80,000 people in the surrounding area and significant population growth expected, this supermarket will serve as an essential resource for families facing financial strain. Approving the necessary speed limit	
								area and significant population growth expected, this supermarket will serve as an essential resource for families facing financial strain. Approving the necessary speed limit reduction will allow this much-needed project to proceed without costly delays, ensuring that Hamilton's residents can access affordable food now and into the future.	
550 Christin	ne Mackenzie 1	1				1		The traffic along that stretch of road is often slowed to that speed and the option of another supermarket in the area is worth the minimal inconvenience. It will also make the	
Sarah B	Sourner	2				1		Te Rapa Rd/ Wairere Drive intersection safer for all It is an unnecessary reduction in speed when other intersections on Wairere Drive are at 80km/h. During peak traffic, speeds tend to be slower as stated so you can achieve	
552								your safety goal without penalising others who are travelling through at quieter times. Why was the public not asked this question before the resource consent was issued? Alternative options could have been presented.	
Mehak 553	Sharma 3	1		1				I live in Pukete, and would love to go there and buy grocery at cheaper prices.	I think speed limit reduction should be enough for it to be built, as it would allow people to reach there easily and safely rather than going all the way around countdown and the base lights.
Jani Ko	vacs	2			1	1		This is a very congested piece of road. Doing what the council has suggested will congest it even further. Two sets of traffic lights within 100m? Insanity! Karewa Place should be left as it is. The road system copes ok with the Woolworths and The Base traffic - it will cope with the Pak n' Save traffic as well. Considering users will chose one	Lowering the speed will congest the place even worse. Don't give in to ridiculousness!
								supermarket or the other, there should not be too much more traffic than there currently is. If the council are so concerned about traffic, then start building the next bridge	
CCA								between Wairere and Horotiu already. Its ridiculous to put more houses in the north east and then expect to shoehorn its traffic onto the congested Wairere section. Think broader picture for once!	
Jamie F	fati '	1				1		This Pak in Save is well needed in the north west of the city. It will make it alot easier for people to do their grocery shop that have limited transportation. The increase in jobs	No, do not change the road layouts, road access and don't make it hard to get in the driveways.
555 Warren	á .							means an increase in the economy. We have waited long enough for building to start - give us our supermarket. I oppose any lowering of the speed limit on Wairere drive. The speed limit must remain at 80kmh. Supermarkets do not or should not control people's lives.	
Ross Ca	ılgher							As a regular visitor to Hamilton and the area of the base Woolworths etc. I am totally against the change of speed	
								You now have too many speed restrictions and as for those Speed bumps Natural traffic flow will set the speed limit.	
								We now call a visit to Hamilton Welcome to the land of What speed is the limit now and Welcome to the land of Speed bumps	
								the bumps as you exit roundabout cause traffic to block up the roundabouts	
								thank good ness for the expressway as we visit our friends in Hamilton East and Horsham downs	
								we now really only visit our friends and the area around the base; Couplands Burnsco Woolworths . Perhaps they may stop with more restrictions.	
557								we now reany only visit our menos and the area around the base; coopiants burnsto woonwords. Perhaps they may stop with more restrictions. I am not alone in this Many people i know are of the same opinion.	
Halon /	Archipelago 2	2				1	Accessing SH1C.	Opening a new instrument people show are or the same appearable however the proposed speed limit change is ridiculous. Given the way this proposal has been structured it doesn't meet the test of consultation and must be sent back for remediation.	If you are inferring there should be added roundabouts, speed bumps, speed platforms, or chicanes, the benefits of such items is rooted in rationales th ignore disbenefits. To invite the public to suggest or support their introduction from an uninformed position is to fail as a public service.
358									
	ennings HMA Group.	2						If you install traffic lights to make Karewa Place the main route into PaK'n'Save, the traffic will make getting out of businesses a nightmare. We are in Unit 2, 9 Karewa Place and it's already impossible to turn right when exiting at Spm, due to the stationary traffic heading towards Wairere Drive. If you add traffic heading towards the new store, I	Nothing wrong with the existing speed limit. Your own data shows that drivers currently travel an average speed of 62 - 68km/h down Wairere Drive, so people drive to the conditions, not to the speed limit. Lowering the limit to 60 will lead to people breaking the law if they drive to the conditions. This is
"								will look at moving to new business premises somewhere out of town.	nothing more than a potential money grab for speeding tickets.
								The Pak'n'Save consent needs to be changed to allow access from Te Rapa Road, via Eagle Way, an already existing access from a 4-lane highway. For Woolworths to be able to	
559								cause the proposed changes "due to it being easier for customers to turn left into Pak'n'Save than it is to turn right into Woolworths, is an unreasonable restraint of trade.	
Terry B	onner	2						1. The Speed Limit is NOT THE ISSUE. The problem will be EAST BOUND traffic being blocked and interfering with the Te Rapa Rd/ Wairere Dr Traffic Control.	Additional (by-pass) lanes in each direction.
								Customers are already travelling to the existing 2 Supermarkets in the area. An additional Supermarket will either draw of from the existing or, as stated in the proposal, draw from additional growth from the north.	
560								3. A wise Council about 50 years ago had the foresight to plan for a high volume traffic route to save the central city from future congestion. It was NOT planned to be of benefit to big business.	
Jo McCi	racken	1			1	1		It will make it safer for people to turn into and out of Karewa Place, especially at busy times. It will stop the need for Karewa-bound traffic to do a u-turn at the Burger King	Traffic lights and signage.
								lights, and will be safer for traffic turning out of Karewa if they then need to cross to the right turning lane into Pukete Road, without cars having to stop to let them in and across.	
561 562 Bruce C	Crook	1						The speed limit may as well be the same right through to Arthur Porter as it slows there anyway. To ensure choice is available to shoppers as soon as possible and competition in the grocery sector is protected.	No.
Saravar	na 1	1				1	Travelling to western suburbs	to ensure ensure or annimone to suichbers on sonit as hossing and reniberation in rise Biorei A service is biorerren:	
563 ramakr Brian R	rishnan Roberts 2	2					Access to the ring road system around	The first time this appeared before the HCC, the Consent Changes were declined. Then, after obvious lobbying (?) it was resubmitted to Council, and narrowly passed. This is	
							Hamilton to keep traffic out of the central area	questionable.?	
								Whilst the HCC should, within criteria, encourage commercial and business development, this should not be to the detriment of the needs of its citizens in general. I believe that the need for unrestricted travel flow, especially at peak times, is a core responsibility of Council, and trumps the wishes of Foodstuffs.	
								Building a new Supermarket, directly opposite the Woolworths supermarket makes a mockery of the reason that it fills the need of the northern suburbs, which is well served, both with Woolworths, and with a New World not far away.	
								There is plenty of access and egress by multiple points to the proposed land in question. The Woolworths Supermarket has operated for some time in the same without	
								adverse problems and any increase in traffic could be handled within the current roading system. To interfere with important traffic flows and add to frustrations by reducing the speed and installing light to favour big business is not in the interests of the City or its	
564								management. It is up to Foodstuffs to seek a better consent, not for the travelling public of Hamilton to pay the price.	
565 Kirsten		1						It is up to Foodsturs to seek a detter consent, not for the traveling public of Hamilton to pay the price. Definitely need a new pak and save in the north part of Hamilton. Noone ever travels 80km/h on the concerned stretch anyway.	No
566 Robert 567 Rina M	Edlin :	1						Need a cheaper supermarket at this end of town.	
Thoma	s Wilding 2	2			1	1		This is a false dichotomy.	What would achieve a reduction in traffic congestion is completing the half finished intersection of Wairere Drive and SH1C. Because the on-ramp north
							Frankton Transfer Station, etc)	With vast areas of bare and vacant land across Te Rapa, there is no demonstrable reason why pak n save cannot have chosen other sites with better traffic access. I consider the wording of this submission misleading - option 2 would not prevent pak n save from building.	was never completed, traffic from the new development that HCC allowed around Rotokauri is being forced through Te Rapa in order to travel north.
								Council has the option to remove the requirement for a right turn from Wairere Drive, and leave the speed limit at 80 kph. This false dichotomy demonstrates inadequate consideration of alternative options by HCC, therefore failing in it's requirements to consider alternatives under the local government act. The added intersection is not	
								required for pak n save to be built more than 500 m from this intersection.	
								If you can ignore the vast majority of people who opposed this change last time, then you can just as easily ignore those wanting an extra traffic light on Wairere Drive. You could have changed that condition of consent more quickly and at lower cost to the ratepayer and pak n save than this fixation on compromising the ring road.	
								Congestion on the ring road is a consequence of HCC decisions to force urban development through at an unsustainable and unaffordable rate.	
								I am also concerned by your labeling of HCC's preferred option as "safe". Clearly the new intersection creates new risk, and so is not devoid of risk. This poor understanding of risk further demonstrates the inadequate consideration of alternatives by HCC under local government requirements.	
568 569 Vijay Sr	rivastava	1						It is used as a local road by everyone. It makes no sense to have a speed limit of 80 KM/HR.	I don't thik so.
Nic mat 570		1					Visiting family so don't use it daily	With the cost of living and food prices it would be great to have a pak n save out that way available for more people. Giving a wider variety of choice where they shop	No. Just as long as the entry and exits are easy to get in have good of ways to the side of the road so traffics can still flow past
John Le	wis :	1						There are lights at Arthur Porter Dv, Te Rapa Rd, Pukete Rd. It's not often you can reach 80 kph anyway. It's only a technical requirement that the limit has to be 60 kph if you want lights to get easily to a supermarket. I imagine people turning right into Karewa Place will not only go to Pak'n Save but Kmart, Woolworths, The Base and even straight	
								through to Church Rd and Maui St. Karewa Place could become even busier than Te Rapa Rd. How is the 60 kph limit to be enforced? Perhaps Pak'n Save could contribute to	
571								the costs of a fixed speed camera. A lot of drivers exceed 80 on Wairere Dv so I can't imagine they'll slow down to 60 kph	
572 Jules Ke 573 Anne V	ell	1						I like to shop at Pack n Save and we need that facility over this side of the city.	
574 Lisa Val	ilois 1	1							
575 Holly Sp 576 Kirsten	piers !	1						I think the fact the statistics show the average speed is already in the 60s makes a lot of sense. Also having a pak save in the area will be so beneficial. The area needs a pak in save supermarket. It needs to bring cheaper food and competition on this side of town.	No .
	el Bahjejian 1	1				1		I usually shop at PAKn'd SAVE as it is cheaper and want this project to go ahead. The impact on the speed will be limited given the short distance that will be impacted.	no
Michae					1			The currently Pakinsave are super busy, another for our town might help with the flow of people.	No No
577 578 Francie		1							
577 578 Francie 579 Braden	Turner 1	1 1					Going to church and going to the north east of	We need pak in save over this side of town to keep food prices low A Pak 'n Save near The Base will reduce travelling to the city and will be useful.	It's going to make it safer with lower speeds
577 Francie 579 Braden Ellen Be	Turner 1	1 1				1	Going to church and going to the north east of Hamilton.	A Pak 'n Save near The Base will reduce travelling to the city and will be useful.	No.
577 578 Francie 579 Braden	Turner 1 leard 1 Wisneski 2	1 1 2				1	Going to church and going to the north east of Hamilton.	We need park a save over this side of town to keep food prices low A Pak in Save near The Base will reduce travelling to the city and will be useful. Waierer is a main route for traffic going around the City. This change will lead to significant traffic congestion which is happening all around the City. A definite no!	It's going to make it safer with lower speeds No. Yes, dont approve PAK' N save proposal. Already have Countdown K MART there without these reductions,

Sho-									
Sho-	м.	В	С	D	E	F	G	Н	
anon	ia	2						I think the proposed speed limit should stay at 80 on Wairere Drive, however I think importance needs to be put on the speed limits directly around the supermarket and	
								ensure that entrances/exits are adequate and allow cars to get in and out freely without backing up the road. Perhaps a one-way system (in one entrance out the other) so the traffic flows safely and can prevent shoppers from exiting onto Karewa Road? I think the problem areas are Karewa Place and Te Rapa Road not Wairere Drive. Is there any	
583								alternative sites for Pak n Save further up Te Rapa Road that should be considered instead?	
584 Roy B Geoff	Beard	1					Going to church.		
Geoff	f Wise	1				1		Average time taken to travel this stretch of road would only be increased minimally as its often not possible to travel at the 80km/h limit due to congestion. More time is lost	
585	and the second						W	waiting at the traffic lights than will be added by the lower speed limit.	
586 N Blu	Foster	1					Using the bridge to visit family	Anything else would be idiotic. 3 sets of traffic lights within that 500m section will cause the traffic to slow down. Having the speed limit at 60 rather than 80 should reduce the number of people trying to	Karewa place is dangerous enough at 50 due to the tight road and cars parked on both sides. Leaving Couplands and turning right can be very challengi
luyan	. Oster	r 1		- 1				s sets or traffic lights within that Suom section will cause the traffic to slow down. Having the speed limit at our ather than 80 should reduce the number of people trying to sneak through orange lights rather than stopping (if they're driving at a lower speeds they'll feel less likely to make it across the intersection before it goes red)	Narewa place is dangerous enough at 50 due to the tight road and cars parked on both sides. Leaving Couplands and turning right can be very challenge due to the blind spots caused by vehicles parked and the fact that some drivers use that road as a "shortcut" to get around the traffic on Te Rapa Road
								100 miles (100 miles (
		l 1							Adding a right turn lane that would allow you to go from Wairere Drive all the way to Maui st without getting to another set of lights will cause more
		l 1							drivers to try to use this road as a shortcut. If there are still cars parked on this street it will become very dangerous to turn in and out of with heavier
		l 1							traffic and people trying to speed past other traffic queues.
		l 1							If Karewa PI is being treated as a main access rd for people to get to the Pak n Save then the road should be widened where possible and made yellow
									lines the whole length through to Countdown so that it's safer for drivers using it.
									The intersection by Countdown and Couplands should also be restored to a controlled intersection (roundabout or traffic lights) to make it safer for those
		l 1							turning on and off Karewa pl at that intersection.
saral saral	h smith	1						We need PaknSAVE in the North. That section of road I travel daily for work. It is impossible to go 80km/h currently. Most of the time there is a traffic that stops that speed and	No.
		i						its a very short distance between the sets of lights to be able to get up to 80. 60 km/h is perfectly fine there and it is generally already what speed most traffic goes anyway!	
								They have spent so much money and been bullied by the competitors. It would be very unfair to stop it going ahead. I 100 percent support pakesAVE and hope the council will	
588								see common sense in this.	
Jean I	Masters	1					Stopping at Woolworths and Kmart even	I have another concern on another road from the traffic lights at Maui St intersection Church Road to Karewa Place to meet Wairere Drive. There is no speed sign there, and	
500							Couplands with a disability senior and us from	there is always drivers using more than 70km-80km. Also along the Eagle Way road - drivers over speed there while shoppers using Woolworths and Kmart. It makes more	
590 Chan	g Chia Yew	1				1	- wi wi.	difficult along the Eagle Way road. A supermarket is needed here to create more competition and bringing grocery prices down for community.	No.
Kevin	n Khoo	1				1		Establishment of another supermarket helps provide more choices and competition of every day items. The stretch of road rarely seen people travelling at 80km/h anyways as	Clear road markings and signage.
591								there are subsequent traffic lights within a short stretch of road between each other.	· · · ·
592 Alison	n Ivey	1						This project should go ahead asap.	No .
Came	eron Ward	1						Another supermarket this side of town is important, competition is great to lower food prices, the other two Pak N Saves are always so busy so this will be great.	Nope.
								Also, that area in question is often so congested that you can't travel 80kmph anyway so who cares, lowering the speed limit won't have too much impact.	
593								new, then are an question is onen so congested triat you can't traver outsing anyway so who cares, towering the speed limit won't have too much impact.	
594 Stan I	Baird	1						This supermarket nis much needed & it won't hurt vehicles to go slower in this area to allow progress.	No .
595 Leigh	Cornes	1	1					Safer speed for turning movements	Education around the speed reduction when it is changed
596 Mala	Ram	1				1		We need access to foodnot speed!	
Linda	a Braun	1						A ridiculous requirement but what can you expect from the gaggle of bureaucrats this country is burdened with. But if this is what is needed, let's just get on with it.	Yes. Total removal of obstructive councillors.
								But if this is what is needed, let's just get on with it. We need new businesses and jobs and I am always shocked at the councillors' ability to make everything as hard as possible for entrepreneurs and innovators.	
597								The incidence of the processors and different states of the continuous assets of the continuous	
598 Kevin	n ridings	1					Don't use it	Another supermarket is needed	No parking on karewa place
Alan '	Donaldson	2						Wairere drive was supposed to be a loop of Hamilton to speed up traffic flow and reduce time. Lowering the limit to 60 kph is absolutely stupid. Its not like Waiere drive is next	
								to the supermarket. There was no requirement to for speed limit changes for the Woolworths Super market, so why the need for PAK n Save. Stop spending money on silly	
599 8814b	ael Hanaray	,						changes. I regularly drive through this section of Wairere Drive, support the establishment of the proposed supermarket and of the opinion that a 60km/h speed limit is reasonable	Mo
600	aei nanaray							regularly univertificular tribulgit this section or waitere orive, support the establishment of the proposed supermarket and of the opinion that a downtyn speed limit is reasonable	NO.
Lean	ne Tahu	1					If I need to go to the Base after work I have to	We need a Pak in Save in this location for convenience to local residents as well as north surrounding districts as myself. I normally shop Clarance st but for me that driving from	A large carpark with multiple entrance exit points so we don't get caught up in The Base Xmas, boxing day sales traffic which are horrendous
601							go down Wairere Dr	Ngaruawahia which doesn't make sense.	
harin	n Ramji	1						I think a new paknsave will open very many job opportunities for my fellow Hamiltonians. We want to avoid using the Australian supermarket conglomerates as much as	We need better road markings and maybe 2 entrances and exits.
602 Gary:	d lab							possible to keep the money in the country Hamilton city needs this development to go ahead and the impact on drivers under this proposal is almost negligable.	
604 Aiswa	arva	1				-		namilion city needs this development to go anead and the impact on universitinder this proposal is almost negligable.	NO.
605 Mari	ana Guedes	1	1			1			
606 Gemr	ma Clark	2	1					traffic is already bad no reason to make it worse	no
607 Lewis	s Snapes	1				1			
608 Kirk	Parker	2						It's completely unnecessary and will slow down one of the few working roads in Hamilton Need another supermarket competitor out this way. There is currently only Woolworths and further down the road a New World. With the Te Awa Lakes development also	No, put it down to 60km. It is not a large section of Wairere drive and most people go over the speed limit anyway.
609	Parker	l*						need another supermarket competition dut this way. There is currently only woodworths and further down the road a new world, with the Le Awa Lakes development also being built, there will be a need for another supermarket out this way.	No, put it down to down. It is not a large section of waitere drive and most people go over the speed limit anyway.
Gran'	t Howard	1				1	To travel through the town to visit friends	Irrespective of road speeds. Businesses should not be held to ransom because of speed limits. This type of thinking is detrimental to development. Common sense should apply,	Why would any changes be required. Why do you have such stifling regulation for businesses to conduct business? It is very concerning that there is such
							,	and the golden rule of the road is drive to the conditions. It is not possible to blame businesses for drivers attitudes. These are 2 totally separate aspects. Hopefully this type of	petty rules/by laws for organisations to conduct business. This may be one of the reasons why NZ is so far behind other developing countries, as councils
								think is permanently removed form council thinking and processes.	try implement such abhorrent restrictions on business. NZ should be encouraging business to open and more inviting to investment and development.
									Its a shame that councils are spending ratepayers money to actually have this consultation. This should be please open your businesses, come to
								Any legal business should have the right to conduct business if they so wish. We cannot keep spoon feeding people about safety on one hand and keep pollution our waters on the other hand. Inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns.	Hamilton and invest. Instead, the thinking is our road speed is too high and drivers cant apply themselves even though they have drivers licences, and
								the other hand. Inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns.	
								Any legal business should have the right to conduct business if they so wish. We cannot keep spoon feeding people about safety on one hand and keep pollution our waters on the other hand, inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns. By allowing Pak in Save to open for business increases competition in a market that desperately needs competition.	Hamilton and invest. Instead, the thinking is our road speed is too high and drivers cant apply themselves even though they have drivers licences, and drivers cant seem to think for themselves as the advertised road speed says 80km/h. So any organisation cant open a business because of a advertised
								the other hand. Inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns.	Hamilton and invest. Instruct, the thinking is our road speed is too high and drivers cant septy themselves even though they have drivers cant seem to think for themselves as the adventised road speed says BRIVIN. So any organisation cant open a business because of a advertised speed. Do you know have many advertised speeds are incorrect around the country on blind corners and blind rives, yet here local government putting roadblocks for business.
610								the other hand. Inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns.	Hamilton and invest. Instead, the thinking is our coad speed is too high and drivers cant apply themselves even though they have drivers licences, and drivers cant seem to think for themselves as the advertised road speed says 80km/h. So any organisation cant open a business because of a advertised speed. So you know how many advertised speeds are incorrect around the country on bind corners and bind rises, yet here local government putting
610	l Thompson	1						the other hand. Inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns.	Hamilton and invest. Instruct, the thinking is our road speed is too high and drivers cant septy themselves even though they have drivers cant seem to think for themselves as the adventised road speed says BRIVIN. So any organisation cant open a business because of a advertised speed. Do you know have many advertised speeds are incorrect around the country on blind corners and blind rives, yet here local government putting roadblocks for business.
610 Athol	il Thompson	i						the other hand, inhibiting business development only drives business out of Hamilton which has a knock on effect of ratepayers moving to other towns. By allowing Pak in Save to open for business increases competition in a market that despirately needs competition. The gap between the two lights is 413 meters so unless you drive a dring car would be unlikely to achieve 80m? for much more than 10% of the section. The lights would break up the grouping of traffic heading to the Pukete Mr Waivere Drive intersection which appears to have a lot of near misses and accidents.	Hamilton and invest. Instruct, the thinking is our road speed is too high and drivers cant septy themselves even though they have drivers cant seem to think for themselves as the adventised road speed says BRIVIN. So any organisation cant open a business because of a advertised speed. Do you know have many advertised speeds are incorrect around the country on blind corners and blind rives, yet here local government putting roadblocks for business.
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Annmarie McDonald	1 1	C	D	E	F	G	Н	
624								No.
Craig J Brighouse	ľ	1		1			It's going to be a high traffic area with traffic turning so seems prudent to reduce speeds. I travel along wairere drive daily and this traffic speen reduction would have minimal effect as traffic is slowing due to current traffic lights and pedestrians anyway.	NO .
Kane Lynn	1						I think the positives of this development outweigh the negatives. Going slightly slower through this section of road which may add a little extra time to your journey vs the extra jobs and accessibility of goods from the supermarket. I weigh this up and I believe it is worth the small cost of time in this instance.	
Renee	2				1	Moving around hamilton	That is a load of shit. Preventing pak n save from being developed. There is no reason to reduce the speed limit. People already turn off wairere to go to the base fine.wairere	
527 Voletta Sugiharto	1						drive is an expressway	
529 Eddie Panharja	1				1			
530 Shobna Lee Fleur Hills	1			1	1		This supermarket will be closer to me and I won't have to go to Mill St Pak n Save. We travel that speed anyway, Pak N Save needs to happen as well	Right hand turn into Karewa place lowering speed will help with this. Lights to turn into road from Wairere drive
531	1					Saints temple in Templeview	эте стоте спас зувео опумаў, гак и зате песоз оспоружна з мен	ngrit hand turri into karewa piate lowering speed will nelp with this. Lights to turri into rodd ironi. Wallere direc
532 Kathryn Holland Nicole Wallace	1				1		We need more supermarket competition in the northern part of Hamilton, it's too far to go to the other two Pakn' Saves we've already got from where I live (Pukete). The part	Ma
Nicole Wallace	ľ						of Wairere Drive between Pukete Road and Te Rapa Road can sometimes get quite congested and there are a lot of businesses within that area, so reducing the speed limit to	
633 Heather Maitland	1						60kmhr would make that part of Wairere Drive safer. Reduced speeds are better for safety in an area that's highly trafficked by residents on foot	I leave that in the capable hands of those who know better. I have no opinion.
David Smith	2			1		Use it to go to industrial areas of Te Rapa for	The Wairere Drive Ring road was developed to ensure that there was an ease of traffic flow around the city, noting that what this was originally developed the consideration	No changes to speed limit and No requirement to have traffic lights installed at Wairere drive Karewa place
						both business for trying to find building to purchase	for the Ruakura industrial park had not thought of worked through, the current roading strategy was to have an 80 kmh city loop to minimise vehicles using surface streets. As you can see by making changes to Wairere drive by reinstalling the right hand turn that was originally into Karewa place and reducing the speed limit to 60 goes against the	
							process, currently at rush hour (morning and evening) the traffic does not move at 80 or 60 kmh more like 10-25kmh by adding a decreased speed limit you will increase	
							gridlock and frustration among Hamilton residents who all work around the area. Question for submission what is the current vehicles per day which use the specific section and what are the 3,5 and 10 year projections of vehicles per day?	
							I believe that the requirement to have this speed reduction and traffic lights are unnecessary to support the construction and development of the proposed PaknSave	
Jeremy Pinkham	2	1	1	1	1		Woolworths has been in that location for years without and concern shown for traffic flow and speed, reducing the speed limit will increse traffic jams and travel times, for	No No
							people traveling to and from work via this route, it is already bad enough at the moment as the rail overhead bridge is not wide enough to handle the traffic flow. How about	
							thinking about doing something that will not affect the people traveling that route, maybe make it so the entrance to pak n save is from eagle way and to south bound traffic only on te rapa road, an the exit is southbound only onto te rapa road. Divert the traffic flow away from karewa place to travel down te rapa road and onto wairere drive.	
							Karwea place is to narrow to have more traffic going down it. If pak n save want to come here, make them widen the rail overhead bridge to handle 4 lanes of traffic, to ease congestion on wairere drive from the excess flow from Te Rapa Road and widen Karewa place (still allowing for car parking on bith side of the road) to allow for any excess	
							congestion on wairere drive from the excess flow from Le Rapa Road and widen Karewa place (still allowing for car parking on bith side of the road) to allow for any excess traffic flow. Do not drop the speed limit and and not install traffic signals, think differently about this. Implementing these changes will affect people's lives dramatically.	
536 537 Chris Banks	,						This is a pubrainer. The city is growing things are getting burier, higher speeds are no longer appropriate.	Ma
Judith Braithwaite	1	1					This is a no-brainer. The city is growing, things are getting busier, higher speeds are no longer appropriate. A small reduction to the speed limit on this piece of Wairere Drive would mean that a new supermarket could be built to service a rapidly growing area of Hamilton.	
538 Camille	1						They need a pak n save to service that end of town, Woolworths needs the competition and the city is growing out there!	Lots of signs, speed camera maybe?
NEIL R BARKER	1				1	Travelling to west side Hamilton, Raglan etc.	It will mean little change to current speed through this section of Wairere Drive.	Certainly NOT SPEED BUMPS!!!!
								Still concerned how you plan to have THREE sets of traffic lights in less than one kilometer of road. especially with peak hour traffic. Show us a map of
640 Rindi Schaefer	1						Better proces	proposed changes!
Malcolm Hinton	1			1	1	Walk to Base and Couplands etc.	Pak n save site long overdue for development and reducing speed limit is a no brainier for such an important asset to Hamilton North. I like new rt turn into Karewa from	60km/h signage and maybe paint 'new' Lane for the rt hand turn into Karewa
642 643 Alyssa Davis	2						Wairere as well. 60km/h, yes please.	
Erica Najbert	2				1		There are a lot major business on the same stretch of road that have no required the speed to be lowered	
545 Blair	1				1		Palk'n'Save is not going in on Wairere Drive so there should be no need to reduce the speed along there Absolutely go for it, it will help with employment and its only a short stretch of road so realy wont change much at all in travel tims	No .
Zac morgan	2	1		1	1		There is no practical reason to add additional traffic lights on Karewa Place. Currently, traffic turning into the area already backs up to the proposed location of the new lights. Adding more traffic lights will only worsen congestion in the vicinity and lead to unnecessary delays for commuters.	No additional changes are required. The existing road infrastructure already supports significant traffic flow for both Kmart and Countdown, which are located across from the proposed PAK'nSAVE. The current roadways are sufficient to manage traffic in the area without further modifications.
								included actions from the proposed PAR INSPAC. The current tollowings are summer to manage trains at the area without for their incommendations.
							The proposed reduction of the speed limit from 80 km/h to 60 km/h, specifically from Arthur Porter Drive to Te Rapa Road, adds further confusion for drivers by creating a patchwork of speed limit changes. Drivers navigating between the 80 km/h and 60 km/h zones will experience a fragmented and inconsistent driving experience.	
							Wairere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residences. Its role as a key traffic corridor should	
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Ruth Taylor Karen Coughey	1						Waitere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residences. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traffic implications comprehensively. While the PARTASASY supermarks has potential to bring benefits, such as job creation and local exonomic growth, this proposal exemplifies an approach that solves one issue at the sepanes of forester traffic low and then planning considerations. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into The Base, would miligate these impacts while still enabling the development to proceed. To illustrate this point: To illustrate this point: The Land Transport fields esting of Speed Limits 2004 requires a minimum length of 550 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch, tending the spend limit enablish on sensitive stimply to meet the risk highlight the lack of alignment with practical traffic needs. The Land Transport fields esting of Speed Limits 2004 requires a minimum length of 550 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch, tending the spend limit enablish on sensitive size of the superminish of the supermini	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead?
Karen Coughey 648 649 Josh	1 1 1						Wairere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traffic implications comprehensively. While the ARX 656/E supermarks that potential to bring benefits, such as job creation and local exonomic growth, this proposal exemptifies an approach that solves one issue at the response of traverter traffic flow and them planning consideration. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into The Beas, would miligate these impacts while still enabling the development to proceed. To illustrate this point: The Land Transport Rules: Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rules: Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rules: Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rules: A setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. The land transport Rules are setting to the settin	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? Just change the speed signs and also paint the speed on the road
Karen Coughey 648 649 Josh Patsy Williams-	1 1 1 1 1						Waitere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traffic (implications comprehensive). While the PAK/ISAVE supermarket has potential to bring benefits, such as job creation and local economic growth, this proposal exemplifies an approach that solves one issue at the expense of trousder traffic flow and urban planning considerations. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into the blase, would mightle these impacts while still enabling the development to proceed from the blase. And intelligent these impacts while still enabling the development to proceed from the blase. And intelligent these impacts while still enabling the development to proceed from the blase. And intelligent the proposed reduction covers a 410 metre stretch. The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. The Land Transport Rule Setting of Speed Limits 2004 requires a stretch stret	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead?
Karen Coughey Karen Coughey 548 549 Josh Patsy Williams- Tarrant 551 Rosemary Spragg	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	1			Waitere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traintific implications comprehensively. While the PARTASAFS supermarks has potential to bring benefits, such as job creation and local economic growth, this proposal reasilistics an approach that solves one issue at the sepanes of forester traffic low and unbra planning condistantions. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into The Base, would miligate these impacts while still enabling the development to proceed. To illustrate this point: The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Standing the speed limit reduction weekness disruply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Standing the speed limit reduction weekness disruply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Standing the speed limit reduction weekness disruply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rule Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed read and determinent to Institute the speed limit reduction setting the speed limit reduction of the speed limit reduction in supermarkets, Plantowe is	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? just change the speed signs and also paint the speed on the road Change to a round about system to prevent high traffic light creahes in this location
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Karen Coughey Karen	1 1 1 1 1 1 1 1 1 1 2 2			1			Wairere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritized. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traffic (implications comprehensive). While the PAN-ISAVE supermarket has potential to bring benefits, such as job creation and local economic growth, this proposal exemptifies an approach that solves one issue at the supermarket has potential to bring benefits, such as job creation and local economic growth, this proposal exemptifies an approach that solves one issue at the supermarket has potential to bring benefits, such as job creation and local economic growth, this proposal exemptifies an approach that solves one issue at the supermarket has potential to bring benefits and the supermarket has potential to bring benefits and the supermarket has potential to bring benefits and the supermarket proposal reduction, such as limiting entity to left turns only into the bias, would miggle these impacts saides still entitle growth. The large transport Rules Setting of Speed Limits 2004 requires a minimum length of 50 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. The Land Transport Rules Setting of Speed Limits 2004 requires a minimum length of 50 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Its contract a stretch stretch stretch and the supermarket benefits and stretch stre	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? just change the speed signs and also paint the speed on the road Change to a round about system to prevent high traffic light creahes in this location
Karen Coughey Karen Coughey 48 59 Josh Patsy Williams- 555 Tarrant 552 Greg Van den Heuvel 553 Timothy Waite	1 1 1 1 1 1 1 2 2 2						Waitere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traintification (and the proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traintification and unab paning considerations. Reassessing the resource consent to allow a better solution, such as immitting entry to left turns only into the Base, would mitigate these impacts while still enabling the development to proceed. To illustrate this point. The Land Transport Rule. Setting of Speed Linits 2024 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Estending the speed limit reduction weekward simply to meet the rule highlights the lack of alignment with practical traffic needs. Interduction, a settle flag at Extreev Place undergood compound the current sixes, where congestion of the stretch settle constitution of the stretch settle and transport of the settle proposed reduction covers a 410 metre stretch. Intending the stretch is settle as a supposed to be a high-flow route. Lan ontopoped to the one WARASSASE in Rapp but an deeply concerned with the way this plan is being implemented. The current approach feels shortsighted and detriminated to Islaminosis visited transport reduction. Settle and the supposed reduction components the efficiency and usability of Waiters Drive, which were as a key attention to for our city. This is a not-barrier. We desporately need more compectation in supermarkets, Paintone is generally chaeger than Woolworths, so this will be good for Consumen. There will be consument in and out of the washer as a key attention to for our city. This is a not-barrier. We desporately need more com	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? just change the speed signs and also paint the speed on the road Change to a round about system to prevent high traffic light creatives in this location
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547 Karen Coughey 648 549 Josh Patsy Williams- 551 Rosemary Spragg Greg Van den Heuvel 552 Timothy Waite Giselle Jeannes 654	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					To get to the Eastern side of Hams	Wairere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traffic implications comprehensively. While the PARTASASE supermarks that potential to bring benefits, such as job creation and local exonomic growth, the proposal exemptifies an approach that solves one issue at the regence of tomester traffic lows and train planning considerations. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into The Base, would miligate these impacts while still enabling the development to proceed. To illustrate the point: The Land Transport Rules Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rules Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. The Land Transport Rules Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction occurs a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. The land Transport Rules Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the setting of the setting the setting of the setting the setting the setting the setting the setting the se	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? just change the speed signs and also paint the speed on the road Change to a round about system to prevent high traffic light crashes in this location
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47 Karen Coughey 48 49 Joh 49 Joh 49 Joh 50 Tarrant 50 Tarrant 51 Tarrant 52 Tarrant 61 Telephone 53 Gitelle Jeannes 54 Anastasia 55 L McDonald	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					To get to the Eastern side of Hams	Wairere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the road network by focusing narrowly on accommodating one development instead of addressing the larger traffic implications comprehensively. While the PARTASASE supermarks has potential to bring benefits, such as jib or creation and local exonomic growth, the proposal exemptifies an approach that solves one issue at the regence of trooper traffic flow and them planning considerations. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into the base, would mitigate these impacts while still enabling the development to proceed. To illustrate the point: The Land Transport Rules Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Extending the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traffic needs. Including a straffic light at Satires Place Will compound the current issue, where congestion often stretches from Public Needs and to Karewa Place. The placement of these lights are not opposed to the new PARTASASEA in Reas but as meeting of the stretches from Public Needs and to Karewa Place. The placement of these lights are not opposed to the new PARTASASEA in Reas but as meeting of the stretches from Public Needs and to Karewa Place. The placement of these lights are not opposed to the new PARTASASEA in Reas but as meeting of the stretches from Public Needs and to Karewa Place. The placement of these lights are not opposed to the new PARTASASEA in Reas but as meeting one comments in and out of the supermarket, Palinsave is generally chapter than Woolworths, so this will be good for consumen. There will be so of furning movements in and out of the supermarket, palinsave is g	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? Just change the speed signs and also paint the speed on the road Change to a round about system to prevent high traffic light crashes in this location No, why cant the traffic use the existing routes and travel around via Te Rapa Rd like they do currently to access Woolworths? Nope No No No Karewa Place road needs widening or No Parking on one side of the road as it is very congested at times. Consider integration of existing shared path on northern side of Wairer Dr (outside ART, building) with upgraded interaction - should allow safe cycling.
Karen Coughey Karen	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					To get to the Eastern side of Hams	Waitere Drive is a primary route for commuters traversing Hamilton and does not have many entry points for businesses or residence. Its role as a key traffic corridor should be prioritised. This proposal risks undermining the efficiency of the roud network by focusing narrowly on accommodating one development instead of addressing the larger traintification common properties. The proposal risks undermining the efficiency of the roud network by focusing narrowly on accommodating one development instead of addressing the larger traintification and unablance of the proposal residual proposal common properties. The proposal residual proposal common properties are proposal that solves one issue at the sepanes of forward traif frow and unab planning considerants. Reassessing the resource consent to allow a better solution, such as limiting entry to left turns only into The Base, would mitigate these impacts while still enabling the development to proceed. To illustrate this point. The Land Transport Rule: Setting of Speed Limits 2004 requires a minimum length of 500 metres for a 60 km/h zone, but the proposed reduction covers a 410 metre stretch. Estanding the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traiffic needs. Interesting the speed limit reduction westward simply to meet the rule highlights the lack of alignment with practical traiffic needs. Interesting a bottlereck on what is supposed to be a high-flow route. It am not opposed to the one PMA/ASSAE in Eagle but an deeply concerned with the way this plan is being implemented. The current approach feels shortsighted and determinated to Hamilton's well or transport needs to the records of the proposed area and an additional components of the sights risks received to Hamilton's well or transport needs to the reduction of the proposed area and an additional components in and out of the supposed rate of the proposed area are already 60 or 50. There are several businesses on the route that really should	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead? just change the speed signs and also paint the speed on the road Change to a round about system to prevent high traffic light crashes in this location No, why cant the traffic use the existing routes and travel around via Te Rapa Rd like they do currently to access Woolworths? Nope No

A Nena Hergatt								
Nena Hergatt	В	С	D	E	F	6	Н	
1	1				1		I don't agree with either option above for the following reasons.	Put speed cameras on the lights at Wairere Dr and Eagle Way. That is far more needed than a reduce of speed. EVERY time the lights change people run the red light.
1							The speed limit as it stands at the moment is working just fine. Adding another place of business isn't going to make a difference. People are using those roadways to go to	tne red light.
							"The Base", New World and Woolworths now. Why does the speed limit have to change just because another supermarket is going in. When Porters was there, the speed limit	
							was the same as it is now, with large trucks and machinery coming and going. The speed limit was not changed when all those new businesses were built between Wairere Dr	
							and Church Rd which includes Karewa Pl and Te Rapa Rd. We NEED a Pak N Save!!!	
559							STOP wasting tax payers money and just let things go ahead. Council is costing	
Nigel Downing	1	1			1		The new supermarket (Option 1) will make it quicker and safer and more convenient for me to shop.	
660 Matt Parker							It will reduce the need for me to use my car for grocery shopping.	
661 Matt Parker 662 Neil Fitzgerald	1						As a resident of Rototuna North, if the proposed speed limit change is what is required for the supermarket to go ahead then I'm all for it. 80 already often seems too high there.	No.
63 Alisha Randall	1		1				oo arready orten seems too riight triefe.	NO.
64 Darwin de Ramos	1				1		More supermarket options	No .
665 Gregory Brown	2			1	1		Shops and services should be spread evenly around the city. There are already too many concentrated in this area.	No .
666 Martine Kimpton Chantelle Fasen	1						Having a Pak n Save on the Northern side of town will be so helpful for so many peoole Why not reduce a speed limit that is not used at 80 km/h anyway as there is always so much traffic. Also think about all the Job opportunities this would create. And would be	l don't know
67 Chantelle Pasen	l [*]	^		1	*		GREAT to have a PnS in Te Rapa would save me so much fuel driving to current PnS. Thank you	NO .
Steven Boykem	2				1		Put the Pak n Save at the new Horsham Downs Road and Boreman Road intersection	Build a new North Bridge.
669 Scott Miller	٠,						Driving to Te Rapa from Rotatuna is becoming a nightmare of congestion 80km/h is too fast for this busy road anyway and another Pak n Save is a great idea.	Connect Kay Road to Te Repa Rd Speed or Red light cameras at these intersections.
Joel Symons	1	1					A 60km special limit for a short stretch of road is a small price to pay for a new supermarket in the area. Between the BK lights and the Pukete lights, it's hard to get up to	apezu or neu ngin cameras ac unese intersectaons. No
							80kmh anyway before needing to slow down for the next lights.	
							This has been approved once before and the government that wants to 'give local government more power' requiring this to be revisited because of ideological traffic	
Annemarie	٠,						regulations is unnecessary. I understand this isn't the councils fault, but there is no reason for a different outcome. Need a lower priced supermarket in the area.	Mo
Wilkinson	1						Proceedings of the weath	
72 Tayla moorfield	1	1	1		1		Pak n save will be a great addition to te rapa	No .
Gary Mitchell		1		1			Waliere drive is congested enough already and adding this supermarket, with yet another set of traffic lights, will simply compound the current congestion. Slowing the traffic	The only physical changes needed are to the existing wairere drive in order to reduce the congestion and the time that it takes to currently pass through
Morgan Olsen	1						down will only add to the already ridiculous amount of time that it takes to cross the river. Half the time drivers are going 60km/h between Arthur porter and the next set of lights. Turning left out to karewa is not the easiest when 80km/h traffic is coming at you so	this severely overloaded corridor. Parking along karewa may need to be reduced to one side with increased traffic flow as not overly wide when trucks are using the road
574							Fraintier unter arreits are going doubly'n between Arthur porter and the next set of nights. Furning net out to karewa is not the easiest when boxiny'n traine is coming at you so 60km/h regardless would make it safer	
Grant Stuart	2						Traffic flow will dictate the speed during peak hours. Which will be less than 80km/h. Outside of peak hours 80km/h will keep the ring road flowing and mean police won't need	No .
75 Carrie C							to waste time checking speeds along that stretch of road.	
76 Cassie Barr Holly Bredin-Grey	1		_				It should be slower down that section anyway, and I wouldn't drive faster than 60 km/h down that stretch as is.	No.
, oreum-orey	ľ							
577	\perp						The benefit that a low cost supermarket could bring to the area greatly outweighs any issues with a slower speed limit. Pak n Save will generate a significant amount of vehicle traffic as well as bus passengers, people on bikes and people on foot. The additional activity in the area warrants	
Kate Leach	1	1			1		Pak in Save will generate a significant amount of vehicle traffic as well as bus passengers, people on bikes and people on foot. The additional activity in the area warrants reduced speeds to ensure the safety of all users of the network. The chances of a mistake being fatal reduce significantly when speeds are slower.	
							reduced speeds to ensure the sarety of all users of the network. The chances of a mistake being tatal reduce significantly when speeds are slower.	
							As cited in the evidence, average traffic speeds in the area are already similar to 60km/h so a reduction in speed limit will have limited impact on travel time for vehicles.	
							I have been witness to many near misses from red light running and speeding in this area and welcome Councils commitment to making our network safer.	
578								
Kathryn Taylor	2				1		The ring road already is a challenge during peak times and there's countless inconsiderate drivers who drive at 50 km/hr in the 80 km/hr parts when traffic is light. If the speed	An education campaign about the speed limits across the ring road in general.
							limit is reduced further this will make it even worse. It's already a challenge to navigate the side streets in this area due to parked cars.	
Amanda Collins	1		_				While it would support the city to have the new supermarket it's not somewhere I would shop based on that location. Increased competition in the supermarket sector will assist the competition and help lower prices for Hamiltonians, the Noth end of Hamilton does not yet benefit from a	Design the entry and exit points for PacNSave customers and deliveries so that it avoids any additional congestion. Perhaps limit deliveries to between
Amanda Comms	ľ			1	*		PackSave, which typically has lower prices than New World and Woolworths.	besign the entry and exit points for Packsave Customers and deliveries so that it avoids any additional congestion. Perhaps limit deliveries to between 7 pm and 6am?
							Traffic on that stretch of road frequently travels at less than the 80km maximum, I doubt it would make a difference. The anticipated reduction in accidents is to be embraced.	The area is already well served by fuel vendors, I would not add a fuel station to the PacNSave business.
80								
81 Peach 82 Katelyn e							Support the build of supermarket	No .
	-							
83 Hari Babu Kandati	1	1		1	1		We need a pak in save here Fine with speed limits considering the other benefits	Na
83 Hari Babu Kandati 84 Andrea Schweer	1 1 1				1	Hilton Brown Pools Cross-town trips more generally	Fine with speed limits considering the other benefits That stretch of road is pretty busy already and better suited to 60km/h anyway. And more competition between supermarkets is beneficial too.	Na No
84 Andrea Schweer 85 Derrick Wilson	1 1 2				1	Hilton Brown Pools Cross-town trips more generally	Fine with speed limits considering the other benefits That stretch of road is pretty busy already and better suited to 60km/h anyway. And more competition between supermarkets is beneficial too. Too many raffile (list) sow. Will make the road more dangerous.	Na. No.
84 Andrea Schweer	1 1 2 2 2					Hilton Brown Pools Cross-town trips more generally Bike rides around Hamilton. Trips to Chartwell	Fine with speed limits considering the other benefits. That steretor for one speet hows plaveds and other susted to 60km/h anyway, And more competition between supermarkets is beneficial too. Too many traffic lights now. Will make the road more dargerous. Waiver Dive is a strategic part of Hamilion's road network designed for efficient travel of motor vehicles. Do not slow it down. Another entrance to the supermarket must be	Na No Leave it alone:
84 Andrea Schweer 85 Derrick Wilson Pete des Forges 886	1 1 2 2 2 1					Hilton Brown Pools Cross-town trips more generally	Fine with speed limits considering the other benefits That stretch of road is pretty busy already and better suited to 60km/h anyway. And more competition between supermarkets is beneficial too. Too many raffile (list) sow. Will make the road more dangerous.	
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884 Andrea Schweer 885 Derrick Wilson Pete des Forges 886 Trish Gregan 887	1 1 2 2 2 1 1					Hilton Brown Pools Cross-town trips more generally Bike rides around Hamilton. Trips to Chartwell Square. Trips across town.	Fine with speed limits considering the other benefits. That stretch of road speet hows already abetter suited to 60km/h anyway. And more competition between supermarkets is beneficial too. Too many raffic lights now. Will make the road more dargerous. Watere Drive is a strategic part of Hamilton's road network designed for efficient travel of motor vehicles. Do not slow it down. Another entrance to the supermarket must be found or part the supermarket somewhere else. It will be a huge benefit to have a Pak in Save over that side of town, surely a slightly slower traffic flow will be outweighed by new competition in the supermarket world. It will be a safer.	
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See									
	Α	В	C	D	E	F	G	Н	I
	Michelle	1						I think it's important for consumers to have more choice of supermarkets in Northern Hamilton. Also the economic benefits of jobs.	
								Drivers currently do U-turns at the Wairere Drive/Te Rapa Road lights so they can go back and enter Karewa Place instead of turning right onto Te Rapa Rd and then right onto	
Market								Eagle Way. This is down right dangerous for drivers turning left off Te Rapa Rd onto Wairere Dr as they are not expecting anything to come from that direction.	
Market	703 Chris Murrou	1							
	Adam Jones	1						The addition of another supermarket in the area can only be beneficial to the community as a whole.	Raising the level of the road at the proposed traffic lights would dissuade drivers from rushing an orange light to 'beat the red'.
March Marc									While such may be annoying to drivers, myself included, the safety benefits significantly outweigh this grievance. Even only one life saved is enough to
Martin	705 Suran Lee	1						Batter dispers changing at I live in the area, also there is no his change as I go at that speed up the road anyway.	
The content will be content		1							Make the intersection a roundabout.
Company		1						Woolworths need competition to keep prices lower.	
The control of the co	707 Tony Spanes						Visiting family	The ground where the proposed building would be is an eyesore atm.	Let more one through an a group light to go under the hidden at Arthur nexter date.
Security of the control of the contr	709 Kerri Smith	1					visiting radilly.	Safer. Be more considerate. Does not need to be 80km/h	No.
Service Servic	William and Barb	1	1			1		Additional supermarket capacity	No other physical changes are necessary
	Charleton							Improved choice to shop	
Service of the servic								Located nearby - Ine base - Cater for increase in population	
Company of the comp	710							Creates employment opportunities	
The second secon		1			1	1		It will be beneficial for the community to have a pak n save in northern Hamilton, and the average is 62km/h anyway.	No.
The content of the co		2						I Think that this proposal is totally absurd in reality the council is going to create another bottleneck situation at Karewa place (with the inclusion of traffic lights as well) Why do	Access to and from the proposed supermarket should be from TeRapa Road.
Fig. 1. Sec. 1	,	ſ						you keep trying to send traffic down a narrow already gridlocked street at many times now. Lets face it the planning of so many traffic situations that have occurred over the	, appearance of the second sec
Part	713							last few years is an absolute joke to say the least	
	sara B	ľ					Eastern suburbs from Nawton/Rotokauri	The Dements of putting a supermanker in this spot fair outweign the costs of a reduced speed limit.	red right carriers at this new intersection at Karewa and also at 1e Kapa Kd/Wairere Drive and Arthur Porter/Wairere/Te Wetini.
Mary							The state of the s	It is rare that vehicles travelling this stretch can do 80km/h anyway, as the lights at both Wairere/Pukete Rd and Wairere/Te Rapa Rd prevent these kinds of free flows.	
The content of the								I would say the only real area that gets those flows is Arthur Porter to Wairere, and from my experience most vehicles tend to do 60/70kph. Plus again, traffic lights and turns	
Company	714							onto Mangaharakeke prevent free flow.	
Company	Midhun Puthrote	1						A lot more vehicles will be driving towards the location which is likely to increase the crash and a 4 to 2 second in reaching destination safely is not going to affect individual by	A speed camera would be good in-order to capture who doesn't follow the new speed limits.
Company	715	1						much.	
Service of the servic		1			1	1		I want the Supermarket there, Impact on speed reduction is minimal	No No
Service Servic	717	r						Changing the speed limit to 60 k reflects the current situation. Lower speed limits in built up areas is safer as it reduces the harm from any accidents.	
The content of the		1	1						As long as it is well signed to avoid confusion.
The control of the		1						There's already some major intersections along the way. Hamilton Drivers are not capable of making safe decisions, either to do with speed or following distances. A lower	Cameras would help enforce the limit. I'd love to say they're not necessary, but hamitonians drive worse than auridanders
Secondary Company Co	719							speed limit won't hurt anything (congestion is already the lights/intersections)	Same to more may smore the mine. I drove to say they remot necessary but name unite worse than autosanders.
Section Part	720 Peter	1				1		Anything to help PaknSave to be built and open for business, and ready for me to shop at safely is good with me.	No
The component of the	721 Simon Odendaal	1						The lower speed limit will improve safety and reduce the risk of accidents. The new pak n save will create more job opportunities in the community	No .
See Application of the Company of th	723 Amanda	2						It already has issues with traffic congestion and slow traffic, it's just going to make the issues worse.	
Seed in the color of the color		1			1			The supermarket is a no brainer due to population growth although we could do with some more competition in NZ - like Lidl, that would through a spanner in the works!	
The Market State								Speed - Hamilton drivers are awful. I've had a non reported accident at the junction with the person behind trying to gun the changing lights while I stopped. The fact the	
The second secon								council is naving to repeat this task is an appalling waste of tax and ratepayers money and should have also been covered by foodstuffs regardless of outcome. User pays.	
series as a fine of two conditions were the two series as a fine of two conditions were a search of an offer two or good plant search. See the condition of the county of two conditions the county of two co	724								This combination would clear the junction and raise funds (which should be used to introduce more red light cameras in Waikato.
The service of the se	David bird							I don't mind the lower speed limit, however I'm sick of the continual and illogical charges to speed zones which are confusing and just set drivers up to be caught by speed	You must have adequate speed signs. DO NOTREIT YOU STUDIES INTHE POAD, it stows traffic too much and damages suspension. It's also
The control of the co	1	1						and the district of the second	The state and make accept to the first the state of the s
The second secon		ľ						cameras and fined. You need to have only 2 speeds, 50kph and 70kph round town, and 100kph as soon as possibly out of town. You also need far more speed signs because it's	expensive and most people hate it.
In the whole of forces and the plant of the court of forces and the plant of the court of the plant of the pl		1						cameras and fined. You need to have only 2 speeds, 50kph and 70kph round town, and 100kph as soon as possibly out of town. You also need far more speed signs because it's currently nearly impossible to know what zone you're in when the sign was several km back. You need to stop reducing speeds just out of the city on what are open roads. I know you do this to accommodate rich people who buy a block in the country then get upset by	expensive and most people hate it.
Loss we transfer and entire of the second se	725	1						cameras and fined. You need to have only 2 speeds, 50(sh) and 70(sh) round town, and 20(sh) as soon as possibly out of town. You also need far more speed signs because it's currently nearly impossible to know what one you're in when the sign was severall in back. You need to stop reducing speeds just out of the city on what are open roads. I know you do this to accommodate rich people who buy a block in the country then get upset by the traffice noise. Mortrisk should not have to en down to accommodate rich people who buy a block in the country then get upset by the traffice noise. Mortrisk should not have no en down to accommodate infered endering the state.	expensive and most people hate it.
well with the property of the control of the contro	725	2				1	To get to services that we attend to and travel the whole of Wairere and to also get out of	cameras and fined. You need to have only 2 speeds, 508ph and 708ph round town, and 300ph as so on a possibly out of town. You also need far more speed signs because it's currently nearly impossible to how what some you're in wheth the given asserveral in Busic You need to stop reducing speeds, just out of the city on what are open roads. It lows you do this to a accommodate rish people who buy a block in the country then get uppet by The Gipton 2 30mid on how any effects on the juddings of the reset Anni Sav and riskulous that you are posting it as a guilt trip to get the people to change	The final is an indicated as 1.5 gap to the second of the
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Residence of the community descrit west the lights (and more traffic jams that will come with flags as great the community descrit west the lights (and more traffic jams that will come with flags as great that will be put around the corner for us. I don't see an issue with the speed limit change. NA. And treatment is a seed of the seed of the seed with the great of the come will be safety. In the first will be foreign to the flags as great that flags as great that will be safety. And treatment is a seed of the seed with the great seed will be safety. In the first will be foreign to the great of the flags and great great seed will be safety. In the first will be foreign to the great of the safety will be safety. And the flags are the great seed will be safety as great great that great seed will be safety. In the first will be foreign to the great seed will be safety as great great seed of the safety will b	Colleen	2					the whole of Wairee and to also get out of toom we travell throad nearly every day and sometime multiple times a day so this change in one section or any sections is not a smart or logical move	cameras and fined. You need to have only 2 speeds, 508ph and 708ph round forum, and 300ph as so on a spossibly out of forum. You also need fair more speed signs because it's currently nearly impossible to know what now you're in wheth re legy was several in Man. Victor and the stage of the people who buy a block in the country then get uppet by the further costs. Monthly should be supported by the people who have a force of the people who have a block in the country then get uppet by the further costs. Monthly should be supported by the people who have a force of the people who have a force of the people for change. To change from 80 to 60 to 80 spain in ones treterin is luderious esp as many people accessing and leaving will not be coming in the road entrance of Karewa Place. There to start Changing the system you have been been as two stores for the people lace of the people for a leaving the system you have been been as two stores for the people accessing and leaving will not be coming in the road entrance of Karewa Place. There to start Changing the system you have been been set upon and the stores of the people for a few hundred in comparison. Does until his people are study and don't know how to slow down when there is heavy congestion? How about actually porting lights or a roundation cousing Couplands as turning from eagle way onto Karewa Place/Mau is the actual dangerous part. Alost low its reducting 50 60km hander the built but is no a complete different off on how you road? And I will report again once the supermarket is built the straff, work change that much for that end of the street as stated in your release it is to mostly service Nglaruswihlas and it has a local complete. Once coming first Marker of their entity from Karewa sorto Wairere they will be coming florin Mau or eagle Stop Inndering the majority of Hamilton for a possible minor increase of users to the road.	expensive and most people hate it. To not support he proposed change and believe you can continue the build the supermarket that has multiple access points already at a slower speed sinct. Waitered five will not and does not impact this. Therefore physical changes needed as laready said is you need to fix eagle way that is the accident waiting to happen and already happens. Put lights or roundabout in eagle way to Kureway/Maul
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from Wairere Drive into Te Rapa Road at peak times. Quite frankly this plan is a potential accident hotspot and Hamilton City Council should be eliminating hazards not implementing them. Cray plan for a major city link road.	726 Colleen 726 Barry Shaw 727 728 to su byfold Casiku Muyunda 729 Baryden William Te 720 Astarnagi Harris 721 [Flora Greave 723] Jeff Non 725 Aviki Nadan 726 [An Keating Andrea Harries 725 Aviki Nadan 726 [An Keating Andrea Harries 727 Anthony Dickens	2 2 3 1 1 1 2 3 3 1 3 1 3 1 2 2 2 2 2 2					the whole of Wairere and to alto get out of too where varied his road nearly every day and sometime multiple times a day so this change in one section or any sections is not a smart or logical move.	camera and fined. You need to have only 2 speeds, Staph, and 70sph round town, and 30sph as soon as possibly out of town. You also need fair more speed sign because it's currently nearly imposible to know what now you're in wheth the sign was several in Man. You receive the staph of the sta	expensive and most people hate it. The not support he proposed change and believe you can continue the build the supermarket that has multiple access points already at a slower speed limit. Where drive will not and does not impact this. Therefore physical changes needed as a laready said is you need to fix eagle way that is the accident waiting to happen and already happens. Put lights or roundabout in eagle way to Koreway/Mauj No changes should be made Perhaps a sign with short explanation of why the speed is reduced. That may get some drivers buy in No N/A. No Can't think of anything needed No
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(Current speed limit is fine, and another large supermarket in this area will significantly increase congestion and traffic issues	726 Colleen 726 Barry Shaw 727 728 to su byfold Casiku Muyunda 729 Baryden William Te 720 Astarnagi Harris 721 [Flora Greave 723] Jeff Non 725 Aviki Nadan 726 [An Keating Andrea Harries 725 Aviki Nadan 726 [An Keating Andrea Harries 727 Anthony Dickens	2 2 3 3 3 2 2 1 1 1 3 1 2 2 2 3 1 3 1 2 2 2 2					the whole of Wairere and to alto get out of toom we travell birt and nearly every day and sometime multiple times a day's or this change in one section or any sections is not a smart or logical move.	camera and fined. You need to have only 2 speeds, 508ph and 708ph round from, and 300ph as sono as possibly out of from. You also need far more speed sign because it's currently nearly impossible to now what now you're in wheth the 5pm as serveral in Mac. You need to stop reducing speeds just out of the city or what are open roads. I know you do that has a accommodate rich people who buy a block in the country then get upset by the building of the producing speeds just of the control effectives. To change from 80 to 60 to 80 pages in one stretch is ludicious esp a many people accessing and leaving will not be coming in the road entrance of fareway Place. There bettart Change from 80 to 60 to 80 pages in now stretch is ludicious esp a many people accessing and leaving will not be coming in the road entrance of fareway Place. There bettart Change file systemy no has no place to make it would not fine to build be a place to make it would not be possible to make it would not be present to the possible system. To want to indice the study and don't bone how to slow down when there is heavy congestion? To want to indice the study and don't bone how to slow down when there is heavy congestion? How about actually potting lights or a roundation cousing couplings of effective off on the year of the possible system? How about actually potting lights or a roundation cousing for Marward of inferent off on how you read? And it will report again once the supermarket a built the straffs work change that much for that end of the street ast stated in your release it is to mostly service Nglinuswihla and the possible prince of the possible system of the street ast stated in your release it is to mostly service Nglinuswihla and the possible prince of the possible system of the street ast stated in your release it is to mostly service Nglinuswihla and the possible prince of the possible simulation of the possible prince of the possible simulation of the possible prince of the possible simulation of the possible prince of the	expensive and most people hate it. The not support he proposed change and believe you can continue the build the supermarket that has multiple access points already at a slower speed limit. Where drive will not and does not impact this. Therefore physical changes needed as I already said is you need to fix eagle way that is the accident waiting to happen and already happens. Put lights or roundablout in eagle way to Korewa/Mauji No changes should be made Perhaps a sign with short explanation of why the speed is reduced. That may get some drivers buy in No. No. No. No. Can't think of anything needed No.
	725 Colleen Colleen Total Barry Shaw Barry Shaw Total Barry Shaw Easiku Muyunda Total Barry Shaw Anthony Diskens	2 2 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					the whole of Wairere and to alto get out of toom we travell his road nearly every day and sometime multiple times a day so this change in one section or any sections is not a smart or logical move. Every time I cross the river.	camera and fined. You need to have only 2 speeds, Stopp hand 70sph round from, and 30sph as soon as possibly out of town. You also need far more speed signs because it's currently nearly imposition to now what now you're in wheth the sign was several in Man. You have the people who buy a block in the country then get you have the people who was not to the people who was not to the people who was not to the people who was not not to the people for change. The people was not not not to the people who was not people for change. To change from 80 to 60 to 80 spain in ones stretch is ludicrous esp a many people accessing and leaving will not be coming in the road entrance of furewas Place. There to start change the system you have been paid to start the people for change. To change from 80 to 60 to 80 spain in ones stretch is ludicrous esp a many people accessing and leaving will not be coming in the road entrance of furewas Place. There to start change the system you have been place to make it would not not people for a few hundred not comparison. Our was not binder thousands of people for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not binder thousands of speople for a few hundred not comparison. Our was not been seed as the speed of the speed of speople for thousands of speople for thousands of speople for thousands of speople for thousands of speople fo	expensive and most people hate it. The not support he proposed change and believe you can continue the build the supermarket that has multiple access points already at a slower speed limit. Where drive will not and does not impact this. Therefore physical changes needed as I already said is you need to fix eagle way that is the accident waiting to happen and already happens. Put lights or roundablout in eagle way to Korewa/Mauji No changes should be made Perhaps a sign with short explanation of why the speed is reduced. That may get some drivers buy in No. No. No. No. Can't think of anything needed No.

A		В	С	D	E	F	G	Н	ı
Mitchell	2							In parts of the road you're only reducing average traffic speed by Skmph. For a small section of road. It seems like a waste of time especially considering that the pak n save ian't even on that road.	No physical change should be required
741	\perp							The same justification shouldve been applied back when countdown and Kmart were added. A new supermarket won't add a significant amount of traffic it'll just redirect existing traffic from countdown and new world locally.	
Bryce Watkins	is 1				1	1	Travel from west Hamilton to north east Hamilton	I do support the new Pak in Save build and therefore I am forced to accept the 60km/hr speed restriction because that is dictated by the resource consent. I travel Wairere drive often and rarely find the opportunity to exceed 60km/hr between Arthur Porter and Pukete road so the speed limit on its own will not have much affect however the	As above, lights must be synchronized.
								traffic lights at Karewa will cause major disruption. My piea is that the traffic lights at Te Rapa Rd and Pukete Rd are sychronised with the new lights at Karewa so traffic flows	
								uninterrupted. Furthermore the speed limit on Mangaharakeke Dr between Norton Rd and Avalon Drive must be reinstated to 80km per hour. The current 60km per hour limit is ridiculous for	
742								that section!	
743 Fiona Hurst	1							In reality no one can drive 80km on that stretch of road with the number of traffic lights and amount of traffic. Bring on the Pak n save	
744 Gagan Keshav Pastor Rachel	1 1				1	1		believe this wouldn't make too much of a difference since there are two traffic lights there anyways. As the pastor of Crossroads Church on the corner of Wairere Drive and Pukete Road, I believe that reducing the speed and allowing the Pak n Save to be built will greatly	No, I do not believe so.
Simpson								benefit the community two fold. 1) a more affordable supermarket may take some financial strain off us as a church, as we help many with food parcels, supermarket vouchers	
								and have a Pataka Kai. 2) reducing the speed will make the area safer for those using our grounds. We have a volleyball net, basketball hoop, playground area and large fields for other ball sports; most of which are used by teens and families who walk to use the facilities. Reducing the speed will keep them safer.	
								I have read the statistics that the average speed is only a few kilometres over 60km/hr anyway, so do not believe that it will have a significant impact on people who are trying to cross the city in a timely manner.	
								Submitted faithfully by Pastor Rachel Simpson	
								Fason Paster, Crossroads Church	
745 Graham Brow		_					A SWIFT bypass of inner city smaller roads	There is already a Woolworths and KMart megastore directly across the road from the proposed Pak 'n' Save and numerous vehicle dealerships on that section of Te Rapa Road	
Granam brow	vn 2				1		Its Primary purpose.	There is already a woonworms and kwart megastore directly across the road from the proposed rak. In Jave and numerous venicle dealerships on that section or Le Rapa road with large corporate businesses up and down Karewa Picice NONE of which forced a speed limit change!	served by a Foodstuffs New World, the best in the City, as their location on Te Rapa Road Woolworths have built a fabulous new mesa store in north
									Hamilton. If Foodstuffs demolished the filthy stink bin box of Pak 'n' Save on Mill Street would be cash better invested. This city is more than well catered
									for by big box stores, especially grocery storesso, NO to the implementation of any speed limit change, and a BIG NO to any more big box supermarkets directly adjacent to their competitors. A ludicrous game of retail strategy. No!
746									anihantan mananan Barra ar ratan ar ar al Birra
Danielle Smiti	th 2							This section of road is already subject to heavy congestion adding another reason to slow traffic down is unhelpful and has a negative effect on the flow of traffic increasing the cost of doing business in Hamilton. This is a ring road and is designed to flow traffic not hold it up.	
748 Peta Barry	1							I don't think a speed reduction will have any impact on traffic and even if it did it is worth it to have a new supermarket	
749 Rooney	1				1		To travel around the city. This should be	Speed limit should be 60 kmph anyway in this area. More council bureaucratic red tape! Leave the speed limit as it is. I expect the impact on vehicles traveling through the area will be significant if Wairere Drive is altered and	Do not install traffic lights, do not change the Wairere Drive/Karewa Place intersection and allow the PAK'n'SAVE supermarket to be developed without
M Simpson	1						To travel around the city. This should be classed as an arterial route with minimal	More council bureaucratic red tape! Leave the speed limit as it is. I expect the impact on vehicles traveling through the area will be significant if Wairere Drive is altered and this will eventually lead to a congestion tax imposed on Hamilton residents.	Do not install traffic lights, do not change the Wairere Drive/Karewa Place intersection and allow the PAK'n'SAVE supermarket to be developed without the congestion and disruption of Wairere Drive. Surely there is a better option to redevelop the base intersection to allow supermarket traffic to enter
							disruption to traffic flows.		and exit the carparks. Why not close the Eagle Way/Karewa Place intersection or make Pak'n'Save enter and exit to Karewa Place but make it one way
750									North from Eagle Way. The options offered by the council make it look like the council is seriously biased toward Countdown and K-Mart as the entrance to their carpark is diabolical.
Tanya Sosinko	o 1							Having a lower the speed limit will help us all be safer on that stretch of road so that the Pak n Save supermarket build can go ahead. I'm all for it. It will offer more safety while	
751 Hamish riddel	di 1							the supermarket is being built, as well as giving the building industry jobs, & future jobs for supermarket workers once built.	
Danielle Hayd					1	1		It's hard enough getting out of there with 80km traffic. I think 60km is reasonable but would need to be enforced and/or monitored as it may make it worse if people drive a	Zebra crossing somewhere along that road
753 Andrew Murr	1	_						mix of 60-90kms. The impact of a supermarket in the area will bring additional financial and social benefits for the local and surrounding communities by way of additional traffic for other shops.	Pand authing and finations on Vaccus place to make the flow rafes Corporate can be dispressed and of dispressed and any institute down the cond
Andrew Murr	ray 1							in the area I.e Kmart, countdown, couplands and the base shopping centre to name a few. The road change will also help traffic flow into and out of the base shopping centre	when cars are parked on both sides
364								particularly around peak times when traffic can be significantly backed up. The Te Rapa and Wairere intersection is notorious for people speeding across to make the	
754 755 Renee Denby	1					1		green/amber light so the slower speed limit will make this intersection safer I think it would be great to have a Pak N Save over that side of town and a reduction in speed will make things safer.	
756 Emma Finlays	son 1					1		It would be great to have a Pak N Save in Te Rapa.	No
Dmitrii Munk	iov 1				1	1		Regardless of building Paknsave, the speed limit reduction is needed as this is a high-risk major intersection with a lot of traffic going at high speeds. Crossing this on foot is always a challenge and doesn't feel safe at all.	
								However, even though I would like to have Paknsave locally as it promotes competition with Wooworths, I'm cautious of how this will affect already dire traffic situation in the area around The Base. Shopping centre already struggles with traffic, especially during weekends and became a major choke point (with no real alternatives to people who live	
								around this area). I am keen to learn what other measures are going to be taken to sustain the growth of traffic due to the new development.	
757 758 Mathew	1	_							
Shaun Wright	t 2			1	1			Other roads in the area including eagle way and Karewa place have difficulties with visibility and congestion with cars pulling into Kmart and countdown.	Yes i think removing roadside parking along karewa place would assist in visibility around the area which is a narrow road. Further thought on how traffic
759 Matthew Carr		_						Further work would be needed here outside of just limiting the speed to 60kmh. I do not think the changes would have a great impact on travel times as going over the rail bridge slows traffic to below 80kmph. The benefits of a safer speed limit If properly	into the countdown and Kmart area is managed to allow the additional cars this project would bring with it.
760								signposted would far outweigh the few seconds per trip lost by commuters along this section of road.	IIV.
Aleisha Havill	1 1				1	1		- supports residential growth in the north - plenty of population to support another supermarket	More ease of exiting Karewa Place onto Wairere Drive. The free turn into Karewa Place is excellent. Exiting is a long wait at times.
								- consumer choice	The nee turn into karewa riace is excellent. Exiting is a long wall at times.
761 Megan								- also supports easier access and exit from Countdown, Couplands and Kmart via Karewa Place I want pak n save asap	No, can barely do 80 thru there now anyway people go so slow already won't make much difference and might help prevent near misses from people
Megan	ľ					1		i want pak n save asap	lwo, can barely do 80 thru there now anyway people go so slow already won't make much difference and might help prevent hear misses from people going from far left all the way to the right hand base turning lanes because they can't figure out how to merge and /or where the f they are going in the
762								The state of the s	first place.
763 Alexx De Beer								The current speed limit is unnecessary with the traffic currently on the road. The speed contributes to higher accident zones. Having a Pak n Save will be much appreciated by all residents of Hamilton North and even our neighbouring towns and communities.	INO INO
Kodi Hesketh	2				1	1		1, it's stupid that the speed limit for a road that the supermarket isn't even going to be built on needs to change just for it's sake.	If you're going to ignore feedback and go ahead anyway a slip lane off Karewa place up to the intersection of Pukete road is a must, congestion is already
								2, traffic congestion and delays are already at extreme levels and slowing down traffic will increase this congestion by allowing fewer vehicles to be able to travel each intersections traffic light cycles.	extreme as mentioned above so a proper lane for them to get out onto Wairere drive is a must.
764								3, why do we actually need another supermarket there? We already have Woolworths basically next door and New World down the road.	
765 Bradley 766 Maurice Carri	ington 1							I would like more supermarket choices near my house I want the new paknsave	No.
767 CRAIG HOWS	ER 2				1			The traffic flow in this section of road is already incredibly slow, at peak times it is ridiculous. This proposal will make it even worse	it should not happen
768 Elizabeth Clay 769 Phillip Steven	yton 2							I really think that we do not need yet another Pak n save in Hamilton. There are already 2 established supermarkets close to the base. Speed limit on these section road is too fast for the busy intersections already so should be 60km/hr whether paknsave is built or not.	
Greg Smith	1			1			Getting access to Flagstaff and Rototuna	Speed limit on these section road is too rast for the busy intersections already so should be buxiny in whether paxissave is built or not. Massive economic benefit and affordable food choices through competition.	Connect the Pak n Save carpark into the Te Rapa Sportsdrome, so access is far easier to support local sporting teams access Pak N Save, Countdown,
									Coupland's and Te Awa.
									Traffic going from Pukete road to Wairere drive needs better light phases to get through this intersection as it often causes jams in peak hours to the
									Pukete suburb and residential streets.
									Add a intersection camera to Wairere Drive and Pukete road so the extra traffic using the side roads on to Wairere drive will be detered from blocking
770									the intersection after the light phasing changes, which does not aid this problem. I am concerned that traffic travelling west along Wairere Drive (from Flagstaff/Rototuna/Chartwell etc) towards the Base will build up through the Pukete
771 Rae Hooper]1							It will be dangerous enough there at 60kms/h let alone 80kms/h.	I am concerned that traffic travelling west along Wairere Drive (from Flagstaff/Rototuna/Chartwell etc) towards the Base will build up through the Pukete Road intersection. This already happens in really busy times. Drivers get impatient and take risks.
Tony	2				1			Happy for Paknsave to be built, but should not affect roading in area, already a slow area between 4 and 6 at night to get over bridge, having intersection there will make	Speed limit not the issue, the intersection will be the problem
772 Christine Mar	rtin 2							commute home even worse!!! Traffic is grid locked enough in the area at commute times and weekends already. Can't remember the last time I did 80km there.	No changes ankther set of lights will drive people to use Pukete Road more.
Crisune War	J							Option 3	Can I add photos of traffic build up later?
773	- 1							No to Pak N Save Yes to reduced speed limit	
774 Paulo	1							THE AN INDIANA APPLIANT HITTE	
Jill Watson	1					1	Picking up children from their house and		
775	- 1						school and returning them home or taking them to school as requested		
776 Paige	1			1		1		A new supermarket would be great and better for locals than going into town	No just let them build the supermarket already
777 Esmare Hattir 778 Mark Travagli	ngh 1							It seems unsafe even at present to turn onto Wairere drive let alone with the paknsave	
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Name of the control o		В	С	D	E	F	G	_ н	
Mary	Steven Hemming	2	1		1	1		There are traffic lights at the intersection of Wairere Dr and Te Rapa Rd which create breaks in the traffic. Also the supermarket is over 500m away from your proposed	No.
Company	9							reduction. It is complete unnecessary to lower the speed limit. Lowering the speed limits creates inefficiently.	
Mary	Earrell Walker	1	-			-		Long overdue to have an affordable Pak in Save supermarket close to home & to the Base. A great benefit for pensioners & low income families! PakinSave in that area is a hilliant idea and the seaso all limit change is instendignent.	as long as traffic remains free flowing and not overly congested in the area, which can already be an issue on occasion with sales at the Base/Te Awa etc.
Company	81	1					1	a distance in that area is a difficult operation of the special minimum and th	
Mary									
Mary		1				1	1	Having the Pak n Save built would be very helpful for the community.	No.
Company	Cresswell						1	Reducing the speed to blom sin't going to make it take much longer to pass through, and I think people will barely notice the change. Will also make it assist to acree Kausers alars to visit other businesses.	
Services of the control of the contr	4 Aravind Suresh	1						With add that is cause to access name a pace to visit other additional	
Part	85 Dilip	1	1		1	1			
Marchane Company of the Company of t									
The state		1	1		1				Good signage
Service Comment of the Comment of th	Bev Hellyer							I believe we can sustain another supermarket in the area so if it means a lower speed limit to get the process through then it should be introduced a lower price supermarket	
Services of the control of the contr	89							is needed in that area.	
Services Company	0 Pomare Tu'u	1	1		1				
Property of the control of the contr								Lower speed limit is a great idea BUT, how will it be enforced?	
Property of the control of the contr									
Section 1								Reducing the limit to 50kph which seems to be more common in the densely settled and developed parts of Hamilton would, in my opinion be better than 60kph. In other	
set the second of the region of the properties of the region of the region of the region of the properties of the region of the re								words, rather have a consistent limit rather than one which changes irrequently. But the dig challenge is now to get motorists and motor cyclists to adhere to suspin or even 60kbh limit!	
Service and the region of the control of the contro									
Medical Control and process of the control of the c									
Ref. 100 1								noisily) as possible along Te Rapa and along connecting roads.	
Ref. 100 1								Added to the above is: How do you enforce any speed limit effectively anywhere in Hamilton and in most of the rest of NZ when we have a downsized police force?	
Mary									
The standard of the control of the c								Finally, PULEEZE implement some measures to curb the alarming number of people - mainly young adults - who travel at exceedingly high speeds on scooters and sometimes	
Control Service Control Se	32							even on two-wneeler dicycles - on pedestrian pavements!	
Control Service Control Se	93 Paul Schirley								
Part	Janferay McAnnalley	1		1		1			no
The control of the co	94								
Carlo Barbor Carl	Merilyn Manley- 95 Harris							p support sowering the speed limin. It will make no effect on travel times over the short distance between the base lights and the roundabout and it will make the new lintersection safer	
Control Cont	96 Drew Bromwich	2						I don't see why there needs to be a change. Currently traffic manages and the paknsav isn't on or directly off wairere drive.	
Control Cont	97 Lance Bryan							Yes, and put up some red light cameras!	
Control of Control o									
Charles Control Cont	30 Steven Jefferson								
Section Sect	01 Stewart MacKenzie							Yes please allow pak n save to be built.	
Was relative services and servi								don't care what the speed limit goes down to as long as we get the pak n save	
with failure and well with the ear will be the an impact in the profit free year of the profit free ye									
International Process	Sally Sillipkins								
The state of the content of the co									
The state of the content of the co									
For Supple 1	Lenya Baxter	1							
And trained I I I I I I I I I I I I I I I I I I I	05	[]						time though using Karewa Place it's very narrow with cars parked on each side of the road it would be a lot busier.	
All years trained in the control of	Mal Pace							Yes, I believe the speed limit should be lowered to allow Pac n Save to build at the place shown. More competition for customers as only Woolworths there now.	
All years trained in the control of	.6								
sides of the plane	Murray Bradley							Having a Pak in Save so close to woottworms and new world is fudicious. Loser to Horotiu would be much more sensible. All yours as is speed must be reduced heraise of resource consent. Please advise who is Revolutine Consent? Who are these dark negotie in cumboards that have no name or	
Construction of the control of the c	mana, aradic,							address? Why should we take orders from these people? What is the reasoning that their must be a right turn off Wairere drive? Does Recource consent have a drivers licence?	
Interest Execution To Refer to Report To Refer to								Can you please advise the public the answers to the above questions and not just sallow ridiculous decisions by ridiculous people.	
Interest Execution To Refer to Report To Refer to	.8								
Source of the speed is good load. A word middle to the people for the Parket for this Light 5 subsequence from the least for the first form of whether to prefer from the least for the legists of thorse form the least of the first form of the least for the legists of the legis	J9								
Control Nation Cont	Doug Torr							Reducing the speed is good idea. It would reduce the speed of vehicles going through the the Pukete traffic lights. Traffic turning right into Pukete run a risk of getting	
Contact Cont								slammed from behind by a high speed vehicle coming from the east, I find the speed of straight through cars scary while waiting for the lights to change	
Contact Cont	I Jared Hatwell	1						It will reduce my weekly travel to the supermarket	No.
Support the speed charge. The right turn not Access Place will also make a sear to access other bourseas sing this street. The vill also will take pressure of the entrance.	12 Kirstie Rear	1				1		Go ahead	No
and the state of t		1				1		I support the speed change. The right turn into Kawera Place will also make it easier to access other businesses along that street. It will also will take pressure off the entrance	
James Soas 2	.3							to Woolworths/Kmart carpark from Eagle Way as vehicles can use other entrance off Kawera Place.	
he cased following would not be beneficial for aryone, considering how far away the Pain's sew would be from the main read. An 800 Mm/h would not be any insure for the new and out of Fain's sew. I think that part of the read should be 600 Mm/h anyway as you are coming it too a really low, are with the Base nearly. Billipse fing on the corner, a busy funeral forms on that. Concilent has been ready, busy. All the back entrance to K Mart. This would make it much easier for people coming from the other side of the river. The new PainSawe will be a great asset and very accessible for the ready accessible for the rea	Jamie Sosa	2						I drive this road nearly every day. There is already a countdown which would be parallel to the new Pak'n'Save, and there are no issues with sneed for this supermarket. Making	The only other physical change required to support the proposed speed limit change would be making a turning lane where the flow median is on Te
Some Transfer 1 Time Transfer 1							I	this road 60km/h would not be beneficial for anyone, considering how far away the Pak'n'Save would be from the main road. An 80km/h would not be any issue for the new	Rapa Road and Karewa Place. This will be because there is a lot of traffic especially on Te Rapa road, and it will make more sense and traffic flow easier in
and of the roads. Excess IP believe in really buys you will reveal to places its the the Cockellula and many businesses in Maul Street. Cocquients basked in the back entrance to K. Mart. This woold make it much easier for people coming from the other side of the river. The new PaksSave will be a great asset and very corcelled from a many burnshinding services. It is going to get built regardless It going to g	.5							development.	and out of Pak'n'Save.
Column to blackery is extremely busy. Also the base for mance to K Mart. This would make it much easier for people coming from the other side of the river. The new PaintSave will be a great asset and very acceptable for so many surrounding areas. You will need a right turning arrow the extree length of Warrer Drive from Pulsete Road to Karewa Place without inferring with the existing two lanes. You will need a right turning arrow the extree length of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exist raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow will be exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangerous enough as it is without the exit raffic. Try and exit from Kinart of Warrer Drive from Pulsete Road to Karewa Place, a in narrow and dangero	Pam Entwisie								
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It's going to get built regardless You will need to prevent roadside parking on Karevae Place, it is narrow and dangerous and dangerous and dangerous mode of the order than the osting two lines. You will need to prevent roadside parking on Karevae Place, it is narrow and dangerous mode, but swithout the exist rapid. You will need to prevent roads go and so for turning it to financial to the current flow of traffic is fine. If you can do that. The parks right need to the entrance parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the parallel to the building cause so much compared to the parallel to the parallel to the building cause so much compared to the parallel to the parallel to the building cause so much compared to the parallel to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so much compared to the parallel to the building cause so muc								Also the back entrance to K Mart. This would make it much easier for people coming from the other side of the river. The new PaknSave will be a great asset and very	
You will need to a clay present roadice parking on Karewa Place, it is narrow and dangerous enough as it is without the extra traffic. Try and exit from Knart on Knart on Knart on Karewa and you will need to rediscipt the interest on Logist by the Hamilton Carewa Place, it is dangerous enough now. To will need to rediscipt the main Woolworths entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth entrance. It is dangerous enough now. Consult with Woolworth extra with Woolworth entrance. It is dangerous enough now. Consult with Woolworth extra with Woolworth entrance. It is dangerous enough now. Consult with Woolworth extra with Woolworth entrance. It is dangerous enough now. Consult with Woolworth extra with Woo	b Value Harass							accessible for so many surrounding areas.	Varied and a light turning array the entire length of Walcore Origin from Buleto Bood to Various Black without in 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
onto Carea day ou will see what it mean. You will see what it was dispersor senough now. Consort with Woodworths extraine. It is diagnorous enough now. Consort with Woodworths about their parking structure, if you can do that. The parks right next to the entrance parallel to the building cause so much congestion. As an arterial route Speed limit doesn't make a difference there. Why you would bother parking structure, if you can do that. The parks right next to the entrance parallel to the building cause so much congestion. As an arterial route Speed mint doesn't make a difference there. Why you would bother parking structure, if you can do that. The parks right next to the entrance parallel to the building cause so much congestion. You life probably read some speed signs. Throw in an in lame bus stop and some concrete blocks for cyclists. In the speed congestion towards the east cowards the bridge and west probably blocking the burger hing lights turn right and go to is will probably some one can turn right limit to barewall seed of policy via eagle way! mean seriously have a look at why this is wenn needed. Dean Tucker 2 Onen Tucker 2 There is no concrete block so the new Pak in Save can be achieved by turning right into Te Rapa Straight from Wairers, then right into Eagle Way and go the way in the carea. Speed first thore and will cause on the carea of Pagas for a right turn into Earwes as to word in the carea of Pagas for a right turn into Earwes as now will. All that is needed is a variation to the word and or sow, it is a cyrical attempt by lock all powerment. Pagas trained and finance or a right turn off Wairers into Karewa, this could be done unno	keisey Harper						I	It a Bourd to Beer maint talkan meas	You will need to prevent roadside parking on Karewa Place, it is narrow and dangerous enough as it is without the extra traffic. Try and exit from Kmart
Value will need to refusely the Te Rapa/Taks/Save Inter-section Lights, Idealy two right turning arrows into Karewa Place, splitting people into Woolworths Line and Plack/Save Inter-Value Will need to operating another. It is dangerous enough now. Value and Plack/Save Inter-Value Will need to operating in profession of the major will woolworth about their parking structure, if you can do that. The parks right neet to the entrance parallel to the building cause so much congestion. Value As an arterial route Speed limit doesn't make a difference there. Will you would bother putting another set of lights is insane. The current flow of traffic is fine. If you come from east side you go to the burger king lights turn right and go to kard furning the standard turning the standard or standard or give in a major that the read pretty colors. Dean Tucker 2 Dean Tucker A so an arterial route A sa an arterial route A sa an arterial route Speed limit doesn't make a difference there. Will probably need some speed signs. Now in an in lawe bus stop and some concrete blocks for cyclists. Plantar in route a towards the bridge and west probably blocking the burger king lights turn ring that to a secondard or give in a sequence of the standard or give in a major that in the road of page year and arterial route. There is no main arterial route. The same arterial route. The same arterial route, and a west probably blocking the burger king lights turn ring that to a read towards the bridge and west probably blocking the burger king lights turn ring that to a sequence of the same arterial route. The same arterial route, and a main arterial route, and a sequence of the same arterial route, and a main arterial r							I		onto Karewa and you will see what I mean.
and Pair/Sance You will need to reducing the main Woolworths entrance. It is diagrerous enough now. Consult with Woolwoorths about their parking structure, if you can do that. The parks right neet to the building cause so much congestion. John 1 John 2 John 4 an arterial route Speed limit doesn't make a difference there. Vary you would bother putting structure, if you can do that. The parks right neet to the entrance parallel to the building cause so much congestion. Vary if probably need some speed signs. Throw in an in law he bus stop and some concrete blocks for cyclists. Park the road pretty colors. Dean Turker 2 Dean Turker 1 Dean Turker And In the road words the probably blocking the burger king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the support of the purple king lights turn right and go to keep the purple king lights turn right and go to keep the purple king lights turn right and go to keep the purple king lights turn right and go to keep the purple king lights turn right and go to keep the purple king lights turn right and go to keep the purple king lights turn rin king was an ann arterial route. Just a purple at latering light							I		
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In the space of 1.20m you want to have 4 sets of lights on a main arterial protect—just so some one can turn right into locarwaw instead of going via eagle way I mean seriously Nave a look at why this is even made ended. There is no justification for this proposed change, access to the new Pan's Save can be achieved by turning right into Te Rapas Straight from Wairrer, then right into Eagle Way and left into Karewa. This proposal was not wanted originally and is not now. It is a cyrical attempt by local agovernment. Placing tright light between Pales and and Te Rapa for a right turn into Karewa is noverill. All that is needed is a variation to the current consent to drop the condition for a right turn off Wairrer into Karewa, this could be done unnotified as it has universal support.									Paint the road pretty colors.
Nave a look at why this is even needed: Dear Tucker 2								promities naving a right there and will cause congestion towards the east towards the bridge and west probably blocking the burger king lights. In this case of 1 2 few must be have 4 casts of lights can a main arterial grute, list is some one can turn right into kareaus instead of each of view to the case of the cas	
Dean Turker 2 There is no justification for this proposed change, access to the new Pâx in Save can be achieved by turning right into Te Rapa Straight from Wairere, then right into Eagle Way and left into Karewa. This proposal was not waited originally and is not now. It is a cyrical alteraget by local government to overturn a directive from central government. Placing traffic and Te Rapa for an ignity turn into Karewa is noverful. All that is needed is a variation to the current consent to drop the condition for a right turn off Wairere into Karewa, this could be done unnotified as it has universal support.	18							have a look at why this is even needed.	
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Placing traffic lights between Pulete and Te Rapa for a right turn into Karewa is an overkill. All that is needed is a variation to the current consent to drop the condition for a right turn off Wairere into Karewa, this could be done unnotified as it has universal support.							I		
All that is needed is a variation to the current consent to drop the condition for a right turn off Wairere into Karewa, this could be done unnotified as it has universal support.							I	Inis proposal was not wanted originally and is not now. It is a cynical attempt by local government to overturn a directive from central government. Discine traffic liefsts hatween Pluktes and To Rana for a girst turn into Xarowa is an overfull.	
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Vanessa Keith 1	.9								
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Section Company Comp									
Les Control of the Co	A	В	С	D	E	F		<u>н</u>	
A	lan Schultz	1	1			1			No.
A THE CONTROL OF THE							4 '		
The control of the co							4 '	piece of road with heavy traffic as well as personal vehicles using it.	
The second control con							4 '	 In it is also adjacent to a residential area as well as a school and childcare facility with foot traffic and cyclists to and from there as a result. The area is in pend of an alternative question of the DAK's SAVE nature, and the population it will require it wall known. 	
Part							4 '	4. There has previously been permission granted for Woolworths Supermarket and KMarty utilising the same roads without any such consent and to put up barriers to	
March							4 '	Foodstuffs would be seen as being biased and counterproductive.	
Marchan							4 '	5. Making necessary changes to speeds to allow development of the new supermarket will increase economic growth in the region including sales and employment.	
							4 '	6. There are currently many businesses in the Karewa Place, Wairere Drive area operating which will also benefit in regards accessibility and safety if the speed is reduced and	
Service of the control of the contro	921						4 '	the intersection developed.	
		1					Travelling through to Nearuswahia / Horotiu	Much safer dranning the speed limit in this section to 60km/h. It's "in troug" and an 80km/h speed limit is more of a hunass / highway speed than a safe speed to be travelling	Some better physical protection / visual indicators for bike & scooter crossines would be great please. Helps make it safer for school kids and noonle
Company	ian ceans	l					etc.	through what is increasingly a retail / entertainment precinct area than a high speed industrial zone. A lower speed is also safer for people travelling via active transport - bikes,	travelling via active transport modes.
Company							1	scooters, etc.	
Service Company of the company of th	822							The additional travel time is minimal, and the reduced speed might also help reduce congestion in areas nearby by calming vehicle traffic flow.	
Mary	823 Elliot	1	1					Will create economic benefits and competition to Woolworths	
Company	Dave Chamberlain	2						Waireré Drive is supposed to be a ringroad, i.e. minimum intersections. The last time bits use runt forward the citizene raid to keen the reped limit at 90, but council imposed our wisher.	No!! I don't support the speed limit change, again when did council become pro PaknSave!!!!! Whats in it for you!!
Company Comp	824						1	Since when did council become are PakinSave? Judeine by the wording I have read this is very much wanted by council	
Company	825 Kathryn Wallace	1	1			1		Would be so handy having a cheaper supermarket in the area. With the cost of living pak n save can help out	No .
Company	826 Sharon	1				1			No No
Company	827 Teresa Harry	1			1	1		Competition is good. Also this has only been required due to a change in govt. It was approved prior I see no need to not do it again.	No .
To Market 1		1				1		More consumer options in north hamilton	lu.
The state of the s		1	1		1				TO THE STATE OF TH
septiments and septim		1	î			1			None. The speed limit change to 60 kph would not be any inconvenience. The right turn traffic lights would be a problem.
week the second process of the control of the contr	-						4 '	supermarkets. The ideal solution would be to delete the right-turn traffic light requirement from the current resource consent. There has been a profound lack of intelligent	
Part							4 '		
							4 '		
Marchan Marc							4 '	tagie way to access Wootworths and Kmart, the same route would just as legitimately apply to Pak "N Save customers. The independent commissioner has not been	
	831						4 '	poucquatery analystical. Narrewal Place is not suited to neavier flows of traffic. I nere are already visibility problems for vehicles rejoining Karewa Place from off-road parking.	
	832 anna	1			1			I would like a Pak'nSave to be in this location, it would be convenient for me.	Traffic lights or a round about for the right turn (on to Karewa Place).
	Ankush	1		1	1			We live rototuna to access pakn save we have to travel extra 10km per week it we calculate over the year will save over 50-80litre fuel + time. Don't you think it will reduce	No
West	833						4	global warming? I know you might wonder how same like you guys proposing speed limit from 80 to 60km	
	834 Michelle Young	1	1			1		It would be great to have a pak n save on this side of town, and out of central Hamilton.	No
See	R	2	1		1	1	4	There is already so much traffic build up on Wairere drive, adding a traffic light to turn would add so much more. It'll be fine to just have entrance to Pak n Save through Eagle	
See	Mike Smith	1							You need vellow lines down both sides of Karewa rd as turning right out of kmart or reduced to clear is vert dependent and would not be used with a second side.
The content of the	836				Ť.			because too can rearry do boxin anyway but having a pax it say tins end of cown will definitely be a good tining.	Too need years will be added to care want of as curring right out of khart or reduced to clear is vert dangerous and wouldn't be worse with more traffic.
See Marie Manager Mana	837 Rowan Reid	1	1			1		While I like the current speed limit, it would be very helpful to have another paknsave on that side of town.	No.
We will will be a company of the control of the company of the com	838 Anne	1			1			We need more jobs and a pack and save in this area	No .
The standard of the standard o	839 Pam Shipley	2	1		1	1		Keep it at 80kms and allow Pak an Save to be developed.	No change is needed in the speed
In the control of a first profit or affective four of the profit or an other profit or the profit or an other profit or the prof	Murray Rounthwaite	2	1		1	1		The dumbing down of speed limits and bumps/humps/judder bars is getting ridiculous enough without any further ones.	No.
In the control of a first profit or affective four of the profit or an other profit or the profit or an other profit or the prof	David Haudock	2						There is currently a supermarket on Earle May that operator quite current falls with the current road busyst and spend limits. Account to this supermarket is adoptately conjugat	There are no changer required at the regard limit should not be changing
No. 19 Acres	David Haydock	i			r				There are no changes required as the speed mint should not be changing.
Addings a reason of miles in grant production in completed in the complete stage of miles and production of the complete stage of miles and production of the complete stage of miles and production of the complete stage o							4 '	The same access roads are more than suitable for catering any future business that is permitted to operate on the area of land described for the supermarket.	
Infection to the state of the part of the first of the state of the part of the first of the state of the part of the first of the state of the part of the first of the state of the part of the first of the state of the part of the first of the part of the part of the first of the part of the first of the part of the part of the first of the part of the							4 '	Adding in a new set of traffic lights will need to be carefully sequenced so to not effect the flow of traffic along Wairere Drive, which if not done correctly will cause significant	
Hard Comments All Part Comments								traffic cues east along Wairere Drive from those wishing to right turn into Karewa Place.	
Note the season and service an									
Section and appropriate or for the response of the result of plant or quarter of the response for the large state of the response of the result of the response of the result of the response of the response of the result of the response of the result of t									
Formation of the control of the cont							4 '	Wairere Drive is an arterial route designed to efficiently and economically move traffic round the city. Adding another set of traffic lights and reducing the speed limit removes	
Segretaria and the segretaria an							4 '	the intent and purpose of the road and goes against the intent of why it was built like it is.	
Mark Country The							4 '		
Lead of the control o							4 '	design, and use of more resources that could be used eisewhere.	
Lead of the control o	841						4 '		
Note the fine of the company and	Paul Cumming		1			1			
service of the servic							use	Build Pak n Save, entry points on Te Rapa Rd, Eagle way and Karewa PI (turn traffic to Church St).	
Fig. 1. The company of the company o							1	Wairere Drive is a main thoroughfare, reducing speed to 60kph and adding another unnecessary set of lights will increase congestion reducing traffic flow! Reducing the section	
Michael Williams 2							1	between Te Rapa Rd and Arthur Porter Drive is insanity regardless of the 500mtr rule. Get an exemption to allow common sense to prevail in that instance at an absolute	
Michael Williams 2							1	minimum. Build Dak a Supporting and another set of unaccessor troffic lights by the natural annuals to down troffic course connection, and to the promote	
Marke William B	842						1	butto Fax it save without coercion, speed reductions, and another set of uninecessary trainic lights. Is the actual agenta to slow trainic, cause congestion, and try to promote inhibit training its story of the actual agenta to slow trainic, cause congestion, and try to promote inhibit training its story of the actual agenta to slow training training its story of the actual agenta to slow training training its story of the actual agenta to slow training training its story of the actual agenta to slow training training its story of the actual agenta to slow training trainin	
per time. The sum begans to the paints, it reads must be painted and the continue to the paints. The painted for the paint for the right of the mineral and black on incoming law to the right and the handing such on the right and the mineral and black on incoming law to the right and the mineral and black on incoming law to the right and the mineral and black on incoming law to the right and the mineral and black on incoming law to the right and the mineral and the paints and the stage of the st		2			1			During peek times, the speed of other vehicles are reduced anyway due to congestion. During off peek times it will make no difference if the speed limit is 60 or 80kmph	Put red light cameras on the Te Rapa, Wairere drive intersection. There are so many people who enter the intersection and block lanes of traffic during
The result also believe and the product of the prod							1 '		peek times. The same happens to the pukete, te rapa intersection.
The result also believe and the product of the prod									
Read or Desiration Read or						I	1 '		The other day I saw a car stop in the middle of the intersection and block one incoming lane to the rapa north and one heading south on the rapa road. It
Netherland Face of the season	Batas Danaldas	1					It is a major traffic and for up to an	This and we wild as a fine and a yearst high seafer flow second through the good limit they make in a backward	is dangerous and people need to be stung with a tocket for doing this behaviour.
And Marketins 1	reter Donaldson	l							There is no need to reduce the speed limit on Wallere drive.
Missistant Missistant Miss									
Medicate 1 Second Court 1 Second Cou	844								
sey or face it is expressly from face it is expressly formation and face it is formation and	845 Mariaelisa	1	1	1	1				
Separation Sep	Jean Mckenzie	1							No.
18 Media Marked Methods 1	847 Lily Mace	1							No.
Courtery Cooke 1 Most a large stretch of road to be slower speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom age to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom and normalized to 80km/h anyway. Description of the speed limit and no nor of the two directions you sidom and normalized the speed limit and no nor of the two directions you sidom and normalized the speed limit and normalized the	848 Heather Morton	1			1			That area needs to be 60 km due to traffic from kmart, countdown, Couplings.	Install small roundabout at intersection of Karewa and Eagle way.
Seep 1		1	1			1		Not a large stretch of road to be slower speed limit and in one of the two directions you seldom get to 80km/h anyway.	No No
Michael Parrick Major Maj	849							Benefits of extra supermarket outway the cons	
Signature Three is arready slower during peak times & enforcing this reduction will ad in traffic safety	850 George	2						Keep the left turn as it currently is, it's completely the same as merging onto a highway and that's at 100 km/hr	No
Second from 1 Second from 1		1					4 '	The supermarket will aid the development of nth Hamilton-reducing traffic pressure on te rapa & towards town. Traffic is a largely follower during neak times. & andersine this reducting walk laid in traffic pressure.	
Sis Securior National Years 1		1						I rains, a arrisedy sower ourning peak urines & enforcing this reduction will all in traffic safety. Hamilton is a growing city we require another supermarket. It will also bring more employment to our rity.	
It is stigled to put a starffic light there so close to two other major ones. Just make them get to pix in save via Te Rpa. Like everyone elide does that goes to Kmartf Countdown at moment. Let them develop the Pak in Save without traffic light. More attention should be put towards the actual entry and exits at Pak in Save and streets that the supermarket boarder, South a water of samples moment. South a water of samples moment. Through traffic from flag staff, to get to the other side of town, or the Zoo etc. Through traffic from flag staff, to get to the other side of town, or the Zoo etc. Paul Griffin 2 Through traffic from flag staff, to get to the other side of town, or the Zoo etc. South a water of samples moment, in a discussion and momental proposal, And non-injury crashes over 5 years, 3 per year. Slowing this section down for 2.1 less minor injury crashes over the same period, is 0.42. In the Count of Country of the South So	853 Savanah Evans	1	1		1			We definitely need a more wallet friendly supermarket out te rapa	
Just make them get to Pak n Save via Te Rapa. Like everyone else does that goes to Kmart/Countdown at moment. Let them develop the Pak n Save without traffic light. More attention should be put towards the actual entry and exits at Pak n Save and streets that the supermarket boarder. Such a waste of Sappers momen. Such a waste of Sappers momen. Through traffic from flag staff, to get to the other side of flown, or the Zoo etc. Paul Griffin 2 Through traffic from flag staff, to get to the other side of flown, or the Zoo etc. Perfection per year. That is a indiculous and nonemental proposal. And non injury crashes over the same period, si 0.42 in the count consistently make reads worst Pol No GAN, LOO AT YOUR COWN STUPIO NUMBRISH IT DOESN'T STACK UP, START SCRIKVING YOUR HEADS Of the Mail at the releast gain in Fig No. See, that should be the only entry and exit areas for Pak it See. Staust Smith 2 Staust Smith 2	Johnathan	2	1			1		It is stupid to put a traffic light there so close to two other major ones.	Don't change speed limit
Like everyone else does that goes to Kmarl/Countdown at moment. Let them develop the Pak is Seve without traffic light. More attention should be put towards the actual entry and exits at Pak is Seve and streets that the supermarket boarder: Such a waste of samplers moment of the supermarket boarder. Such a waste of samplers moment of such as the samplers moment of the supermarket boarder. Such a waste of samplers moment of such as the supermarket boarder. Such a waste of samplers moment of such as such as the s									
Let them develop the Pak in Save without traffic light. More attention should be put towards the actual entry and exits at Pak in Save and streets that the supermarket boarder. Soft A waster of tangent and the part of th								Just make them get to Pak n Save via Te Rapa.	
Let them develop the Pak in Save without traffic light. More attention should be put towards the actual entry and exits at Pak in Save and streets that the supermarket boarder. Soft A waster of tangent and the part of th									
More attention should be put towards the actual entry and exits at Pak n Save and streets that the supermarket boarder. Such a waste of sappares money. Find difffis Through traffic from flag staff, to get to the other side of town, or the Zoo etc. Through traffic from flag staff, to get to the other side of town, or the Zoo etc. There is no need to slow people down, 15 minor injury crashes over the same period, is 0.42. The council consistently make roads worse FOR NO GAIN, LOOK AT YOUR OWN STUPIO NUMBERS IT DOESN'T STACK UP, START SCREWING YOUR HEADS TO CONTO YOUR SHOULDES FOR CHBIST SAKE. Start Smith Z									
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555 Into Maai x then left again into Pain is See, that should be the only entry and exit areas for Pain M See. There is a large and exit areas for Pain M See. There is a large are already two superments in the area. We do not need further congestion that would be greated with	854 Paul Griffin	2					Through traffic from flag staff, to get to the	Let them develop the Pak n Save without traffic light. More attention should be put towards the actual entry and exits at Pak n Save and streets that the supermarket boarder. Such a waste of Bapavers money. There is no need to show peeple down. I Si minor injury crashes over 5 years, 3 per year. Slowing this section down for 2.1 less minor injury crashes over the same period, is 0.42.	The council consistently make roads worse FOR NO GAIN. LOOK AT YOUR OWN STUPID NUMBERS IT DOESN'T STACK UP, START SCREWING YOUR HEADS
Stuart Smith 2 There is already enough traffic using Wairere drive and there are already two supermarkets in the area. We do not need further congestion that would be greated with	854 Paul Griffin	2					Through traffic from flag staff, to get to the	Let them develop the Pak in Save without traffic light. More attention should be put towards the actual entry and oxits at Pak in Save and streets that the supermarket boarder. Sinch a user of supparers money. There is no need to be superplied from 1.5 minor injury crashes over 5 years, 3 per year. Slowing this section down for 2.1 less minor injury crashes over the same period, is 0.42 reduction per year. That is a indiculous and nonsensical proposal. And non injury crashes, who cares about those, nobody even got hurt.	The council consistently make roads worse FOR NO GAIN. LOOK AT YOUR OWN STUPID NUMBERS IT DOESN'T STACK UP, START SCREWING YOUR HEADS
another supermarket in the area	855	2			1	1	Through traffic from flag staff, to get to the	Let them develop the Pak in Save without traffic light. More attention should be put towards the actual entry and exits at Pak in Save and streets that the supermarket boarder. Such a waste of tapayeer money. There is no need to slow people down 15 minor injury crashes over 5 years, 3 per year. Slowing this section down for 2.1 less minor injury crashes over the same period, is 0.42 reduction per year. This is a reduction and monsemical proposal. And non injury crashes, who cares about those, nobody even got hunt. People can drive to the set of traffic lights that currently exist at the intersection of Warrer and 17 Raps aturn right to the set of lights at 12 Raps and Eagle way then turn left into Mau's it then the about 100 Pak Save.	The council consistently make roads worse FOR NO GAIN. LOOK AT YOUR OWN STUPID NUMBERS IT DOESN'T STACK UP, START SCREWING YOUR HEADS
	855	2					Through traffic from flag staff, to get to the	Let them develop the Pak n Save without traffic light. More attention should be put towards the actual entry and exits at Pak n Save and streets that the supermarket boarder. Such a waste of tangapers money. There is no need to show expede down. Its minor injury crashes over 5 years, 3 per year. Slowing this section down for 2.1 less minor injury crashes over the same period, is 0.42 reduction per year. That is a reficultion and moneracial proposal. And non injury crashes, who cares about those, nobody even got hunt. People can drive to see for striffe lights in correctly exist at the interestiction of Wisman and To Rapas turn right to the set of lights at Te Rapa and Eagle way then turn left visto Mais it then left again into its in Save, that should be the only entry and est areas for Pak 15 Save. There is already expend striffic light Wisman of even and the Rapas into the size of the Save in the area. We do not need further conspection that would be greated with	The council consistently make roads worse FOR NO GAIN. LOOK AT YOUR OWN STUPID NUMBERS IT DOESN'T STACK UP, START SCREWING YOUR HEADS

H	A	В	С	D	E	F	G	H	
067 C	audia Symonds	1						PACn save over the base way would be fantastic! Especially for those of us who like in the area and don't have a car!! Woolworths is too expensive and a lot of their food is crap quality. Bring pacnsave to the base!!	No none. Just as long as there is pedestrian lights for people to cross the road!
857 Is	mie Flavell	2						Wooworths is too expensive and a lot of their food is crap quality. Bring pachsave to the base !! Very unprecisary.	No.
		-						Very unnecessary. Reduced Traffic flow: Lower speed limits can lead to increased congestion, especially during peak hours. This can cause frustration for drivers, increase travel times, and harm local businesses that rely on accessibility.	
								Economic Impact: Lower speeds can negatively impact businesses that rely on efficient transportation, such as delivery services and trucking companies. Increased travel times	
								translate to higher costs and potentially reduced productivity. Limited Effectiveness: Studies have shown that the impact of speed limit reductions on overall road safety can be minimal. Other factors, such as driver behavior and road	
								infrastructure, often play a larger role in accidents.	
								Enforcement Challenges: Lower speed limits can be difficult to enforce effectively, leading to potential frustration for both drivers and law enforcement. This is my argument against.	
								against. Driver Perception: Some drivers may perceive lower speed limits as unnecessary restrictions, leading to increased non-compliance and potentially more aggressive driving	
858								behaviors.	
859 Ja	hn Mummery 2 Irah Clarke 1	2	1	1			Couplands	60klm/h will cause a huge bottle neck Traffic lights onto karewa place would make it easier especially at Spm rush hour to stop so much congestion	60 is good
861 G	raeme	2	1			1		Enough supermarkets in the area already to service future population forecasts.	
862 Ja	ne 1	1				1		Let's just get on with the development.	I'm not sure why traffic can't just use the Te Rapa road access like it's currently used for access to both Woolworths and Kmart. No, we require better driver education to new and existing drivers
	im 2	2			1	1		If speed limits get any slower we may as well walk The traffic around there already due to shit roading infrastructure will be a lot worse. Also where's the plan for 20 speed bumps you clowns will probably put there?	Red light camera at waiwere drive and te rapa road
864	sa Slade							Hamilton is too big to only have 2 Pak N Saves, we need another Pak N Save to keep up with demand.	
866 N	ark 1	1						We want a paknsave in terapa for healthy competition and choice also will reduce traffic traveling to other supermarkets / fuel	No No
867 \$	nanaz 1	1						We need a pak n save in this area as we are missing out on this supermarket. The closest is Mill st The actual speed along this section of Wairere Drive is often severely reduced due to traffic concestion, particularly during business hours as people access The Base.	No .
	raham Ferry	1				1		The actual speed along this section of Wairere Drive is often severely reduced due to traffic congestion, particularly during business hours as people access The Base, Woolworths and Kmart. The imposition of a lower speed limit will have little effect during this time.	
l								Additional supermarket competition is desperately needed in the northern suburbs of Hamilton and the addition of a PAK'nSAVE option in this location will be a welcome asset.	
868 869 C	rea 1	1							
G	eoff Moore	1					I avoid Wairere Drive because it is usually	The speed limit needs to be reduced because it is vital to have this new supermarket built. We travel from Ngaruawahia and are limited by choice to the expensive Woolworths	No.
870							clogged with traffic waiting for lights at Pukete Road or Te Rapa Road	supermarket. A new Pak n Save will provide much needed competition and choice	
871 L	wis 2	2					The state of the s		
	io Esmaeil 1 iura Wilson 2	1						safer to reduce speed near construction sites. The traffic is too slow no as it is, reducing the speed limit not going to make a differnce.	I trust that there will be a traffic management plan for the project
874 T	acey Jordan 1	1							
l l	kita Underdown 2	2			1		It is one of the heart lines of Hamilton.	There is already The Base with massive numbers attending daily and yet it functions correctly with the current speed limits. By reducing that part of Wairere Drive creates chaos. Either do it for the entirety of Wairere Drive or not at all.	No.
								Reducing speed will cause more issues down the line and HCC needs to be spending money wisely due to past mismanagement.	
								This reduced speed should have been done when Countdown/Woolworths and Kmart was built. You are far too late now and again, waste of time. Hamiltonians are now used	
								to these speed limits.	
								What should be looked at instead is the bottle nicking from resolution Drive to Chartwell to Wayward Pigeon. This send massive delays on traffic congestion during peak times.	
875								Making it a double lane all the way through will reduce this.	
A	ndy Hart 1	1				1	A key arterial route we use from our home to cross to many activities on the other side of	Firstly, it's probably a sensible speed for these sections of road anyway as the volume of traffic often makes it impossible to reach 80km/hr and the time difference to any journey will be negligible.	
							the awa several times every week	Journey will be regigigate. Secondly, the development of a Pak n Save here will be good.	
876							· ·		
	olin Sargeant	1				1		60Kmp/h makes sense for this section anyway as there are numerous pedestrian and cycle crossings along with 2 existing major four way 6 cycle traffic signal intersections. Traffic signals at Karewa Place will only add to the congestion in two west bound slip lanes turning right into Te Rapa Road.	Karera Place is congested enough already. The whole street is parked out and narrowed all day not only business hours but Saturdays as well. If P&S are to develop the proposed site then public access should be off the already 4 Iane Te Rapa Road with entry from the north via a slip road and exi
								Retain the left turn exit only onto Wairere Drive as is.	south via a slip road. "Te Rapa Road is no longer a national route"
									No traffic lights needed at all. Freight deliveries can be accessed from Karewa Place only. The same as all K Mart and other industrial and retail facilities. Much like the new set up at
									the Mill Street store.
877 P	obyn Weal	2					I am involved in Community natrol in this area	The Wairere Drive ring road was originally designed to keep traffic FLOWING around the city. Putting a set of lights at Karewa Place will have both lanes backed up past the	No. We DO NOT need speed humps in that arterial road and there is virtually no pedestrian traffic beside the ring road. Speed humps are hard on trucks,
		-					Tall involved in community pactor in this area.	current traffic lights either side, and impede the flow of traffic esp at start and end of day. Also Kanese Place is not designed for heavy flow of traffic and delivery trucks.	impede traffic flow and critically, they are an impediment to emergency services such as ambulance. Imagine some with a spinal injury!
878	nead O'Connor 1	1		,				lve lived and worked in terapa/pukete for 30 years. Ever since that road was put in at 80kms weve always felt it was too fast. People gun it to make the light before it changes.	Speed cameras. Also some sort of camera or watch for people who run red lights. I see it happen multiple times a day and both sets of lights. We almost
	nead o Connor	1	1			1		This makes it different to come out of the side street safely. It feels dangerous.	been hit with my child in the car a couple times in the last couple months. Also people will block the entire intersection, lining up to wait in traffic on the
070									other side of the intersection. This leads to people missing their green light and getting extremely angry.
880 Ja	rry Mcgillan 2	2	1	1	1	1		Adding more lights will just make travelling around peek hour times harder and longer and we don't need another supermarket	
881 N	ark Smithells	1	1	1				Having a PaknSave in the north end of the city will be beneficial	
882	achael Breaker	•						I thought it was already 60kms in all honesty up until the lights at Pukete road then it went to 80kms on an average day your unable to do 80kms because of the traffic so it probably won't make much difference in changing the speed limit it might make traveling the road nicer.	
883 Ja	anne Gingles 1	1	1	1				There're too many accidents on bridge at 80km anyway and would love to have a pak and save at our end of town	
884 N	ajella Heaton	1						Reasons are already outlined. Economic growth,more jobs and access for customers to another much needed supermarket in that area. I am all for this to happen.	INO CONTRACTOR OF THE PROPERTY
885 T	ima 2	2					Traveling out of town	Its a waste of time, the pak and save is a whole block away. 🕾 🊱	No!!! leave the limit as it is
886 P	ete Bowen 2	1					Travelling through	This will impact traffic flow for people travelling through the area	Don't reduce the speed limit
887 N	irol 1	1	1			1		This is a very high traffic density piece of road and I think it would make sense to slow all traffic down. I have in the past come close to having collisions due to people going well	
888							trips to the south of town to places like the hospital	over the 80 k limit so to make the whole area safer for traffic and pedestrians I think 60k is a much sensible option.	
A	ex Horam 1	1					inospita.	Need a pak n save that side of town.	A thoroughly thought out entry and exit.
								Woolworths has had a monopoly and this would greatly help with people being able to afford groceries slightly easier.	Take the Woolworths/kmart entry and learn from that. Something like a slip lane from Te Rapa road in. Then a left turn only with a concrete barrier on eagle way with a round-a-bout at the Karewa/Eagle
									intersection to turn around.
889							You the face that the		While you're at it, changing how the entrance/exit of Woolworths so the congestion is less.
R	obert Armstrong	4					Travelling from Hamiton to the Waikato Expressway. Travelling from my Te Rapa	There are already 2 supermarkets within a 500 metre radius of the proposed supermarket. Speed limits should not chop and change on important routes, of which Wairere Drive is most certainly one.	I do NOT support the propsed change. Therfore, just leave things exactly as they now are!
							home to the Chartwell area.	3. Adequate safe access already exists for west-bound traffic on Wairere Drive via the Te Rapa Road. Wairere Drive intersection to access the site of the proposed	
								supermarket. 4. Karewa Place is already becoming congested. We do not want parking on the road sides of Karewa Place to be removed, which is a likely outcome should this proposal go	
								ahead.	
890	ura Dick 1	1						5. Any speed limited westward across Te Rapa Raod to Artgur Porter Place in not needed. Leave it as it is. There is no need for this road to be 80, regardless of Pak n Save.	
892 N	athan Turner	1						We need another Pak n Sav and the speed limit reduction would help with safety on that section of road.	No
893 D	aniel Vuglar air Plasmeyer	1						A Pak N Save is needed on the side of town and minimal speed limit Change is not going to affect traffic flow The area is congested enough, why not put it over in Rototuna or in Horotiu, Wairere Drive is busy enough with all of the people that live on the east side of the river having to	
894		•						travel to the west side because of the base shopping centre	
Je	remy Ferguson 2	2			1	1		Do not build new traffic lights, do not reduce the speed, allow them to build the supermarket. "As a condition of the consent, Foodstuffs must install traffic signals at the intersection of Wairere Drive and Karewa Place", this is entirely the council's stupid plan, do not try blame "The Land Transport Rule", Wairere Drive already is bad enough as it	DO NOT CHANGE THE SPEED LIMIT, DO NOT MAKE NEW TRAFFIC LIGHTS.
								is having 2 traffic lights in a row, adding a 3rd one at the intersection of Wairere Drive and Karewa would be disastrous. Leave the Wairere Drive and Karewa intersection alone,	
								leave cars having to turn left. If traffic wants to be heading the other direction they can do it via Eagle Way or Church Road, or by turning left from Karewa and then right onto	
895 896 Is	nyce March 1	1						Pukete Road at the existing traffic lights. It is a busy section of road and not able to get up to 80kph a lot of the time.	Designated right turn lane
897 A	sling Harrop 1 hn Walker 1	1							
Je	hn Walker	1						believe whatever needs to happen to allow the new supermarket to go ahead should be done, and the proposed changes are minimal and will have little effect on the areas traffic. With multiple entry and exit routes available and the massive benefit to the area through employment, competition and public product choice, it must be given the	N/a
898								green light to keep moving Hamilton forward.	

-	Α	B B	С	D E	F	G Access from Flagstaff to medical centre at	H COLUMN TO THE PARTY OF THE PA	I We would be a second of the second be a second of the se
Jan	nes Geddes					Access from Flagstaff to medical centre at Avalon, pharmacy, etc.	Seems barmy that you have to go through this process again, but we fully support the reduction down to 60km per hour; particularly as your figures show that motorists don not travel at the currently allowed limit of 80km per hour.	We travel this section of road quite often - can't think anything at the moment, but there may be something more required once the lights and changes are in place
899							This particular part of road does not really need the 80km per hour limit anyway, and ordinarily should be reduced.	
900 Do		2	1				Because it's stupid stop lowering the speed limits everywhere	No .
	shay Joshi an Whittaker	1			_		It will bring more supermarket choices and competition to Te Rapa	No Parking may need to be looked at down Karewa place to allow a free flowing bypass to Te Rapa Rd
903 and	dy fern	1					keep the current 80km/h and allow the supermarket to be built	sort the traffic lights out on the base corner and stop cars doing U-turns at the lights
Tor	ny Trail	2	1		1		During peak times the traffic is backed up from pukete road all the way back to Arthur Porter drive. With the introduction of extra lights this will cause extra bottleneck	Do away with the new light installation on Wairere drive.
							congestion. I have witnessed multiple times vehicles trapped between the lights and blocking traffic on Te rapa road. I say keep the traffic flowing.	Keep the left turn out of Karewa Place onto Wairere drive. Have the left turn lane at Pukete road lengthened all the way to Te Rapa road.
								Three improvements.
								 Improved access into pukete road, cars will no longer be jumping the curb on Wairere drive.
								2. Exit out of Karewa place will aid merging and traffic flow.
								3.traffic from the north turning from Te Rapa road in to Wairere can turn and merge easier . Increase the length of the two right holding lanes fom Wairere drive onto Te Rapa road.
								Have that short road into Woolworths and pak & sav one way traffic.
								Traffic comes in, turns left or right depending which supermarket wanted.
								When exiting they have an option to come out onto Karewa place, again turning left or right depending on destination.
								Church road already have traffic lights and a roundabout to keep traffic flowing. Kaweka place will have a left turn with improved merging.
								Pak & sav will have an entry and exit onto Te Rapa road before the lights. Woolworths and K mart will have an entry and exit after the lights.
								The northen left turn off Te rapa road onto Wairere Drive will be improved as it has a dedicated merging lane.
								The cost will be in widening Wairere drive, and signage. Everything else is already in place.
905 Co	ral Russell	1			1			
	neel Chand	1	1	1 1	1		Create more employment opportunities	Support any change to allow pak n save supermarket to go ahead with development
Ste	ive	2	1	1			No business should effect the speed limits	
							You say at the current 80kph limit the average speed is around 64 kph in the 80 kph zone If trueThis represents a 20% drop from 80 kph	
							If true inis represents a 20% drop from 80 kph When applied to a 60 kph zone this equates to an average of 48 kphthis is not acceptable, and is a large % drop in travel time	
							Modern vehicles are fitted with efficient brakes, so it is when used correctly should be able to stop for traffic lights	
907	- T					V	There are a multitude of supermarkets already, nothing against Pakistan and savebut a supermarket in no way should effect traffic speeds and flow	
908 Lyr	nn Tarrant					To get to city south	Speed should be reduced to 60km along the proposed length of road, it is ludicrious that TeRapa is 60km and Wariere is 80km, it is a seriously dangerous configuration as is.	Warning signs for the mentally challenged that one is approaching a 60k zone.
Per	nelope Cammock	1		1			We have been waiting for this Pak'N'save for years! Now living in Ngaruawahia, it's a big distance to travel to the nearest Pak'N'save on Mill Street in Hamilton, if I'm not	Not unless they are required by law.
							already in Hamilton at the time. Woolworths Te Rapa is our primary supermarket for the big weekly shop but the competition and savings is much needed in this economy.	
909	Edo-					T		M-
Ivia	x Edge	1				To get to the new Paknsave supermarket	We need competition in the supermarket trade in Hamilton North. There is only Woolworths and New World Both are extremely expensive and making huse profits to the detriment of families who are struggling in the area to pay for their groceries	
910							If the various parties had been more active back in 2021 when all was approved, then we wouldn't be wasting our time now	
JM	т	1				Getting from the west side to the east side of		Please don't add speed bumps. They are terrible for the underneath of vehicles.
						town	limit is an easy concession to make for the overall benefit of a new supermarket for the area. The people who are obsessed with speed limits are the ones who look at them as	
Sha	ane Will	1			-		a target. Anything to have more supermarket competition at this end of town. Traffic is always slow in this area so the reduction will have no effect.	Potentially have more vellow lines on roadside parking down Kawera place. Already a little dangerous now pulling out of businesses down that street as
		I						people cram parking on the roadside right up to driveway entry/exits, and the increase in traffic down that street will make it worse.kmart exit is the
912								perfect example.
913 Rile	ey Cochrane ren Taylor	1			1		The average speeds you're unlikely to travel much more than 60km/h in that stretch of road The 60km/h is a no brainer. Safety is priority when people are entering/ exiting the new Supermarket. With the city spreading we must slow the traffic in these busy areas	No, the roads affected are well congested to the point where I don't think any motorists will notice a difference. I agree with the options proposed especially traffic lights.
914	ien rayioi						The county is a no drainer. Jarcey is priority which people are entering exiting the new Jupermarket, with the city spreading we must show the trainer in these busy areas	rigited with the options proposed especially traine lights.
	onica Welsford	1			1		More competition should help lower prices	A roundabout in front of coup lands and maybe a parking building
916 Sar	mantha Glossop	1	1	1	-			
917 Jat	in Baliga am Blake	1					I fully support Option 1 because the reduction in speed limit over this stretch of road will have minimal impact on travel times, but easy access to a competitively priced	No.
918							supermarket for those living in the northern suburbs of Hamilton is of huge importance.	
919 Pa	ula Willacy	1			1		Progress is essential. Allow the building to take place. Ensure safety.	No.
920 Rut	th	1			1		Because Hamilton is getting large and it should hopefully free up other places and be beneficial for the Hamilton people. More supermarkets more completion, then there should hopefully be more fair prices for everyone.	No.
Jan	,	1			1		Slower speeds are always safer especially given high volume of traffic. It's most likely people will be traveling around 60 km/hr anyway given the traffic lights, so I don't see it	Signage and signs indicating new speed limit
921							impacting any change with current actual speeds on that section of road.	
	llene Brougham	1	1	1			Pak n save will be a massive benefit for local residents	Road widening both sides and on Karewa place due to the number of cars parked on the street and trucks going through.
Pai	le Smith	2			1		Pakinsave is more expensive than woolies and new world so I won't be shopping there. Don't want another intersection on Wairere Drive or speed reduction, people turn around at The Base lights to drive down Karewa place anyway, don't see why we need new	No I do not. I don't support the speed limit change. Don't change speed limit ⓒ
924							lights.	
925 Sh e		1			1		Because of accidents that keep reoccurring and for safety reasons unfortunately children safety as well. The traffic from pukete road intersection to The Base already spans for to long in peak hours. Adding another intersection with traffic lights will make it worse. What is wrong	Yes I agree to keep the community safe and especially children and adults.
Cor	nner Farrant	2	1		1		The traffic from pukete road intersection to The Base already spans for to long in peak hours. Adding another intersection with traffic lights will make it worse. What is wrong with the current design that seems to suit Woolworths fine in the exact same location.	I do not oppose the supermarket. I oppose the road changes that are not required. There are perfectly good roads and traffic lights that exist.
926							It is not the speed limit, it's the introduction of a right turn and additional traffic lights.	
Joh	nn harper	2		1			Save on any cost to this change, it is unnecessary as your own report states an average of 62 kph through there in any case, why spend money on an unwarranted change.	No .
927	ter Zhu	1				-		
928 Pet 929 Eth	ier znu ian	1					I currently shop at paknsave mill Street which is further away. It would challenge woolworths and new world to lower prices.	
930 Gra	eme Smith	1					Its about time that road has the same limits as its adjoining roads. 80km is too fast for the terapa road intersection.	Advanced signage
Cas	sey Dobson	1		1			The speed reduction won't limit travel time because you can't get to to 80kph in that area. I live the idea of having a paknsave closer to where we live because we currently	No
932 Un	yd Salt	1					need to travel across town Make it 70Kph not 60Kph in this nanny state of a broken arse country	No, get the Police to start enforcing those bad drivers that continually break the rules and get back to common sense approach.
933 Cill	a a			1				get been to common active approach.
		2			1		The reduction in speed limit will have very little impact as with traffic flow and traffic lights it isn't usual to get to speed of 80km anyway.	No
934 Ce	tile Rowland	1	1			Going to rototuna library	I	
Car	cile Rowland mpbell Hutchinson	2 1 1	1					
935 Car	mpbell Hutchinson	2 1 1 1 2					Absolutely not necessary. Far too many reductions as it is. Will cause chaos in peak hours.	No.
935 936 Cul Ale	cile Rowland mpbell Hutchinson llen Sparrow exandra Troughton	2 1 1 1 2 2 1 2	1	1			Absolutely not necessary. Far too many reductions as it is. Will cause chaos in peak hours. Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area.	No.
935 936 Cul Ale	mpbell Hutchinson llen Sparrow exandra Troughton	2 1 1 2 2 1 2	1				Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better used for apartments or shops or carpark. Put the supermarket in Burbush or somewhere.	No.
935 936 Cul 937 938 Tor	mpbell Hutchinson llen Sparrow exandra Troughton ni Plasmeyer	2 1 1 2 2 2 2 2 1	1	1			Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better used for apartment or shops or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base	No. Keep speed as is
935 Cul 936 Cul 937 Ale 938 Tor 938 Sor 940 Ser	mpbell Hutchinson Ilen Sparrow exandra Troughton ni Plasmeyer phie	2 1 1 2 2 2 1 1 1 1		1			Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be ferrus used for apartments or othogo or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of trown.	No. Keep speed as is
335 Cul 336 Cul 337 Ale 337 Sog 340 Sea 341 Mid	Illen Sparrow exandra Troughton ni Plasmeyer phie an White chael Triggs	2 1 1 2 2 2 1 1 1 1 1 1	1				Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better used for apartment or shops or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base	No. Reep speed as is
935 Cul 936 Cul 937 Pos 938 Tos 939 Sos 940 Sea 941 Mio 942 Sco	Illen Sparrow Exandra Troughton Ini Plasmeyer Iphie Ini White Ichael Triggs Interest Triggs	2 1 1 1 2 2 1 1 1 1 1 1 1 1 1	1	1			Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be ferrus used for apartments or othogo or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of trown.	No. Keep speed as is
935 Cul 936 Cul 937 Pos 938 Tor 939 Sor 940 Sez 941 Mir 942 Scc 943 Cat	Ilen Sparrow exandra Troughton ni Plasmeyer phie an White chael Triggs tt Reid	2 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1				Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better used for apartments or othego or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of from. Support the introduction of additional competition	No. Reep speed as is
935 Cul 936 Cul 937 Pos 938 Tor 939 Sor 940 Sez 941 Mir 942 Scc 943 Cat	Illen Sparrow Exandra Troughton Ini Plasmeyer Iphie Ini White Ichael Triggs Interest Reid	2 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1				Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better used for apartment or othego or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of from. Support the introduction of additional competition It's hardly possible to ever do 80kms along there anyway as it's always busy enough.	No. Keep speed as is
935 Cul 936 Cul 937 Ale 938 Tor 938 Sop 940 Sez 941 Mid 942 Sco 943 Cat	Ilen Sparrow exandra Troughton ni Plasmeyer phie an White chael Triggs tt Reid	2 1 1 2 2 1 1 1 1 1 1 1 1 1	1				Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better usel for apartments or shops or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of town. Support the introduction of additional competition It's hardly possible to ever do Bükms along there anyway as it's always busy enough. Mannhile bring Cobbam drive to Pack in Save Clurence Street bock up from 60 to Bülms as it's dual lane with no oncoming traffic unitle Wairere drive with single kases and	No. Keep speed as is
235 Car 236 Cul 237 Ale 237 Sop 238 Tor 238 Sop 240 Sez 241 Mir 242 Sco 243 Cat An	illen Sparrow ixxandra Troughton ni Plasmeyer phile an White chael Triggs ttt Reid therine Tocker drea Walker	2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1				Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. Already congested because of the base We need the supermarket out this side of town. Support the introduction of additional competition It's handly possible to ever do 80kms and there are supermarket in 80kms as it's disast lane with no oncoming traffic unlike Walerer drive with single kanes and oncoming traffic over the railway bridge!	
235 Car 236 Cul 237 Ale 238 Tor 239 Sog 240 Sez 241 Mid 242 Sco 243 Cat An	Illen Sparrow xxandra Troughton in illen Sparrow xxandra Troughton in plac an White chael Triggs ttt Reid ttherine Tocker drea Walker	2 2 1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1					Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better usels for apartments or shops or carpast. Put the supermarket in Burbush or somewhere. Already congested because of the base. We need the supermarket out this side of foom. Support the instruction of additional competition It's handly possible to ever do 80kms along there anyway as it's always busy enough. It's handly possible to ever do 80kms along there anyway as it's always busy enough. Meanwhile bring Cobham drive to Pack in Save Clarence Street back up from 60 to 80kms as it's dual lane with no oncoming traffic unlike Walnere drive with single kanes and oncoming traffic over the railway shoulded.	No. Keep speed as is Driver traving
235 Car 236 Cul 237 Ale 238 Tor 239 Sog 240 Sez 241 Mid 242 Sco 243 Cat An	illen Sparrow ixxandra Troughton ni Plasmeyer phile an White chael Triggs ttt Reid therine Tocker drea Walker	2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better usel for apartments or shops or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of troon. Sipport the introduction of additional competition It's hardly possible to ever do 80kms along there anyway as it's always busy enough. Already in the significant of the side of the significant of the significant of the side of the significant of the side o	
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Car Car	illen Sparrow xxxandra Troughton ni Plasmeyer phile an White chael Triggs the riggs thereine Tocker drea Walker nia atte Scheepers xxanne dunn I Doig mand Charl du	2 2 1 1 1 1 1 1 1 1 1 1 1 2 2 2 2 2 1					Already a very congested designed with the travel times longer with new lights. We already have enough supermarkets in the area. The area would be better usel for apartments or shops or carpast. Put the supermarket in Burbush or somewhere. Already congested because of the base. We need the supermarket out this side of foors. Support the introduction of additional competition. It is hardly possible to ever do Bilbins along there anyway as it's always busy enough. It is hardly possible to ever do Bilbins along there anyway as it's always busy enough. Morenable burg Collean drive to Pack - Save Clarence Street back up from 60 to 80kms as it's dual lane with no oncoming traffic unlike Waierer drive with single kanes and recoming traffic the thin along bilding in the control of the street of the competition of the competition of the control of the	Oriver training Noce To Good training to the lights or a reduced speed limit. Waiwere Drive needs the volume to accommodate the vehicles rather than another set of lights to bar
Carriago Car	illen Sparrow xxxandra Troughton ni Plasmeyer phile an White chael Triggs the riggs thereine Tocker drea Walker nia atte Scheepers xxanne dunn I Doig mand Charl du	2 1 1 1 2 2 1 1 1 1 1 1 1 2 2 2 2 2 2 2					Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area. The area would be better usel for apartments or shops or carpark. Put the supermarket in Burbush or somewhere. Already congested because of the base We need the supermarket out this side of town. Support the introduction of additional competition It's hardly possible to ever do 80kms along there anyway as it's always busy enough. Meanwhile bring cobbam drive to Pain Asswc Currence Street back up from 60 to 80kms as it's dual lane with no oncoming traffic unitle Waitere drive with single kanes and oncoming traffic core the railway bridge! People should be also top with turning left front Karewa place, it's already slow enough as it is. If you can't make a left hand turn onto an 80km road, you shouldn't hold a driver's locknes. If you can't make a left hand turn onto an 80km road, you shouldn't hold a solver's locknes. More supermarkets for competition price! More supermarkets for competition price! More planners have rocks in their heads. Earewa struggles with two way traffic now. Who set the original consent conditions? Amateurs also?	Oriver training Noce No. don't support the lights or a reduced speed limit. Waiwere Drive needs the volume to accomodate the vehicles rather than another set of lights to bar up the trailfic.

Al	A nine Shaw	B 1	С	D	E	F		H Not only would I like the choice to shop at Pak in Save but living close to the Wairere bridge there seems to be so many accidents at the intersection towards Flagstaff that the	
950							Centre and Pharmacy in Flagstaff	lower speed limit may help prevent more. It also seems inconsistent to have an RDKmph area in the city limits so I would welcome the decrease. My question is - how will this be monitored as clining of peak traffic hows we can hear vehicles, trucks and motorcycles often doing more than the 80km limit. I am also hoping that trucks which use their air brakes in the city might not need to approaching the intersections and reduce the noise nuisance.	lanes at off peak times may be too much of a a temptation. Add a larger sign on the bottom of the bridge to remind trucks not to use their engine breaks
	shant Sharma dgit Snowsill	1			1	1	Access to Rotokauri wintec campus	The nearest Pak in save is on Mill Street. It would be an advantage and time saving to have a Pak in Save in Northern Hamilton. Inever get up to 80 speed limit along this road. Heel it is unsafe to travel much faster than 60 anyway as it is always very busy and sometimes traffic is just crawling any way. There are lost of light and interactions on this piece of road to owith means you never really get up to 80 dether.	NA No
953 M. Ta	nrty nz	1	1		1	1		Been some one who walks or rides a bike, having a super market super close being 10min walk would be amazing. the jobs it is going to open up for not only locals but the wider community is fantastic	
954 955 Ky	e	2						I'm totally for this to go ahead Use back road at maui street leave the rapa flow the same and speed.	No don't that section is already 60km/h leave the rest of roads the same
956 Be	cca Lochhead	1	1	1		1		We need a new pak in save in this area. I also see so many accidents and near misses on this stretch of road the speed limit needs to reduce for safety reasons.	No
957 Jo	Morris	1							
959	ephen Hay	1				1	Visiting friends and library in Rototuna	A sensible proposal which allows a popular supermarket to operate and serve north Hamilton. Traffic generally can't reach 80km/h anyway here due to the bridge and traffic lights - 60 is a good speed. Also the pedestrian pathway in the bridge (which indee is well used by cyclists as well) is very narrow and physically close to the moving traffic so any reduction in speeds would help improve real and precived salely for them.	Some cycle wands would help those who choose to ride in the bike lane and would also visually narrow the roadway which would help enforce slower speeds.
960 Ro	n OLSEN meer Kumar	2	1			1		Keep the speed as it is as not everyone drives that speed now We need faster commute. Find a side road to build to go over to Pak n Save	No .
962 An	u	1	1			1	Visiting family in rototuna	We need a Pak n Save in this area so we have more options for grocery shopping instead of having to drive to town. Currently Countdown doesn't really have much competition with New World not much cheaper in prices!	
963	nathan Heeley	1				ľ		Having the the new PnS would be really positive for community for many reasons. I am not sure the proposed changes are the best answer. However, if that is what it takes to get one built then reduce the speed.	An adjustment to Karewa place, may need to be widened and parking along the road will need to be off the road. Also, traffic lights so close together seems like a nightmare.
964 La	mbertus Brandsma	1				1		We need competition in the market to keep essential food items affordable.	No physical changes required.
965 Sh	ane Easton	1	1		1	1	It's a road I drive on frequently to get to the east side of the city		
Ta	beth mutingondo	1					case one of the tity	Would like a pak n save outside the city and having the speed reduction allows for this to happen	No .
967 Ro	chelle Mills	1	1					Paknsave would benefit us and surrounding community with food prices and jobs.	Yes, I think on street parking on Karewa st needs to be reduced to make it safer for cars pulling out of driveways. That road will be busier and I already feel unsafe pulling out of the Kmart carpark with not much visibility
	arie sidney	1				1		We need a pak n save this side of town and being such a short section of road I don't think the reduction will be noticed.	No No
969	ris McDell	1						This is ridiculous. The previous consultation should be thrown out. There is no need or reason to lower the speed limit to 60 even if some sort of new intersection is installed. I don't agree with allowing more traffic to use Karewa. It is already too small and choked. Keep it 80. Change your thoughts on Karewa.	Keep it 80. Use common sense, Karewa is already small and choked.
970 Ov	ven Mataiti	2			L	1		I'm not in favour of reducing speed limits, this will only contribute to the frustration of drivers. Sick of council reducing speed limits over Hamilton, no need for it	No - not in favour
971	lma Smith	1	1			1		Putting a set of traffic lights in the middle of the short distance between Pukete Road and Arthur Porter Drive would require a Reduced speed limit for drivers to pull up safely if required.	
As	hley	2			1	1	Its a road i use daily mutiple times per day for work, its the main ring road around hamilton and needs to remain 80km	I strongly advocate for keeping the speed limit at 80km/h while allowing the Pak'n Save development to proceed. The current framing of this issue is overly restrictive, presenting ratepayers with only two options when there are viable alternatives.	Yes, Furthermore, the reliance on consultants who charge exorbitant fees and fail to deliver practical solutions is a significant concern. These decisions, coosting ratepayers millions annually, are as ineffective as they are wasteful. It's clear that many of these consultants lack the understanding or foresight to develop plans that truly benefit the community.
								It is entirely feasible to maintain an 80km/h speed limit and implement a set of traffic lights, as stjoulated in the consent conditions. This balanced approach would prioritize boths aftely and the needs of the community behout forcing an unesceasary compromise. Life the council for consider all reasonable options and avoid creating a false dichotomy that unnecessarily limits the ratepayer's choices. A fair, evidence-based decision is in	lurge the council to reconsider its approach, explore all reasonable options, and exercise greater scrutiny in the use of consultants. Ratepayers deserve decisions that reflect common sense, cost-efficiency, and genuine benefit to the public.
972 Lu	ke	2	1		1	1		everyone's best interest. Ido not agree the next set of lights into a narrow street of karewa, there is already the lights of pukete and te rapa road, having another set to lights will heavily increase traffic	l agree with the supermarket being built but no road changes should be needed
								flow that is already very bad. There are also steets parking on karewa that increasing traffic will endangered all the narrow entrance of both sides of businesses. On paper it may decrease number of traffic accidents on waitere, however unless there are no on street parking on karewa, otherwise it is definitely going to increase the	
973								accident on there and it makes car on both sides businesses extremely difficult to turn onto karewa.	
974	ss Dillon	1			1	1		It's a small section of Waiere Drive which shouldn't have a major impact on traffic flow. The benefits of having an affordable supermarket in a growing area of Hamilton outweighs the perceived traffic congestion.	No Speed limit signs should suffice
Ro	ss Dillon	1						This stretch of Wairers Drive is one of the worst I've come across for traffic in both directions to try and beat the red lights, I have experienced it first hand several times, where I was about to enter the intersection on Te Rapa Rd to have traffic running the red. The same intersection is notorious for traffic to U turns, confusing traffic entering the intersection onto Wairers Dr vi from the North.	No
975 Hc	ssein	2	1	1	1			A slower speed limit and the extra set of traffic lights should make it a lot safer. Traffic spetting out of hand during peak hours, and adding a new supermarket will only worsen the existing problem. I won't support this until I know more about solutions to imminime traffic in this area, not just implementing a speed reduction. The decision makers should conduct a research to see the impact of a new super market on the traffic load in the years collection.	A roading upgrade and an overhead bridge at the Te Rapa intersection.
Elc	lho Stephen	2			1	1		Why do we have to reduce the speed limit from Arthur Parter drive intersection? Why the base to be changed in terms of maximum speed. This looks while the section from Arthur (lights (intersection) by França and and waiver drive) to puter road lights need to be changed in terms of maximum speed. This looks unnecessary in sense of road section not related for resource concert and new development being affected with new proposal. We will never go back to higher speed limits in fulne while roads and new whicks are technologistly aptiting devocated and staff = if denoted in state of to leave peeds for the whole section for such considerable and the state of the s	Consider the road section between terapa road intersection and pukete road intersection to lower speed and not all way from Arthur porter drive intersection.
977	nia Freeman	1					Visiting friends and family	Traffic definitely does travel through this highlighted area slower than the rest of Wairere Drive due to the short placement of the current traffic lights. Anyone who does travel	No.
978	rreeman						g menus and mally	Iranic extensions once traves trovings trus regimptices are as lower train to refer of warrer unwe out to the short packetines or the current train, agist, Amyone who does traves through all 80 or higher needs their head end. There's too much happening and poor driver decisions with carb highing from the very left hand lane to the very right hand lane where the four lanes are placed heading towards Arthur Porter Drive, it's an area you already need to be extra vigilant in. Go for it I say.	
979	ul Hassall	1				1		There needs to be another supermarket in this location to cultivate a more competitive market. Woolworths has only opposed the idea because it poses a threat to their prices. This will be good for helping people get cheaper groceries and help with cost of living.	I think what is proposed is perfect
980 An	ny Hassall queline Coward	1	1					Economic benefits of having a Pak n Save built in this part of Hamilton. More choice for supermarket providers in this part of Hamilton. There is a need for more supermarket competition and less travel for people to access cheaper food.more close by.	No
982 an 983 As	onymous	1						Get a grip HCC and stop wasting ratepayer money consulting on things like this. This process feels very politically driven, must be election year! Having a pak n save will be great for this end of town and no one should be doing that speed between those sets of lights so will be safer	You are the experts. Just do your job. It's a speed limit, you're not sending rockets to mars!
984 Hc	lly	1	1			1		Having a pak in save will be great for this end of town and no one should be doing that speed between those sets of lights so will be safer People are not driving safely on this road at the speed limit of 80km so reducing it will help reduce this.	No No
En	ima Sowman	1					Access from Ngaruawahia to pack'n save in Hamilton cbd. It is a great idea to build one in Terapa and 60kms is reasonable. Most of the time cars are doing that speed anyway.		
985 986 Lv	nda Rye	1							
987 Je:	se Golden	2	1			1		You can't drive any faster there anyway	Needs really good signage.
989 Kir	nberley Coker	1				1		It is important to allow PaknSave supermarket to be built.	No
990 An	gela B	1						It think a pak in save is needed on this side of town, there is definitely enough demand to support another supermarket especially when they are locally owned (not franchised) and will create a number of job opportunities for the community. The roads surrounding are so busy as it is, you can barely get to 80km in that section in question. I think a change to the limit is required with or without the supermarket,	
991 Le	ah Ormsby	1	1			1		Safer speed limit and access to another supermarket in the area.	Not at this stage
993 Pe		1					Road to work	I want there to be a paknsave near me	
	thel gouws ana SCRUBY	2		1		1		The north of Hamilton needs a PaknSave. Not averse to Pak n Save being built my objection is against another set of traffic lights being installed:	Mo Do not install traffic lights at Karewa Place - this will cause chaos!!!
								As a condition of the consent, Foodstuffs must install traffic signals at the intersection of Wairere Drive and Karewa Place to allow for a right turn into (but not out of) Karewa Place from Wairere Drive. The Wairere Drive. The Wairere Drive. The wairer British are also a congestion especially at peak times; having three sets of traffic lights within 410 metres of an arterial road is utterly ludicrous which will	It's also time to create box junctions across traffic light junctions with red light cameras to fine all those that enter the box junction and jump red/amber lights - it is out of control across the City. This alone will create significant revenue for the City.
995 De	siree Burborough	1					Travelling to study at Wintec Rotokauri	lead to a significant increase in traffic jams when we should be making the City easier to get around. Another supermarket will provide job opportunities and help to reduce food pricing through more retailers competition.	Walk, bike and public transport connections considered into the intersection design.
996								It is a short stretch of road that will benefit from having the speed limit reduced to help decrease the likelihood of vehicle accidents.	

A	В	C	D	E	F	G	Н	ı
Debra Shaw	1	1			1		Very keen to have more choice of supermarket in this location. See no ossue with the speed reduction, area is quite built up and very close to existing lower speed zonea.	
998 Mark Jackman	1			1	1	Arterial link north and south	High traffic volume in the area already, lowering the speed limit will improve safety.	Ensure the lights are synced well
Stacey	1				1		This supermarket needs to go in. There is not enough supermarket choices on this side of town and I am sick of having to drive into the city to go to pak in save. Because of	·
999 Aaron Cooper	1						traffick you can't even do 80km along this road anyway. I'm often crawling at 20km or 50km Too many people pull uturns at the lights as it is, so regardless of PNS going in or not there is clearly a need for right turning traffic there. People barely drive faster than 60k	Would a roundabout work better there?
1000							here either. Why did Countdown and K Mart not require this change?	House o tourisabout work setter trible)
Kate	2			1	1		The distance between Karewa Place and the Pukete lights is too short to install another set of traffic lights. This will cause even more congestion during peak hour traffic,	
1001							especially if the lights aren't times correctly. I don't see this as any benefit to road users. I don't understand why the intersection can't be kept as is and use the Te Rapa Straight x Eagle Way lights as entry to Pak n Save. Putting lights at Karewa Place is a waste of time and money	
1002 Robyn Skynner	1				1		More supermarket competition is needed in the north of Hamilton	No.
Cassie Dean	2	1		1	1		Already two supermarkets in the area so need for another. Reducing speed limit as well as with increased traffic in the area due to another supermarket will cause traffic jams	No.
1003 1004 Bradley	1						in high peak traffic. Already highly used. More jobs and better shopping for locals	
1005 Harley	2	1	1	1	1		There are other road to get to the area proposed for pak n sav, it's not hard to drive around the block to get there	
1006 Tania driessen	1						Hi no other reasons	No.
Roger Teece	2				1		Another set of lights for the right turn will disrupt the flow of traffic, the only reason the average speed is low is because of the volume of traffic in that area so it will cause a lot of problems backing traffic up to the lights at pukete road	Everyone can go the same way they do to get to countdown.
1008 Susan Ravlich	1	1			1		and the state of t	
1009 Deepak	1						The reduction in speed limit is welcome to fast track the pak n sav building	No.
1010 Francis Lee Mon 1011 Courtney	ndia 1						Just get this done already. It's been so long and Woolworths is just a monopoly at this part of the city. Better if dropped to 50km/h if there's going to be a pak n save there.	No. All other reading developments are in place I think and it's absurd something is still blocking this development for this long Traffic lights would be good
Noah K	2			1			Considering the supermarket will not be built directly on Wairere Drive, I see no point in reducing the speed limit. I would understand the need for the change if it was, but	Traine agree weapon of good
							based on the current proposal it seems pointless, especially since the current speed limit is fine for the Base, as well as the Countdown that is already on the same site.	
1012 1013 Rosee	1				1		Just that its a great idea to drop the speed limit	No.
Brendon Houliha	han 1	1		1			Just get on with this please and do something of benefit for the people for once. How long does this have to take? There's already The Base and Woolworths in the area and	No No
1014							probably the highest volume of traffic in Hamilton already. Traffic can hardly race along the area of road anyway.	
Stephen Hardy	2						there is multiple supermarkets already in the area. traffic is already blocked up in the area	
							traffic is already blocked up in the area mill street is not that far away if needing to go to paknsave.	
- 1						1	if people are willing to come from NGA then they can go 10 mins further to mill street	
- 1						1	Above in 2 Robert Course	
- 1						1	there is 2 Pak n Saves 6 countdown	
							4 new worlds	
							in hamilton	
1015							i would consider it if it was for a new competitor but at this stage it does not seem like a worth trade off	
1016 Sarah M	1				1		I would love a pak n save closer to home (walking distance)!	
1017 Jordan Turner	1	1		1	1			
Scott Stowers	2				1	To get to	I do not support a reduction on waiere drive for the supermarket. Kawera place is already bad enough as well with parked cars on that road both sides & is a serious accident	
							waiting to happen, which will be worsened if the Supermarket goes ahead. If a truck comes down there, there is hardly any room for both to pass now the argument of te rapa needs another supermarket is nonsense, as there are already 2 supermarkets in the area, & this one will actually be right beside 1 of them	
							That part of Waiere drive is already bad enough with traffic & the already 2 other traffic lights	
							I DONT want to see this go ahead! & I think this a total waste of Ratepayer having this submission again when the people have already spoken on the previous proposal & DID NOT WANT IT!	
							NOT WANT IT!	
1018								
Sarah Cable	1			1	1		If the only option to have a pak n save over this side of town is to drop the speed limit then I prefer this option.	I feel like the proposed reading changes are pointless and unnecessary red tape stopping the build going ahead, it was not a requirement to build the
								base so why is it to build a supermarket.
1019								Like you say this is going to benefit our economy both with jobs and increase access to cheaper groceries.
Chris	1			1	1		More supermarket competition outweighs having to drive slower on a very small section of road, where most people are more cautious anyway due the distance to the next	No No
Tim Gunn	2						set of lights. Pack n Save need to pick a site that is more fitting the infrastructure around it. They should have done more dilligence before procuring the site.	Stop the speed change
	ľ							are per a special changes in
							Hamilton has more than enough traffic problems to deal with along with the unnecessary changes in speedbumps and inlane bus stops, slowing people's down even more	
							though the road isn't even anywhere near the proposed site is only going to inconvenience people. The traffic dictates a safe speed.	
1021							They should pick a better site like the boulevard in te rapa park where speeds are already low and fitting with the area.	
Grant Collingwo	ood 2						The fact that this is Pak'nSave makes no difference to my submission against this change in speed limit. There are thousands of other businesses which people travel to and	It should not be changed
1033							from, and you are planning on disrupting traffic flow because of one proposed business, and which there is already a supermarket in this area, is definitely an error on your	
1023 Jared Agent	1						behalf. If Pak'nSave don't like the 80km/h area, then they should build their supermarket somewhere else. It is a relatively short section of road and people will adjust - it's not the end of the world. Another supermarket in the area is good for consumer choice.	
Taylor	2			1	1		The existing woolworths that is closer to this road did not require a speed reduction, I fail to see why it is needed for the pak in save. Additionally red light jumpers are a huge	
							problem at the intersection of wairere drive and te rapa straight and would pose significantly more risk than an 80kmh speed limit yet little is being done about this. Also I	
							believe that having the speed go from 80 to 60 then back to 80 in such a short section of road could impede traffic flow on wairere drive and increase the likelihood of a crash. The only real reasons I've heard for this reduction is that lower speed limits are allegedly safer and other countries are pointed to as proof, however some other countries have	
							Into dray real reasons i ve nearth or this reduction is that lower speed initial rate alleged valued and other countries are principle to a proof, nowever some other countries nave much higher speed limits than us yet have significantly lower crash rates, so by that logic it would be sterriffer to keep the speed limits at 80kmh.	
1024 1025 Ross Manderson	in 2						The stated additional travel times do not stack up. Every red light change adds more than a mere few seconds travel time	00
1026 Kerri-Anne Barto				1			Because supermarket competition is important. Especially for lower socioeconomic whânau in our society.	Signage
S Evans	1				1		Safety. I think this is a good move even if the PNS development didn't proceed. Lower speeds in urban areas are better.	Make sure it's well marked on the road AND on signage.
1027						I	If this is what it takes to bring another supermarket into the mix and that offers lower grocery prices and jobs then the local community benefits.	
Matt Peters	2			1			Too many intersections in a very short distance, traffic already banks up in that area and surrounding streets & roads. Kawera is not wide enough to handle the extra traffic	
							flow, you cannot remove parking for businesses in area as you already struggle for parking. Church rd and Pukete rd are already a rat race for traffic, will become more	
1028 Vikkey Gonano							dangerous for both local schools (30k zones in place) I don't see how not reducing the speed limit should be an issue since you as the council make the consent conditions. There is the base and countdown which has a lot of foot	
Vikkey Gorlano			1			I	and vehicle traffic and you havent seen the need to reduce the speed limit because of this so im not sure why you would stop a supermarket going in. Change the consent	
	2						conditions since you are the one that put them there in the first place.	
1029	2						conditions since you are the one that put them there in the inst page.	
Mike Bartlett	1				1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. I believe it is deliberately be stalled by these "other issues" The speed limit at Wairere Drive should not	No
Mike Bartlett	1					Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. I believe it is deliberately be stalled by these "other issues" The speed limit at Walrere Drive should not even be a consideration. We all ready have The Base, Kmart and "Another Supermarket next door" This smells badly of some group trying to stall the project, I am not sure	No
Mike Bartlett 1030 Rob Pearce	1	1				Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. Delieve it is deliberately be stalled by these "other issues" the speed limit at Wainere Drive should not upon be a consideration. Well ready have be like, more and only the speed and the speed of or thing size below of some group trying to stall the project, it am not sure valve but an easy bet would be to follow the Money, who will gain who will lost? I have a speed to the speed of the	No
1030 Rob Pearce 1031	1	1			1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. I believe it is deliberately be stalled by these "other issues" the speed limit at Wairere Drive should not seem be a consideration. Well ready have the Base, knamar and robother Supermarket next door" this onells badly of some group trying to stall the project, I am not sure who but an easy bet would be to follow the Money, who will gain who will lose?" Not really use why it makes a difference as not on the same road. However more options for food shopping with help stabilise prices and reduce congestion closer to the town centre as harmitton continues to expand.	No .
1030 Rob Pearce 1031 1032 Kim	1 1 1				1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. Delieve it is deliberately be stalled by these "other issues" The speed limit at Wainere Drive should not use who be a consideration. Well ready have the Base, meant and honder Supermarket not door "his sneeks badly of some group trying to stall the project, I am not sure valve but an early bet would be to follow the Money, who will gain who will lose? I have been an early bet would be to follow the Money, and will gain who will lose? Not really sure why these as difference and so to the same road. However more options for food thopping with help stabilise prices and reduce congestion closer to the town centre as Hamilton continues to expand. There is a need for another supermarket in this area of Hamilton.	No. No. Sarme Place is already connected at each boars and feels unade to turn into/out of the lucionesses above the road. It is exactly a control of the lucionesses above the road. It is exactly a control of the lucionesses above the road. It is exactly a control of the lucionesses above the road.
1030 Rob Pearce 1031	1 1 1	1 1 1			1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. I believe it is deliberately be stalled by these "other issues" the speed limit at Wairere Drive should not seem be a consideration. Well ready have the Base, knamar and robother Supermarket next door" this onells badly of some group trying to stall the project, I am not sure who but an easy bet would be to follow the Money, who will gain who will lose?" Not really use why it makes a difference as not on the same road. However more options for food shopping with help stabilise prices and reduce congestion closer to the town centre as harmitton continues to expand.	No **Larea Place is already congested at peak hours, and feels ussalf to turn into/out of the businesses along the road. Is it possible to remove the on-street parking to increase visibility, or even better - make the whole road from the new PlanSave to Wairere Dr one-way only?
1030 Rob Pearce 1031 1032 Kim	1 1 1				1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. Deleve it is deliberately be stalled by these "Tothe risuses" The speed limit at Walendard was one of the pack of the	parking to increase visibility, or even better - make the whole road from the new PaknSave to Wairere Dr one-way only?
1030 Rob Pearce 1031 1032 Kim	1 1 1				1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. I believe it is deliberately be stalled by these "Tothe rissues" "the speed limit at Wairrer Drive should not seem be a consideration. Well ready have be Base, meant and honder Supermarker not not "this remelts buildy of some group tryring to stall the project, I am not sure valve but an easy bet would be to follow the Money, who will gain who will lose?" Not really sure why threats a difference and not on the same road, However more options for food shopping with help stabilise prices and reduce congestion closer to the tow centre as Hamilton continues to oppord. We really need the supermarket competition in this area, and there is almost zero downsides to the slower speed, you could even make it 50km/h to match the next section if you wanted to reside the number of peed changes. Also it's really dumb that the central government is making us do the consultation again. Simeon should pay for it. Next time you get a chance to provide feedback to the	parking to increase visibility, or even better - make the whole road from the new PaknSave to Wairere Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a
1030 Rob Pearce 1031 1032 Kim	1 1 1				1	Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. Deleve it is deliberately be stalled by these "Tothe risuses" The speed limit at Walendard was one of the pack of the	parking to increase visibility, or even better - make the whole road from the new PaknSave to Wairere Dr one-way only?
1030 Rob Pearce 1031 1032 Kim	1 1 den 1					Travelling East to West	I think the new pack and save needs to go ahead as soon as possible. Deleve it is deliberately be stalled by these "Tothe risuses" The speed limit at Walendard was even be a consideration. Well reads plave the Base, florar and droubter Supermarks rest ofton "This smells budy of one group trying to stall the project, I am not sure value but an early bet sould be to follow the Money, who will gain who will bee?? Not really use why have a difference a root on the sare not ach tower more options for food shopping with help stabilise prices and reduce congestion closer to the town centre as Hamilton continues to oppund. There is a need for another supermarket competition in this area, and there is almost zero downsides to the slower speed, you could even make it 50km/h to match the next section if you wanted to reduce the number of speed ordungs. Also it's really dumb that the central government is making us do the consultation again. Simeon should pay for it. Next time you get a chance to provide feedback to the Ministries of Transport or Local Government, please tell them to mind their own business instead of interferring in local governance.	parking to increase visibility, or even better - make the whole road from the new PakoSave to Wairers Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a short-cut for people communing through the area.
1030 Rob Pearce 1031 1032 Kim Ollie van Woerd	1 1 den 1					Traveling East to West	I think the new pack and save needs to go ahead as so on a possible. I believe it is deliberately be stalled by these "Tothe rissues" The speed limit at Walkers between the accommission. Well reads where the save, mortan and robustness the save has a consideration. Well read where the save, mortan and robustness the save that the save t	parking to increase visibility, or even better - make the whole road from the new PaknSave to Wairere Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a
Rob Pearce 1031 1032 Kim Ollie van Woerd 1033 1034 richard paradizo Helen Neho 1035	1 1 1 den 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1			I think the new pack and save needs to go ahead as soon as possible. Delieve it is deliberately be stalled by these "Tothe risuses" The speed limit at Walkers bear not sure who but an even he a consideration. Well read where the Save, format and formation of the speed of the sp	parking to increase visibility, or even better - make the whole road from the new PakriSave to Wairere Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a short-cut for people communing through the area.
1030 Rob Pearce 1031 1032 Kim Oille van Woerd 1033 1034 richard paradizo Helen Neho 1035 Jake Kerr-Jones	1 1 1 den 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Traveling East to West Getting to the motorway,	I tink the new pack and save needs to go ahead as soon as possible. Delieve it is deliberately be stalled by these "Other issues" The speed limit at Walendam or when a consideration. Well produce he beauty, contained to produce the speciment of the stalled by the set of the stalled by conse group by the to stall the project, I am not sure who but are says the used for the stalled by the set of the set of the stalled by the set of the set of the stalled by the set of the stalled by the set of the stalled by the set of t	parking to increase visibility, or even better - make the whole road from the new PakriSave to Wairere Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a short-cut for people communing through the area.
Rob Pearce 1031 1032 Kim Ollie van Woerd 1033 1034 richard paradizo Helen Neho 1035	1 1 1 den 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1			I think the new pack and save needs to go ahead as soon as possible. Delieve it is, deliberately be stalled by these "Tothe risuses" The speed limit at Walesche bear of the seven he a consideration. Well read play her bear, form and other symmetric read of the seven that the seven he according to the seven that the seven he according to the seven that the seven th	parking to increase visibility, or even better - make the whole road from the new PakriSave to Wairere Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a short-cut for people communing through the area.
1030 Rob Pearce 1031 1032 Kim Oille van Woerd 1033 1034 richard paradizo Helen Neho 1035 Jake Kerr-Jones	1 1 1 den 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1			I think the new pack and save needs to go ahead as soon as possible. Delieve it is deliberately be stalled by these "Other issues" The speed limit at Walendam or when a consideration. Well present here bear, format and other speemants are control of the Stephants and the stall present	parking to increase visibility, or even better - make the whole road from the new PakriSave to Wairere Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a short-cut for people communing through the area.
1030 Rob Pearce 1031 1032 Kim Oille van Woerd 1033 1034 richard paradizo Helen Neho 1035 Jake Kerr-Jones	1 1 1 den 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1			I think the new pack and save needs to go ahead as soon as possible. Delieve it is, deliberately be stalled by these "Tothe risuses" The speed limit at Walesche bear of the seven he a consideration. Well read play her bear, form and other symmetric read of the seven that the seven he according to the seven that the seven he according to the seven that the seven th	parking to increase visibility, or even better - make the whole road from the new PakrSave to Wairers Dr one-way only? It really should really just be a service road for large trucks servicing the businesses and for customers of those businesses, but it seems to be used as a short-cut for people communing through the area.

Part									
The control of the co	A	В	С	D	E	F	G	Н	I
Part	1038 angela	1						The traffic around this area is shocking regardless of times. It might make a difference in changing the speed limit and the traffic light sequences.	
Services of the control of the contr	Wartin	ľ				*		to. Once traffic has dropped off when peak flows are over and the store is closed they are able to drive at a safe speed of 80km	In place and not to bring them down all the time. Reduced speed limits don't make the roads safer, they cause traffic to clog up the roads and many
The content of the co	1039							and not have to bear the frustration of nanny state speed limits.	people drive slower than the limit because the fine thirsty police. What next, traffic congestion charges.
	Yogesh Tailor					1		Inere is no justined reason to reduce the speed from suxm/n to ouxm/n. Inere is a snopping mail, xmart & Lountdown supermarket. Inere is speed reduction for them for all these years but the proposed supermarket. PakinSave need the speed reduced?	NO.
Service of the control of the contro	1040							Pak'nSave is not opening shop on Wairere Drive. Understand it should be reduced if the parking for the supermarket is connected to Wairere Drive	
Service of the property of the	hoffman	2	1			1		Roads are built to allow free traffic movement these are paid for by me (Tax paver & Ratepaver) therefore any commercial businesses must work around those roads	Maybe require a person with a red flag to walk in front of every car moving through that section of Wairere Drive sounds silly, but sillier than requiring
Company Comp								Commissioner should review the ruling as we already have a number of intersections on/off Wairere Drive at 80kph why would we make new rules for this proposal	lowering speeds and putting in another set of lights
Section 1. Company of the company of								Also why not just leave the intersection as it is and entry into any new business use existing roads like when we go to the Woolworths which is in the same area	Maybe the commission should insist Pack in Save put in a Flyover intersection ??
Section 1. Company of the company of									
Section 1. Company of the company of	1042 1043 Elvin	1				1		Another supermarket will increase competition and hopefully lower food prices.	No.
The control of the co	1044 Kelvin Blackwell	2					To get out of te rapa and heading east	It is supposed to be a bypass route around the city so needs to be kept at 80 to keep traffic flowing	
Here were serviced as a service of the serviced as a service of the serviced as a serv	Andrew	2				1			No, not on Wairere Drive however the intersection right by the proposed Pak'nsave on the corner with Karewa Road will need improving.
Heaves with the control of the contr	1045								
Leave the second of the second	1046 Chris Valois	1				1		Its a no brainer this is an urban road with lots of hazards and varied breas of traffic reducing the speed will encourage safer driving and reduce harm in crashes. The RAN'DSAN'S	In a perfect world. I would like there to be a wholescale reduction in car canacity on the wairers down to 1 lane and install hike lanes on both sides of the
For service of the control of the co	1							is needed to increase competition in the area. If anything the speed really needs to be 50km/h. This is fully URBAN and speeds need to reflect this, people may treat it like a	
A TOWN TOWN TO A TOWN TOWN TOWN TOWN TOWN TOWN TOWN TOWN	1047							highway but its not and reducing speeds will make the street safer and more accessible to pedestrians. A pedestrian crossing should also be considered at this site too.	
A CANADIAN SECURITY OF THE CONTROL O	John Stevenson	1				1		Number and complexity of intersections on this section of Wairere Drive makes a reduction from 80km/h to 60km/h logical. Modifications to Karewa Place intersection adds	Overhead signage showing which lanes go where for Pukete and Te Rapa intersections would be welcomed. Just painted arrows on the road do not give
Service of the control of the contro	1040							additional reasons.	
Service Description of the Control o	N Morgan	2	1			1		While the claim is that traffic travels at a speed of 62 to 68km/h, this will certainly drop when there is a tail of traffic obstructing that flow as cars wait to turn right. This section	Yes. A frontal lobotomy to those who think it's a good idea.
For Section 1. The Control of the Co								of Wairere Dr between Te Rapa and Pukete Rds doesn't need any more impediments to cause inevitable backlogs elsewhere. We have two supermarkets in close proximity,	
Here were provided by the control of									
Service Servic								Keep the limit at 80km/h.	
Service Servic	1049 Jessica	1					Doctors, community groups	There is so many accidents in that area to being with.	More signage
Company of the Comp	Jessica	 	Î.				boctors, community groups	That bit of road isn't long enough to be 80km	
Property Company of the Company of	1050							Cyclist I know don't bite that area as they feel unsafe on the road there.	
The control of the co	Tony Marshall	1				1		Consideration has already been given to this matter by the Council and the decision made to reduce the speed limit as described The justifications for lowering the speed	No.
Mary Mary Mary Mary Mary Mary Mary Mary	1051							limit are still valid and I expect there to be road safety benefits as described in the supporting information for this consultation.	
Lead and Language Comments of the Comment of the Co	Jake	²	1			1		I am unsure where you data comes from relating to average speeds but I would assume that this is severely reduced during rish nour. Inis would mean your average speed indication is not indicative of the majority time spend on this area of road and therefore would in the standard impact on speed time. Moreover, there are two	
Marchane								supermarket currently in very convenient locations in this area and third does not need to be added, especially in area that would require now a 4th set of lights on this stretch	
March Marc	1052							of road. In addition, adding another set of lights means that further development of things such an pedestrian crossings and speed pumps will also need to be added - these we laready have too many of	
The second of th	Micheal James	2	1		1			No to reducing speed limits, city is slow enough as it is during peak hours	No No
Property Service Market Property Service		,							
Search Company of the	Raymond Mudford	2				1		Pak n Save have access off Eagle way, using the same method as Woolworths.	Yes, remove the proposal to place lights on the wairere dr - karewa pl proposed intersection.
Radio against to the darf reprosed by the darf reprosed by the darf reprosed by the same of - James by proposed researching. All and against to the darf reprosed by the same of - James by proposed researching. All and against to the darf reprosed by the same of - James by proposed researching. All and against to the darf reprosed by the same of - James by proposed researching. All and a same of the same of	Grey Power Hamilton							Making Drive Is analysed to account of with traffic transfer and the 40 km ft. Character the account of 60 km ft. which was about the making the account of 60 km ft.	Lawre Williams drive as account to this continue of cond
As companied in the companied of the com								waitere brive is continually congested with traffic travelling at 0 to 40 km/n. Changing the speed to own/n achieves nothing other than making drivers angry.	Leave waitere drive as current, in this section of road.
And Company of the Co								This also applies to the idiot proposal to place traffic lights on the wairere dr - karewa pl proposed intersection.	
policy of the Market of Section Market of the Ministran Supplies Alexand From the Ministran Supplies A								Pak n save should be able to build their supermarket, unrestricted by these idiot council rules.	
policy of the Market of Section Market of the Ministran Supplies Alexand From the Ministran Supplies A	1055								
And the Manufacture of the Company o	Alison Campbell	1						If m in rayour of the speed reduction as it will improve public sarety, given the likelihood of a significant increase in vehicular traffic using the affected roads.	
Lase the question of two or how as well do great from two blood upon the man. The cost can well for an electron of the transport of the trans	1056						Pukete Rd businesses.		
As these are some were inconsequent with the first personal point of the property of the prope	Sopheak Hean	2				1		There is no pointnot having Pak Nasve right next to Woolworth. Leave the speed limit alone or have a variable speed limit zone based on peak hours.	Well, yes but there is no point in doing this. Set up a variable speed zone with digital speed limit enforce instead of fixed 60 zone.
As these are some were inconsequent with the first personal point of the property of the prope									
Part State Part State Part State Part State Part State Part State Part P	1057 1058 Selina Roycroft	1	1						
Andrew Modern Mo		1				1		a P n S is definitely required North of the city, and will give access to an extra supermarket branded retailer apart from the current WW, and the NW which is further South and	
Reducing the speed in infectioning the speed in infection to several speed in the speed in the speed in infection to speed in the spe	1059							not relevant.	hazardous because drivers are forced to edge their cars onto the road just to see approaching traffic, turning it into a potential safety risk.
Some States So	1060 Nastasia Patnugot	1	1			1		Having a Pak n Save in this area is very good economic progress for the city especially for the suburbs nearby.	None
For the form of the service of the s	Audrey M Quigley	2				1		Reducing the speed is ridiculous and unnecessary, nobody gets up to 80 between the Rapa RG by puece RG intersections arryway. A sigher and the base plus many many businesses are proposed to the proposed by the proposed responsibility of the proposed responsibility.	
Cloud force: 1	1061							positiesses are energy in that area. It is most not use a requirement of the consent and will just mean even more people will take 1985 and run red ingriss due to speed limit frustrations people will take 1985 and run red ingriss due to speed limit frustrations.	
So Shared and Park Park Son 1	1062 Louis Kotze	1	1						
File	1064 Stueaton	1	1					80 km speed limit is to fast for the small distance between the traffic lights. To many accidents there already	No
All An Arbert All All Arbert Arbe	Nerys Jones	1	1			1		I live very close to this section currently. I see it as a no trainer since most traffic in this short section drive close to the 60km limit anyway and having a pak'n save in the area	
Allar Archer 2	1065 1066 Sheryl Baird	1						I have no problem reducing speed. This area strongly needs supermarket competition.	No
They and council are trying to threaten us into accepting the lower speed on basis of it won't happen. We already have enough supermarkets. Should be only Ridigh around ring road Gilgah rest of city roads and 30 lph around schools during drop-off and pickup times. Option is the best option in my opnion. The stretch of Warrers Drive between F Rigar Road and the Public Board straffic lights is too high when it comes to speed limits, and interest to the strain of city of the section of the section of the content there is sugainst the section of the section of the content there is sugainst the section of the section of the content the view set to this. Content there is sugainst the section of the content the view set to this. Content the view set to the content the view set to this content the view set to the content the view of the vie	Allan Archer	2				1		Think given the new government's view on speeds and fast track it would be a simple matter for them to get an amended resource consent for traffic lights and keeping speed	Don't support the speed change. The ring road should be 80kph all the way around to help the efficient movement of traffic around hamilton.
Significant for the form of surface of sens stop trying to disrupt the flow of traffic with traffic lights and speed reduction. Not convinced we med ANDTHE supermarket Coption 1 in the best option in my opinion. The stretch of Wairere Drive between Te Rays flood and the Pulater hash traffic lights in too high when it comes to speed limits, and convinced with the section of the city, supermarket should be accessed off feeder mode and Wairere drive meets to be between the read in a speed of the city, this should be a facility of sea and the pull-state many of the city down from more child that you will down more. The facility of sea when the mission cover the last 50 was when do not exclude the more than the section of most should be accessed off feeder mode and wair free meets the best will be section of the section o									
Curin terianded 1 Option 1 is the best option in my opinion. The stretch of Waterer Drive between Te Rapa Road and the Audet Hood straffic lights is too high when it comes to opered limits, and the strain of the city, this should be a fast efficient way to get around the city, supermanters should be accessed off feeder roads and Waterer drive needs to the strain of the city, this should be a fast efficient way to get around the city, supermanters should be accessed off feeder roads and Waterer drive needs to the strain of the city, this should be a fast efficient way to get around the city down more in the strain of the city down for an advantage of the strain of the strain of the city down for another Pa and strain of the city of the strain of th								and the state of t	The second secon
Curin terianded 1 Option 1 is the best option in my opinion. The stretch of Waterer Drive between Te Rapa Road and the Audet Hood straffic lights is too high when it comes to opered limits, and the strain of the city, this should be a fast efficient way to get around the city, supermanters should be accessed off feeder roads and Waterer drive needs to the strain of the city, this should be a fast efficient way to get around the city, supermanters should be accessed off feeder roads and Waterer drive needs to the strain of the city, this should be a fast efficient way to get around the city down more in the strain of the city down for an advantage of the strain of the strain of the city down for another Pa and strain of the city of the strain of th	1067 1068 Denise turton	2						lits a rine road of sorts stop trying to disrupt the flow of traffic with traffic lights and speed reduction. Not convinced we need ANOTHER supermarket	
Warrer Dive is a ring road for the city, this should be a fast efficient way to get anought in city, sugmentants should be accessed off feeder roads and Warrer drive needs to be been the proposed and in a special power of the city of some which the sea of summarized powers of the city of some which the sea of summarized powers of the city of some which the sea of summarized powers of the sea of some seasons of the seasons		1	1					Option 1 is the best option in my opinion. The stretch of Wairere Drive between Te Rapa Road and the Pukete Road traffic lights is too high when it comes to speed limits, and	Just clear painting on the road and signage
be treated like a min ingressway, It has already become 50 SLOW to get anywhere in Namilton over the best 20 years we do not reed to low if down more. Further more than the property of the p	1069 Harley Connell	2						the amount of times I have seen traffic accidents there is appalling. Misterer Drive is a give road for the city, this should be a fast efficient way to get account the city, supermarkets should be accounted.	Do not change the copped limit! Do not out in more lighty come up with a better robustion or an alternative location if
there is a countdoorn supermarket right there, cracker jets and other outlets at the base. We don't need another Pak and save and especially if it obses the whole city down for another Pak and save and especially if it obses the whole city down for another Pak and save and especially if it obses the whole city down for another Pak and save and especially if it obses the whole city down for another Pak and save and especially if it obses the whole city down for another Pak and save and especially if it observed the whole the control of the pake and especially if it observed to worth showing our city down for another Pak and save and especially if it observed to worth showing our city down for another Pak and save and especially if it observed to worth showers and especially if it another Pak and save and especially if it should be a Control or small should be control or small should be a Control or smal	mariey conneil							be treated like a mini expressway. It has already become SO SLOW to get anywhere in Hamilton over the last 10 years we do not need to slow it down more. Further more	the time of all Hamiltonians!
James 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2								there is a countdown supermarket right there, cracker jacks and other outlets at the base. We don't need another Pak and save and especially if it slows the whole city down	
James 2 James 2 James 3 Already a horroble intersection with format and Woodworths intersection with format and Woodworths intersection with format and Woodworths decision proposal. Te Rapa Road to Pulset Road, reduce away. What MUL Capter Daily to 1 Explain Road bears like to-on relevence to the this people reduction proposal. Te Rapa Road to Pulset Road, reduce away. What MUL Capter Daily to 1 Explain Road Road Explain Road Road Formation Road Shade and Shade away. What MUL Capter Daily to 1 Explain Road Road Road Formation Road Road, Indirect Road, Indirec	1070							and Save	
Arthur Peter Private for Early and Description of Tables (Text September 1) Arthur Peter Private for Early and Early September 1 (1) Arthur Peter Private for Early Septembe	James	2	1 _			1		Already a horrible	
What Will, categorically kill traffic from through this section of road is the proposed set of lights, however appreciate that this proposal sabout so I'll leave that the proposal sabout so I'll leave that so I'll leave that the proposal sabout so I'll leave that the proposal sabout so I'll leave that so I'll leave that the proposal sabout so I'll leave that so I'll leav	Jayson Stringer	2							
Chris Lemon 1 Chris Lemon 2 Chris Lemon 3 Chris Lemon 4 Chris Lemon 4								What WILL categorically kill traffic flow through this secition of road is the proposed set of lights, however I appreciate that this is not what this proposal is about so I'll leave	
Te Rapa Road is diagreerous at peak hour traffic time when cars get caught out by the traffic stuck at the lights on Te Rapa Road, Intersection of Waivere Drive and Puleter Road Intersection of Waiver Road Intersectio	Chris Lemon	1							Cameras for red light runners, especially the Wairere Drive and Pukete Road interrection
74 Search	Cinia Ceinon	[Te Rapa Road is dangerous at peak hour traffic time when cars get caught out by the traffic stuck at the lights on Te Rapa Road. Intersection of Wairere Drive and Pukete Road	wanter or the agree with a superior the state of the one runger noon intersection.
Stewart Hardie With the cost of living so high, it makes sense to have more supermarkets in this area of rown. Hopefully, prices come down/you can shop the specials between them and the Countdown across the destruction is unnecessary, but it's worth it to get more supermarket choices. If the majority vote is against the speed reduction them countdown across the speed reduction is unnecessary, but it's worth it to get more supermarket choices. If the majority vote is against the speed reduction them please make sure this supermarket goes shead anyway. To folkwhile Great growth opportunity No On Your Count of the country of the country of the country of the country of the speed reduction them please make sure this supermarket goes shead anyway.	1073	2							
Countdown across the road, and there will be less traffic that has to clog up the roads into the Mili/Clarance Street PAK*rSave stores. My family will be able to walk there please make sure this supermarket goes ahead anyway. Selection Selec		1	1						No, even the speed reduction is unnecessary, but it's worth it to get more supermarket choices. If the majority vote is against the speed reduction then
To Makain 1 S S S S S S S S S S S S S S S S S S								Countdown across the road, and there will be less traffic that has to clog up the roads into the Mill/Clarance Street PAK'nSave stores. My family will be able to walk there	
77 Michelle 1 Great growth opportunity No	1075 1076 Maksim	1						Instead of driving to the CBD which is great.	
We need a park in save out Hamilton North 60 km is a good limit around that area.	1077 Michelle	1	1						No
	1078 Joanne Smith	1				1		We need a park n save out Hamilton North 60 km is a good limit around that area.	

Δ.	I 0 I	-	_ n		r -	6		
	В	C	D	E	F	G	H	l l
1079 Melissa	1						It would be great to have another pak n save it town.	No.
Alan Lloyd Day	2						It is not on Wairere Drive so why the need to reduce the speed limit. If there is an issue re-site further away. We need to keep traffic moving because of the large volumes of	No, move the supermarket elsewhere. Supermarkets just kill other retailers, they are a convenience and not necessarily offer value for money. Once
Alaii Lioyu Day	l*	*						
	1 1						vehicles using this area and lowering the speed limit will only increase bottlenecks. We already see the issues that occur when trains cause bottlenecks by Ebbett car yard in	they are in an area most other retailer are forced to close and they become a monopoly
1080							the area which causes gridlocks. Going across the TeRapa Bridge is already an issue at peak times.	
1081 Vikas Kaser	1.						It's safe and minimal impact on commuter	
	1							
1082 Sanjay Sinha	2						Traffic needs to keep flowing.	No.
Mark Flyger	2						This is a much used and easy to use thoroughfare and should not have the speed limit changed. Instead, stop turns into Kawera Place, let Pak n Save go ahead and no change is	Yes do not change the speed limit
wark riyger	l ^e I							res, do not change the speed limit.
1083							required.	
Darren Campbell	2						This is crazy to put another set of lights into an important road that helps Hamiltons circulation. It is already dangerous when cars approach the burger king intersection to turn	Don't change the speed limit, I do not want to see another set of lights on Waiere drive.
1084							right to get to the base. A lot of cars are never in the correct lane and you cam be cut off	
1084	_							
1085 Will Collin	1				1		Seems the most sensible option for safety and lets a new supermarket be developed.	Just good signage so people know about the change.
1086 Wendy Baird	1	1					This needs to go ahead.	
	1.							
Emily	2				1		The proposed area for the Pak n Save already has a terrible bottleneck problem with cars often getting stopped in the middle of the traffic lights due to cars stopping and	
I	1 1						turning right into the Woolworths and Kmart. Having a Pak n Save would make this issue much worse. Another area would be good for a Pak n Save, this is not that area.	
1087	1 1							
1007	l.							
1088 Conrad R Good	1						I would like a pak n save there	No .
1089 Mel Mason	1						We need a cheaper supermarket on this end of the city!!! Much overdue! I live in Rototuna North.	No. There are alternative options to drive to the North suburbs via Church road.
steve mcconnell	1						There is already two supermarkets and multiple fuel stations very close to this proposed site. This intersection is already busy with traffic for the Base. Slowing it down and	Reapply for consent and figure out a way to make it work without disrupting Wairere Drive. If it can't be done without this then it just shouldn't be done
steve mcconneii	l*	1						
	1 1						adding lights will cause far more disruption than any benefit a 3rd supermarket could possibly provide.	This change will significantly disrupt traffic.
	1 1						This whole thing will create chaos with an alternative "back way" to the Base.	
1000								
1070							Karewa Place is already chaos at regular intervals during the day.	
1091 Milly	2	1						
1092 Mano Manoharan	1						Although it is 80kmph all vehicles cannot speed up to 80kmph they all do 60 kmph	For god sake no speed bumps of footpath or cycle tracks to create problem for drivers
	1.							- garante special control of the con
Helen Goldsworthy	4	1	1	1	I	To move efficiently around the city.	Wairere Drive needs to be 80kmh right around the city. It moves traffic efficiently around. People can go around the block a couple of different ways to get to Karere Drive.	
1	1 1	1	1	1	I		Traffic efficiency is far more important	
1093	1 1	1	1	1	I	I		
2000					_			
1094 Meike Raasche	1					Leisure time, riding horses		Safe cycling to the supermarket and pedestrian paths are a must for the supermarket.
Hannah Slater	1						Great idea to reduce the speed on this stretch of road, I don't think it should have ever been 80km/hr to begin with as it's such a busy area. Another pak n save in Hamilton is	
1005	[I	1	1			I	needed, this should also help drive some competition between the Woolworths and new world in the area as well	
1033	$\overline{}$		_				neeved, this shows east help write some competition between the woodworths and new world in the area as well	
1096 Taranjot Singh	1	1						
1097 Travis Gibbs	2	1					I travel this road everyday, we have enough supermarkets in the area as this will keep me away from my family for longer each day. Do not reduce the speed	
	1							
1098 Jeremy Utting	^						A paknsave in that area would be great.	
Mathew Bunn	1						I'm surprised this section of Wairere Dr hasn't already changed to 60km/h. Given how busy it often is + the number of intersections in the short stretch.	100% there needs to be clear signage on the Wairere Dr approach to Pukete Rd warning drivers of the upcoming intersection. All traffic using this new
I	1 1							right hand turn into Karewa PI must be in the right hand lane prior to the lights. I'd imagine the light phasing for the Te Rapa Rd lights would also need
1000	1 1							
1022	-							adjusting to suit.
1100 Bridget Carden	1						I support a 60km/h speed limit to enable the signalisation.	No speeds are already around 60km/h
1101 Hayley Smith	1						We want a pak n save this side of town. Reduction to speed limit will have no negative impact.	No, other than the turning bay.
1102 Mark oxborough	12						The ring Road is to get people around town efficiently. The road has many low seed sections that are stupid already. The road is fine as is.	No. Driver learning day.
	4							NO. Univer education is needed.
1103 Su Bradburn	1						The supermarket will serve a growing area of the city and safety is important	no
Hannah	1						I already drive at this speed limit in this area anyways due to the traffic overflow at the Te Rapa/Wairere traffic lights. I think this would have minimal impact overall to road	
1104							users and the pay off of an additional supermarket would greatly benefit the community.	
1104 1105 Andrew Wood	1						users and the pay off of an additional supermarket would greatly benefit the community.	Keep it at 80.
	1							
1104 1105 Andrew Wood Raymond Kilgour	1						users and the pay off of an additional supermanet would greatly benefit the community. I think it's busy enough along there to warrant a 60 km/h speed limit now	Yes Eagle Way should only have access from Te Rapa Road. Many vehicles use it as a rat run now from Te Rapa Road to Wairere Drive and the the
	1			1				
Raymond Kilgour 1106	1 1			1		Visiting my gym which is nearby	Ithink it's busy enough along there to warrant a 60 km/h speed limit now	Yes Eagle Way should only have access from Te Rapa Road. Many vehicles use it as a rat run now from Te Rapa Road to Wairere Drive and the the amount of incidents or near misses I've seen there is eye opening and this will make it worse
	1 1			1	1	Visiting my gym which is nearby	It think it's buy enough along there to warrant a 60 km/h speed limit now The supermarket is a helpful development.	Yes Eagle Way should only have access from Te Rapa Road. Many vehicles use it as a rat run now from Te Rapa Road to Wairere Drive and the the
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Traffic, Speed Limit and Road Closure Hearings Panel Open Agenda (02 April 2025 - Item 5:	Speed Limit Change for \	Wairere Drive -	Submissions and
	76			



1 March 2025

The Chief Executive Hamilton City Council Private Bag 3010 Hamilton, 3204

Dear Sir

NZ Automobile Association (Waikato District) Submission on the HCC proposal to reduce the speed limit on Wairere Drive, between the intersection of Arthur Porter Drive and Pukete Road.

Thank you for the opportunity for the NZ Automobile Association (NZAA) to submit on the proposal to reduce the speed limit on Wairere Drive, between the intersection of Arthur Porter Drive and Pukete Road.

At its December 2024 meeting the NZAA Waikato District Council considered this proposal and resolved to not oppose the proposal to reduce the speed on Wairere Drive from 80km/hr to 60km/hr.

The NZAA did however wish to point out its concern on the impacts of a new traffic signal controlled intersection at Karewa Place and Wairere Drive on traffic flows along Wairere Drive. Wairere Drive is a key strategic traffic corridor in Hamilton and acts as the ring road around the city.

NZAA suggest that phasing of traffic lights along the three sets of lights on Wairere Drive will be required ie Wairere/Te Rapa, Wairere/Karewa and Wairere/Pukete to ensure that the traffic flow is co-ordinated and flows as freely as possible along this short section of Wairere Drive. In general traffic on Wairere Drive should be given priority in the phasing.

The NZAA also notes that a significant increase in traffic down Kawera Place will impact on local businesses along both sides of this road, including the potential loss of on-street parking for customers in front of their businesses. Some physical work will be required to mitigate the effects of this increased traffic on the Karewa Place roading environment.

Thank you again for the opportunity to submit on this proposal.

Attachment 2

Yours faithfully

Bill McMaster Chairman

NZAA Waikato District Council

Item 5

One Network Framework (ONF)

What is the One Network Framework?

Traditionally, roads and streets are considered as movement corridors only to get us from A to B.

Currently, many of our roads are limited in widths by existing infrastructure which means we need to consider how these roads can meet growing demand.

We need a new approach to classify our network that enables better design, planning and delivery of a modern transport system to meet the increasing needs of people, businesses, communities, and our climate.

The One Network framework (ONF) recognises that streets not only keep people and goods moving, but they're also places for people to live, work, and enjoy. The ONF is designed to contribute to improving road safety and building more vibrant and liveable communities.

Movement and Place has many uses at the strategic network planning and development level, as well as at the detailed project level. It marries network-wide and local considerations. At its heart, the ONF organises transport links by their place and movement roles into road and street types.

The ONF is a tool to help establish priority uses, performance measures and potential interventions for each road and street type

A common language

The ONF provides a common language for all transport practitioners across the transport system from planners to asset/roading managers. This common language also supports meaningful engagement between stakeholders and the community.

The ONF helps to improve consistency in how transport projects and plans are communicated and discussed with the community. At a time when communities are expecting a greater say in transport and infrastructure decision-making, movement and place provides opportunities to have discussions about how we can address and prioritise our future transport challenges.



Framework components

The ONF has many uses at the strategic network planning and development level and at the detailed project level. The ONF organises transport corridors by their 'place' and 'movement' roles into road and street types.

Strategic level uses

- Set aspirations to enact Waka Kotahi vision for an integrated and sustainable transport system
- Classify the transport network and assign future vision for roads and streets
- Promote thinking about the performance of the network as a whole rather than as individual transport links
- Assess network problems, assist with investment decisions, and project identification and prioritisation.

Project or local level uses

- Translate the experience and requirements of different users during their journey within a street
- Provide design guidance for the development of project options and solutions
- Provide a framework for project impact evaluation that can be aligned with wider network performance assessment
- Guide asset maintenance regimes
- Assist community engagement.

What are the benefits

- The ONF aligns with strategic transport planning at all levels including long term plans, Regional Land Transport Plans (RLTPs) and the NLTP
- · Improves investment planning and decision making
- Enables consistency in measuring current and future network performance and levels of service
- It enables investments to deliver on the strategic intent of Government, Waka Kotahi and our partners, including the Road to Zero strategy, Adapting for climate change, Promoting community wellbeing, Higher quality urban development.

Timeline

Completed to date:

- · Development and implementation of the framework
- Current state use of ONF across Road Controlling Agencies (RCA)
- · Moderation of RCA implementation of ONF complete



ONF Modal Guidance Released By OCT 2022

Future Network Guidance Released By MAR 2023

RCAs Modal Classification complete By DEC 2023

ONF embedded for 2024 NLTP



One Network Framework

ONF classification matrix

The ONF is a system two-dimensional classification tool focused on Movement and Place.

The ONF recognises that shared, integrated planning approaches between transport and land-use planners will result in better outcomes. The ONF acknowledge the transport network has a 'place' function. This means roads and streets are destinations for people, as well as transport corridors.

The ONF also introduces classifications for different modes of transport, recognising that our roads and street have different functions for different modes. To determine the classification of a transport link, it is mapped against a movement and a place axis according to the significance of its future aspirational movement and place functions.

Roads and streets are mapped with consideration to the mix and balance of transport modes, the built environment, the aesthetic quality and character of the place and the types of modes appropriate to the place.

The process of defining these classifications takes into consideration:

- Place define the land-use vision and user experience that transport needs to support.
- Movement consider the mix of transport modes and define priority for moving people and goods safely.



Movement classification

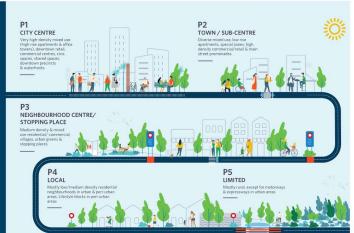
The classification of movement should achieve the following outcomes:

- Recognise the contribution to movement of all modes of transport, including active modes
- Focus on the movement of people and goods along a corridor, not simply the number of vehicles using the carriageway
- Provide a method for classification that is principle-based and both prescriptive and intuitive. That is, the approximate classification can be derived using quantitative measures.

Place classification

The classification of place should achieve the following outcomes:

- Reflect the function of the specific location
- Relate to the on-street activity generated by adjacent land-use and its requirements for access
- Consider the interaction with the movement function of the corridor, including the requirements for lateral movement across the carriageway.
- Be informed by adjacent landuse and the density of activity occurring "off-street".





One Network Framework

Hi HCC Team.

1. Not being privy to the building plans for this New PAK'nSAVE Supermarket.

However from my observations there are THREE possible SITE means of 'ACCESS & EXIT', to & from the proposed new PAK'nSAVE supermarket @ Te Rapa.

Being: Te Rapa Road, Eagle Way & Karewa Place.

This will allow you multiple choices as in.......

Effectively ALLOWING for streaming of vehicles through CHOICES based on;

ENTRY ONLY & EXIT ONLY verses NO ENTRY & or NO EXIT signs (Policing any offenders is a means through modern technology CCTV vehicle ID etc.).

Yes I understand the need for Goods entry - Truck & Trailer etc. Structuring delivery overnight is an option to consider.

2. Make ALL Hamilton Supermarkets responsible for THEIR Trolleys.

Over the years there have been many articles in The Waikato Times on Supermarket Trolleys left around our City. Make this part of the DEAL (HCC take control back & empower Supermarkets to get their act together. Create a Bylaw, whatever just do it. Its Supermarkets responsibility for their Equipment. Make an **EXECUTIVE** decision. Just do it.

Supermarket Trolleys & Geo-fencing

& or known successful alternatives.....

"Perimeter geofencing" refers to creating a virtual boundary or "fence" around a specific geographic area, essentially marking the perimeter of a real-world location using technology like GPS, allowing systems to trigger actions when a device enters or exits that defined area; it's like a virtual perimeter that monitors movement within a designated boundary.

- So in 2021 the PUBLIC, spoke up against SPEED REDUCTION on Wairere Drive.
 What was the outcome YOU HCC Council decided to make it a condition to reduce from 80 to 60 km/hr.
 Well done, so why bother asking in the first place when you KNOW best as to the NEEDS of People who pay Rates. Pay your Salaries, 'TO LISTEN'.
 So you oppose them the Peoples Voice...... they seem to have no say.
 Why is that?
- 4. AVOID another set of Traffic Lights on Wairere Drive into Karewa Place? NO NEED as the current access is ONLY available when travelling from WEST to EAST & so turning off to Kawewa Place. Sure try & increase the Wairere Drive to a wider section prior to Karewa Place entrance off Wairere Drive this point i.e. create a semi slip entrance into Karewa Place.
- DO NOT remove Centre Medium & install MORE unnecessary traffic lights in (I make the assumption that your PLANNERS had decided to remove this Medium Barrier allowing those travelling from EAST to WEST to turn right @ any proposed Lights from. Totalling unwarranted.
 They can turn Right at the Wairere Drive into Te Rapa Road intersection existing TRAFFIC lights.

Trevor MacRae.

I strongly support reducing the speed limit from 80km/h to 60km/h and allowing the PAK'nSAVE supermarket to proceed under the current resource consent. Here's why:

Reducing the Speed Limit: A Step Toward Safer Roads

1. Improved Safety for All Road Users

Lowering the speed limit to 60km/h will significantly enhance safety for everyone, especially pedestrians and cyclists. Slower vehicle speeds reduce the likelihood of accidents and minimize the severity of any that occur. With Hamilton growing, it's essential to prioritize safer roads for all residents.

2. Encouraging Active and Sustainable Transport

A reduced speed limit makes the area more accessible and inviting for people walking, cycling, or using mobility devices. This aligns perfectly with our vision of a city that promotes active and sustainable transport options.

3. Noise and Air Quality Benefits

Slower speeds lead to reduced noise and emissions, making nearby neighborhoods more livable and ensuring we are working toward a cleaner, greener Hamilton.

PAK'nSAVE Development: A Win for the Community

1. Affordable Groceries Close to Home

PAK'nSAVE is well-known for providing affordable groceries, and this development will meet the growing demand for essential services in Hamilton. It's a much-needed addition that will save residents time and money.

2. Boosting the Local Economy

The supermarket will bring jobs to the area, both during construction and once operational. It's an opportunity to strengthen Hamilton's economy and support local families.

3. Convenience and Reduced Travel

Having a supermarket in this location means fewer people will need to travel long distances for affordable groceries, which also helps to reduce traffic congestion and emissions across the city.

4. Efficient Land Use

The current resource consent ensures the development fits within existing regulations, making this a smart and efficient use of the space.

Together, These Changes Build a Better Hamilton

Reducing the speed limit and approving the PAK'nSAVE development is a powerful combination that prioritizes safety, accessibility, and community well-being. It's a forward-thinking plan that supports Hamilton

Liam Carter



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Short Communication

The effect of traffic light spacing and signal congruency on drivers' responses at urban intersections

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Keywords: Traffic signage Traffic psychology Perception-reaction time, Traffic regulation Visual noise

ABSTRACT

Traffic lights are critical in regulating traffic flow and modulate the level of service and road user safety. As suggested by studies conducted with pedestrians, traffic light spacing and signal congruency could also impact a driver's decision-making process. However, requirements related to designing signalized intersections do not always consider the spacing between two consecutive traffic lights or the congruency of the information displayed. Here, using a classic traffic psychology paradigm, we developed a hybrid Go/No-go Flanker PC-based task to explore how traffic light spacing and signal congruency modulate drivers' decisions in urban intersections. Real images of road intersections were edited to reproduce two specific conditions between traffic lights. Specifically, we manipulated both spacing (short vs. long) and congruency (congruent [e.g., red-red/greengreen steady light] vs. incongruent [e.g., red-green/green-red steady light]). We found that incongruent information, displayed on short spacing traffic signals, delayed drivers' responses without being detrimental to their decision-making processes. The results of this exploratory study could offer guidance to transportation engineers to simplify traffic light information readability and increase drivers' awareness of traffic conditions and road safety.

1. Introduction

The study of attentional processes and people's ability to suppress irrelevant information is essential for understanding drivers' decisionmaking and performance (e.g., [1, 2]). In traffic psychology, these processes have often been studied using Go/No-go and Flanker tasks (for a recent review, see [3]). In the present study, we designed a hybrid Go/No-go Flanker PC-based task to investigate the effects of incongruent signals, spaced at different intervals, on drivers' decisions when approaching an intersection controlled by traffic lights.

Both Go/No-go and Flanker tasks are used to study the efficiency with which an individual can ignore distracting irrelevant information while processing a target (for a recent review, see [4]). A Go/No-go task requires a participant to perform an action (e.g., press a button - Go) given certain stimuli, and inhibit that action (e.g., not press that same button - No-go) in the presence of a different set of stimuli (for a review, see [5]). Thus, participants must respond to the majority of stimuli, the

Go trials, and then suddenly withhold a response when a No-go trial is presented (e.g., [6]). A Flanker task requires a participant to respond based on a specific feature of the target stimulus (e.g., the direction of an arrow [→]: leftwards or rightwards) when "flanked" by irrelevant stimuli (congruent: $\rightarrow \rightarrow [\rightarrow] \rightarrow \rightarrow$; or incongruent: $\leftarrow \leftarrow [\rightarrow] \leftarrow \rightarrow$). People tend to respond faster and more accurately when the target and the flankers match (e.g., see [7]). That is, irrelevant stimuli (i.e., flankers) would facilitate a participant's response only when they are congruent with the response. The observed outcomes of both tasks, both errors and delayed responses, are assumed to be a result of either interference or facilitation effects on decision-making processes [4].

Traffic lights represent a naturalistic example of a classic Go/No-go task. That is, a specific lighting color indicates whether a driver should stop the vehicle or continue/start driving [6]. Furthermore, Flanker-type interference has been observed under specific traffic light positioning. For example, pedestrians are more likely to cross against a red light when exposed to irrelevant traffic lights that are in their field of

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view [6]. That is, the presence of a visible green light (i.e., incongruent information) on the other side of a median refuge island would encourage illegal pedestrian crossing behavior (i.e., crossing against the red light). However, such an effect has not yet been studied with drivers.

If traffic light spacing impacts a driver's decision-making process, then this should be considered when designing signalized intersections with traffic lights. While international road regulations clearly allow the presence of multiple traffic signals exiting intersection areas (e.g., [8, 9]), some standards do not provide consistent prescriptions about their spacing (e.g., [10]). It is worth noting that one of the main requirements when designing a signalized intersection relates to the driver's response time to operate safe maneuvers (e.g., stopping) [11]. However, such a requirement might not be enough in situations where it is difficult to perceive relevant information sources such as, for example, in the presence of "visual noise" [11]. An example of such a situation is when there is short spacing between traffic lights displaying incongruent information (Fig. 1).

Here, using a hybrid Go/No-go Flanker PC-based task, we explored how spacing between pairs of traffic lights and signal congruency impacted drivers' decisions in urban signalized intersections. To this end, we presented a set of 96 different traffic situations at urban intersections, where two traffic lights were always present in the scene but

spacing between them and their lighting conditions varied. Participants had to decide to brake or to continue driving at these intersections according to the signal displayed by the nearest traffic light ahead of the vehicle (Fig. 1). Decisions should be independent of the second traffic light, although this could act as a distractor. We did not expect that drivers would fail to decide whether to brake or continue driving, but we hypothesized that drivers would show increased response times when facing incongruent lighting conditions between traffic lights (e.g., redgreen/green-red steady light) compared with congruent conditions (e.g., both traffic lights being red or green). Such a delayed response should be particularly evident when the spacing between traffic lights was short.

2. Methods

2.1. Participants

The incidence of road traffic injuries and fatalities is particularly high among young adults [12]. Thus, in our study, we recruited active young adult drivers. Sixty volunteers with normal or corrected-to-normal vision (13 men; 57 right-handed; mean age [y] = 22.31; standard deviation [y] = 4.92; range [y] = 19-43) took part in the



















Attachment

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study. All participants hold a valid driving license (having had their license for 40 months on average, range: 1-300 months). The experimental protocol was approved by the University of Granada's Institutional Review Board (IRB approval #24/CEIH/2015).

2.2. Stimuli and apparatus

Pictures of three signalized intersections were taken in Granada (Spain). The posted speed limit in the area was 50 km/h. Pictures of each intersection were taken from the driver's point of view (glasses-mounted mini camera) on the same day with similar daylight conditions.

Each of the three traffic scenarios (pictures) were modified so that the traffic lights could be: (i) steady green, (ii) steady amber, (iii) steady red, or (iv) completely off. In addition, the spacing between traffic lights were modified to create both spacing conditions (i.e., short and long). The full set of stimuli for one of the three signalized intersections is presented as Supplementary Material. The spacing between the two traffic lights (measured on the screen from the middle lamp) was, on average, 6.4 degrees of visual angle (°) for the short spacing conditions, and 8° for the long spacing conditions. The average size of the light boxes closest to the driver was 2°, whereas the size of the more distant light boxes was 0.8° (short spacing condition) and 0.4° (long spacing condition). Thus, we created and presented 96 pictures (stimulus size 27.1° x 21.8°). We displayed the stimuli against a white background on a 17-in. LCD monitor, with participants seated approximately 70 cm from the screen. We used E-prime software [13] to control the presentation of the stimuli and data collection.

For the analysis, we considered only a sub-set of those stimuli (i.e., 25%: 12 congruent vs. 12 incongruent trials), where a clear correct/ incorrect response was measurable (i.e., red-red/green-green vs. redgreen/green-red steady light). That is, ambiguous situations (e.g., steady amber or turned off light conditions) were only presented to minimize the occurrence of any perceptual learning effects [14].

2.3. Procedure

After providing written informed consent, participants received a general description of the experiment. First, the participants received a training block including three trials using sample pictures that were not included in the experimental stimuli. The experiment then began, consisting of two blocks of 96 trials each. That is, for the same picture, we collected two observations per participant (one per block). Each trial

began with a fixation cross that remained on the screen for 500 or 1000 ms. Participants were instructed to keep their eyes on the fixation cross. The stimulus was then displayed on the screen until a response was detected (left or right-click on a mouse, with the left or right hand, as soon as they had decided whether to brake or continue driving) or 2000 ms had elapsed. Next, a black screen was displayed for another 500 ms. The sequence of trials was randomly selected for each participant and block. No feedback about the accuracy of their responses was given during the experiment (Fig. 2A). The whole experiment lasted about 15

2.4. Experimental design

The experiment followed a 2 × 2 within-subjects design (Fig. 2B). The first independent variable was the spacing between pairs of traffic lights (two levels: short vs. long). The second independent variable was the congruency between lighting conditions (two levels: congruent [i.e., both traffic lights presented steady green or red] vs. incongruent [i.e., the first traffic light presented steady green and the second steady red and vice versa]). The dependent variable was the driver's response time.

3. Results

Response times for correct responses (94.8 % of the total responses) were submitted to a repeated-measures ANOVA with the spacing and congruency variables as the within-subject factors. This analysis revealed a significant effect of congruency and an interaction between congruency and spacing: F(1,59) = 5.83, p = 0.019; F(1,59) = 4.55, p = 0.037. Bonferroni-corrected post hoc comparisons of this interaction revealed that traffic lights closely spaced, when presenting incongruent information, significantly increased the driver's response time even when the decision to brake or continue driving was correct (corrected p-values < 0.05) (Fig. 3).

4. Discussion

Drivers' decisions to stop/go while crossing signalized intersections may be influenced by several factors [15], including the spacing of traffic lights. Unfortunately, most international highway codes do not consider traffic light spacing as a road safety factor (e.g., [8, 9]). However, as already described in previous works involving pedestrians (e.g., [6]), traffic light spacing could interfere with crossing decisions. In the

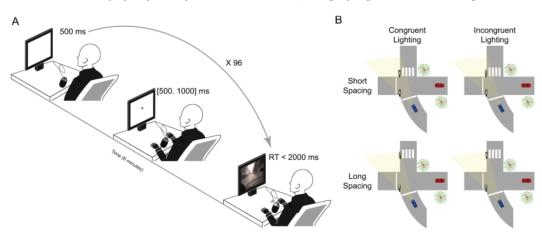
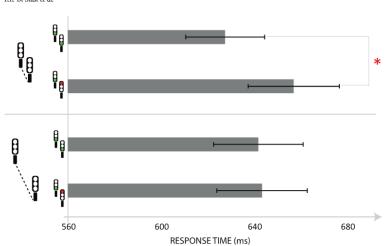


Fig. 2. (A) Schematic representation of the experimental timeline (image partially adapted from [24]). (B) Illustration of the four experimental conditions.

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Fig. 3. Mean response times for the experimental conditions of interest. Short (upper part) and long (bottom part) spacing between traffic lights with congruent and incongruent lighting. For illustration purposes, only traffic light signals displaying congruent (steady green-green) and incongruent (steady red-green) lighting are presented. Error bars represent the SEM across subjects (n = 60). The asterisk represents significant differences (Bonferroni-corrected p-values < 0.05). We observed similar tendencies when including the wrong responses into the analysis.

present study, we used a hybrid Go/No-go Flanker laboratory PC-task to explore how traffic light spacing and signal congruency impacts a driver's crossing decisions in urban signalized intersections.

We found that incongruent information (i.e., the combinations redgreen or green-red steady lights) would directly delay drivers' responses. While in this simplified laboratory PC-based task, traffic light spacing did not impede drivers' decisions (we observed only ~5% incorrect decisions), the incongruent information increased the response time. This effect was evident for short rather than long spacing (\sim 30 ms vs. ~2 ms) between lights. And while a delayed response of 30 ms may not seem excessive, when driving at a constant speed of 50 km/h, this delay would increase stopping distance by around 0.5 meters. Moreover, it should be considered that our results could underestimate the driver's response time in real driving. In our task, drivers attended only to the traffic light information to make their decision (i.e., whether to brake or continue driving). In real driving, many other factors (e.g., pavement surface condition, conflicts with surrounding vehicles, weather conditions) might influence a driver's response time, which may lead to traffic light violations (e.g., red-light running, [16]) or lengthen the stopping distances [17]. These results agree with our initial hypotheses, and they are in line with previous findings from the literature concerning pedestrian traffic lights [6].

From an applied point of view, our results suggest that reducing the spacing between traffic lights of the same intersection might diminish operational benefits and increase crash rates [18]. Thus, a conservative response time – a requirement suggested by AASHTO [11] to counteract the effect of "visual noise" (here generated by pairs of traffic lights) – seems necessary. Short traffic light spacing solutions should be avoided as these would not create a safe road environment, contravening the design principles of clarity, simplicity, and readability of road intersections (e.g., [19]). However, it might not be practical to reallocate the traffic light poles or create such distances along existing urban roads. In such situations, closely spaced traffic lights should avoid displaying incongruent signals. Further naturalistic and simulation studies are needed to address this problem in a more ecological way.

Overall, our results should be viewed in the context of two short-comings related to the nationality and experience of the recruited drivers. First, it is well-documented that attitudes towards traffic safety and driving behaviors are influenced by cultural factors (e.g., [20–22]). For this study, we recruited a cohort of Spanish drivers. Thus, the generalizability of these specific findings might be somewhat limited by the reduced heterogeneity of our sample. Further research should

examine the relationship between culture(country)-based differences and crossing behaviors. A second concern is that the driving experience of our participants was relatively low (3 years on average). Experience plays an important role in influencing the decision-making and safety attitudes of drivers (e.g., [23, 20]). Consequently, the effects reported here might have been influenced by driving inexperience, which suggests the need to explore how driving experience modulates crossing behaviors.

Notwithstanding the above, the results of our investigation can offer transportation engineers with useful guidance to enhance traffic light usability, increase driver awareness of the conditions about the intersection ahead, and ultimately, improve traffic safety.

Declaration of Competing Interest

The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

Acknowledgment

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Supplementary materials

Supplementary material associated with this article can be found, in the online version, at doi:10.1016/j.treng.2022.100113.

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5

Wairere Drive speed limit reduction consultation - 24 January to 7 March 2025 – Verbal submitters submissions only

Name: Rudi du Plooy

Are you giving feedback on behalf of an organisation?

No, these are my own personal views.

Would you like to make a verbal submission?

Yes

Which option do you prefer?

Option 2: Keep the current 80km/h speed limit, do not make any changes and prevent the PAK'nSAVE supermarket from being developed under the current resource consent.

Reasons

View Proposal

Do you think any other physical changes are required to support the proposed speed limit change?

View Proposal

What do you use Wairere Drive for? (Select all that apply)

- It's a local road close to my house.
- Other (please specify): Travel to Dinsdale and Grandview Heights

Do you have any supporting documents?

Please see attached.



Proposal on Wairere Drive Speed Limit

Date: 23 February 2025 **Proposal by:** Rudi du Plooy

Position: Oppose the Speed Limit Reduction from 80 km/h to 60 km/h

I'm dead-set against the Hamilton City Council's proposal to cut the speed limit on Wairere Drive, between Arthur Porter Drive and Pukete Road, from 80 km/h to 60 km/h. This change is a dud— it wrecks traffic flow, delivers next-to-no safety gain, and reeks of manipulative framing. Here's why Hamilton should bin it.

1. Wairere Drive's Role as an Urban Connector

Wairere Drive is a lifeline for moving people and goods across Hamilton, not a side street for supermarket shoppers. Current traffic's at 22,800 AADT, set to hit 31,500 with the PAK'nSAVE—a 38% jump. Drivers already cruise at 62-68 km/h, self-regulating below the 80 km/h limit, proving the road works fine as is. Slashing it to 60 km/h won't make it safer; it'll just clog a vital artery when Hamilton's growth demands efficiency, not red tape.

2. Dangers of Speed Limit Disparity Outweigh Tiny Gains

The council's crash stats—15 minor injury and 53 non-injury crashes over 5 years (2019-2023)—total 13.6 crashes yearly with 22,800 AADT. The big promise for dropping to 60 km/h? A measly 2.1 fewer minor injuries and 7.5 fewer non-injuries over 5 years—1.9 less crashes per year, a 14% dip. That's pocket change, especially with traffic surging to 31,500 AADT. Now flip it: a 60 km/h zone jammed in three vital link roads risks chaos. The UK's Transport Research Laboratory (TRL Report 421, 2000) shows 1-4% crash increases per 1 km/h speed variation—on 31,500 daily vehicles, that's 5-10 extra crashes yearly, easily swallowing the 1.9 savings. With speeds already at 62-68 km/h, this "safety fix" is a mirage.

3. The Supermarket Isn't Even on Wairere Drive

The PAK'nSAVE is at Te Rapa Road and Eagle Way, not Wairere Drive. Tying this 1.2 km speed drop to a right-turn signal at Karewa Place is a stretch—literally. That intersection needs signals or a tweak, not a blanket limit hobbling a key corridor. With AADT climbing 38%, Hamilton needs Wairere Drive flowing smoothly, not snarled by a mismatch chasing a 1.9 crash drop that's dwarfed by the traffic boom. Fix the site, not the city.

4. Coercion, Not Consultation

This proposal's a stitch-up. The council flaunts jobs, groceries, and growth from the supermarket, then cries it's dead without this change—classic guilt-trip tactics. Their own data guts the safety angle: speeds are already near 60 km/h, and the 14% crash

reduction is laughable against a 38% traffic rise. This isn't consultation; it's a loaded script to steamroll us. Hamiltonians deserve straight talk, not psychological nudges.

5. Mic Drop: Solve It Properly

If the supermarket's consent hinges on this, rewrite the bloomin consent. Foodstuffs can bankroll proper fixes at Karewa Place—signals, turn lanes, whatever—without strangling Wairere Drive. A 60 km/h stub risks more crashes than it saves, and your own numbers prove it's not worth the hassle. Keep Hamilton moving, not grovelling to a developer's shortcut.

Recommendation

Hold Wairere Drive at 80 km/h. Tackle Karewa Place with targeted engineering—signals, signage, or layout changes—funded by Foodstuffs, as agreed. Protect our traffic flow, ditch the speed limit roulette, and tell the council to quit rigging the game with weak stats and scare tactics.

Rudi du Plooy

Wairere Drive speed limit reduction consultation - 24 January to 7 March 2025 – Verbal submitters submissions only

Name: Geoff Kreegher

Are you giving feedback on behalf of an organisation?

No, these are my own personal views.

Would you like to make a verbal submission?

Yes

Which option do you prefer?

Option 2: Keep the current 80km/h speed limit, do not make any changes and prevent the PAK'nSAVE supermarket from being developed under the current resource consent.

Reasons

See full submission attached.

Recommendation

It is recommended that the status quo remain – no approval for the speed reduction.

Council seek a variation to amend the resource consent:

- to remove the right turn on Wairere Dr into Karewa Pl
- remove the speed reduction on the arterial road (Wairere Dr)
- remove the 'traffic calming' 'raised platforms' i.e. speed bumps.

Investigate relocating the entry into The Base to Te Kowhai E Rd this would:

- eliminate the current congestion.
- cater for the expected increase in traffic to/from Pak n Save
- render the right turn into Karewa PI and the speed reduction superfluous.

Do you think any other physical changes are required to support the proposed speed limit change?

What do you use Wairere Drive for? (Select all that apply)

Other (please specify):

Do you have any supporting documents?

Please see attached.



Submission to

Hamilton City Council

on the



Wairere Drive Speed Reduction

by Geoff Kreegher

Hamilton City Ratepayer

11 March 2025

1

Background

Wairere Drive is one of Hamilton's main transport corridors, half of Hamiltonians use Wairere Drive regularly. Flagstaff and Rototuna residents who work in Te Rapa or central Hamilton, it is a twice-daily route. The road was designed by engineers as a commuter ringroad to ease congestion and allow traffic to travel safely at 80 km/h.

Currently from Pukete Road to Te Rapa Road it has four lanes, two for through traffic, the left hand lane with a short slip lane and two right turn lanes. At times traffic, particularly southwest bound traffic can be backed up from the lights at Te Rapa Road intersection for most of its length to the Pukete Road intersection, 410 metres.

City Councillor Andrew Bydder states that Council traffic staff has a declared goal of reducing vehicle kilometres travelled. Council has an anti-car agenda intended to frustrate commuters out of cars and into public transport. The fact that public transport does not service the vast majority of road trips because the central business district is just one of many destinations, most of which are not on bus routes. Nor is public transport suitable for the purpose of the vast majority of road trips, such as tradesmen taking tools to construction sites.

The same goal is not appropriate for customers shopping at a supermarket where a motor vehicle is the most appropriate transport for the customer and the goods being transported.

The imposition of the Wairere Drive - Karewa Place intersection will create congestion by eliminating most of the right-hand lane and slow down travel times that Council states already travel at an average of 66 km/h on this portion of the city's most important arterial route. The intersection change involves a right turn lane, which require traffic lights and a speed reduction to achieve safety measures, also Council requires (under Council's own rules), speed bumps, on Wairere Drive alleging they are required by the resource consent. The safety measures are solely the result of the right turn. This undermines the traffic network.

Simply removing the right turn eliminates the safety issues. However, this is not part of the consultation. It is within the remit of the council to seek a variation or an amendment to the resource consent to remove the right turn intersection in the best interest of the community.

This is not an isolated incident. It is the latest in a series of road projects designed to cause problems, such as Rifle Range Road cycleway creating an increased risk for children using a major sports park.

Foodstuffs applied for resource consent for a Pak n Save supermarket in July 2018 on the corner of Te Rapa Road and Eagle Way. A resource consent hearing In October 2019 by Independent Commissions had five (5) Traffic Engineers' provide expert evidence to the Commissioners. This resulted in a 'direction' to undertake caucusing to resolve traffic and safety matters. Those involved:

- 2 representing Council
- 1 representing Countdown (Woolworths)
- 1 representing The Base
- 1 representing Foodstuffs (the applicant).

A HCC Micro simulation model was used to assess the Pak n Save network effects in year 2031, effectively a best guess into the future. As a result, transport related conditions became conditions of the resource consent decision and included:

- the installation of a left slip lane off Te Rapa Rd into the supermarket site;
- the partial signalisation of Karewa Place and Wairere Drive to accommodate a right turn into Karewa Place from Wairere Drive and
- the posted speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersection shall be a maximum of 60 km/h

The latter a safety requirement of the partial signalisation of Karewa Place and Wairere Drive intersection.

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These traffic conditions considered at the Pak n Save resource consent hearing were aimed at minimising congestion, particularly in the Te Rapa Rd- Eagle Way area from an expected increase in traffic to-from Pak n Save. There is already periodic congestion in that area caused by the **poor decision** to allow the Te Rapa Road entry into The Base.

I oppose the Wairere Drive speed reduction.

My prime concern is that the proposal is in direct conflict and negates the design and purpose of Wairere Drive, an arterial Urban Connector.

The current drive to reduce the speed limit on a portion of Wairere Drive in order to put 'safety' of an introduced signalised right turn into Karewa Place into a superior position will only increase congestion unless the free flow of traffic on Wairere Drive that drivers currently experience and have come to expect is maintained.

I appreciate that many well-meaning people think or hope that 'affirmative safety' action is necessary and desirable because on average drivers fare poorly without it. But this view commonly assumes what needs to be proven:

- that affirmative safety action will usefully improve driver behaviour
- that more efficient ways or alternative routes do not exist.

Whilst I disagree with the Karewa Place intersection it was part of the resource consent and although nexus with Wairere Drive is not part of this consultation, however the speed reduction is contingent on the intersection.

The resource consent 49 clearly stated that the posted speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections shall be a maximum of 60 km/h, (410 metres). However, Council changed that to between Pukete Road and Arthur Porter Drive, contrary to the resource consent, the expert traffic witnesses and without seeking a variation.

Council is on record stating ""The Independent Commissioners had jurisdiction under delegation **to bind Council** by imposing the Resource Management Act (RMA) conditions of consent".

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Council extended the length of the speed reduction by 890 metres, to Arthur Porter Drive, a total distance of 1.3 kms without explanation and implied it was a condition of the resource consent and then consulted on something different from the resource consent.

Council exceeded the resource consent condition 49 with no authority; Council's role was a simple binary decision; approve the resource consent speed reduction or not. Council has erred and that will have ramifications.

The Te Rapa Road to Arthur Porter Drive extension of the speed reduction (contrary to the resource consent) bears no relevance to and has no effect on the Karewa Place intersection or the proposed supermarket site, both some distance (1 km) away.

I fear that this consultation is a futile exercise, evidenced by the previous (2021) consultation, 80% of submitters were opposed including industry leader the Automobile Association and almost 1,000 comments posted on the Council Facebook page, the vast majority were not supportive of the speed reduction. But Council nonetheless arrogantly approved the speed reduction despite overwhelming opposition.

Consultation (Previous) 2021

COMMUNITY

Online channels (Council's Facebook, Neighbourly and LinkedIn accounts) were used to inform the wider community about the proposed speed limit reduction, the rationale behind it, and how they could make a submission. All posts led viewers to the Have Your Say webpage where they could learn more about the proposal, review some FAQs and make a submission if they chose to do so.

The Facebook post advising of the proposed speed limit reduction and how to make a submission created an exceptional response with almost 1000 comments being posted. The vast majority of posted comments were not supportive. As Facebook comments are not considered a formal submission, Council's social media team repeatedly advised those posting on how they could make a submission.

There were some common themes being made in the Facebook comments that required further clarification and this was achieved through the Have Your Say link for the speed limit reduction. This included responses to queries relating to why Council is consulting if the resource consent has already been granted, what impact this will have on travel time, what traffic safety issue in this location justifies a reduction in the speed limit; and who is paying for it.

MEDIA COVERAGE

Council issued a media release¹ relating to the speed limit reduction proposal, and articles ran in the online versions of the Waikato Times² (2 September 2021) and Waikato Herald³ (3 September 2021). The following article also appeared in the Waikato News on 10 September 2021.

<u>Agenda of Ordinary Infrastructure Operations Committee Meeting - Tuesday, 7 December</u> <u>2021</u> page 30.

This online approach severely limited coverage of the Hamilton population, not everyone is online, many who are do not use Facebook, Neighbourly or Linken. Very few people access legacy media online. Wider coverage could have been made by Council using ratepayer contact details via the rates database.

The submission form (online) asked Which option do you prefer?

- Option 1: Reduce the speed limit from 80km/h to 60 km/h or
- Option 2: Retain the current 80km/h speed limit and do not make any changes.

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A total of 781 submissions were received with 20% (155 of 781) of submitters supporting the proposal to reduce the speed limit and 80% (624 of 781) opposed the reduction. - Page 26.

Infrastructure Meeting of 7 Dec 21 stated:

"If the recommendations are supported and resolved, they will be considered at the 16 December 2021 Council meeting to approve the proposal to lower the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road".

Council increased the length of the speed reduction with no explanation.

A vote was taken and lost therefore not supported and resolved.

But the speed reduction appeared on the Agenda of Council Meeting 16 December 2021 as a recommendation from the Infrastructure Committee

5

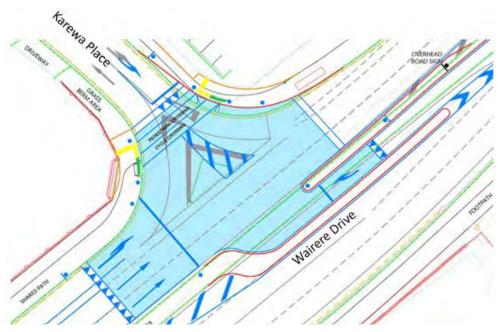
However there was no such recommendation. Initially the motion was to decline the speed reduction

However after an amendment Council approved the speed reduction 16 Dec 21. There was much confusion at the Council meeting of 16 December 2021 see: https://www.youtube.com/watch?v=Yb7BQKe1vKl

"Council approves that the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h and requests staff report back to a future Infrastructure Operations Committee with the final intersection design for approval". https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Minutes/Council-Open-Confirmed-Minutes-16-December-2021.pdf page 9

Council approved the reduction of speed on 16 December 2021, against the majority of submissions of the consultation, What was the point of consultation?

However didn't approve the the macroscope design of the Wairere Drive and Karewa Drive intersection for traffic signals as presented in the Figure below until 5 March 2024



https://storage.googleapis.com/hccproduction-webassets/public/Uploads/Documents/Agendas-and-minutes/Minutes/2024-03-05-Infrastructure-and-Transport-Committee-Open-Minutes-5-March-2024-v3.pdf page 4

Effectively approving a (modified) speed reduction without knowing the design of the intersection until much later.

Raises the questions of democracy and the cost/purpose of public consultation.

There were a series of reports presented to Council and the Infrastructure Operations Committee to work through the approval process for the speed limit change. These are set out in the Table 1

NB: N/A = Not Available.

<u>Table 1:</u> Approval process for the speed limit change to a section of Wairere Drive

Date	Committee	Link	Purpose
19 November 2020	Infrastructure and Operations Committee (Public Excluded)	N/A	Seek approval to consult on speed limit change. Decision deferred to Council meeting
8 December 2020	Council (Public Excluded)	N/A	Seek approval to consult on speed limit change. Decision made to decline the speed limit proposal
10 June 2021	Council (Public Excluded)	N/A	Reconsidered 8 December 2020 decision.
17 August 2021	Infrastructure Operations Committee (Public Excluded)	N/A	Approved consultation on speed limit change be undertaken and approved the Statement of Proposal document
4 November 2021	Hearings and Engagement Committee	<u>here</u>	Hearings for verbal submissions and consideration of written submissions ahead of Deliberation and Approval process
7 December 2021	Infrastructure Operations Committee	<u>here</u>	Deliberation and approval recommendation to Council
16 December 2021	Council	<u>here</u>	Approval of 60km/h speed limit

https://storage.googleapis.com/hccproduction-web-

<u>assets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Council-Open-Agenda-</u>3-December-2024-v2.pdf page 30

https://acrobat.adobe.com/id/urn:aaid:sc:ap:f2a7e64f-7539-451d-a2a1-7572e1717537 page 30

Many of the reports, elected member briefings and meetings were public excluded and not available for perusal consequently there is no evidence available for the reasons Council declined the speed limit change on 8 December 2020 or why the decision was reconsidered on 10 June 2021. There is no notice to advise of public excluded decisions above were subsequently released as is Council policy to do so.

This plan (see pages 18-34 of <u>Infrastructure and Transport Committee Agenda 5 March</u> <u>2024</u>) was approved by Hamilton City Council, despite most Councillors being aware that a reduced speed limit and additional raised features are unpopular and threaten to cause congestion problems with Hamilton's ring-road system.

The excuse that the installation of a raised platform is needed for the construction of a new supermarket is an arbitrary condition set by Council's own rules that blindsided councillors that the City Council applied to the supermarket project, and therefore a condition that the City Council could change/remove.

The Porter Group obtained approved but unimplemented resource consent for a mixed use commercial development of a far greater Gross Floor Area (GFA) consisting of large format retail, offices and drive-through activities. The approved plans for this mixed-use development indicates that this consent provided approval for 1800m 2 GFA of large format retail, 3745m 2 GFA of offices and 400m 2 GFA of drive-through service floor space within the boundaries of Lot 8 (i.e the supermarket site). Therefore, the combined GFA of these activities would have generated a number of vehicle trips on the road network which will now be replaced with those of the proposed supermarket.

https://www.readkong.com/page/prepared-for-4384438?p=2

Porter's resource consent GFA is greater than the proposed Pak n Save site. No such 'safety' restrictions were raised or considered nor were such 'safety' restrictions raised or considered for Woolworths or Kmart (directly opposite the proposed Pak n Save site) when they were constructed. It was possible for decades to build supermarkets in New Zealand without installing raised crossings. Pedestrian crossings also do not need to be raised or surrounded by raised crossings.

Installation of Traffic lights and raised crossing at Karewa Place exacerbates the issue by reducing the southwest storage length on Wairere Dr (of 410 metres) to 100 metres and the northeast storage length to 50 metres. It begs the question what is the pedestrian count and how many people cross at Karewa Place.

No evidence of utilisation has been provided in the traffic management plan.

The phasing of the lights for the right turn into Karewa PI will back up traffic on Te Rapa Road from both left turning and right turning traffic into Wairere Dr caused by the reduced storage length of Wairere Dr/Pukete Road; this could also impact through traffic at the Te Rapa Rd/Wairere Dr intersection.

There are alternative routes to the proposed supermarket that are used by many Rototuna and Flagstaff residents to access The Base, Woolworths, or Kmart the latter two directly opposite in the proposed Pak n Save site; from a right turn at Wairere Dr/Te Rapa Rd intersection to the roundabout at Te Rapa Rd/Te Kowhai E Rd/Church Rd:

- Third exit to Church Rd, turn right at the lights to Maui Street to the entrance (1.9kms) or
- Fourth exit Te Rapa Rd (eastbound) to Te Rapa Rd slipway (1.7kms) or the Eagle Way slipway (2kms).

Or

 Via Pukete Rd left at Moreland Ave left at Church Rd, left at lights into Maui St to Maui St entrance (2.6kms) or

- as above then continue to right turn at Eagle Way (3kms) or
- as above continue to the end of Church Rd to the roundabout at Te Rapa Rd/Te Kowhai E Rd/Church Rd turn left at first exit into Te Rapa Rd then the slipway or left turn into Eagle Way (3kms).

Present Consultation

A councillor stated "We received strong feedback from the community when we last consulted that they did not support a reduction in speed in this area".

A recent change to Government rules around speed limits requires Council to revisit this decision in consultation with the community, also due to the fact that the speed reduction had not been implemented before 30 October 2024, almost 3 years after being approved.

Surprisingly Council Staff submitted on the Draft of Setting Speed Limits - believe without Council knowledge.

How so - staff do not represent or speak for residents

Continued said "if the speed limit is not reduced the supermarket would not be able to go ahead under its current resource consent. I want to make sure the community have all the information and can make an informed submission when this out for consultation next year." https://hamilton.govt.nz/your-council/news/on-the-move/lower-speed-or-a-new-supermarket-public-to-have-their-say

The statements are misleading the previously approved, now currently consulted speed reduction was an arbitrary condition by Council to extend the speed reduction to Arthur Porter Drive against the resource consent condition which clearly stated Pukete Road to Te Rapa Road.

The new consultation document wording that warned any changes could mean "significant...financial and time cost for both Foodstuffs North Island and council". A throwaway line - without explanation of significant costs.

https://www.waikatotimes.co.nz/a/nz-news/360509027/council-ticks-off--re-consult--over-te-rapa-pak-nsave-related-speed-limit

The cost of an application for a change of consent condition from Council website:

Change or Cancellation of Consent Condition

\$1,602.00

https://hamilton.govt.nz/your-council/fees-and-charges/planning-guidance/

The plan remains extant, what makes Council believe that the consultation response will be any different from the previous (2021) consultation?

Council must submit the alternative method for the speed reduction to LTNZ regardless of the outcome of the consultation, for the Director LTNZ to make the final decision.

The only change is the propaganda from Council and the creative and ambiguous wording in the consultation document and the leading question of an option. Witness the Council use of creative, ambiguous and misleading language in their ourhamilton@hcc.qovt.nz email of 24 January 2025 and the Wairere Drive Speed Limit Reduction at Have Your Say.

Consistency demands that the consultation questions should be exactly the same as the previous (2021) consultation.

The Deputy Mayor said: "This is not local decision-making. This is...Government over-reach in my opinion and it shows the inflexible nature of Government promises bearing down on us" and

"...was concerned the situation was actually taking any final decision made out of Hamilton's control as the transport agency would have the last say under the new Government"

A report suggested council consultation-related costs could be \$33,000, with a decision not due until May.

Government accused of 'over-reach' in Pak'nSave saga | Waikato Times

Foodstuffs refused to fund the current consultation as the issue had previously been consulted on and funded by them.

Consultation and various activities are as follows (2021 costs)

Indicative costs for the various activities required to implement the network and speed limit change and indication of who will meet these costs is set out in the table below:

Activity	Indicative Cost	Who will meet these costs
SOP preparation, results analysis	\$8,000	Foodstuffs
Consultation and engagement	\$26,500	Foodstuffs
Staff time for managing process, report writing, legal advice and presentation	\$10,000	Hamilton City Council
Signage and roadmarking for new speed limit on Wairere Drive	\$4,000	Foodstuffs
Traffic signals and raised safety platforms at Karewa Place on Wairere Drive	To be determined through design	Foodstuffs

https://storage.googleapis.com/hccproduction-webassets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Infrastructure-Operations-Open-Agenda-7-December-2021-v2.PDF page 22

All future maintenance on roads, signage, signalling and platforms) and if the signalised intersection fails in its purpose and requires to be removed fall on Council (i.e. the ratepayer)

Council have approved two questions for the alternative method consultation (2025):

• Option 1: Reduce the speed limit from 80km/h to 60 km/h or

10

 Option 2: Retain the current 80km/h speed limit and do not make any changes and prevent the supermarket from being developed.

https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Council-Open-Agenda-3-December-2024-v2.pdf page 42

The addition of "and prevent the supermarket from being developed" was not part of the previous consultation, certainly a leading question.

Summary

Expert traffic engineer witnesses at the Pak n Save resource consent hearing contradict road engineers who designed Wairere Drive as a Urban Connecter ring road, now we have Council over-riding both.

Who are we to believe?

The proposed 1.3 km Pukete Road to Arthur Porter Drive speed reduction on Wairere Dr appears excessive to cater for a signalised right turn at Karewa Pl, particularly as there are alternative routes to the proposed supermarket.

The speed reduction from Te Rapa Road to Arthur Port Drive in both directions has no relevance or relationship or effect on the Karewa intersection or the proposed supermarket site.

Council states that the existing mean operating speed on the Pukete Road-Te Rapa Road section of Wairere Drive have an average of 66km/h.

What is the point of the speed reduction?

The extraneous conditions imposed (speed reduction on an arterial route and a right turn into Karewa PI have the characteristics of a solution looking for a problem to solve.

It also changes the resource consent condition 49 which clearly stated ".... the posted speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections shall be a maximum of 60 km/h" not Pukete Road to Arthur Porter Drive, Council exceeded their authority.

Karewa Place is a narrow street (8.4 metres) with vehicles parked on both sides most of its length If the right turn on Wairere Drive into Karewa Place proceeds then some mitigation is required to prevent parking in Karewa Place and no right turn into Karewa Place from Kmart carpark.

Risks

Council is between a rock and a hard place of their own making, there is risk whatever the decision.

If the speed reduction is approved:

against the majority of submitters, submitters lose faith in Council and councillors

• it could be challenged because it is different to a resource consent condition.

The best predictor of future behaviour is past behaviour.

If the speed reduction is declined Foodstuffs have clearly signalled its intention to take judicial review proceedings.

Recommendation

It is recommended that the status quo remain – no approval for the speed reduction.

Council seek a variation to amend the resource consent:

- to remove the right turn on Wairere Dr into Karewa Pl
- remove the speed reduction on the arterial road (Wairere Dr)
- remove the 'traffic calming' 'raised platforms' i.e. speed bumps.

Investigate relocating the entry into The Base to Te Kowhai E Rd this would:

- eliminate the current congestion.
- cater for the expected increase in traffic to/from Pak n Save
- render the right turn into Karewa Pl and the speed reduction superfluous.

I wish to make a verbal submission.