



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

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Purpose

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

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 whaipaaanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel
Date: 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	<i>Open</i>
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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 12 MARCH 2025 - OPEN



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
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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 whaipanga**
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.

Traffic, Speed Limit and Road Closure Hearings Panel 12 MARCH 2025 - OPEN

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	<ol style="list-style-type: none"> 1. 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. 3. 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. 5. 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	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction outside #3 Aberdeen Drive. 2. Rescinding 15m 'Bus stop' restriction outside #6 Aberdeen Drive. 3. Rescinding 15m 'Bus stop' restriction outside #27 Aberdeen Drive. 4. Rescinding 15m 'Bus stop' restriction outside #36 Aberdeen Drive. 5. Rescinding 15m 'Bus stop' restriction outside #1 Hazelwood Avenue. 6. Rescinding 15m 'Bus stop' restriction outside #66 Aberdeen Drive. 7. Installation of 15m 'Parking – P5- 8:00am-6:00pm – Mon-Fri' outside #66 Aberdeen Drive.
Aberfoyle Street	<ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping - at all times' restriction starting outside #31 Aberfoyle Street and ending outside #34 Aberfoyle Street.
Arahi Place	<ol style="list-style-type: none"> 1. Gazette existing 25m 'No Stopping - at all times' restriction outside #1A Arahi Place. 2. Gazette existing 20m 'No Stopping - at all times' restriction outside #2 Arahi Place.
Bandon Street	<ol style="list-style-type: none"> 1. Rescinding 11.5m 'No Stopping - at all times' restriction outside #20 Bandon Street. 2. Installation of 30m 'No Stopping - at all times' restriction outside #20 Bandon Street.
Bartholomew Drive	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction outside #2 Bartholomew Drive. 2. Rescinding 15m 'Bus stop' restriction outside #13 Bartholomew Drive. 3. Rescinding 15m 'Bus stop' restriction outside #22 Bartholomew Drive. 4. Rescinding 15m 'Bus stop' restriction outside #65 Bartholomew Drive. 5. Rescinding 15m 'Bus stop' restriction outside #70 Bartholomew Drive. 6. Rescinding 15m 'Bus stop' restriction outside #2 Lochinver Drive. 7. Rescinding 15m 'Bus stop' restriction outside #33 Bartholomew Drive.
Bisley Road	<ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping - at all times' restriction outside AgResearch Centre. 2. Installation of 30m 'No Stopping - at all times' restriction outside #11 Bisley Road. 3. Gazette existing 100m 'No Stopping - at all times' restriction outside AgResearch Centre.
Cameron Road	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping - at all times' restriction outside #66 Cameron Road. 2. Rescinding 6m 'No Stopping - at all times' restriction outside #20 Cameron Road. 3. Rescinding 6m 'No Stopping - at all times' restriction outside #16 Cameron Road. 4. Installation of 10m 'No Stopping - at all times' restriction outside #20 Cameron Road. 5. Installation of 10m 'No Stopping - at all times' restriction outside #16 Cameron Road.
Carrington	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction starting outside #2 Orelia Street

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Avenue	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 1. Installation 5m 'No Stopping - at all times' restriction outside #2/1 Fuchsia Avenue. 2. Installation 5m 'No Stopping - at all times' restriction outside #2 Fuchsia Avenue.
Colombo Street	<ul style="list-style-type: none"> 1. Installation of 10m 'No Stopping - at all times' restriction outside #50 Colombo Street. 2. Installation of 10m 'No Stopping - at all times' restriction outside #50 Colombo Street. 3. Installation of 10m 'No Stopping - at all times' restriction outside #36 Colombo Street. 4. Installation of 25m 'No Stopping - at all times' restriction outside #36 Colombo Street.
Cunningham Road	<ul style="list-style-type: none"> 1. Gazette existing 10m 'No Stopping - at all times' restriction starting outside #28 Vardon Road and ending outside #47 Cunningham Road. 2. Gazette existing 10m 'No Stopping - at all times' restriction starting outside #43 Cunningham Road and ending outside #45 Cunningham Road. 3. Gazette existing 10m 'No Stopping - at all times' restriction starting outside #37 Cunningham Road and ending outside #41 Cunningham Road. 4. Gazette existing 5m 'No Stopping - at all times' restriction outside #35 Cunningham Road. 5. Gazette existing 5m 'No Stopping - at all times' restriction outside #48 Cunningham Road.
Diomedes Glade	<ul style="list-style-type: none"> 1. Installation of 25m 'No Stopping - at all times' restriction starting outside #1 Diomedes Glade and ending outside #3 Diomedes Glade. 2. Installation of 25m 'No Stopping - at all times' restriction starting outside #4 Diomedes Glade and ending outside #14 Tuirangi Street.
Ellicott Road	<ul style="list-style-type: none"> 1. Rescinding 131m 'Clearway' restriction starting outside #14 Ellicott Road and ending outside #22 Ellicott Road. 2. Gazette existing 55m 'Clearway' restriction starting outside #14 Ellicott Road and ending outside #22 Ellicott Road. 3. Installation 10m 'No Stopping - at all times' restriction outside #26 Ellicott Road. 4. Installation 10m 'No Stopping - at all times' restriction outside #75 Ranui Street. 5. Installation 10m 'No Stopping - at all times' restriction outside #94 Ranui Street.
Enderley Avenue	<ul style="list-style-type: none"> 1. Installation of 10m 'No Stopping - at all times' restriction outside #51 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	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction outside #250 Fox Street. 2. Rescinding 15m 'Bus stop' restriction outside #259 Fox Street.
Fuchsia Avenue	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction outside #160 Grandview Road. 2. Rescinding 15m 'Bus stop' restriction outside #175 Grandview Road.
Greensboro Street	<ol style="list-style-type: none"> 1. Rescinding 43.2m 'No Stopping - at all times' restriction starting outside #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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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. Gazette existing 15m 'No Stopping - at all times' restriction outside #30 Hammond Street. 4. Gazette existing 20m 'Parking - P15 - 8:00AM-6:00PM - Mon-Sun' restriction outside #30 Hammond Street.
Heaphy Terrace	<ol style="list-style-type: none"> 1. Rescinding 40m 'No Stopping - at all times' restriction starting opposite #27 Stanley Street and ending opposite #921 Heaphy Terrace, outside Claudelands Park. 2. Installation of 95m starting opposite #27 Stanley Street and ending opposite #921 Heaphy Terrace, outside Claudelands Park. 3. Rescinding 12m 'Bus stop' restriction opposite #27 Stanley Street, outside Claudelands Park. 4. Installation of 15m 'Bus stop' restriction opposite #27 Stanley Street, outside Claudelands Park. 5. Installation of 10m 'No Stopping - at all times' restriction starting opposite #27 Stanley Street and ending opposite #901 Heaphy Terrace, outside Claudelands Park. 6. Rescinding 72m 'No Stopping - at all times' restriction starting outside #27 Stanley Street and ending outside #921 Heaphy Terrace. 7. Installation of 85m 'No Stopping - at all times' restriction starting outside #27 Stanley Street and ending outside #921 Heaphy Terrace.
Hillsborough Terrace	<ol style="list-style-type: none"> 1. Installation of 5m 'No Stopping - at all times' restriction outside #21 Hillsborough Terrace.
Hogan Road	<ol style="list-style-type: none"> 1. Rescinding 6m 'No Stopping - at all times' restriction outside #20 Cameron Road.

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	<ol style="list-style-type: none"> 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.
Horne Street	<ol style="list-style-type: none"> Rescinding 71.5m 'Parking – P15 – 8:00AM-6:00PM – Mon-Sun' outside Hamilton West School. Gazette existing 15m 'No Stopping - at all times' restriction outside Hamilton West School. Gazette existing 15m 'Parking – P15 – 8:00AM-6:00PM – Mon-Sun' outside Hamilton West School. Gazette existing 15m 'No Stopping - at all times' restriction 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' restriction outside Hamilton West School. Gazette existing 30m 'Parking – P15 – 8:00AM-6:00PM – Mon-Sun' outside Hamilton West School. Gazette existing 10m 'No Stopping - at all times' restriction outside #47 Horne Street. Gazette existing 20m 'No Stopping - at all times' restriction starting outside #49 Horne Street and ending outside #51 Horne Street.
Horsham Downs Road	<ol style="list-style-type: none"> Gazette existing 60m 'No Stopping - at all times' restriction starting outside #45 Kauri Point Drive and ending outside #313 Horsham Downs Road. Gazette existing 55m 'No Stopping - at all times' restriction starting outside #38 Kauri Point Drive and ending outside #301 Horsham Downs Road.
John Street	<ol style="list-style-type: none"> Installation of 15m 'No Stopping - at all times' restriction outside #51 Enderley Avenue. Installation of 15m 'No Stopping - at all times' restriction outside #53 Enderley Avenue.
Kauri Point Drive	<ol style="list-style-type: none"> Gazette existing 10m 'No Stopping - at all times' restriction outside #38 Tokerau Drive. Gazette existing 10m 'No Stopping - at all times' restriction outside #39 Kauri Point Drive. Gazette existing 25m 'No Stopping - at all times' restriction starting opposite #38 Tokerau Drive and ending opposite #39 Kauri Point Drive. Gazette existing 30m 'No Stopping - at all times' restriction starting outside #43 Kauri Point Drive and ending outside #45 Kauri Point Drive. Gazette existing 25m 'No Stopping - at all times' restriction outside #38 Kauri Point Drive. Gazette existing 20m 'No Stopping - at all times' restriction outside #71 Waireka Road. Gazette existing 35m 'No Stopping - at all times' restriction starting opposite #71 Waireka Road and ending opposite #1 Kauri Point Drive.
Knighton Road	<ol style="list-style-type: none"> Rescinding 28m 'No Stopping - at all times' restriction outside #2 Greensboro Street. Installation of 30m 'No Stopping - at all times' restriction outside #2 Greensboro Street.
Lake Road	<ol style="list-style-type: none"> Rescinding of 33m 'No Stopping - at all times' restriction outside #100 Lake Road.

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	<ol style="list-style-type: none"> 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 Commerce Street. 7. 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 #107 Commerce Street.
London Street	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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. 4. Rescinding 15m 'Bus stop' restriction outside #60 MacDonald Road.
Magellan Rise	<ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping - at all times' restriction starting outside #2 Magellan Rise and ending outside #4 Magellan Rise. 2. Installation of 25m 'No Stopping - at all times' restriction starting outside #3 Magellan Rise and ending outside #11 Tuirangi Street.
Magnolia Crescent	<ol style="list-style-type: none"> 1. Installation 25m 'No Stopping - at all times' restriction outside #30 Ellicott Road. 2. Installation 25m 'No Stopping - at all times' restriction outside #26 Ellicott Road.
Manning Street	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction outside #129 Maple Avenue.
Marama Street	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping - at all times' restriction starting outside #15 Marama Street and ending outside #17 Marama Street.
Matua Street	<ol style="list-style-type: none"> 1. Gazette existing 10m 'No Stopping - at all times' restriction outside #2 Matua Street.

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	<ol style="list-style-type: none"> 2. Gazette existing 10m 'No Stopping - at all times' restriction outside #1 Matua Street. 3. 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. Gazette existing 40m 'No Stopping - at all times' restriction starting outside #9 Matua Street and ending outside #13 Matua Street.
Mount View Road	<ol style="list-style-type: none"> 1. Installation of 5m 'No Stopping - at all times' restriction outside #1 Gardenia Close. 2. Installation of 5m 'No Stopping - at all times' restriction outside #2 Gardenia Close.
Naylor Street	<ol style="list-style-type: none"> 1. Rescinding 15m 'Bus stop' restriction outside #16 Naylor Street. 2. Rescinding 15m 'Bus stop' restriction outside #19 Naylor Street.
Old Mill Street	<ol style="list-style-type: none"> 1. Installation of 55m 'No Stopping - at all times' restriction opposite #31 Old Mill Street. 2. Installation of 35m 'No Stopping - at all times' restriction outside #31 Old Mill Street.
Palmerston Street	<ol style="list-style-type: none"> 1. Rescinding 11m 'No Stopping - at all times' restriction outside #13 Palmerston Street. 2. Gazette existing 20m 'No Stopping - at all times' restriction outside #13 Palmerston Street. 3. Rescinding 15m 'No Stopping - at all times' restriction outside #21 Palmerston Street. 4. Gazette existing 25m 'No Stopping - at all times' restriction outside #21 Palmerston Street. 5. Rescinding 36.5m 'Parking - P30 - 8:00AM-6:00PM - Mon-Sun' restriction outside #5 Palmerston Street. 6. Gazette existing 15m 'Parking - P30 - 8:00AM-6:00PM - Mon-Sun' restriction outside #5 Palmerston Street.
Peacockes Road	<ol style="list-style-type: none"> 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. Installation of 15m 'No Stopping - at all times' restriction outside #3 Plateau Drive. 4. Installation of 115m 'No Stopping - at all times' restriction starting outside #2 Waterford Road and ending outside Sandford Park.
Plateau Drive	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Installation 15m 'No Stopping - at all times' restriction outside #75 Ranui Street. 2. Installation 15m 'No Stopping - at all times' restriction outside #94 Ranui Street.
Rawhiti Street	<ol style="list-style-type: none"> 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 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

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	<p>Street.</p> <p>4. Installation of 100m 'Parking - P60 - 8:00AM-6:00PM - Mon-Sun' restriction starting outside #38 Lake Road and ending outside #12 Rawhiti Street.</p> <p>5. Rescinding 8m 'No Stopping - at all times' restriction outside #52 Kent Street.</p> <p>6. Gazette existing 15m 'No Stopping - at all times' restriction outside #52 Kent Street.</p>
Rose Berry Crescent	<p>1. Installation of 30m 'No Stopping - at all times' restriction starting outside #38 Rose Berry Crescent and ending outside #46 Rose Berry Crescent.</p>
Sandwich Road	<p>1. Installation of 5m 'No Stopping - at all times' restriction between #4 Sandwich Road and #2 Sandwich Road.</p>
Seddon Road	<p>1. Installation of 20m 'Parking - P120 - 8:00am - 6:00pm - Mon - Fri' restriction opposite Kaute Pasifika Trust.</p> <p>2. Installation of 10m 'Parking - P120 - 8:00am - 6:00pm - Mon - Fri' restriction outside #101 Seddon Road.</p> <p>3. Installation of 6m 'Parking - P120 - 8:00am - 6:00pm - Mon - Fri' restriction outside #99 Seddon Road.</p> <p>4. Installation of 15m 'Parking - P120 - 8:00am - 6:00pm - Mon - Fri' restriction outside #95 Seddon Road.</p> <p>5. Installation of 6m 'Parking - P120 - 8:00am - 6:00pm - Mon - Fri' restriction outside #91 Seddon Road.</p> <p>6. Installation of 30m 'Parking - P120 - 8:00am - 6:00pm - Mon - Fri' restriction starting outside #87 Seddon Road and ending outside #89 Seddon Road.</p> <p>7. Gazette existing 10m 'No Stopping - at all times' restriction starting outside #101 Seddon Road and ending outside #105 Seddon Road.</p> <p>8. Gazette existing 25m 'No Stopping - at all times' restriction starting outside #99 Seddon Road and ending outside #101 Seddon Road.</p> <p>9. Gazette existing 10m 'No Stopping - at all times' restriction outside Kaute Pasifika Trust.</p>
Temepara Drive	<p>1. Gazette existing 40m 'No Stopping - at all times' restriction starting outside #15 Timatanga Road and ending outside # 1 Kaakano Lane.</p> <p>2. Gazette existing 5m 'No Stopping - at all times' restriction outside #2 Kaakano Lane.</p> <p>3. Gazette existing 10m 'No Stopping - at all times' restriction outside #6 Temepara Drive.</p> <p>4. Gazette existing 25m 'No Stopping - at all times' restriction starting outside #2 Temepara Drive and ending outside #1 Tupuna Drive.</p> <p>5. Gazette existing 5m 'No Stopping - at all times' restriction outside #11 Temepara Drive.</p> <p>6. Gazette existing 10m 'No Stopping - at all times' restriction starting outside #6 Temepara Drive and ending outside #2 Matua Street.</p> <p>7. Gazette existing 10m 'No Stopping - at all times' restriction outside #2 Matua Street.</p> <p>8. Gazette existing 10m 'No Stopping - at all times' restriction outside #1 Matua Street.</p> <p>9. Gazette existing 25m 'No Stopping - at all times' restriction starting outside #15 Temepara Drive and ending outside #19 Temepara Drive.</p> <p>10. Gazette existing 5m 'No Stopping - at all times' restriction starting outside #1 Matua Street and ending outside #2 Whakatipu Street.</p> <p>11. Gazette existing 10m 'No Stopping - at all times' restriction outside #2 Whakatipu Street.</p>

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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 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 Road	<ul style="list-style-type: none"> 1. Rescinding 29.5m 'No Stopping - at all times' restriction starting outside #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	<ul style="list-style-type: none"> 1. Installation of 30m 'No Stopping - at all times' restriction starting outside #1 Diomedes 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	<ul style="list-style-type: none"> 1. 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 1. Gazette existing 40m 'No Stopping - at all times' restriction starting

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

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	<p>1. Installation of 40m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the south side of Gower Park parking lot.</p> <p>2. Gazette existing 5m 'Parking – Mobility Card holders -P180' restriction on</p>

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

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	<p>Function Centre.</p> <p>19. Installation of 10m 'Parking – Mobility Card holders –P180' restriction on the south side of Rotoroa Drive near to the Verandah Café & Function Centre.</p> <p>20. Gazette existing 25m 'No Stopping - at all times' restriction on the west side of Rotoroa Drive.</p> <p>21. Gazette existing 30m 'No Stopping - at all times' restriction on the east side of Rotoroa Drive.</p> <p>22. Rescinding 'Parking – Mobility Card holders –At all times' restriction on the west side of Rotoroa Drive.</p> <p>23. Installation of 10m 'Parking – Mobility Card holders –P180' restriction on the west side of Rotoroa Drive.</p> <p>24. Gazette existing 45m 'No Stopping - at all times' restriction on the south side of Rotoroa Drive.</p> <p>25. Gazette existing 130m 'No Stopping - at all times' restriction on the northeast side of Rotoroa Drive.</p> <p>26. Gazette existing 140m 'No Stopping - at all times' restriction on the northwest side of Rotoroa Drive.</p> <p>27. Gazette existing 20m 'No Stopping - at all times' restriction on the west side of Rotoroa Drive.</p> <p>28. Gazette existing 35m 'No Stopping - at all times' restriction on the west side of Rotoroa Drive.</p> <p>29. Gazette existing 15m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the south side of Rotoroa Drive.</p> <p>30. Gazette existing 10m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the southwest side of Rotoroa Drive.</p> <p>31. Gazette existing 20m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.</p> <p>32. Gazette existing 10m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the northwest side of Rotoroa Drive.</p> <p>33. Rescinding 'Parking – Mobility Card holders –At all times' restriction on the west side of Rotoroa Drive.</p> <p>34. Installation of 10m 'Parking – Mobility Card holders –P180' restriction on the west side of Rotoroa Drive.</p> <p>35. Gazette existing 660m 'No Stopping - at all times' restriction on the east side of Rotoroa Drive.</p> <p>36. Gazette existing 5m 'No Stopping - at all times' restriction on the west side of Rotoroa Drive.</p> <p>37. Gazette existing 5m 'No Stopping - at all times' restriction on the west side of Rotoroa Drive.</p> <p>38. Gazette existing 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.</p> <p>39. Gazette existing 15m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.</p> <p>40. Gazette existing 120m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.</p> <p>41. Gazette existing 70m 'No Stopping - at all times' restriction on the west side of Rotoroa Drive.</p> <p>42. Gazette existing 60m 'No Stopping - at all times' restriction on the southwest side of Rotoroa Drive.</p> <p>43. Gazette existing 100m 'No Stopping - at all times' restriction on the south side of Rotoroa Drive.</p> <p>44. Gazette existing 45m 'No Stopping - at all times' restriction on the south side of Rotoroa Drive.</p>
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	<p>45. Gazette existing 45m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Rotoroa Drive.</p> <p>46. Gazette existing 40m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the south side of Rotoroa Drive.</p> <p>47. Gazette existing 15m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the south side of Rotoroa Drive.</p> <p>48. Gazette existing 55m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the south side of Rotoroa Drive.</p> <p>49. Rescinding 'Parking – Mobility Card holders –At all times' restriction on the west side of Rotoroa Drive.</p> <p>50. Installation of 10m 'Parking – Mobility Card holders –P180' restriction on the west side of Rotoroa Drive.</p>
Hinemoa Park	<p>1. Installation of 30m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the west side of Hinemoa Park parking lot.</p> <p>2. Installation of 15m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the east side of Hinemoa Park parking lot.</p> <p>3. Gazette existing 10m 'No Stopping - at all times' restriction on the south side of Hinemoa Park parking lot.</p> <p>4. Installation of 6m 'Parking – Mobility Card holders -P180' restriction on the south side of Hinemoa Park parking lot.</p>
Innes Common	<p>1. Gazette existing 35m 'No Stopping - at all times' restriction on the West side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>2. Gazette existing 30m 'No Stopping - at all times' restriction on the East side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>3. Gazette existing 10m 'No Stopping - at all times' restriction on the north side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>4. Gazette existing 20m 'No Stopping - at all times' restriction on the north side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>5. Gazette existing 10m 'No Stopping - at all times' restriction on the north side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>6. Gazette existing 5m 'No Stopping - at all times' restriction on the south side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>7. Installation of 10m 'Parking – Mobility Card holders -P180' restriction on the north side of Hamilton Lake Domain - Innes Common's parking lot.</p> <p>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.</p> <p>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.</p> <p>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.</p>
Mahoe Park	<p>1. Installation of 25m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the north side of Mahoe Park parking lot.</p> <p>2. Installation of 10m 'Parking – Mobility Card holders -P180' restriction on the south side of Mahoe Park parking lot.</p>
Melville Park	<p>1. Rescinding 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction in Melville Park parking lot.</p> <p>2. Rescinding 'Parking – Motorcycle only – At all times' restriction in Melville Park parking lot.</p> <p>3. Gazette existing 55m 'No Stopping - at all times' restriction on the east side of Melville Park parking lot.</p> <p>4. Gazette existing 5m 'No Stopping - at all times' restriction on the east side of Melville Park parking lot.</p> <p>5. Installation of 50m 'Parking - P180 – 8:00AM-6:00PM, Mon-Fri' restriction on the east side of Melville Park parking lot.</p>

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

- 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	<div><div>(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.</div><div>(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.</div></div>	Nil

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

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

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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 <u>770m</u> 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 Parking’ (All Day Paid Parking)	
Location	Description
<u>Old Mill Street</u>	<u>1. Installation of 10m ‘All Day Paid Parking’ restriction on the northeast side of Old Mill Street, opposite Kaute Pasifika Trust.</u> <u>2. Installation of 20m ‘All Day Paid Parking’ restriction on the south side of Old Mill Street, opposite Kaute Pasifika Trust.</u>
Seddon Road	<u>7. Installation of 15m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Kaute Pasifika Trust.</u> <u>8. Installation of 35m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Kaute Pasifika Trust.</u> <u>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.</u>

- 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.

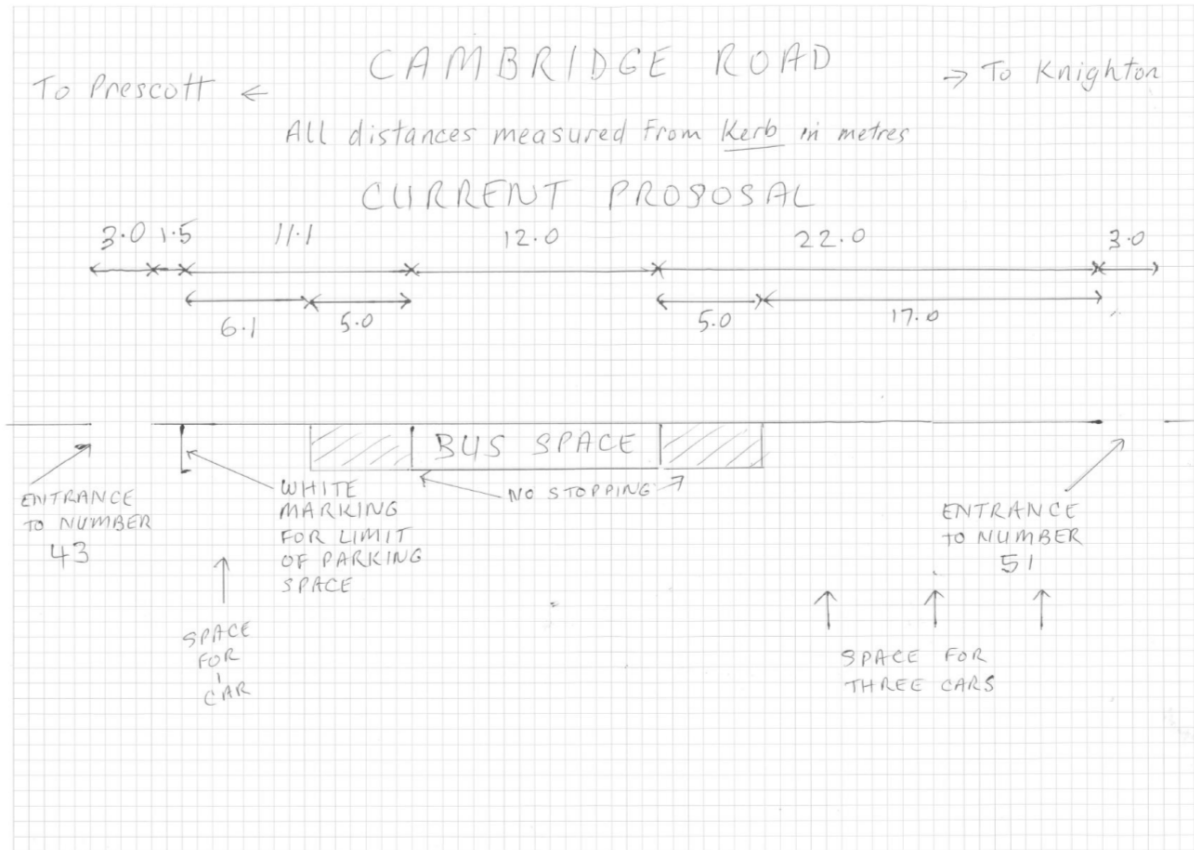
The meeting was declared closed at 10.58am.

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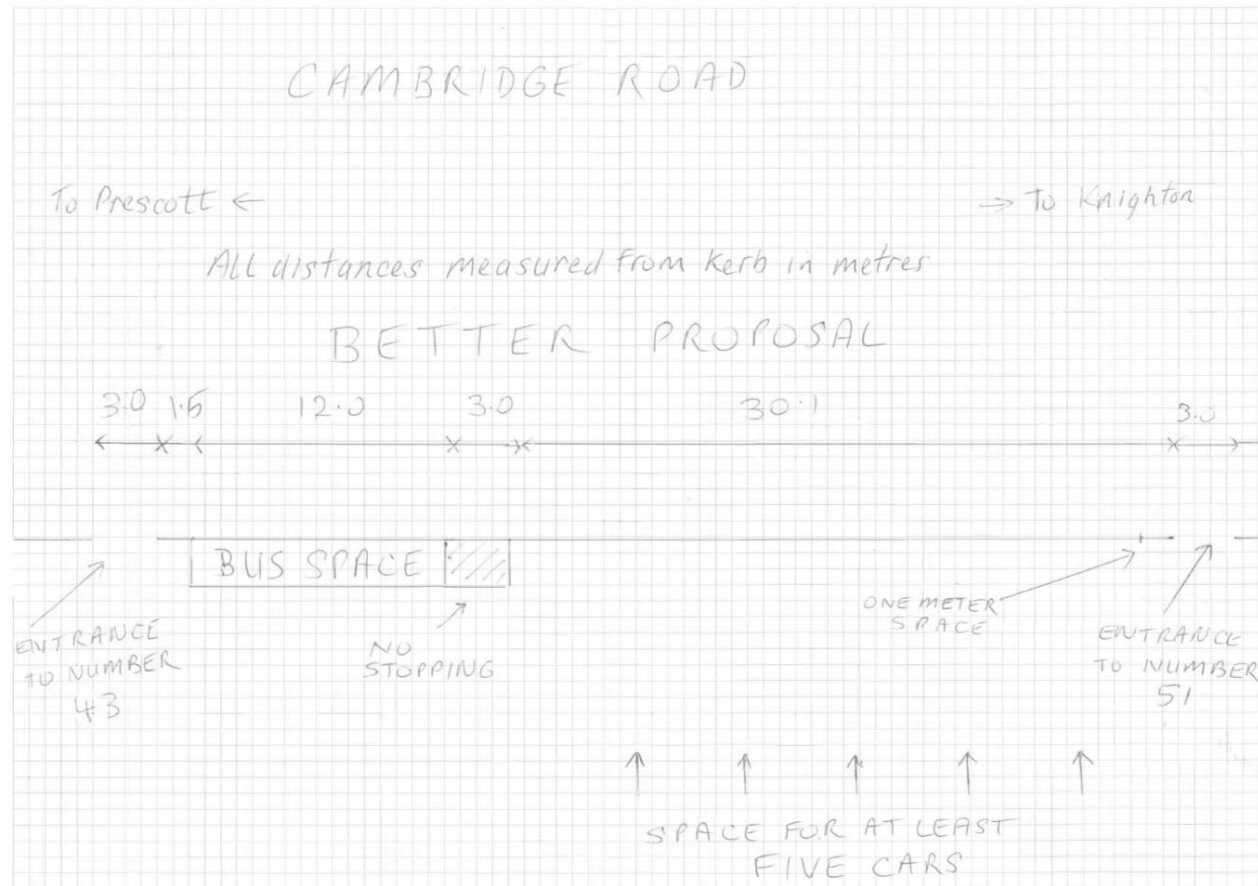
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Appendix 1. David Hall Handout



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Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel **Date:** 02 April 2025

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

Position: Network and Systems Operations Manager **Position:** General Manager Infrastructure and Assets

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

Report Status	Open
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Purpose - Take

- 1. 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.
- 2. 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.
- 7. 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.

8. 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.
 - ii. **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. [Have Your Say](#) 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

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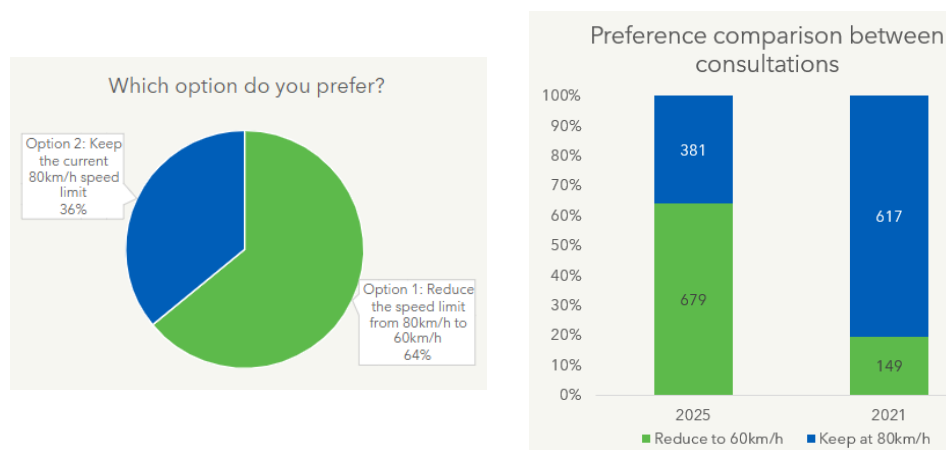
generally Road Controlling Authorities (RCAs) will need to complete the new processes under the new Rule to set new speed limits.

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
 - iii. 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 [3 December 2024](#) 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 [Consultation Document](#) 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:
- believe that the Pak n Save should go ahead for its economic and community benefits;
 - believe that reducing the speed would make travel along this route safer; and
 - 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:
- 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); and
 - 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.

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 7 March 2025	Conduct public consultation in accordance with the Speed 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, results analysis	\$8,000	Hamilton City Council
Consultation and engagement	\$10,000	Hamilton City Council
Staff time for managing process, report writing, legal advice and presentation	\$5,000	Hamilton City Council
Signage and roadmarking for new speed limit on Wairere Drive	\$4,000	Foodstuffs
Traffic signals at Karewa Place on Wairere Drive	To be determined through design	Foodstuffs

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.

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 Kirikiriroa (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.

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

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



Wairere Drive Speed Limit Reduction

Insights Report - March 2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Item 5

Attachment 1

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.

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Wairere Drive Speed Limit Reduction

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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.

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Wairere Drive Speed Limit Reduction

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Attachment 1

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.

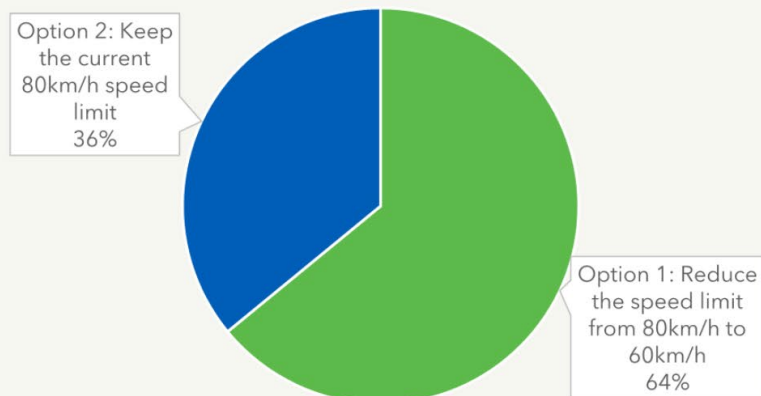
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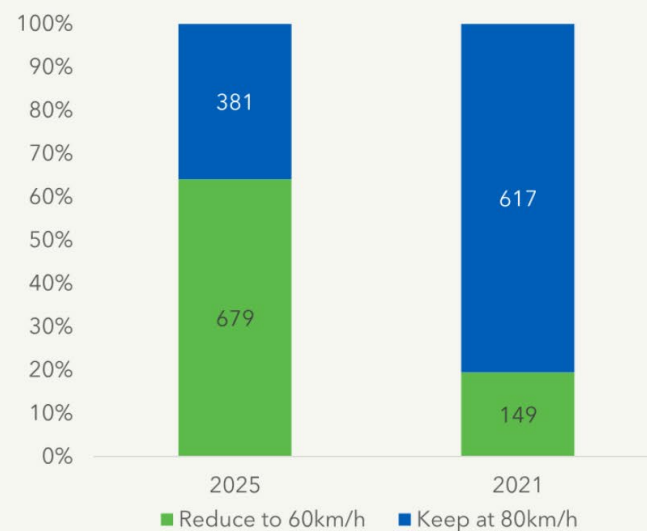
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What does the community say?

Which option do you prefer?



Preference comparison between consultations



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Wairere Drive Speed Limit Reduction

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Attachment 1

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

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Wairere Drive Speed Limit Reduction

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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

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Wairere Drive Speed Limit Reduction

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Attachment 1

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.

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Wairere Drive Speed Limit Reduction

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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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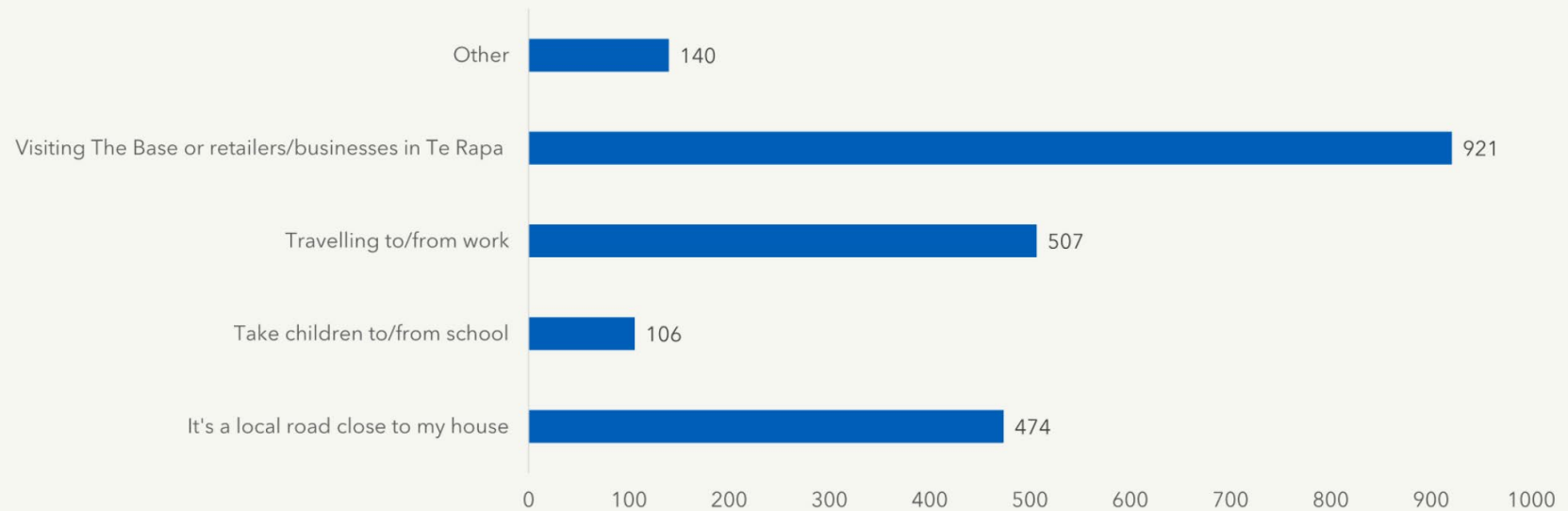
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Attachment 1

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About the respondents

What do you use Wairere Drive for?



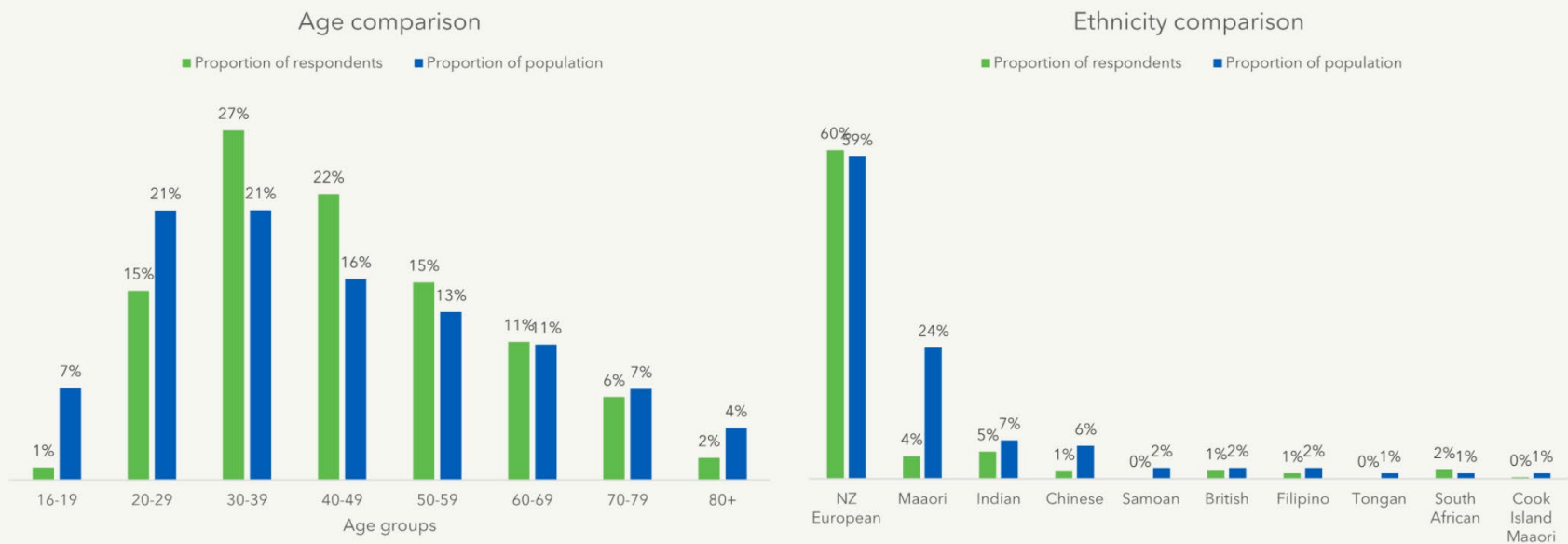
Note. Respondents could select multiple uses of Wairere Drive.

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Wairere Drive Speed Limit Reduction

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About the respondents



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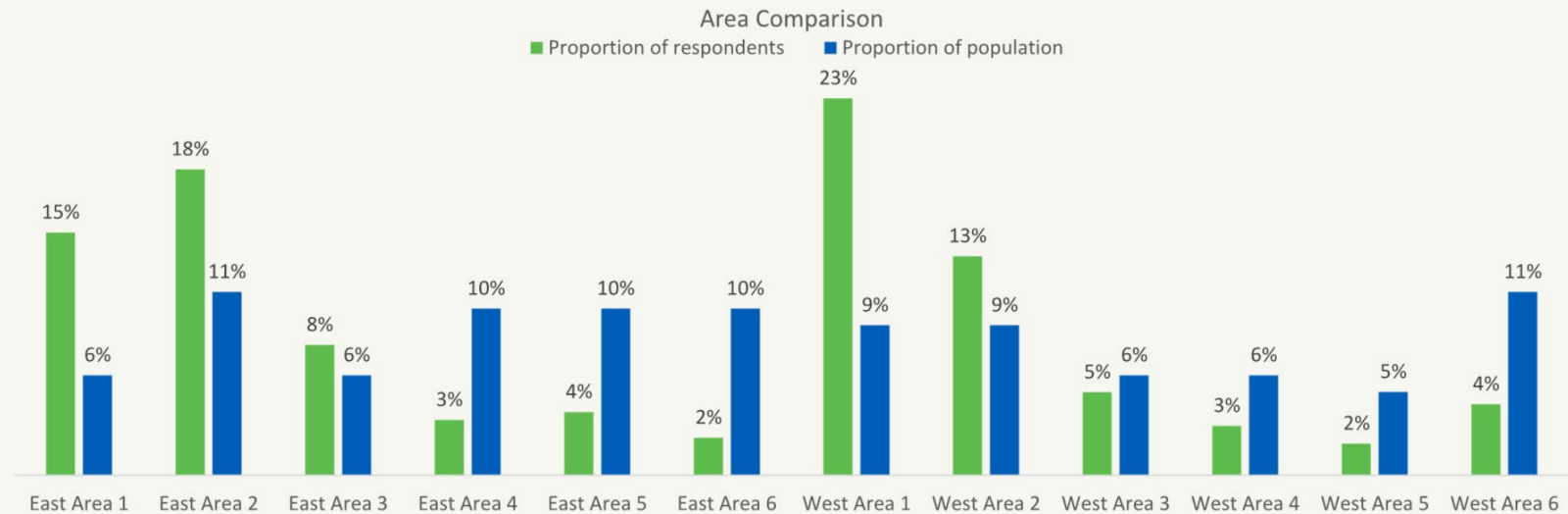
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Attachment 1

Attachment 1

About the respondents



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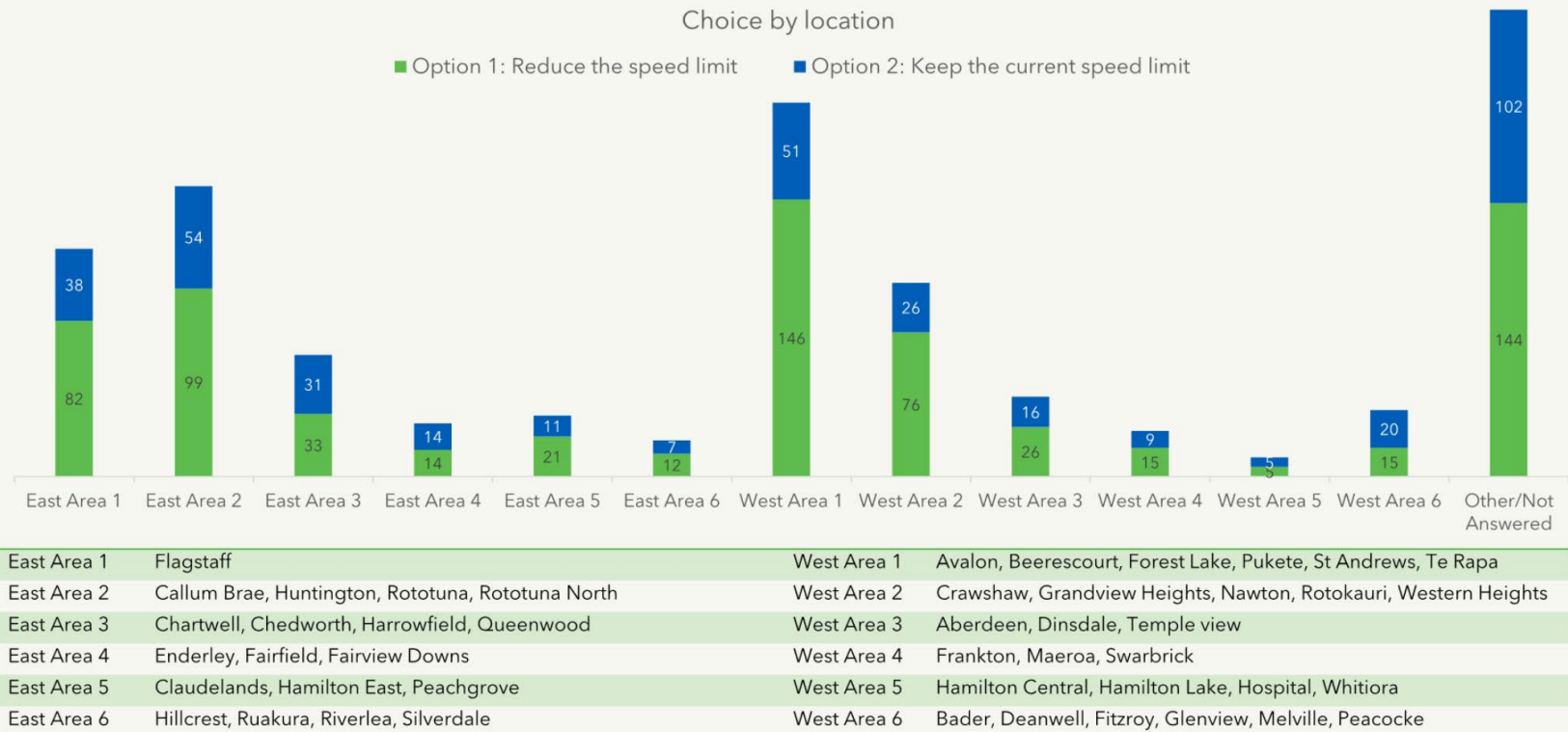
East Area 1	Flagstaff	West Area 1	Avalon, Beerescourt, Forest Lake, Pukete, St Andrews, Te Rapa
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North	West Area 2	Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood	West Area 3	Aberdeen, Dinsdale, Temple view
East Area 4	Enderley, Fairfield, Fairview Downs	West Area 4	Frankton, Maeroa, Swarbrick
East Area 5	Claudlands, Hamilton East, Peachgrove	West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiora
East Area 6	Hillcrest, Ruakura, Riverlea, Silverdale	West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke

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Wairere Drive Speed Limit Reduction

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About the respondents



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Wairere Drive Speed Limit Reduction

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Attachment 1

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.

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

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Wairere Drive Speed Limit Reduction

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Attachment 1

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

Preference comparison between those submitting in person and all respondents



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Wairere Drive Speed Limit Reduction

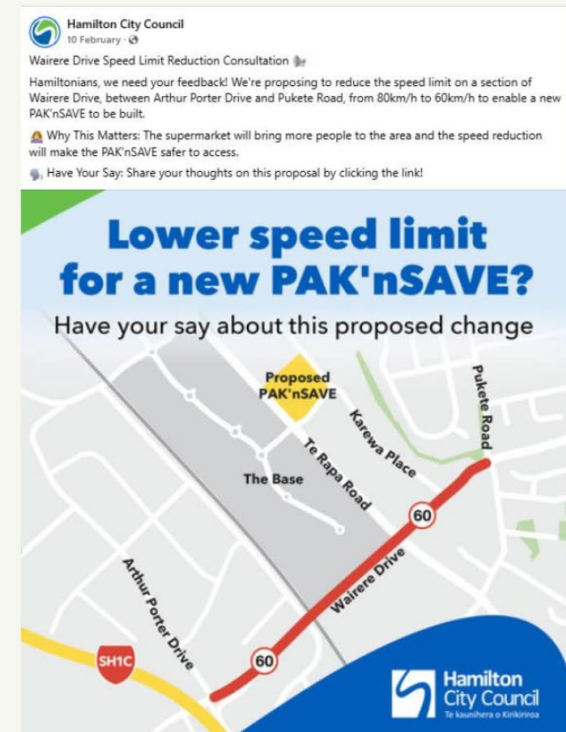
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Themes from social media

- We received 241 comments 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 ($n=22$)

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Wairere Drive Speed Limit Reduction



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Attachment 1

Attachment 1

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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.

	A	B	C	D	E	F	G	H	I
		What do you use	Wairere Drive for?						
	Name	Which option do you prefer?	It's a local road close to my house.	Take children to/from school	Travelling to/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?
1									
2	Ki							So there is no real option to keep it at 80 km/h and get the pack and slave what joke as willyworths there and croaplands plus i fart there now and no issues with the speed limits and they are busy as bit as soon as pack save try hcc need to change speed limits through the government said to keep the city moving and rural areas swapping the limits back up to keep the country moving stop jing around and let them build 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	Block kawerua place off make a no exit road to wairere drive and make every one go back to the 2 sets of lights as will make it flow around and solve the problem not hard to work out and do i should become mayor of hcc better still pine minister looking at how dumb shit has gotten and no brain power or common sense used to come up with a better plan
3	Sharna	1						Because we need a pak n save over this way.	Not sure
4	Brendan McDaid	2						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 lights this will slow down the already traffic jam in the evening. I believe this is not required for this area.	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	Richard Matthews	2					Travelling across town to be with family	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 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 users or traffic safety if the intersection is not changed.	Remove the proposed traffic lights.
6	Otto	2					Moving from one side of hamilton to the other. I use the 80km ring road a lot. Also, make avon 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?		
7	John McDonald-Wharry	2					Visiting family, travelling for work-related tasks	Councillors should have voted against installing any kind of speed bumps (raised intersection or raised crossings) on Wairere Drive. Councillors should have opposed reducing the speed limit from 80km/h to 60km/h along that section of Wairere Drive. Councillors 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. 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. 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.	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. 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 been conducted. If the installation of those raised features goes ahead, Hamilton City Council and their corporate partners need to clearly establish where the liability will sit for any resulting negative impacts (increased repair bills for vehicles) and paying for the future restoration of a smooth intersection at that location.
8	Glen 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 Karera Place off Wairere drive as well, that would be awesome
9	Sean	2						Drivers are already only driving at 60km/h or less on that stretch of road, lowering the limit will cause more traffic congestion and increase traffic back up causing road frustration. Besides that the Woodworths centre and Kmart centre are even less than 410m, the pak n save will be further away than those. As your data shows drivers already drive at 42 to 68km/h, reduced speed will cause those drivers to reduce to 52 to 58km/h. This is a poor excuse to lower the speed limit. As I mentioned Woolworths and Kmart are already situated in closer proximity to Wairere than the proposed pak n save.	Compromise and lower to 70km/h
10	Jane Kennedy	1						Put good to have another Pak n save	
11	Nidhin	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 should not be wasting ratepayers money this time.	Reduce all of Wairere drive to 60km/hr, this will reduce severity of accidents.
12	Brian Anderson	1						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 meters before then reach the 80kph, and if your leaving hamilton heading towards horotiu that changes to 80kph as well.	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 burnings south, especially for rush hour just to give motorists a heads up when there's heavy traffic on the other side of the bridge.
13	James	2						Only reduce the speed limits temporarily during construction. That stretch of road gets clogged enough as it is during the day, especially peak times that changing it permanently is not necessary. Current speed limit during off peak periods is fine. Too many road speeds are being limited for the size of the city	Sip-lanes and pedestrian overbridges NOT more ridiculous raised crossings where pedestrians hold up otherwise free flowing traffic
14	Hayley						Reaching the other suburbs in hamilton		
15	Iran Zi	1							
16	Peter H Bos	1						We what people to slow down and shop, not drive past to somewhere else	
17	Kayden	2						Te Rapa is a shopping destination, the posted Speed limit should be low, so as to encourage people to park and shop.	
18	Louis Sparks	1						High speed roads make it hard for business to get people to stop and spend money.	Nothing is required to change. Let them build
19	Nigel	2						Palmers should not lose their resource consent due to this. It is a very important road and the building Will not impact safety	No
20	Avillesh Singh	2						To allow the Pak 'n Save development	
21	Stan	1						Reducing the speed limit would only further congestion an already busy and congested area. We must keep traffic moving.	
22	Ben Shilton	1						Two palmers 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	
23	Bill McMaster NZ Automobile Association (Waikato District Council) *Supporting info attached	1					This submission is on behalf of all AA Waikato members who currently use Wairere 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 is Wairere/Te Rapa, Wairere/Kawera 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 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 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 Kawera Place road environment.
24	L V Gardner	2						The proposal to reduce the speed limit is counterintuitive to calling the current rd a connector rd. What's the point of having connector rds move slowly. Same as installing traffic lights. Costs more in time spent waiting and emissions. It will reduce the current average speed to 50-58km/h in reaction to a 60km speed limit, just as it does along Te Rapa straight now. Having a pak n save next to a woolworths will add no further competition and reduce grocery prices.	No
25	Tim schollum	1					I travel around Hamilton alot for work.		
26	Wayne Oliver	2						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 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.	Please avoid adding speed bumps. In the case of traffic management in Rotorua, they were placed too close to the roundabout, forcing cars to stop within the roundabout.
27	Barry Greenfield							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 can't cope with that. Use the existing lights and tag safe roundabout at the other end of Kawera Place/Te Rapa Road as the main access point to Pak n Save. Or, put 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.	
28	Alison Marshall	2						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 use of our money even doing this survey	Stop wasting our money with these stupid ideas
29	Damian Young	1							
30	Selena	1						Why stop the development we need another pak 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
31	Dione	2						No to a Pak n save! 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 job cuts it would cause
32	Trevor MacRae *Supporting info attached	2						RNG ROADS are for a specific purpose to MOVE TRAFFIC by CREATING TRAFFIC FLOW. Google is a good idea to answer such queries https://en.wikipedia.org/wiki/Ring_road What is the speed limit on Hamiltons Ring road? Speed limit: maximum speed limit is 80 km/h for heavy transport vehicles and 100 km/h for light transport.	No alteration in speed is required. Physical changes.... 1. Suggest you widen the EXIT from Kawera Place (this is a semi industrial area, so congested Road as it is) onto Wairere Road so vehicles can 'blend in to with the Traffic - Merging Traffic - 2PPEP Merge. (DONOT install another Hindrance set of Traffic Lights. Leave Medium Barrier AS IS. 2. Increase # of Lanes outside The Base - Te Rapa Road. (if only a slipper road of Wairere Road (prior to Te Rapa Road) allowing Direct ENTRY to the underground Car Park at The Base). I don't see why the road speed needs to reduce though as the super market is on a different road and isn't going to make a difference to the already congested roads due to the mall 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 motorway!
33	Rebecca Day	1						We need the Pak Save Te Rapa for shoppers this side of town	
34									

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35	ANDREES TUCKER	2						disgraceful option, there should be another option 3. keep current and develop the supermarket	
36	Adam Richards	2							
	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 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 Supermarket. Does the council really think people from Flagstaff to Rototuna will be going to the Pak'n Save when they already have three good supermarkets in their area. I would have thought more people would be going to the new supermarket after going to The Base.	Speed limit shouldn't change.
37								build the supermarket. KEEP it 80km.	look at ways to improve current lights and traffic management to support new traffic.
38	Max	1						As normal people, who are always looking for where we can get our core expenses (like food) as cheaply as possible, we travel into town from NW-Hamilton to do our main 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 to 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 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 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 size with further developments.	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 unnecessary build up at the nearest city-side major intersection.
39	Eric Oosterbrook	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 from the pukeko 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 and travelling along past the Base just to access the businesses along Karewa place.	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 intersection at Te Rapa Straight/Wairere Drive.
40								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 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.	don't change it, period!
41	abderhamane	2						Too much traffic and causes more delay especially during rush hours	
42	David Slabbert	2						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						Too much traffic already	
	Aidan Clarkin-Rush	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 turn left onto Wairere Drive a few years ago it 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 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 benefits & increased competition which would result from the Pak'n Save development going ahead is almost an added bonus at this point.	Definitely would appreciate a nuanced approach when setting up the sequence that all traffic lights along the proposed stretch of road would follow. The anticipation for increased traffic delays would certainly be the biggest apparent detractor for some, so I think that implementing a sequence that makes practical sense is one that should be strived for - no settling or "this will do" mentality.
44	Harold Jordan	1						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 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 n Save? I am all for the lowering of the speed limit, it will be a good thing all round.	Nothing I can think of.
45									
46	Michelle	1							
	Patricia (Trish) Thorne	2					general movement from one side of town to another at different times and to get to different locations around Hamilton.	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 should also have to update their entrance way as the space to turn in/out is very small and affects traffic flow.
47									
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							
50	Tracey	2					To get to other parts of Hamilton	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
51	Donna	2					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 packnave	
52	Marie De la Chaussette	1						It's very busy area and don't need 80km/h it's dangerous	
53	Kevin Star	2						It's not on wairere drive and that road will not be directly impacted. Te Rapa Dr is the problem	Better lane configurations and traffic control at the intersections.
54	Maurice Carrington	1						I want the new Pak'n Save supermarket and believe the speed reduction will make minimal difference while proving needed competition in grocery prices as well and jobs and a huge investment in Hamilton's infrastructure. You live close by and on superannuation.	No
55	Sonis	2					I drive through here multiple times a day for work purposes	This is almost blackmail with these two options. Let the build proceed but don't reduce speed limit.	
56	Joseph	2					I am a small truck, driver. This proposed change is stupid	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 what labour government did to our speed limits. Don't be silly.	
57	Matt Laing	2						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						Keep current. It's already regulated by lights and is off a side road	No
59	Tommo	2						Disrupt the flow of already impeded traffic	
	Rimu Bhui	1						People already drive 62-65km/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 horrible stretch of road, and I personally slow down because of it.	Road markings and the signs are all paid for by the supermarket, and the signalised intersection is a must.
60	Hamish	2						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 since 2018 for Hamiltonians to have access to this supermarket.	
								You silly monkeys make it way too slow as it is to commute the city. Something the city doesn't need more of is more traffic (which making a new packnave 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 person in the country has to sit their license from Learners-Restricted-Full and not just handed one when they haven't even proven a period of adequate driving to be on NZ roads. Look at the stats of the certain demographics that cause the incidents.	
61	Leoni Jacobs	1						Need a Pak'n Save closer to home	No
	Sivaram Thirumoorthy	1						It is always good to have another supermarket and support the initiative.	The intersection at Karewa Place and Te Rapa Road can be enhanced for improved safety, with the associated costs to be covered by Pak'n Save, ensuring no preferential treatment is given to any business.
63	Kristen	2						File for new resource consent. The whole idea, years ago, was for a ring road around the city at 80km with easy hop on hop off roads. Now there are hardly any that remain at 80km. The traffic congestion in Hamilton is ridiculous, especially at peak times, ie, school dropoffs/pick-ups, and before/after work hours. By reducing another "vignette" from 80km and adding another set of traffic lights this will become even more congested. It's bad enough all the judder bars and raised crossings by roundabouts that also make congestion worse but reducing speeds is madness. Hamilton City Council needs to be better by it's rate payers and start listening!	I don't support it
64									
	Alice Bulmer	1						This is the sensible option. It has already been agreed on and Foodstuffs are bearing the cost. Also, Council investigations found that most cars are driving less than the current speed limit in this section of road. So there won't be a dramatic change to current traffic speeds.	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.
65	Ryan Paterson	1						Don't believe the change in speed limit will effect traffic. New business will create more jobs.	No
	Geoff Kresnager	2						See full submission attached	
	*supporting info 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: •Bb remove the right turn on Wairere Dr into Karewa Pl •Bb remove the speed reduction on the arterial road (Wairere Dr) •Bb 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. •Easier for the expected increase in traffic to/from Pak n Save •Render the right turn into Karewa Pl and the speed reduction superfluous.	
67	Ashlin Stephens	2					Sports in te Rapa	Too many cars go through here to lower speed limit. It will make congestion far worse.	
	Sean Clark	2						I travel on this road every day.	No leave it or increase the speed.
								It should be a 100 kph with the new seal.	
69	JI Rass	2					Many of mine and my children's extra curricular activities require travelling on Wairere drive to get there.	Everyone want to be compliant with the rules of safety, but decreasing the speed unnecessarily degrades peoples respect for the speed signage. I don't understand why the current speed and entrance to Karewa Place is acceptable for Countdown, but not Pak'n Save? Why do customers need to get to Pak'n Save via Karewa road in the first place? Why can't they get there via Te Rapa Road, as with most people who currently shop at Countdown?	Unless 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.
70	Stuart	2						I support Pak'n Save being built in that location, but another solution must surely exist.	
71	Paul Clark	2						Let them build but don't change the roads, as there is already plenty of traffic use on these roads and it works fine. Also there are multiple roads leading into the area already and work fine. Also the biggest issue with the roads is the Base shopping centre.	Do not change main roads Maybe widen eagle way to help flows into the supermarkets
72								1- The traffic flows well and it is a route travelled by many from Residential to Industrial. 2- there is already two large supermarkets in the area INCLUDING New World which is part of FOODSTUFFS. so there would be an UNFAIR advantage to "Foodstuffs" 3- The Warehouse was denied (limited) an opportunity to become a Supermarket ... with Sales declining at the Warehouse, perhaps Pak n Save could consider the Base site which likely is consented and more than the reqd distance from Wairere Drive	Dont do it

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73	Anne	2					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	Andrea Daly	1							No
75	Cassandra Cook	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	1						The north end of Hamilton need more choice for supermarkets.	No
77	Gail Partington	2						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 supermarket. I don't see a problem.	
78	Phill	2						This is a ring road for Hamilton and should remain at 80km/h. If this speed is 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 intersections into it.	Provide local roads for new business, with less intersections.
79	Liam Heaphy	2					Going to the flex fitness gym.	There is no reason for a PakSave. We already have 2 major supermarkets in the area plus all the shops at the base. No reason for another supermarket. They are all a scam 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 more speeding tickets for no reason. If anything lowering the speed limit has risk of people being pulled over on this road which could lead to more congestion or a possible death.	Leave the speed limits alone. Only bad things will come from adding lights and lowering speed limits.
80	Kirsten Blair	2						Karewa Rd is too narrow to accommodate the additional traffic that will result from the supermarket being built at this site.	No, because I'm not voting for it to change.
81	Ashley Gibbons	2					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, 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.	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 will help the traffic at that end rather than the other end of the road.
82	Jacob	2						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 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	Mohammed	1						Need to have access to new supermarket from different street to avoid traffic jams going in and out to Woolworths and K mart.	
84	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 as well. But hey hcc will do what they want. Maybe the 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.	There's no point. Can only go in one way from Wairere Drive. Put in slip lane.
85	Charmaine van Niekerk	1						A Pak & Save will be great for the Northern suburbs	No
86	Jian	2						That road already had enough traffic jam, if put an other lights there, that's a nightmare	
87	James	2						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 myself don't want this!	
88	Alison Stacey	1						Only reduce the speed limit between Te Rapa and Puketere 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 Woolworths 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.
89	Wendy Lewis	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 able to get up to 80km, safely, anyway.	A look at though 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 as a bypass and will do even more if the change happens
90	Scott Martin	1						Need more pak n save	
91	Donna	2						Neither of these options work. 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 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.	Reduce the speed limit but do not add any further access points, continue to drive around as required today to get into woolworths and KMAAT.
92	Gwenyth Williams	1							
93	Dan Mikelsen	1						It's already a busy stretch of road so a 60km/h limit isn't a bad idea anyway, plus another PAKnSAVE in Hamilton will greatly help those struggling with the cost of living crisis	
94	Kathrine Goyena	1						More choice for grocery shopping.	None
95	Reef Pitts	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	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.
97	Liam	2						Build pak n save and keep the speed limit.	
98	Merv	2						Having another Pak n Save will driver more competition and lower food prices	Widen the road make it a two way lane both ways.
99	Jake Death	1						We need a pak n save out this way and besides you can never get to 80km along that piece of road anyway.	No
100	Kathryn Wallace	1						Ain't gonna hurt anybody to go abit slower between the two sets of lights	Nope
101	Matthew	1						I wish to see Pak n Save built for the community	
102	T Frampton	1						I can't wait to see a Pak n Save at the end of town and love the jobs it will create for Hamiltonians.	
103	Deanna Gaskroldgen-Read	1					Getting in to town		
104	Owen Matati	2						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 another supermarket in the area.	No
105	Jennie Knight	2						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 paksave to be built. Will provide more competition in prices with all three major supermarkets in the area.	No
106	Sue Ladd	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 access should be at the back of Pak n save and not multiple entrances like Mill st once had.
107	Basit Way	1						Pak n Save North will be great for the community and surrounding areas.	No speedbumps!!!!!!
108	Yarna Christieson	1						Nobody actually gets up to 80km anyway on that short stretch over the bridge.	
109	Kim	1							
110	Ceejay Attenborough	1							
111	Sam Heyes	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 Whare	1						So that shoppers and drivers can slow down and shop at the shopping precinct	More cognage
114	Joshua	2						It's already to slow to move around Hamilton due to the councils push for so traffic calming measures. It's already congested at peak times why make it slow permanently for non peak times and the roads not even where the supermarket is going.	No
115	Melissa	2						And the wording of this is get a supermarket or not is deliberately misleading giving an ultimatum they can find other ways.	
116	Derym caverhill	2					Its a quicker route than using t straight, dont make it as slow as t straight	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.	Dont reduce the speed limit.
117	mike	2						It will slow down traffic and make congestion even worse, theres no need for this speed reduction	If anything adding more roads or side streets to get better access to the base instead of this road being the main access point
118	Dee simon	2						still have the super market there with the remaining speed limit in place it gets congested as it is so why make it worse	Dont know
119	Julie Hill	1						First of all, palace is on a completely different street and what's the point of reducing it for paksave when you didn't do it for countdown and countdown is closer to wairere.	
120	Hannah Trebes	1					Generally getting around the city.	Doubt the traffic in the affected area would be travelling that part at 80 anyway. I welcome another option to get my groceries	No
121	Andrew	2						The affected 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 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 paksave will be a great thing for hamilton, and especially in the more northern suburbs where there is not one currently.	Probably not council's business, but it would be good to the paksave itself have at least some of its parking be beneath the shop. Whether that's raising the building or lowering the parks to underground.
122	Donna O'Callaghan	1					Dropping grandson to ours kids house	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. This is just a silly idea to adjust the speed limit and will frustrate city goers even more.	No
123	Andrew	2						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 traffic and huge amount of traffic there is around there.	Find a option 3
124	Richard Hodson	2						We need an option 3	
125	Max Basson	2						Reduce speed limit to 60 but do not install a set of traffic lights allowing people turning right into Karewa place	
126	Kaylie	2						This road is already congested enough without throwing another set of traffic lights forcing all the other intersections to then be heavily blocked.	
127	Simon	1						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, transport for the elderly and disabled to hospital.	No just leave well alone.
128	Dayna	2						A paksave in that area is not a good idea because there is already a lot of congestion in the surrounding area. Adding a paksave will just worsen the situation. There is already a paksave and kmart just down the road. Adding a paksave has no additional benefits to the surrounding area. Traffic jams are bad enough, they do not need to be worse.	No.
129	Jenna	1						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
130	Mei Connew	1						We need a big super market at this end for future growth and development.	No.
131		1						I think a pak n save in the area is great.	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 coming down if Pak n Save goes ahead
132		2						Most cars don't get up to 80km along there anyway because of the build up of traffic	
133		2						Impacts commute time & will cause more congestion around the base & Pukete	Move the driveway entry for pak n save off wairere ?
134		1						I honestly thought this area was 60km already. The traffic backs up so much around there, there's no reason for into be 80km anyway	

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131	Ryan	2					Direct route to family members who rely on me	I'm not against the new supermarket being built, I feel that the reduction of the speed limit will create more traffic	
132	Sam	2						The congested there is already unacceptable due to shit roading and this will make it a lot worse!	
133	Ben	2						I don't shop at Pak N Save and to 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!!
134	Chels Walton	2						The area is already too congested with traffic, Pakn save needs to choose a different location	No
135	Katherine Blow	2						No as it would exacerbate the already existing traffic in the area	No
136	Michal Theuer	2						Pak n Save is far enough 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.
137	Darren	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.
138	Neha	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.	
139	Kane Wilson	2						Need more competition in supermarkets. Pak n save needs to be built to allow competition with Woolworths few kms away.	
140	Brad Ager	2						Lowering the speed limit along this stretch Will further cause issues traffic from Rototuna.	Don't change it!
141	Keith Spooner	2						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.	
142	Benny	2						Reduction of speed limit is not necessary.	Not necessary
143	Kim Hunt	1						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 you are being silly.	
144	Ian Poole	2						To have a right hand turn into Karewa Drive from Wairere Drive is not acceptable.	No
								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	
145	Libby H	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 or out on the left hand lane. Ideally eagleyway road would be changed into a four lane road to limit congestion as that is the main access point to kmart and countdown which already drives a lot of traffic on that road.
146	Ana Copsey	1						It will be good to have a pak n save that's not in the city centre	No
147	Karl Power	2						there is no need to slow people down along this section of Wairere Dr	No, make sure there are no speed bumps
148	Chris	2						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.
149	Donneedtoknow	2					To gas up	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 To go left from Karewa place after 4 pm is jammed to 100 's of meters.	As above. Making karewa place as main entrance for Pack n save would be a disaster . Karewa place should not be the main option for accessing pack n save at all
	Gourav	2						Your options about wairere drive is not talking about the further issues at all.	
								Why can't people take a right Turn further at Te rapa road? Or drive from Pukete road > Church Road and Karewa place?	
150	Rudi du Plooy*Supporting info attached	2					Travel to Dinsdale and Grandview Heights	View Proposal	View Proposal
151	Rudi du Plooy *Supporting info attached	2					Travel to Dinsdale and Grandview Heights	See my proposal	View my proposal
152	M Webb	2						Stop slowing the city down	
153	Russell Jennings	2						Wairere Drive is a thoroughfare road, and as such should be a consistent speed. One business does not constitute a crisis in as much as they deserve special treatment, nor should they be offered any such consideration. The narrow road built on the end of Karewa place , joining to Maui Street is also not suitable as a thoroughfare. Route traffic to Te Rapa road, end of story.	
154	Amish	2						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 Nawton and Ruakura road near Waikato 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 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.
155	Heather Hitchens	1						There are already two PAK'nSAVE's within Hamilton. Would it not be better to place the PAK'nSAVE more towards Ngaruawahia or close a PAK'NSAVE?	
156	Jade Fife	1							
157	Laura Cullen	1						It will be good to have a PaknSave 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 won't actually change too much with the slower speed limit as most people go near 60 in these areas anyway (and it is only a small section of road that is being changed, so limited negative impact for people).	No
158	Adelle Warn	2						If the map you provided is correct. Pak n save is not on wairere drive. No need to reduce speed. Just build the pak n save supermarket. Thanks	No
159	Theresa	2						The biggest issue to address, would actually be that there'll be 3 traffic lights in a 410m road, leading to further congestion on that stretch of road, which makes a 60km speed limit irrelevant, as traffic will be going at a snails pace in any case.	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.
160	Regan Grace	2							
161	Usa Cooper	2					I am an on the road sales representative who travels this stretch of road multiple times a day to visit and service customers	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.	No don't change the speed limit
162	Shaun Lion-Cachet							I support the speed limit reduction.	
163	Tim Norman	1						1. Reducing speed through signalised intersections is a positive step. Potential crashes are therefore at a lower speed, reducing severity of a crash. 2. Longer stretches of consistent speed limits is a positive step. Potential driver confusion over speed limits is reduced.	
164	Josh	1						To get it done and stop wasting money and time. This is progressive foods blocking and delaying its competitor. Using the resource consent process to slow them down.	60 km does not gees to be applied all the way to the expressway.
165	David Jo Manning	2						Its a no brainer, why is there even consultation for this. Woolworths is already there across the road from the proposed site	No
166								No need to change the speed on Wairere drive. The traffic slows down anyway at peak. Of peak let the traffic flow efecently at 80 kmph. Should another development happen around the base,Kmart areas congestion on weekends and busy times affects traffic all the way to the C.B.D. Looking forward the government's putting back to old speed limits as I use to have a fel of speed limits if I missed seeing the sign	No

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167	Thomas Mandeno	1					Delivery driver round te rapa, and worker on karewa road (eagle to church road, basically behind the new pac'naive)	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 ebter and comet have huge advantage akin to Clarence street pac'naive 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 milers happy or some strange 4wd or ute couple extra centimetres off the ground...	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
168	Deanne	2							Worse strategy due to possible business flow conflicts, but possible idea, 100% yellow strip from eagle to wairere on the Coupland side
169	Robert Flintoff	2							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 last minute and had near miss because of it or it backing onto the round about.
170	Roffie Aglasi	1							bike lane enforcement structures 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 clog the bike lane, and beep at me for following the road rules for not being in the bike lane, or under cut me.
171	Gerald	2							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
172	Gillian Rowling	2					Using Wairere to get around the city quicker.	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 leave Wairere speeds alone as it is a main arterial route around the city and doesn't need anymore lights right there.	possible traffic safety/red light cameras on the pukete/base lights, but this seems an NZTA issue now.
173	Alana Peterson	1							Generally the pukete triangle... and now be coming the eagle oblong & pukete triangle needs a lot of work... seen 8 car crashes at the mc donalds right hand turn of pukete road... sandwich road is chaos etc etc... you councillors and consult folks heard all the points enough and the data.
174	Greg Blewet	2							(this last bit is humour) LOL at this rate... make the pukete triangle one massive roundabout sure the ninbies would have fun with that chaos, my inner autistic/ADHD brain sees great delight in that option, just to stuff with normal folks who thinks cars run the world and own the pavement...
175	Danisa Barratt	1							
176	Andie Morris	1							
177	Ami								
178	Ian Lowe	1							
179	Sheryl Winter								
180	Maurice Carrington	1							
181	Yinguan	1							
182	Akshita	1							
183	Dayna	2							
184	Joanna Maltaguin	1							
185	Greig	2							
186	Josh	2							
187	Kate	1							
188	Jean Jordan	1							
189	Bharat	1							
190	Sheree Margaret Putt								
191	Lachlan	2							
192	Amber Bremner	1							
193	Lane Polley	2							
194	Bryfons Sandgren	1							
195	Aravind Pankaj	2							
196	Thomas	2							
197	Laura Davison	1							
198	Quibby	2							
199	Nick Mills	1							
200	Sebastian Pidduck	2							
201	Shriram Nagarajan	1							
202	Thiruna Selvaratnam	2							
203	Kayleigh	2							
204	Derek Burrough	1							
205	darrel stevens	2							
206	Stuart Cameron	2							

Item 5

Attachment 2

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Attachment 2

Item 5

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Matthew Tonkin	2							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 commercial and industrial area. 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. 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.	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 turning lanes that head north should be the run on lanes and going straight through towards WHITEC and turning left on to Te Rapa Road should be the slip lanes. This would avoid people dangerously merging to the right at the last minute which I see frequently.
207 Gabe Mulligan	1							That specific section of Wairere drive doesn't match with the speed limits to the surrounding areas or Te Rapa Road (60), Karewa Place (50), Pukete Road (50), etc. There typically is a large amount of traffic which naturally reduces the actual speed to 30-40km/h.	The current proposal seems adequate.
208 Rigel Goyena	1							Economic benefits.	
210 Tony	2							it's not even near the road that's moving down the speed.	no.
211 Jonathan Creighton-Pester	2							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 traffic that passes through waierere drive. Having another supermarket out this way will also be great too.	You will need to look at the way the intersection at karewa place and waierere drive works to be able to have traffic flow smoothly as it is it backs up all the way to where the proposed pak n save is going. You will also need to address the karewa place/eagle way intersection to also flow better with increased traffic as it is a hotspot for accidents as it is
212 Krystal Downey	1								
213 Jane	2								
214 Adam Nachowitz	1							Increased supermarket competition with countdown, safer roads	No
215 Lou	1							It's needed in the area. Reducing the speed is only a small section of Wairere Dr	NA
216 Sandrine Smith	1							Due to heavy traffic, it's not possible to drive 80 anyway. It won't be a big change.	NA
217 Daniela Laurence	2							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.	
218 Rachael	1								No
219 Michael	2								
220 Jamie	2							No need to slow traffic down. Keep the traffic flowing faster. Keep it moving. More vehicles in the area for Pak n save will slow traffic movement down even without changing the speed limit.	No please do not put any stupid steep bumps or raised crossings. Complete waste of time and tax payers money
221 Amir	2							It's a fucking stupid idea, find another way other than lowering more speed limits.	
222 Gary Chesterman	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.
223 Will Gauntlett	1							By accepting/agreeing on a restrictive traffic movement covenant that will affect 100% of the people driving through this area, of which very few may visit the proposed Supermarket, will prove to be a massive error of judgement!	
224 Cameron	2							Current speed along there is about 60 anyway	No
C Anderson	2							Close the south end of Karewa place permanently	
225								This area is already chaos throughout peak traffic times and is getting worse during off peak. It is hard to navigate getting into existing shops, without more traffic added to the 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 Paksave that won't be so disruptive and will be easier to access in a better, more thought out location. This proposed area does not need any further changes to make it even slower and cause more traffic chaos!	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 may need to be considered such as speed bumps or new lanes (major works!) to cater for the traffic buildup.
226 J Gouk-Macdonald	1							Lower speed is safer especially for the pedestrians who use this route.	
227 Delwyn Martin	1							More choices for shopping.	No
Aaron McFarlane	1							No need for 80km/h on that part of waierere as it has 2 sets of lights anyway	No! Get the supermarket in!
228								Get the supermarket in, and stop the red tape, extra costs and delay tactics for Pak n Save! This benefits employment and the cost of living crisis in Hamilton. We are held ransom to expensive supermarkets in the north.	
229 Trent	2							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 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 have been an off ramp here 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.	
230 Amber	2							The council disregarded the last submission process and just pushed through what they wanted regardless of what people wanted.	Don't change the speed limit, change the requirements for pak n save
Sandie Jordan	1							It doesn't make sense needing to add a whole intersection/lights just for the paksave. Access to the paksave should just be the same as the countdown.	
231								We are only talking about a kilometre or so stretch of road. Reducing the speed limit will not really impact people as most drivers are/should be slowing down towards the 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 speed on this particular part of the road is around 52km/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.	No.
232 Felicity	2							We really do need a Pak N Save in this area - it will create jobs and be a welcome addition to this area. I certainly can't wait to shop there. It's a win-win all round. And reducing 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.	
233 Renee Roberts	2							We do not need another supermarket that close when we already have 2 in a close proximity. The traffic is already bad around that area with the Kmart, Countdown and The Base being there.	No
234 Isanna	1							Keep the traffic moving, add a slip lane if needed	
235 Tyler	1							Most people go about 60km anyway around this area due to the lights and traffic.	None
236 Kara	1							Reducing to 60 won't really make too much of a difference	The speed limit should remain 80km/h while still building the proposed Pak n Save
237 Jackson	1							Variance of supermarkets is needed in the area.	Karewa and Church rd and Maui St lights allow a left turn slip lane towards paksave.
238 Herb Wulff	2							It's more important that Paksave be allowed.	
239 Darrin Tunnicliffe - Smith	2							Set a 6 month trial period, then reassess if we can go back to 80km	Add more traffic lanes and widen the roads to cater for the increased traffic.
240 Shayden	2							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 things.	
241 Li TA HU	1							Busy road used by a lot of traffic to flow through - do not slow it down it is efficient as it is.	Don't reduce the speed.
242 Clare Williams	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.	No
243 James	1							We like to have PaknSAVE next to The Base	None
244 Matt H	1							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 long to get the go ahead in that area why not the supermarket?	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.
245 Codie	1							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.	Possibly introduce a round about instead of traffic lights.
246 Jeremy	2							It is appalling and typical Council re tape that is stopping growth. Why cant we have both. Its ridiculous the Council has been slowing this down for so long.	No
247 Dasma Hughes	2							Option 3- keep the speed and the supermarket. If the speed is safe for entry to The base and Kmart which are both closer to the road how is pak n save different	The amount of traffic there is already you barely reach 80kms anyway
248 John Rowland	2							We have enough supermarkets in the area with a Woolworths and New World very close. No need for another one. 80km/h allows for faster transit.	
249 Ohruv Patel	2							We don't need another supermarket	Don't change the speed limit
250 Aldrin	1							That piece of road is a good piece of road it doesn't need to go down to 60km/h. I doubt you could actually get to 80km/h	No
251 Debbie	1							It only make sense to reduce speed when there will be a high volume of traffic with a new supermarket. The benefits outweighs the current status and preventing another supermarket for the northern community.	Consider more signs and perhaps another traffic light to Karewa Pl and more speed limit signs
252 Noel Barclay	1								
253 Lisa Armstrong	1						After school activities in the area for my children	To allow the supermarket to be built	
Adam Meredith	1							1. Benefit of having another supermarket option outweigh costs of a lower speed limit. 2. I have frequently traveled that section, and don't recall ever being able to travel at 80km. So reducing the speed to 60km provides no actual change in real terms. 3. 60km is more suitable for that section of road even without the PaknSave in light of the existing interchange and traffic lights.	1. Investigation as to impacts on Karewa Place traffic flows. 2. Consideration of additional bus services/stops/connection that enable people to do their shopping at PaknSave and easily use public transport.
254 Lyn Rumble	1							In my opinion, the speed limit around the area (Wairere Dr North) should have always been 60. 80kmph in such a densely populated area (by both traffic and pedestrians coming in/going to Pukete/The Base) never really made any sense to me, considering the speed limit drops to 60kmph on Te Rapa Rd anyway. I'm all for a change like this to support infrastructure and another grocery shopping option in our area. Also, with increasing traffic in the area, it's almost rare that road users go 80 in the area, anyway.	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.
255 Joanna McClintock	2							Busy area 60kms aligns road speed with The Rapa Road	No
256 Ben Knight	2							More shopping options and limited impact in driving	-
257 Ani Driweery	1							Option 3: The purpose of having 80km speed limits around the city is to get traffic moving and productivity up. Reducing from 100 to 80 made sense. Dropping another 20 will clog up an already busy area and defeat the purpose of a better flow.	
258 Justine Steele	2							You could change the bylaw to allow it. Rather than saying if it doesn't drop we cant grant the permit.	
259 Rhyaz randhawa	2							I think it is crazy to reduce the speed limit to 60 on a mini expressway - we want traffic to flow not back up even more	I think the pak n save should be built further along te rapa straight (to the north) to try to ease congestion around the base
260 Phillip Steele	1							Waste of time and money	No
261								That part of Wairere drive is well away from the proposed new Pak N Save so you can have both surely. Build the new supermarket and keep Wairere drive at 80km. Reducing to 60 is madness.	
262									

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	Christine Koppers	1						Apparently the average speed on this road is about 68km/hr so would make very little difference along this short stretch. We desperately need a Pak'n'Save at this end of the city. We only have two in the city...how many Woolworths are there? Many, many more I am sure. The government is trying to lower prices in supermarkets, this is such a good way to do this to enable more people to get cheaper groceries.		
311	Connor	1						short stretch of road between intersections, hardly ever get up to 80 when traffic is around, won't see any difference if the limit is 60		
312	Andre van den Berg	2						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 congestion and greatly increasing the instances of stationary vehicles blocking both the Pakete and Te Rapa rd intersections. Wairere Dr is already heavily congested at peak times and this proposal will undoubtedly increase this congestion to an unacceptable level. Any modifications to this stretch of road should be with a view to reduce congestion, not increase it.		
313	Sheena Thompson	2						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 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 Pak n save or Countdown. Too easy. I need to travel through this stretch of road to collect my 5 and 8 year old children off the bus out rural east of Hamilton. Already this commute is slow at peak times so I would have to either leave my kids unattended until I could get there or need to get my working hours reduced. This would mean less income for me, and less tax paid too. So lose lose.		
314	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.		
315	Greg O'Rourke	1						Neither, stop adding more traffic lights to an already congested area and let the supermarket open		
316	Irina Klimontova	1						It's awesome decision. We are waiting this long time.		
317	Stephanie Bertelsen	1						I live in Huntly and having a Pak'n'Save closer to the North of Hamilton will be fantastic for anyone not near the other Pak'n'Saves.	No just what is consented.	
318	Lance	2					General commuting of the city as the loop road was designed to for	Where's option 37? Ignore the consultant. No right turn, build the supermarket. The existing supermarket and the base already utilise that intersection.	No. Please don't add even more raised crossings everywhere. It's already bad enough.	
319	Gavin Oliver	1								
320	Dave Lattimore	1						City needs to keep growing and provide retail outlets to support growing communities	No	
321	Neil Shaw	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.	
322	Hannah	1						<ul style="list-style-type: none">•General shopping or running errands (e.g., visiting Pak'n'Save, other supermarkets, Kmart, chemist warehouse, animates, new world, reduce to clear, car shopping and other local shops)•Recreational activities (e.g., going to parks, gyms, or leisure centers)•Visiting friends or family in the area•Accessing medical services (e.g., pharmacy)•Using public transport connections (e.g., getting to a nearby train station)•Attending community events or the night market near the base car park•Dropping off/picking up others who live or work in the area•Cycling or e-scooting in the vicinity	<p>I fully support reducing the speed limit from 80 km/h to 60 km/h and allowing the Pak'n'Save supermarket to be developed under the current resource consent.</p> <p>I have personally found that this section of road is already quite fast and tricky to navigate, even without the supermarket. The current 80 km/h speed limit feels too high for 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.</p> <p>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 the risk of crashes and make it safer for everyone accessing the supermarket.</p> <p>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 users.</p> <p>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 speed limit is crucial for improving safety. The current 80 km/h speed feels too fast given the road's conditions, and a reduction to 60 km/h would help mitigate potential accidents. However, I recognize that speed limit adjustments alone will not solve the broader issue of traffic congestion in the larger area, including the flow through to Wairere Drive. I fully support exploring other measures, such as better road planning, improved infrastructure, road widening, or ongoing traffic management strategies, to address congestion and improve overall traffic flow.</p>	<p>Furthermore, I believe additional physical changes would be necessary to support the proposed speed limit reduction and improve overall safety in the area. These could include:</p> <ul style="list-style-type: none">•Improved Signage and Road Markings – Clear and visible speed limit signs should be installed at appropriate intervals to ensure drivers are aware of the change. Additional road markings, such as painted speed reminders on the road surface, could reinforce the lower limit.•Traffic Calming 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.•Intersection and Accessway Enhancements – If the Pak'n'Save development leads to increased turning movements, improved turning bays, better lane markings, and possibly traffic signals or a roundabout may be needed to safely manage traffic flow.•Pedestrian and Cyclist Safety Improvements – With increased activity in the area, better footpaths, safe crossing points, and potentially dedicated cycle lanes would help protect vulnerable road users.•Road Surface and Lane Adjustments – Narrowing lane widths or adding visual elements like painted buffer zones could encourage slower speeds and make the road feel safer at 60 km/h. <p>These changes would help ensure that the reduced speed limit is both effective and beneficial, creating a safer and more user-friendly environment for all.</p>
323	Justin Walker	2						The Pak'n'Save is further from this part of Wairere Drive than Woolworths and/or Countdown. Extra traffic has and will result in congestion, and congestion slows traffic when it's busy. Other road users traveling between 11pm and 6am do not need to be slowed when there is no congestion.		
324	Brendon McLaughlin	1						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 Wairere Dr.	
325	Greg Gimsberg	1						This is a rigged outcome that you are looking for. Appalling.		
326	Jayden Rowe advanced materials	1								
327	Jamie Carpenter	2						There is already too much traffic build up in this area from the base and Kmart, Woolworths. Reducing the speed will make what is already a painful choke point worse.	Don't change it!	
328	Ballinder	1						80 is too fast for cars at lights. Look at the previous accidents when cars jumping red light at 80.		
329	Richard Knutson	1						Competition of another Supermarket in the TeRapa is good		
330	Briana	2						This seems counterintuitive to why Wairere Drive was built in the first place. Wairere Drive is a main artery for the city, allowing commuters, shoppers, businesses and emergency services to bypass residential areas, and get from one end of the city to the other, faster. I understand the importance of needing a new supermarket, but this should not be done as the expense of slowing the whole city down. If travel time between North and 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 online instead from the big chain stores 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. I think a lot of people will be frustrated by this to be honest. It's such a short bit of road from traffic light to light anyway so some people don't go fast enough for traffic and some people honk because they feel the need to hit 80. May as well make it a 60	<p>My only suggestion would be that there be no parking on either side of Karewa Place. The street wasn't made wide enough in the first place for the amount of traffic that uses it.</p> <p>DO NOT INSTALL SPEED BUMPS.</p> <p>They slow down emergency services and are more dangerous to drivers.</p> <p>When the new speed bumps where installed on Claudlands bridge, it caught me and the driver in front completely by surprise. Unfortunately, with us all 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 bumps were actually more dangerous - he'd seen multiple near misses that morning.</p>	
331	Theo	1								
332	Sarah Harrison	2						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 doesn't need to change.		
333	Trent Wills	1						The section between Pakete rd and Te Rapa rd is 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 lights may also help to keep speeds 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 I am fully in support of this change	No	
334	Jackson D	2						I believe that the speed limit on the road is already safe and reasonable, and most vehicles have already slowed down to 60km/h at busy periods and still allow traffic to pass through the intersection safely. Reducing the speed limit to 60km/h would be a waste of money and resources, and it would not solve the congestion problem. I believe that the traffic management proposal needs significant more reworking and effort and seems like a half an attempt. Maybe now is the time where food stuffs could fund their own study into traffic management in the area. I believe that Pak N Save should have their car park access on Kawakawa Place instead of Eagle Way as Eagle Way is already blocked up significantly with Woolworths supermarket which is a whole separate issue. I believe a right turn lane would also be beneficial onto Kawakawa place from Wairere drive, there is space for this by using the land currently being used for the center median/island.	<p>I believe that under the current conditions, placing a traffic light just before a second major intersection with traffic lights will restrict flow through both intersections, and I believe that instead of a traffic light set being put in on wairere drive to Kawakawa Place instead they should create a merge lane like on the Hamilton Expressway. This will mean that traffic flow will not be as restricted during quieter times but during busier times still enables a free flow of traffic, adding signs for merging like a zipper may also be beneficial. Alternatively it is there any way to connect place to the existing intersection just a few hundred meters down the road</p>	
335	Amrit Singh	1						We need growth for our city, we're already left too behind with too much negativity on everything decision. Let's go		
336	Vikash V Kumar	1						There is a Woolworth and the base shopping mall there already and putting another supermarket doesn't change anything. Speed limit change will only increase congestion for us daily commuters wairere drive was built to ease traffic situations now putting lower speed limits will make it useless then there will be another project to ease the traffic more for the tax payers to fork out		
337	Poppy Barran	1						On average people travel 62-68km on this section of road at the moment, so a 60km/hr speed limit makes sense and won't have that much impact. A lower speed limit is also safer. The trade off of a lower speed limit for more local supermarket (reducing further travel) & creating jobs is worth it. Changing the speed limit now will save Council & ratepayers money if it means the issue is solved and we avoid legal fees.		
338	Mark	2						It's absolutely absurd to be changing the road layout. There is absolutely no call for traffic to turn right at that location. Traffic can filter as they have been which is the same route to Countdown. I would love to see a pak n save this side of town but not at the expense of a silly decision to change the road layout. HCC have proven time after time that they cannot make the correct decision when it comes to roading. Continuous use of speed bumps in stupid locations, erecting speed bumps on Ohope to only later dig the who main road up. Little 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 I say!!		
339	AJ	2						There's enough distance between Wairere drive and Pak n save location.	No.	

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341	Vicky Leigh *Supporting info attached	1						I 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 blockages and there are already far too many traffic lights in this area.	No, but do NOT put on the traffic lights. As stated above, too many traffic lights too close together negatively distracts the flow of traffic, and there are already more than enough traffic lights in this area.
342	Mark Junge	2					Access to Te Rapa	There should be an option maintain the speed AND build the super market.	No
343	Ellie	2						With the base, Woolworths and Kmart already in the precinct plus numerous other retailers and businesses, it is more likely that a large proportion park n save visitors will be visitors to other destinations in the precinct during the same trip. So your projections of 'lots more' visitors are over estimated.	
344	Geet	2						Why 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.	
345	Sandra	2						I don't see why we need a right hand turn why can't leave as is	No
346	Libby Clement	1						Don't need to do it for countdown or Kmart	
347	Ross Gunn	2						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 of the ring road system. WHY are the roads to the north not being used ???	
348	Alice Madson	1						We need the park n save at this end of town and a tiny speed limit change won't make much different at all	No
349	Aaron Bates	2						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.	
350	Isaham	1						This area is already busy enough and there have been minimal issues with the current 80kms an hour	
351	Garth Smith	2						The extra traffic that Pak and Save will create will add more congestion and naturally slow down traffic regardless	No intersection
352	Darryn	2					Travelling around Hamilton	All I can see is a reason for more traffic infringements to be issued during non peak traffic	
353	Robyn	1						That stretch of road is useful 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.	
354	Emma Dickson	1						I 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.	
355	Bryan Sherritt	1						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 designed to be 80kmh as a faster way to circulate the city.	
356	Josh	2						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 in that area.	Already a well managed section of road.
357	David Yardley	1						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 pavement gateways etc would be useful additions.
358	mm	2						No need	No
359	Craig Benton	1						I have given a lot of thought to this matter. It is commonsense to lower the speed limit and I support this.	
360	Jackie Smith	1						A new supermarket is on the horizon..... why delay this?	
361	Wayne Wright	1						This is all about progress... allowing our city to grow and providing a broad spectrum of services to our people.	
362	Aleisha Hawill	1						Please go ahead and drop the speed limit to let progress happen	
363	Pamela Kaval	2						new Zealand need faster, not slower, slow will make the road more traffic.	no, do not do any changes.
364	Leigh Gaffey	2						Can't do 80kmh on that stretch anyway so what's the difference	Better flow in and out of Karewa place and getting traffic moving across Pukete bridge in peak hours to stop the traffic backing up across te rapa road/pukete road
365	Diana Matthews	1							
366	Shua	1							
367	Kyra	2							
368	Justin Matthews	1							
369	Belinda Thomson	1							
370	Ree	2							
371	Jared Loader	1					Transit		
372	Neeraj	2						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.
373	Yashwanth	2						60 is slowing the flow down. Always busy road	
374	Isaurie	1						It's a Motorway. It makes very slow traffic. Large number of vehicles traveled on that road.	
375	Simon Fendall	1						Because if the traffic you can't drive 80kmh anyway	No
376	Kristina	2						60 km/h is an appropriate and safer speed limit for the short black length and frequent queuing.	
377	Hinehou	1						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 speed limit will not assist with this issue it will create a further issue with more people coming through the area with the addition of the supermarket.	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 road that otherwise wouldn't have been made.
378	Ross	2						Keep the speed limit and build the pak n save.	No
379	Vatin	1						Simple easy	Leave it as is
380	Prashant	1						No consultation on speed needed.	
381	Ryan Webb	1						No wasted money on consultants	
382	Reina Wickliffe	1						More competitive than n for groceries in North Hamilton.	
383	Krystal	2						More jobs	
384	Viona L	2						More rates for the council even.	
385	Cameron	2							
386	Darryn Turner	2							
387	Daniel	1							
388	Nikhil	1							
389	Shane	2							
390	Saial Lal	2							
391	Michael Slack	2							

Item 5

Attachment 2

	A	B	C	D	E	F	G	H	I
392 Terianne	1							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.
393 Carla Cortes-Brown	1							Will be a good point to have another supermarket in the area	Maybe a traffic light in the corner of Wairere dr and Karewa Place
394 Keith Flockhart	2							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 off on Side road. Access and egress should be at lights by base and Woolworths. Speed limit should be consistent and also more traffic trying to get onto wairere at side road will cause more congestion and potential accidents	don't support it
395 Harry Parkinson	2							There are already plentiful supermarkets in the area, and the nearest Pak'n Save is only a matter of minutes down Te Rapa Road. The inconvenience of increased, slower traffic will not outweigh the benefit of yet another supermarket.	I do not support the speed limit change.
396 Joe Oliver	2						All day every day for work		
397 Shaun Moran	1							It makes sense for a short stretch to be 60kph if that is the only thing stopping the supermarket from opening.	
398 Bradley	2							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.	
399 Justin	2							just because that road is 80km doesn't mean that the paksave shouldn't be built. A lot of people are already going to Countdown and Kmart and the base, especially on weekends and public holidays so it's already busy enough. Dropping the speed limit will just make it worse in my opinion	Just keep it at 80
400 Jean-Paul Edwards	2							Revisit 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 effect traffic in the area. Also what does resource 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 PakNSave. Slowing down that area will not stop people doing 80km/h through there, all it will do is annoy people that there is no longer the opportunity to do the speed limit of 80km/h.	No cause I don't support the change.
401 Martin Kennedy	1							We NEED a PaknSave at Te Rapa.	
402 Martin Crawford	1							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.
403 Madison Parsons	1							The roads currently in Te Rapa all fall under a 60km speed limit, ultimately - it will make a very minor difference.	
404 Mike	1							I 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
405 Cole Dawson	2							Submission on Proposed Speed Limit Reduction on Wairere Drive I 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 change 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. United Kingdom – Flexible Speed Limits for Efficiency	Instead of moving Pak'nSAVE to the already overcrowded base move it to Rotoruna or Flagstaff.... you have to plan better!
406 Rowenyn Forsyth	1							I travel regularly on this road daily and rarely travel over 60 km per hour due to congestion.	
407 Wolf	2							It already gets backed up around there enough as is, we don't need another supermarket RIGHT NEXT to woolworths.	Leave the speed limit as is
408 Apriel Jolliffe	1							Another pak n save will help keep grocery prices competitive	
409 Brad	1								
410 William Harlottle	1								
411 Heni Tulikihakau	1							Pak n Save is quite often has cheaper products than the two competitors. It will help save our family money.	
412 Naomi	1							I think 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 if 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 Arthur Porter Drive 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.
413 Murray Poot	2						Travel across the river	It's already a bottle neck area You don't need any more traffic lights Do you think traffic will flow? No it 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 Another supermarket not needed in that area	Just leave it as it is
414 Heather McDonald	1						Traveling to the other side of the city	More competition helps keep grocery prices down. The reduction to 60kph will not make a significant difference to travel time through the area.	
415 Graeme 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/fuel 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 almost negligible effect on journey times	No.
416 Kelsi	1							Another option for a supermarket would be great for our area	No
417 Lukundo	1							Safer speed	N/A
418 Chris	2							Hamilton is already getting slower and has too many reduced speed limits, we don't need more. Pak n sav 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 traffic flow issues.	Find another location pak n sav
419 William	2							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 everything the way it is and stop messing with everything that doesn't need to be messed with
420 Annalise Kellaway	1								
421 Dan	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 multiple times a day and will hardly ever get to 60 never mind 80.	No
422 Rayden	2							Ridiculous that there's no (3rd) option to retain 80km/h AND develop a new supermarket. Might require some out of the box thinking, 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.
423 Hayden Thorn	2							Makes I sense to lower the speed limit of a road not even close to the paknave. The road the new store will be on are already 60 and 50 kmh.	No
424 Chris Hartley	1							Pak'n'sav good	Lights or roundabout at Karewa Dr

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Fraser Law	2							The claim that the number of crashes will be reduced is false, due to a new right turn across traffic being introduced. 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 deceptive 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 HCC that is preventing this option from going ahead. 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, Wairere 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 worsening of already bad traffic delays when volumes are high. Traffic will either rat run through Karewa drive, which is totally unsuitable for high volumes, or it will back up Te Rapa Rd and block the intersection with Wairere. 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.	It should be tossed out, failing that, reduce the length of the 60km/h zone to the bare minimum.
425									
Kathy Freeman	2							This area is already congested and Karewa Place is not suited to the additional traffic.	Expansion of the roads
Kuena Kruckhina	2							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.	Keep the speed limit as is and remove surrounding roads speed bumps. Having the supermarket overt on Karewa place should help with your problem
Andy	2							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 we do things in this city.	
Simon Hincho	1							It is disappointing that residents of Kirikiriroa have had to wait this long for the proposed Pak'nSave to be built. The speed limit should be reduced and the Pak'nSave supermarket should be developed as soon as possible.	No.
429								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 Puketere road intersection. Also was on Karewa Place today and it was very busy, cars parked on both sides of the road up the eagle way end, and trucks parked on the road waiting to get into Woolworths, I feel you don't need to be adding more traffic 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 Pak'nSave 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							Reduce the speed - we should of had Pak'nSave in the area many years ago. The community needs it to open for the additional jobs it will bring and competition for other supermarkets in the area to lower prices. The proposed speed limit will be fine as it is not often you reach the current 80km limit, the road is often busy and it is safer to reduce speed near the current Karewa place exit at present as often cars pull out quickly.	
431								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, 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 there 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 is then made worse by The Base - whose traffic and loading infrastructure within it is constantly at gridlock. Then you want to further impede drivers who have no ability 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 outrageous misaligned design.	No entrance to packnsave from Te Rapa straight, no entrance to packnsave from Eagle Way, only from Karewa drive. The entrance to Countdown and 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 entrance to Karewa drive from the Wairere drive section to avoid filling EVERYONE in the entire area to the two sets of lights at the base.
432								We need more supermarkets and Hamilton as the city gets bigger and quote simply no road should be 80 kilometres inside the city.	
433								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
Craig Clark	2							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.	
434								Lower the speed limit along 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
Chris Jones	2							As a main thoroughfare, ring road as per its design	
435								Lowering speed does nothing but make traffic worse. Speed is not the issue, fix/upgrade the intersection and make it safe that way. Why slow speeds that impact a few super market shoppers.	
Gary	2							Please do not lower any more speed limits!!! Getting around this city is becoming ridiculous. Diametrically opposed	Don't do it at all
436								New Pak N Save good	No.
437								There is no point in reducing speed on the suggested road. Woolworths is anyways operating in the same locality.	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 not planned well, it's going to create a mess on these roads. The plan should be to bring least disruption to the existing roads.
438								It's safer	Traffic lights should prioritise pedestrians.
439								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
440								Average speed 60km any way	
441								By lowering the speed limit to 60 kph will not increase the travel time noticeable.	No.
442								I will actually make travelling through the four sets of traffic lights a lot safer.	
443								Please do not reduce the ring road of 80km/h, this is what the express Ring road about. our Hamilton city already lost the 80km/h Ring road section around Hamilton garden area. I do not want to see that happen again in our Te Rapa section. Also please upgrade to all the Hamilton Ring road to 4 lanes to make it more efficiency for the Hamilton road users. I am sure there would be other alternative ways to provide safety without reducing the speed. Why Costco Auckland can be built closed to the State Highway 16 without reduce any speed? Why The base shopping mall is already there while we maintain the current speed of 80km/h for many years?	Nope
444								We do not need another supermarket in this area. Countdown and New world supermarkets are already nearby.	Nope
445								More supermarket options in the area is a good thing, and that stretch of road is so jotted already due to the volume of traffic and intersection options I don't believe lowering the speed limit by 20kms would be noticed in a negative way by many people.	Is there a way for those driving south-west down Wairere to have easier access at the Karewa intersection?
446								lost build it!	
447								Exits from the new PAK'nSAVE should direct traffic away from Karewa Place because there are too many vehicles parked on the street that make it narrow for vehicles to travel down anyway. Traffic should only be allowed to exit the PAK'nSAVE on to Te Rapa Road or turn left onto Maui Street South (no right turn onto Karewa Place), then left onto Church Road and left again onto Te Rapa Road.	Yes. Traffic should only be allowed to exit the PAK'nSAVE on to Te Rapa Road or turn left onto Maui Street South (no right turn onto Karewa Place), then left onto Church Road and left again onto Te Rapa Road.
448								Prevent the local community having to cover legal costs if the Council gets sued by Pak N Save.	
449								Key signage in the area about what is taking place and when.	
450								Utilising billboards across the city to notify the changes to the rest of Hamilton.	
451								Utilising Antennas for updating on daily access to Wairere Drive.	
452								Involving twi in the decision-making process, making sure the land is not taken involuntarily.	
453								Want the supermarket to proceed	No
454								Access to cheaper groceries in north end of town	No
455								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 reducing any additional traffic to Pak N Save, as well as those wanting to visit other establishments on Karewa Pl like gyms, Kmart & Woolworths.	
456								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 anyway!	
457								There doesn't need to be another supermarket there or more disruption putting in another intersection.	
458								We need a Pak'nSave there.	Nope
459								Better supermarket and safer roads	No
460									
461									
462									
463									
464									
465									

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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 ...

	A	B	C	D	E	F	G	H	I
516	Richard Dyle JEREMY BERRYMAN *Supporting info attached	1						We need a pak n save on this side of town countdown is too expensive plus it's only dropped 20 km it's fine with my family we love pak n save we rarely go into woolworths at all, also you would save carbon emissions as more close than people having to go to town pak n saves	No not at all
517									
518	Bridget Doran	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.
519	Kelsey Grygoruk	1						As the average speed is 62-68km/h along wairere drive I see no reason to decline to support the speed change.	No.
520	Tamasin Richards	1						Residents need a supermarket that can offer choice and lower prices	No
521	Jackson Fankhauser	1						I use it to access my doctors as well as other recreational facilities	The installation of traffic lights at the intersection would in some ways clog the system with three lights on the short stretch of road, however it is the most practical solution to maintain the ability of compliance with the resource consent
522	Raj	2						Enough money has already been spent on getting this done and to delay it further proves ineffective and inefficient	
523	Chad	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 light so close together I felt traffic could start to back up and not have a good flow of traffic.	
524	David Meadows	2						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 necks that slow traffic down.	
525	Cain Hopkins	1						It's important as wairere drive had a speed cut as there are a lot of speeders down there and pak n save would do very well there	Speed camera!!
526	Eeva-Lisa Wright	1						This has already been consulted on and decided by council, unfortunately due to government decisions this additional and unnecessary process and subsequent expense has been required to be completed by council at the expense of ratepayers.	As already proposed, changes to enable safe turning and crossing at this intersection is required ensuring that all transport movements by vehicles, cycling and pedestrian including accessibility, are considered. Please ensure that safety of all users is the priority over and above the speed of vehicles using this section of road.
527	Brooke Sutton	1						Pak n save will be an asset to the community being out to Te Rapa ways whilst everyone does the shopping they can also have the choice between savings at countdown or pak n save.	No
528	Simon Crowther	1						In cities like Hamilton, multi-vehicle crashes are more likely to occur at intersections and are more likely to result in more severe injuries to those people involved in that crash when the impact speed is higher especially when the crash is a side impact type crash where the vehicle is less able to protect the occupants.	Ideally this intersection should have either an speed management platform or a safety camera on it to actively control speeds down to a level where any crashes that will happen only result in either vehicle damage or very minor injuries to any person involved in that crash.
529	Kelsey Hallahan	1						While the new intersection is proposed to be traffic signal controlled, people make mistakes and these mistakes should not cost them or another innocent person serious injury or worse, their life. While red lights are very effective at stopping traffic, sometimes people miss these lights.	Access to a new supermarket should not come at the expense of a persons life or the cost of a persons life-long healthcare needs following a serious injury crash at this intersection.
530	Emma Robinson	1						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 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 system.	
531	Polly McAdam	1						This is the most logical solution given the current average speed, positive impacts of a Pak n Save in Te Rapa and the desire to reduce unnecessary legal fees	
532	Evie Abouette	1						Slower speed is safer for all form of motorists, especially the expected increase level of traffic for the new supermarket	Additional crosswalks around The Base and the current Woolworths location would be nice. There are several un-marked crossings in the area at time of writing.
533	Eeva Ranagiri	1						More supermarket choices in the area will be highly beneficial to a growing number of people inside of the area surrounding Te Rapa. A lower speed limit will also mean that driving in the area is safer for more people, including pedestrians.	I don't think so.
534	Deon den Otter	1						Slower speeds make sense and having another supermarket is good for the growing pop of Hamilton	
535	Alana Mills	1						It's such a short piece of road. Makes next to no difference as it's full of traffic lights already.	No.
536	Christine Davies	1						It's always drive under the speed limit on that stretch of road anyway, and progress and development should be enabled.	
537	Jade Wrathall	2						Travelling across town. Travelling out of town. To visit friends or businesses.	
538	Jo True	1						It's cheaper to change the speed limit than fight it.	
539	Marguerite Bell	1						The intersecting section of Te Rapa Straight is already 60km.	
540	Judy McDonald	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 supermarket. Karewa Place in particular is too narrow as it is currently used.
541	Matthew Beveridge	1						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.	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 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 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.
542	Jaimie	1							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. This wouldn't be popular for those that use the space for parking, but I can't see how else the road will cope with additional traffic as a result of a large supermarket.
543	Katherine Foulkes	1							This route is very congested at peak afternoon travel time of vehicles travelling via Wairere Drive towards Rotoruna.
544	Philippa Mackenzie	1							
545	Lindsay McGowan	1							
546	Marjorie Graat	1							
547	Ariane Edwards	1							
548	Judi McCracken	1							
549	Edwin Clarke	1							

Item 5

Attachment 2

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	Scott Tiffany	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 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	Christine Mackenzie	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 Te Rapa Rd / Wairere Drive intersection safer for all.	
551	Sarah Bourner	2						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 your safety goal without penalising others who are travelling through at quieter times.	
552	Mohak Sharma	1						Why was the public not asked this question before the resource consent was issued? Alternative options could have been presented.	
553	Jani Kovacs	2						I live in Pakete, 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.
554	Jamie Hati	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? Insanely! Karewa Place should be left as it is. The road system does ok with the Woolworths and The Base traffic - it will cope with the Pak 'n Save traffic, as well. Considering users will choose one 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 between Wairere and Horotiu already. It's 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!	Lowering the speed will congest the place even worse. Don't give in to ridiculousness!
555	Warren	1						This Pak'n 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 means an increase in the economy. We have waited long enough for building to start - give us our supermarket.	No, do not change the road layouts, road access and don't make it hard to get in the driveways.
556	Ross Calgher							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.	
557	Halon Archipelago	2					Accessing SH1C.	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	
558	John Jennings HMA Group.	2						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 Burnisco Woolworths . Perhaps they may stop with more restrictions. I am not alone in this Many people I know are of the same opinion.	
559	Terry Bonner	2						Opening a new supermarket at this location is very desirable 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 that ignore disbenefits. To invite the public to suggest or support their introduction from an uninformed position is to fail as a public service.
560	Jo McCracken	1						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 5pm, due to the stationary traffic heading towards Wairere Drive. If you add traffic heading towards the new store, I will look at moving to new business premises somewhere out of town.	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 nothing more than a potential money grab for speeding tickets.
561	Bruce Crook	1						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 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.	
562	Parvona ramakrishnan	1						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. 2. 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. 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.	Additional (by-pass) lanes in each direction.
563	Brian Roberts	2						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 lights, and will be safer for traffic turning out of Karewa if they then need to cross to the right turning lane into Pakete Road, without cars having to stop to let them in and across.	Traffic lights and signage.
564	Kirsten	1						The speed limit may as well be the same right through to Arthur Porter as it slows there anyway.	
565	Robert Edlin	1						To ensure choice is available to shoppers as soon as possible and competition in the grocery sector is protected.	No.
566	Rina McCarthy	1						Travelling to western suburbs	
567	Thomas Wilding	2						Access to the ring road system around Hamilton to keep traffic out of the central area	
568	Vijay Srivastava	1						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 questionable. While 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 management. It is up to Foodstuffs to seek a better consent, not for the travelling public of Hamilton to pay the price.	What would achieve a reduction in traffic congestion is completing the half finished intersection of Wairere Drive and SH1C. Because the on-ramp north was never completed, traffic from the new development that HCC allowed around Rotokauri is being forced through Te Rapa in order to travel north.
569	Nic mutara	1						Definitely need a new pak and save in the north part of Hamilton. Noone ever travels 80km/h on the concerned stretch anyway	
570	John Lewis	1						Need a cheaper supermarket at this end of town.	
571	Jules Kell	1						Wairere Road is the ring road so is the access west and south of Hamilton (CDB, Raglan, Frankton Transfer Station, etc)	
572	Anne Virtue	1						This is a false dichotomy. 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. 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.	
573	Lisa Valois	1						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 labelling 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.	
574	Rudly Spiers	1						It is used as a local road by everyone. It makes no sense to have a speed limit of 80 km/h.	I don't think so.
575	Kirsten	1						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 ways to the side of the road so traffics can still flow past
576	Michael Bahjajian	1						There are lights at Arthur Porter Dv, Te Rapa Rd, Pakete 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 Mau 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 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	
577	Franciele Rosa	1						I like to shop at Pak n Save and we need that facility over this side of the city.	
578	Braden Turner	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.	No
579	Ellen Beard	1						The area needs a pak n save supermarket. It needs to bring cheaper food and competition on this side of town.	no
580	Garry Wisneski	2						I usually shop at PAK'n 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.
581	Rosie Short	1						The currently Pakinmases are super busy, another for our town might help with the flow of people.	No.
582								We need pak n save over this side of town to keep food prices low	It's going to make it safer with lower speeds
								A Pak 'n Save near The Base will reduce travelling to the city and will be useful.	No.
								Wairere 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!	Yes, dont approve PAK' N Save proposal. Already have Countdown & MART there without these reductions,

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	Shona	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 alternative sites for Pak n Save further up Te Rapa Road that should be considered instead?	
583	Roy Beard	1					Going to church.		
585	Geoff Wise	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 waiting at the traffic lights than will be added by the lower speed limit.	
586	N Black	1					Using the bridge to visit family	Anything else would be stupid.	
	Ryan Foster	1						I 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 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)	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 challenging 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. 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 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 traffic and people trying to speed past other traffic queues. If Karewa Pl 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 turning on and off Karewa pl at that intersection.
587	sarah 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 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 paknSAVE and hope the council will see common sense in this.	No
588	Jean Masters	1					Stopping at Woolworths and Kmart even Couplands with a disability senior and us from rural.	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 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 difficult along the Eagle Way road.	
589	Chang Chia Yew	1						A supermarket is needed here to create more competition and bringing grocery prices down for community.	No
590	Kevin Khoo	1						Establishment of another supermarket helps provide more choices and competition of everyday items. The stretch of road rarely seen people travelling at 80km/h anyways as there are subsequent traffic lights within a short stretch of road between each other.	Clear road markings and signage.
591	Alison Ivey	1						This project should go ahead asap.	No
592	Cameron 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. 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.	Nope.
593	Stan Baird	1						This supermarket is much needed & it won't hurt vehicles to go slower in this area to allow progress.	No
595	Leigh Cornes	1						Safer speed for turning movements.	Education around the speed reduction when it is changed
596	Mala Ram	1						We need access to food... not speed!	
	Linda 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. We need new businesses and jobs and I am always shocked at the councilors' ability to make everything as hard as possible for entrepreneurs and innovators.	Yes. Total removal of obstructive councillors.
597	Kevin Ridings	1					Don't use it	Another supermarket is needed	No parking on Karewa place
598	Alan Donohuid	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 Wairere 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 changes.	
599	Michael Hanarary	1						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	No
600	Leanne Tahu	1						We need a Pak n Save in this location for convenience to local residents as well as north surrounding districts as myself. I normally shop Clarence st but for me that driving from Ngaurua which doesn't make sense.	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	harin Ramji	1					If I need to go to the Base after work I have to go down Wairere Dr	I think a new pakn save will open very many job opportunities for my fellow Hamiltonians. We want to avoid using the Australian supermarket conglomerates as much as possible to keep the money in the country	We need better road markings and maybe 2 entrances and exits.
602	Gary Smith	1						Hamilton city needs this development to go ahead and the impact on drivers under this proposal is almost negligible.	No.
603	Alasdair	1							
604	Mariana Guedes	1							
605	Gemma Clark	2						traffic is already bad no reason to make it worse	no
607	Lewis Snijders	1							
608	Kirk	2						It's completely unnecessary and will slow down one of the few working roads in Hamilton	
609	Chris Parker	1						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 being built, there will be a need for another supermarket out this way.	No, put it down to 60km. It is not a large section of Wairere drive and most people go over the speed limit anyway.
	Grant Howard	1					To travel through the town to visit friends	Respectful 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, 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 think is permanently removed from council thinking and processes. 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 n Save to open for business increases competition in a market that desperately needs competition.	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 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 try implement such ahistorical restrictions on business. NZ should be encouraging business to open and move willing 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 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 speed. Do you know how many advertised speeds are incorrect around the country on blind corners and blind rises, yet here local government putting roadblocks for business. Can we encourage business please, and make common sense more common.
610	Athol Thompson	1						The gap between the two lights is 413 meters so unless you drive a drag car would be unlikely to achieve 80km/h for much more than 10% of the section. The lights would break up the grouping of traffic heading to the Pakete Rd Wairere Drive intersection which appears to have a lot of near misses and accidents. Allowing traffic from Pakete Rd heading south turning left onto Wairere Drive and likely those heading north on Pakete Rd turning right into Wairere Drive having a possible chance of merging.	
611	Vanessa Parker	1						I feel it would be more beneficial to Hamilton to go ahead with the speed reduction to allow more growth to the area. More job opportunities. More competition between supermarkets would hopefully mean better prices for people.	No
612	Carron Huymans	1						There should be more competition of supermarkets in the Te Rapa area. With the closure of Countdown at Grandview, there isn't an option for many people living in Newton, except for the privately owned supermarket which most people find too expensive. The traffic is already slowed down in this area due traffic lights etc. Personally, I have never been able to drive at 80k. The Base already has a bus station, with several bus routes including the Comet, which will allow a large number of shoppers to access public transport easier. Neither of the 2 existing Pak N Saves are close to multi route buses.	No
613	Cathryn Taylor	1							
614	Kerry Page	1						The whole area needs a speed reduction as there's a lot going on with cars coming out of The Base etc, a major intersection, industry, a lot more people will use the area if a PAKnSAV is there. Changing a short piece of road to 60km will be safer and wont impact on the flow of traffic.	
615	Jasmine acarapi	1					Visiting family	We need a supermarket closer to us	
617	Sue Stanford	1						That stretch of road is so busy you never travel it at 80km anyway.	
618	Tyra Holden	2						Keep the speed limit... people will go 80km anyway... No point reducing a speed on a road that is nowhere near the near supermarket...	No, keep everything how it is
	Loretta Coombes	2						Karewa Pl is already extremely congested and dangerous to get out of current retail outlets due to the parking on the street. That's street would not cope with an influx like what is proposed.	Double lanes coming from Te Rapa straight onto Wairere drive with the existing ability to turn left into Karewa is suffice. The flow of traffic needs to continue not be hemmed by another set of traffic lights on Wairere
619	Marie	2						The build up of traffic on Wairere would be significant. It is unnecessary, to change the speed. It's also stupid to change the intersection to right turn into Karewa Place. Why does that need to happen for Pak n Save when there is already a massive supermarket and Kmart right there. The new shop isn't even on the road they proposed the speed change is on. Keep the intersection as it is, keep the speed as what it is and ensure the intersection for the corner of where pak n save and Woolworths is, is designed properly and the entrance and exit to pak n save is on both road for more free flowing exits.	No keep Wairere Drive how it is. Don't change the road layout you'll only confuse all the drivers wanting to turn right at the next set of traffic lights on to Te Rapa Road and create mayhem as Karewa Place is such a short distance to the lights and the cars already line up to right turn. People will just keep doing what they do now to get the massive supermarket and Kmart already there and turn from Te Rapa Road for the new pak n save or come in from the other end of Karewa Place.
620	Jane Turnock	1						It's important to have choice of supermarket in the area and it's a nightmare getting into the current Countdown by Kmart. Being able to access Karewa Pl from Wairere Dr makes sense. The lower speed limit makes sense.	I think whoever designs the entry into the new supermarket allows for a couple of options so traffic is not backed up getting into or out of the car park.
621	Michael Benjamin	1						Traffic is rarely moving that fast in that area that it won't matter all that much.	No
622	Andrew Marshall	2						Benefits of having a new supermarket will outweigh negatives	
623								There's no need for the change. The supermarket is far right away from Wairere drive and there has been another supermarket closer for years.	

	A	B	C	D	E	F	G	H	I
624	Annamarie McDonald	1							
625	Craig J Brighthouse	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 speed reduction would have minimal effect as traffic is slowing due to current traffic lights and pedestrians anyway.	No
626	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.	
627	Renee	2					Moving around hamilton	That is a load of sh!t. 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 drive is an expressway	
628	Voletta Sugharto	1							
629	Eddie Panharja	1							
630	Shobna Lee	1						This supermarket will be closer to me and I won't have to go to Mill St Pak n Save.	
631	Fleur Hills	1					Go to The Church Of Jesus Christ of Latter Day Saints temple in Templeview	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
632	Kathryn Holland	1							
633	Nicole Wallace	1						We need more supermarket competition in the northern part of Hamilton, it's too far to go to the other two Pak'n Saves we've already got from where I live (Pukete). The part 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 60km/hr would make that part of Wairere Drive safer.	No.
634	Heather Maitland	1						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.
635	David Smith	2					Use it to go to industrial areas of Te Rapa for both business for trying to find building to purchase	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 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 reinstating 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?	No changes to speed limit and. No requirement to have traffic lights installed at Wairere drive Karewa place
636	Jeremy Pinkham	2						I believe that the requirement to have this speed reduction and traffic lights are unnecessary to support the construction and development of the proposed Pak'nSave	
637	Chris Banks	1						Woolworths has been in that location for years without and concern shown for traffic flow and speed, reducing the speed limit will increase traffic jams and travel times, for 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 to the entrance to pak n save is from eagle way and to south bound traffic only on te rapa road, an 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. Karewa 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 both side of the road) to allow for any excess traffic flow. Do not drop the speed limit and not install traffic signals, think differently about this. Implementing these changes will affect people's lives dramatically.	No
638	Judith Braithwaite	1						This is a no-brainer. The city is growing, things are getting busier, higher speeds are no longer appropriate.	No
639	Camille	1						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.	
640	NEIL R BARKER	1					Travelling to west side Hamilton, Raglan etc.	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?
641	Rindi Schaefer	1						It will mean little change to current speed through this section of Wairere Drive.	Certainly NOT SPEED BUMPS!!!!
642	Malcolm Hinton	1					Walk to Base and Couplands etc.		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 proposed changes!
643	Alyssa Davis	2						Better process	No
644	Erica Najbert	2						Pak n save site long overdue for development and reducing speed limit is a no brainer for such an important asset to Hamilton North. I like new rt turn into Karewa from Wairere as well. 60km/h, yes please.	60km/h signage and maybe paint 'new' Lane for the rt hand turn into Karewa
645	Blair	1						There are a lot major business on the same stretch of road that have no required the speed to be lowered	
646	Zac morgan	2						Pak'n Save is not going in on Wairere Drive so there should be no need to reduce the speed along there	No
647	Ruth Taylor	1						Absolutely go for it, it will help with employment and it's only a short stretch of road so really won't change much at all in travel times	
648	Karen Coughy	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.
649	Josh	1						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.	
650	Patsy Williams-Tarrant	1						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 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.	
651	Rosemary Spragg	1						While the PAK'nSAVE 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 broader 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 Base, would mitigate these impacts while still enabling the development to proceed.	
652	Greg Van den Heuvel	2						To illustrate this point:	
653	Timothy Waite	2						The Land Transport Rule: Setting of Speed Limits 2024 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.	
654	Giselle Jeannes	1					To get to the Eastern side of Hams	Introducing a traffic light at Karewa Place will compound the current issue, where congestion often stretches from Pukete Road to Karewa Place. The placement of these lights risks creating a bottleneck on what is supposed to be a high-flow route.	A dedicated turning lane into the supermarket so that traffic going straight through isn't impeded.
655	Anastasia	1						I am not opposed to the new PAK'nSAVE in Te Rapa but am deeply concerned with the way this plan is being implemented. The current approach feels shortsighted and detrimental to Hamilton's wider transport network. A more balanced solution would allow the supermarket to proceed without compromising the efficiency and usability of Wairere Drive, which serves as a key arterial route for our city.	Not sure about the proposal for an additional traffic light - would a roundabout do the job instead?
656	L McDonald	1						The streets coming off the proposed area are already 60 or 50. There are several businesses on the route that really should have 60k already, eg Burger King, funeral directors, Turners cars.	Just change the speed signs and also paint the speed on the road
657	David Sopp	1						Competition for countdown. I want a pak n save to open up there.	
658	Dave Larsen	1						That section of Wairere dr needs speed limit reduction as is already high accident location do to currents speeds. We have been waiting too long for Pak N Save here.	Change to a round about system to prevent high traffic light crashes in this location
659								The north end of Te Rapa straight and Wairere drive are already congested enough with the existing traffic lights in place, adding an additional crossing point and reducing the speed limit on this section of road are only going to exacerbate this congestion. Main arterial routes around the city need to be maintained at a higher speed to efficiently move traffic around the city.	No, why cant the traffic use the existing routes and travel around via Te Rapa Rd like they do currently to access Woolworths?
660								Karewa Place is already too narrow and congested plus Wairere Dr where traffic lights are proposed is already congested and this proposed change will already make congestion much worse and defeat the purpose of a ring road.	
661								Seems like held to ransom here. Yes only because we want PnS there but stupid that the speed limit needs reducing on an arterial road. There does not need to be a right turn and lights there as there's already Zeitt roads out of the proposed site, 1 north and via the lights at Countdown/The Base.	Nope
662								Bloody stupid conditional!	
663								While I find speed limit reductions annoying, with the lights already being so close together this speed reduction will make little difference to the drive time along that section.	No
664								Having a pakn save in this region will provide more jobs so is a good thing especially considering that portion of land hasn't been used for a while. Though I would prefer some extra non foodstuffs/Woolworths group building one instead. Proper competition helps lower prices	
665								Please reduce the speed limit as it will help make the area safer for everyone. Other busy commercial sections of the ring road like Greenwood Street to past the hospital are 60km/ph or less.	No
666								The development of the new Pak N Save supermarket should not be blocked any longer. People need better access to lower food and necessity items especially in the current economic environment	
667								I support the building of the New Pak N Save supermarket as it will give us easier access to better grocery pricing.	Karewa Place road needs widening or No Parking on one side of the road as it is very congested at times.
668								A new PAK'nSAVE is highly desirable in this location, and since it is predicated on a reduced speed limit I'm in favour of reducing the speed limit.	Consider integration of existing shared path on northern side of Wairere Dr (outside APL building) with upgraded intersection - should allow safe cycling and walking movements both along Wairere Dr (to/from The Base) and into/out of Karewa Pl.
669								Slower peak speeds will make for safer roads, especially for people choosing active transport.	

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	Nena Hergatt	1						I don't agree with either option above for the following reasons. 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 "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!!!	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.
659	Nigel Downing	1						STOP wasting tax payers money and just let things go ahead. Council is costing	
660								The new supermarket (Option 3) will make it quicker and safer and more convenient for me to shop.	
661	Matt Parker	1						It will reduce the need for me to use my car for grocery shopping.	
662	Nell 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.	
663	Alaina Randall	1						80 already often seems too high there.	No
664	Darwin de Ramos	1						More supermarket options	No
665	Gregory Brown	2						Shops and services should be spread evenly around the city. There are already too many concentrated in this area.	No
666	Martine Kimpton	1						Having a Pak N Save on the Northern side of town will be so helpful for so many people	I don't know
667	Chantelle Faven	1						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 GREAT to have a PnS in Te Rapa would save me so much fuel driving to current PnS. Thank you	No
	Steven Boykem	2						Put the Pak N Save at the new Horsham Downs Road and Boreman Road intersection	Build a new North Bridge.
668								Driving to Te Rapa from Rototuna is becoming a nightmare of congestion	Connect Kay Road to Te Rapa Rd
669	Scott Miller	1						80km/h is too fast for this busy road anyway and another Pak N Save is a great idea.	Speed or Red light cameras at these intersections.
	Joel Symons	1						A 60km speed 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 80km/h anyway before needing to slow down for the next lights.	No
670	Anemarie Wilkinson	1						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 regulations is unnecessary. I understand this isn't the council's fault, but there is no reason for a different outcome.	
671	Tayla Moorfield	1						Need a lower priced supermarket in the area.	No
672	Gary Mitchell	1						Pak n save will be a great addition to te rapa	
673								Wairere 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 down will only add to the already ridiculous amount of time that it takes to cross the river.	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 this severely overloaded corridor.
	Morgan Olsen	1						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 60km/h regardless would make it safer	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
674	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 to waste time checking speeds along that stretch of road.	No
675	Cassie Barr	1							
676	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
677								The benefit that a low cost supermarket could bring to the area greatly outweighs any issues with a slower speed limit.	
	Kate Leach	1						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 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.	
								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.	
678	Kathryn Taylor	2						The ring road already is a challenge during peak times and there's countless inconsiderate drivers who drive at 50 km/h in the 80 km/h parts when traffic is light. If the speed 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.	An education campaign about the speed limits across the ring road in general.
679								While it would support the city to have the new supermarket it's not somewhere I would shop based on that location.	
	Amanda Collins	1						Increased competition in the supermarket sector will assist the competition and help lower prices for Hamiltonians, the North end of Hamilton does not yet benefit from a PakOne, which typically has lower prices than New World and Woolworths.	Design the entry and exit points for PakSave customers and deliveries so that it avoids any additional congestion. Perhaps limit deliveries to between 7pm 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 PakSave business.
680	Peach	1						Support the build of supermarket	No
681	Kathryn e	1						We need a pak n save here	No
682	Hari Babu Kandati	1					Hilton Brown Pools	Fine with speed limits considering the other benefits	Na
683	Andrea Schaefer	1						Cross-town trips more generally	No
684	Derrick Wilson	2						That stretch of road is pretty busy already and better suited to 60km/h anyway. And more competition between supermarkets is beneficial too.	No
685	Pete des Forges	2						Too many traffic lights now. Will make the road more dangerous.	
686								Bike rides around Hamilton. Trips to Chartwell Square. Trips across town.	Leave it alone.
687	Trish Gegan	1						Wairere 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 put the supermarket somewhere else.	Please don't add anymore of those giant speed bump things
688	Jane Thompson	1						It will be a huge benefit to have a Pak N Save over that side of town, surely a slightly slower traffic flow will be outweighed by new competition in the supermarket world	Very clear signage
689	Clive Gordon	1						It will be safer	
	Scott Aitken	1						A Pak N Save at this location would be great for everyone. I would really like to see it happen, the whole community would benefit.	
								The addition of another Pak N Save at the Northern end of Hamilton provides greater choice of supermarket as well as access to cheaper produce without having to travel all the way into the central city. Given the volume of traffic that travels on Wairere Drive it is rarely able to achieve 80km/h therefore the speed limit reduction is negligible.	Wondering why traffic cannot just be required to travel as per current road layout and not be permitted to turn right into Karewa Place. They can utilise they lights at The Base/Countdown intersection to turn instead?
								Traffic lights phasing will need to be carefully considered and monitored given this would mean three sets of lights within 410m.	
690	Sarah Van Beek-Cooper	1						As a Huntly resident, a pak n save closer to us would be a huge benefit.	No
691	Andrew	2						We are limited to Woolworths or a long drive into central Hamilton to get more affordable groceries.	
692								This would make a massive difference to my life and many other Huntly people who I know already do a weekly trek to Clarence or Mill St's	
693	Deena Dounha	1						There is no reason why it just can't stay the same and the supermarket be built	Why is this proposed speed limit only taking place now? should this not have been done with countdown/kmart was built?
694	Nurotham Barri	1						HCC is making this painful and \$\$\$ for all of us.	
	Janice Franks	1						Would love to have another supermarket in Te Rapa	
								Travelling to/from visiting family members.	
695	Gabby Lowe	1						It is near enough impossible to do 80km/h on this stretch of road anyway and I doubt that you would be able to 60km/h most of the time either because of the volume of traffic which uses the road. There is already a Woolworths supermarket nearby which is actually closer to Wairere Drive than the PAK'SAVE supermarket will be, as well as a Kmart, and I am not aware of any problems or objections to these being there.	No.
696	Brian Skilling	2							
697	Allan Green	1						Safety	
698	Abigail Marshall	1						because it appears the council are blackmailing retailers so they can do what they like and now with more traffic etc it is not as necessary to be doing 80	
699	Craig Torco	2						Heading to sports games/trainings	
700								Travel northward, beyond the city	
	Darren Harrison	2						The Ring Road had been planned for and developed, to expedite travel around the city, for over 40 years - already speed limits have been dropped across other portions of the circuit (i.e. Aulson Drive bypass, Kahikatea Drive/Greenwood Street), nullifying the intrinsic benefits and gains of the entire concept. Any additional speed limit drops just make a mockery of the entire project and the investments made by ratepayers over preceding years.	
								I don't object to a PAK'SAVE development but strongly object to reducing the speed limit on a road described as "a route which is of high strategic importance for Hamilton" - in the NZTA 4-laning project information.	
								Wairere Drive is a thoroughfare ring road, reducing speed and having multiple speed changes as suggested will impact the ease of travel and will also have environmental impacts (changing vehicle speed multiple times, more stop-start traffic).	
								I believe the information given about the average speed limit is misleading and that reducing the speed limit on Wairere Drive will have a much larger impact on traffic flow (which is already stretched).	
								Adding lights here will greatly increase the traffic flow down Karewa Place, which is already overused with many vehicles parked on the sides making it difficult to enter & exit from side businesses and to travel down. Increasing traffic flow will create further issues which will probably result in no parking down the street causing further issues for business customers and staff.	
								There are already traffic lights in 80 km/h sections of Wairere Drive, if traffic lights are required at Karewa Pl, (which I oppose), it shouldn't be a requirement for a 60 km/h section of road for these traffic lights.	
								There is no need for vehicles to go down Karewa Pl to get to the proposed PAK'SAVE location, it is easily accessible from Te Rapa Road.	
								There is no way that long term planning should allow a ring road of high strategic importance to have it's speed limit dropped.	
								Of course, long term planning should have always allowed traffic heading West on Wairere Drive to be able to access SH16, so maybe that is the real fix, then less traffic will be heading north on Te Rapa Road.	
701								provides more choice for affordable groceries for those living on this side of Hamilton	
702	Sam	1							

Item 5

Attachment 2

Traffic, Speed Limit and Road Closure Hearings Panel Open Agenda 02 April 2025 - Item 5: Speed Limit Change for Wairere Drive - Submissions and ...

Attachment 2

Item 5

	A	B	C	D	E	F	G	H	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 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.	
703	Chris Murray	1							
704	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'. While such may be annoying to drivers, myself included, the safety benefits significantly outweigh this grievance. Even only one life saved is enough to justify the cost in time and resources.
705	Susan Lee	1						Better diverse shopping as I live in the area, also there is no big changes as I go at that speed up the road anyway	Putting a roundabout at the end of Karewa at the Wairere end to encourage more traffic coming from all ends, instead of just traffic lights
	Catherine Anne Keene	1						Lower speed reduces accidents and lowers injuries. Woolworths need competition to keep prices lower. The ground where the proposed building would be is an eyesore atm.	Make the intersection a roundabout.
707	Tony Snapes	1					Visiting family.		
708	Kerri Smith	1						Safer. Be more considerate. Does not need to be 80km/h	Let more cars through on a green light to go under the bridge at Arthur porter drive.
	William and Barb Charleton	1						Additional supermarket capacity Improved choice to shop Located nearby "The Base" Cater for increase in population Creates employment opportunities	No other physical changes are necessary
710	Charmaine Botha	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
712	Michael	1							
	Paul Day	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 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 last few years is an absolute joke to say the least	Access to and from the proposed supermarket should be from TeRapa Road.
713	Sara B	1					Travelling through to Chartwell and other Eastern suburbs from Newton/Rotokauri	The benefits of putting a supermarket in this spot far outweigh the costs of a reduced speed limit. 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. 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 onto Mangaharakeke prevent free flow.	Red light cameras at this new intersection at Karewa and also at Te Rapa Rd/Wairere Drive and Arthur Porter/Wairere/Te Wētini.
714	Midhun Pathrote	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 much.	A speed camera would be good in-order to capture who doesn't follow the new speed limits.
715	Pierre Burger	1						I want the Supermarket there. Impact on speed reduction is minimal	No
	Rosanne Bjerring	1						There is a lot of traffic in that area already. Its not feasible to do 80k in that area. 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.	No
717	Anthony Nel	1						I believe it is necessary to have Pak n Save in the area to stimulate competition and help lower prices. A lower speed limit in the short area proposed is of little consequence.	As long as it is well signed to avoid confusion.
718	Edward andrewes	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 speed limit won't hurt anything (congestion is already the lights/intersections)	Cameras would help enforce the limit. I'd love to say they're not necessary but hamiltonians drive worse than aucklanders.
720	Peter	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
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
722	Anthony	1							
723	Amanda	2						It already has issues with traffic congestion and slow traffic, it's just going to make the issues worse. 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! 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 council is having to repeat this task is an appalling waste of tax and ratepayers money and should have also been covered by footstuffs regardless of outcome. User pays.	Introduction of red light cameras and no u-turn at those lights from any direction. Reasons: right filter lane Wairere Dr/Te Rapa Rd towards the Base. Drivers continually coming through when lights are green in opposite direction. Similar for opposite direction turning towards Hamilton. A yellow no stop box at the entire intersection. This combination would clear the junction and raise funds (which should be used to introduce more red light cameras in Waitaito.
724	David bird	1						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 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 the traffic noise. Motorists should not have to go slow to accommodate lifestyle decisions. The Option 2 should not have any effects on the building of the new Pak n Save and ridiculous that you are putting it as a guilt trip to get the people to change. To change from 80 to 60 to 80 again in one stretch is ludicrous esp as many people accessing and leaving will not be coming in the road entrance of Karewa Place. Time to start changing the system you have in place to make it work for the population you already have. You want to hinder thousands of people for a few hundred in comparison. Do you think people are stupid and don't know how to slow down when there is heavy congestion? How about actually putting lights or a roundabout outside Couplands as turning from eagle way onto Karewa Place/Mau is the actual dangerous part. Also How is reducing to 60km hinder the build that is on a completely different off non busy road ? And I will repeat again once the supermarket is built the traffic wont change that much for that end of the street as stated in your release it is to mostly service Ngāruahia and Te Awa Lakes and they are not going to be coming from Wairere Drive onto Karewa Place or turning from Karewa onto Wairere they will be coming from Mau or eagle way. Stop hindering the majority of Hamilton for a possible minor increase of users to the road	You must have adequate speed signs. DO NOT PUT YOU STUPID BUMPS IN THE ROAD, it slows traffic too much and damages suspension. It's also expensive and most people hate it.
725	Colleen	2					To get to services that we attend to and travel the whole of Wairere and to also get out of town we travel this 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	I do 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. Wairere 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 roundabout in eagle way to Karewa/Mau	
726	Barry Shaw	2						Area is already heavily congested and traffic crawls to a halt from as early as 2.30pm everyday. People who wish to go to the new supermarket should just go up Te Rapa Rd, like they already do if they go to the existing Countdown that is directly across the road from the new site.	No changes should be made
								It was unwise to make a new set of lights a part of the consent. Having to redo the consent if the community doesn't want the lights (and more traffic jams that will come with it) was shortsighted, and any cost of a redo lies with those that made that decision. A reasonable sacrifice for what we would get. Let's get that Pak n Save built!	Perhaps a sign with short explanation of why the speed is reduced. That may get some drivers buy in
727	Eva Upfold	1						We need a PakNsave on this side of town to increase our options for supermarkets. Not all of us prefer to shop exclusively at Countdown or New World which are the only ones available out this way (Rototuna)	No
728	Kasiku Muyunda	1						We live in Flagstaff. Always prefer to shop at Pak n Save Mill Street, this will be just around the corner for us. I don't see an issue with the speed limit change.	N/A.
729	Brayden William Te Atairangi Harris	1							
730	Fiona Greaves	2							
731	jeff luo	1						A new super market is needed	Na
732	Carol thomson	1							
733	James Ycano	1						Yes, pak n save will be ideal to have in te rapa. Reducing speed limits will be safer.	
734	Aviki Nadan	1							
735	Jan Keating	1						Will be good for Hamilton	
736	Andrea Harries	1						I'm looking forward to Pak n Save being built at that location. I think a speed limit change to 60 km/hr will be suitable for the traffic flow on that section of road.	Can't think of anything needed
737	Anthony Dickens	2					Every time I cross the river	Traffic signals at Kawa place would be ridiculous given the fact that traffic backs up across that intersection every single evening rush hour. No one in Hamilton will obey a 60km/hr speed limit on this section of road outside of the slow rush hour period so all you are doing is setting your ratepayers up to fail and be prosecuted. All of the above to provide a third supermarket that no one actually needs. The real issue is bureaucracy has caused a unresolvable problem so learn to live with it.	No
738	Ian Chatwin	2						3 sets of traffic lights in the space of just over 400m - are you mad? Do you realise the consequence of these actions? 1. The traffic will be horrendous backed up along Karewa Place where cars are parked both sides of the road. 2. The traffic along Wairere Drive is already bad at peak times, this will exacerbate this. 3. A right turn lane from Wairere Drive could potentially lead to accidents with cars queuing in the "fast" lane to turn right which is already hampered by cars turning right 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.	Eliminate the hazard, not minimise it ...
739								Crazy plan for a major city link road.	
740	John Dawson	2						Current speed limit is fine, and another large supermarket in this area will significantly increase congestion and traffic issues	

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741 Mitchell	2							In parts of the road you're only reducing average traffic speed by 5kmph. For a small section of road. It seems like a waste of time especially considering that the pak n save isn't even on that road. The same justification should've 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.	No physical change should be required
742 Bryce Watkins	1						Travel from west Hamilton to north east Hamilton	I do support the new Pak n 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 traffic lights at Karewa will cause major disruption. My plea is that the traffic lights at Te Rapu Rd and Pukete Rd are synchronised with the new lights at Karewa so traffic flows uninterrupted. Furthermore the speed limit on Mangaharake Dr between Norton Rd and Avalon Drive must be reinstated to 80km per hour. The current 60km per hour limit is ridiculous for that section	As above, lights must be synchronized.
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	1							I believe this wouldn't make too much of a difference since there are two traffic lights there anyways.	
745 Pastor Rachel Simpson	1							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 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 Senior Pastor, Crossroads Church	No, I do not believe so.
746 Graham Brown	2						A SWIFT bypass of inner city smaller roads... its Primary purpose.	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 Rapu Road with large corporate businesses up and down Karewa Place. NONE of which forced a speed limit change!	The illusion that more people from the new box builds will travel to this location to get their groceries is an absolute farce. Rototuna is already well served by a Foodstuffs New World, the best in the City, as their location on Te Rapu Road... Woolworths have built a fabulous new mega 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 stores ...so, 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!
747 Danielle Smith	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							Speed limit should be 40 kmph anyway in this area	
750 M Simpson	1						To travel around the city. This should be classed as an arterial route with minimal disruption to traffic flows.	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 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 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.
751 Tanya Sosinbo	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 the supermarket is being built, as well as giving the building industry jobs, & future jobs for supermarket workers once built.	New street lights placed at specific positions to assist the traffic flow, especially with big trucks & potential cranes are moving around during the build.
752 Hamish riddell	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 mix of 60-90km.	Zebra crossing somewhere along that road
753 Danielle Hayden	1							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 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 particularly around peak times when traffic can be significantly backed up. The Te Rapu and Wairere intersection is notorious for people speeding across to make the 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.	Road parking modifications on Karewa place to make the flow safer. Currently can be dangerous pulling out of driveways and navigating down the road when cars are parked on both sides
754 Andrew Murray	1							It would be great to have a Pak N Save in Te Rapu	No
755 Renee Denby	1							Regardless of building Paknave, 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.	
756 Emma Finlayson	1							However, even though I would like to have Paknave locally as it promotes competition with Woolworths, 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 Dimitri Murkov	1								
758 Matthew	1								
759 Shaun Wright	2							Other roads in the area including eagle way and Karewa place have difficulties with visibility and congestion with cars pulling into Kmart and Countdown. Further work would be needed here outside of just limiting the speed to 60km/h.	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 into the Countdown and Kmart area is managed to allow the additional cars this project would bring with it.
760 Matthew Carr	1							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 signposted would far outweigh the few seconds per trip lost by commuters along this section of road.	No.
761 Aleisha Havill	1							- supports residential growth in the north - plenty of population to support another supermarket - consumer choice - also supports easier access and exit from Countdown, Couplands and Kmart via Karewa Place	More ease of exiting Karewa Place onto Wairere Drive. The free turn into Karewa Place is excellent. Exiting is a long wait at times.
762 Megan	1							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 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 first place.
763 Alex De Beer	1							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.	No
764 Rodi Hesketh	2							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. 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. 3, why do we actually need another supermarket there? We already have Woolworths basically next door and New World down the road.	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 extreme as mentioned above so a proper lane for them to get out onto Wairere drive is a must.
765 Bradley	1							I would like more supermarket choices near my house	
766 Maurice Carrington	1							I want the new paknave	No
767 CRAIG HOWARD	2							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 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.	It should not happen
768 Elizabeth Clayton	1							Speed limit on these section road is too fast for the busy intersections already so should be 60km/hr whether paknave is built or not.	
769 Phillip Stevens	1								
770 Greg Smith	1						Getting access to Flagstaff and Rototuna	Massive economic benefit and affordable food choices through competition.	Connect the Pak n Save carpark into the Te Rapu Sportsdrome, so access is far easier to support local sporting teams access Pak N Save, Countdown, Couplands 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 to on Wairere drive will be deterred from blocking 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 Road intersection. This already happens in really busy times. Drivers get impatient and take risks. Speed limit not the issue, the intersection will be the problem
771 Rae Hooper	1							It will be dangerous enough there at 60km/h let alone 80km/h.	
772 Tony	2							Happy for Paknave 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 commute home even worse!!!	
773 Christine Martin	2							Traffic is grid locked enough in the area at commute times and weekends already. Can't remember the last time I did 80km there. Option 3 No to Pak N Save Yes to reduced speed limit	No changes another set of lights will drive people to use Pukete Road more. Can I add photos of traffic build up later?
774 Paulo	1								
775 Jill Watson	1						Picking up children from their house and school and returning them home or taking them to school as requested		
776 Paige	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 Hattingsh	1								
778 Mark Traugott	1							It seems unsafe even at present to turn onto Wairere drive let alone with the paknave	

Item 5

Attachment 2

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776	Steven Hemming	2						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 reduction. It is completely unnecessary to lower the speed limit. Lowering the speed limits creates inefficiency.	No.
780	Katy Hanara	1						Long overdue to have an affordable Pak n Save supermarket close to home & to the Base. A great benefit for pensioners & low income families!	
781	Farrell Walker	1						PaknSave in that area is a brilliant idea and the speed limit change is insignificant.	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. Then it's a great addition
782	Wayne Spencer							60km speed limit outside PaknSave TeRapa is a fine, common sense solution that we would be happy with.	
783	Dani Kennedy-Cresswell	1						Having the Pak n Save built would be very helpful for the community.	No
784	Aaravind Suresh	1						Reducing the speed to 60km isn't going to make it take much longer to pass through, and I think people will barely notice the change.	
785	Dilip	1						Will also make it easier to access Kawera place to visit other businesses	
786	Mark Flanagan							Yes lower the speed limits plus put more cops around and stop everyone who speeds plus a hefty fines	
787	Doug Hammonds							Te Rapa Rd to Pukeke Rd. From Arthur Porter Rd not such a good idea	
788	Hussain Kisan	1						I think it's a reasonable and logical change	Good signage
789	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 is needed in that area.	
790	Pomare Tu'u	1							
791	Jenna Orchard	1							
792	Ed Granger							Lower speed limit is a great idea BUT, how will it be enforced?	
793	Paul Schirley							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 words, rather have a consistent limit rather than one which changes frequently. But the big challenge is how to get motorists and motor cyclists to adhere to 50kph or even 60kph limit!	
794	Janferay McAnalley	1						We relocated to Hamilton 21 years ago and, in my opinion, I perceive that the real and increasing problem to be that a sector of the population delight in going as fast (and as noisily) as possible along Te Rapa and along connecting roads.	
795	Marilyn Manley-Harris							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?	
796	Drew Bromwich	2						Finally, PULEEEZ implement some measures to curb the alarming number of people - mainly young adults - who travel at exceedingly high speeds on scooters and sometimes even on two-wheeler bicycles - on pedestrian pavements!	
797	Lance Bryan							It's a no brainer. Reduce the speed to 60kph between Pukeke & Te Rapa Rds. It should never have been 80kph for such a short stretch anyway!	no
798	Kishina Nair							Would rather have pak n save there then an extra 20km/h that most times you can't drive that speed anyway because of the amount of traffic.	
799	manninge							I support lowering the speed limit. It will have no effect on travel times over the short distance between the base lights and the roundabout and it will make the new intersection safer	
800	Steven Jefferson							I don't see why there needs to be a change. Currently traffic manages and the paknsv isn't on or directly off wairere drive.	
801	Stewart MacKenzie							Yes, and put up some red light cameras!	
802	Jan Grime							I am with pak n Save, we need more competition. 20 to 30 km reduction nothing much for a 3 minutes drive.	
803	Sue Canter							Re new speed limit for pak n save the new pak save at for it if we can have a pak save our te rapa hamilton	
804	Sally Simpkins							Yes not a problem	
805	Lenva Baxter	1						Yes please allow pak n save to be built.	
806	Mal Pace							I don't care what the speed limit goes down to as long as we get the pak n save	
807	Sue Powell							Do not reduce the speed limit.	
808	Murray Bradley							We use that area almost on a bi-daily basis.	
809	Louis Sutherland							We feel that there will be little to no impact on the travel times, in fact it may make the lights crossing safer, I cannot see where the inconvenience would be preventing red light runners.	
810	Doug Torr							We need this super market at the north end of town please.	
811	Jared Hatwell	1						Yes I agree with the change of speed from Pukeke to Arthur porter drive because from pukeke through you cannot get up to the 80 k due to the next set of lights, at the same time though using Karewa Place it's very narrow with cars parked on each side of the road it would be a lot busier.	
812	Kirstie Rear	1						Yes, I believe the speed limit should be lowered to allow Pak n Save to build at the place shown. More competition for customers as only Woolworths there now.	
813	Chris Parker	1						Having a Pak n Save so close to Woolworths and New World is ludicrous. Closer to Mortu would be much more sensible.	
814	Carl	2						All you say is speed must be reduced because of resource consent. Please advise who is Resource Consent? Who are these dark people in cupboard that have no name or address? Why should we take orders from these people? What is the reasoning that their must be a right turn off Wairere drive? Does Resource consent have a drivers licence? Can you please advise the public the answers to the above questions and not just allow ridiculous decisions by ridiculous people.	
815	Jamie Sosa							Overkill. Make it 70/km. Classic. Councils forcing people to travel less freely and not respect driving to the conditions. What about when it's closed and people are at home sleeping? Imbalanced.	
816	Pam Entwisle	1						Reducing the speed is good idea. It would reduce the speed of vehicles going through the the Pukeke traffic lights. Traffic turning right into Pukeke run a risk of getting 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	
817	Kelsey Harper	1						It will reduce my weekly travel to the supermarket	No
818	John	1						Go ahead	No
819	Dean Tucker	2						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 to Woolworths/Kmart carpark from Eagle Way as vehicles can use other entrance off Kawera Place.	
820	Vanessa Keith	1						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 speed for this supermarket. Making 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 development.	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 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 out of Pak'n'Save.

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	Ian Schultz	1						There are many valid reasons to reduce the speed limits from 80km to 60km. 1. For the density of traffic in this area 80km is far too high and currently results in many accidents at the intersection of Pukete Road and Wairere Drive. This is a dangerous piece of road with heavy traffic as well as personal vehicles using it. 2. This 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. 3. The area is in need of an alternative supermarket of the PAKS S&W nature and the population it will service is well known. 4. There has previously been permission granted for Woolworths Supermarket and KMart utilising the same roads without any such consent and to put up barriers to Foodstuffs would be seen as being biased and counterproductive. 5. Making necessary changes to speeds to allow development of the new supermarket will increase economic growth in the region including sales and employment. 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 the intersection developed.	No.
821	Ian Lewis	1					Travelling through to Ngarauwaha / Horotiu etc.	Much safer dropping the speed limit in this section to 60km/h. It's "in town" and an 80km/h speed limit is more of a bypass / highway speed than a safe speed to be travelling 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, scooters, etc.	Some better physical protection / visual indicators for bike & scooter crossings would be great please. Helps make it safer for school kids and people travelling via active transport modes.
822	Elliot	1						The additional travel time is minimal, and the reduced speed might also help reduce congestion in areas nearby by calming vehicle traffic flow.	I support the changes recommended by experts.
823	Dave Chamberlain	2					I use it as it was intended, as a ringroad	Wairere Drive is supposed to be a ringroad, i.e. minimum intersections The last time this was put forward the citizens said to keep the speed limit at 80, but council ignored our wishes Since when did council become pro Paksave? Judging by the wording I have read this is very much wanted by council Would be so handy having a cheaper supermarket in the area. With the cost of living pak n save can help out. Pak n Save in Te Rapa would be wonderful! 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. More consumer options in north hamilton Speed is too high at present for the volume of traffic at intersection of Te Rapa Straight To allow right hand turn into Karewa	No! I don't support the speed limit change, again when did council become pro Paksave????? What in it for you??
824	Kathryn Wallace	1							No
826	Sharon	1							No
827	Teresa Harry	1							No
829	Greg Hickson	1							No
829	Jan Gering	1							No
830	Anouska Job	1							No
	Hugh I. Webb	1						There is no time to be wasted. We need this local Pak 'N Save branch to provide competition, and to save us from having to drive into Mill Street or Clarence Street 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 analysis on this consent, the provisions of which are likely obstructive tactics to reinforce what is effectively a competitor land-banking barrier. The right turn option is completely unnecessary and will just create gridlock in Wairere Drive between Te Rapa Road and Karewa Place. Just as west bound traffic on Wairere uses Te Rapa Road and Eagle Way to access Woolworths and Smart, the same route would just as legitimately apply to Pak 'N Save customers. The independent commissioner has not been adequately analytical. Karewa Place is not suited to heavier flows of traffic. There are already visibility problems for vehicles requiring Karewa Place from off-road parking.	None. The speed limit change to 60 kph would not be any inconvenience. The right turn traffic lights would be a problem.
831	Anna	1							
832	Arishah	1						I would like a PakSave 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).
833	A	1						We live rotations to access paks save we have to travel extra 15km, per week it we calculate over the year will save over 50-80litre fuel + time. Don't you think it will reduce global warming? I know you might wonder how same like you guys proposing speed limit from 80 to 60km	No
834	Michelle Young	1						It would be great to have a pak n save on this side of town, and out of central Hamilton.	No
835	A	1						There is already so much traffic built 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 way without any additional lights to wairere drive.	No
836	Mike Smith	1						Because you can rarely do 80km anyway but having a pak n save this end of town will definitely be a good thing.	You need yellow lines down both sides of Karewa rd as turning right out of kmart or reduced to clear is vert dangerous and would only be worse with more traffic.
837	Rowan Reid	1						While I like the current speed limit, it would be very helpful to have another paksave on that side of town.	No
838	Anne	1						We need more jobs and a pack and save in this area	No
839	Pam Shipley	2						Keep it at 80kms and allow Pak n Save to be developed.	No change is needed in the speed
840	Murray Rounthwaite	1						The dumbing down of speed limits and bumps/humps/judder bars is getting ridiculous enough without any further ones.	No
	David Haydock	2						There is currently a supermarket on Eagle Way that operates quite successfully with the current road layout and speed limits. Access to this supermarket is adequately serviced by the intersection of Eagle Way and Te Rapa Road, and the intersection of Maui Street and Pukete Road, with an exit road being Karewa Place to Wairere Drive. 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. 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 traffic cues along Wairere Drive from those wishing to right turn into Karewa Place. Karewa Place is quite a narrow street with generally traffic flowing in one direction, and adding north bound traffic flow will cause issues with the significant number of cars that park in the street. 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 the intent and purpose of the road and goes against the intent of why it was built like it is. Economics and efficiency are about movement and flow, not restrictions that slows people down taking more time, more fuel due to the stop start nature of the proposed design, and use of more resources that could be used elsewhere.	There are no changes required as the speed limit should not be changing.
841	Paul Cumming						Main thoroughfare for private and business use	Neither option. Build Pak n Save, entry points on Te Rapa Rd, Eagle way and Karewa Pl (turn traffic to Church St). 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 between Te Rapa Rd and Arthur Porter Drive is insanity regardless of the 50kmr rule. Get an exemption to allow common sense to prevail in that instance at an absolute minimum. Build Pak n Save without coercion, speed reductions, and another set of unnecessary traffic lights. Is the actual agenda to slow traffic, cause congestion, and try to promote public transport?	
842	Matthew Williams	2						During peak times, the speed of other vehicles are reduced anyway due to congestion. During off peak 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 peak times. The same happens to the pukete, te rapa intersection.
843	Peter Donaldson	2					It is a main traffic road for us to access the north east part of Hamilton.	This road was build as a ring road to support high traffic flow around Hamilton. Reducing the speed limit there makes a backwards step for transport around Hamilton. Vehicle traffic going to a new Pak n Save can travel the same way as current to access Woolworths and Kmart. A new resource consent needs to be considered to allow progress of the supermarket without unnecessary reduction of traffic flow through a key transport road.	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 is dangerous and people need to be stung with a ticket for doing this behaviour. No. There is no need to reduce the speed limit on Wairere drive.
844	Mariselisa	1							No
845	Ivan McKenzie	1						Bringing a PakSave to this area will benefit so many people. If the light was red at either intersection traveling from either direction it is unlikely that you would hit 80km anyway in fact it is very seldom traffic is flowing through this section of road over 60km anyway.	No
846	Lily Mace	1						It's pretty much the real time speed anyway and we need the supermarket option at the north end of town.	No
848	Heather Morton	1						That area needs to be 60 km due to traffic from kmart, countdown, Countdown.	Install small roundabout at intersection of Karewa and Eagle way.
849	Courtney Cooke	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. Benefits of extra supermarket outweigh the cons	No
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
851	Michael Patrick Hagarty	1						The supermarket will aid the development of rth Hamilton - reducing traffic pressure on te rapa & towards town. Traffic is already slower during peak times & enforcing this reduction will aid in traffic safety	No
852	Christine smith	1						Hamilton is a growing city we require another supermarket. It will also bring more employment to our city.	No
853	Savanah Evans	1						We definitely need a more wallet friendly supermarket out te rapa	No
	Johnathan	2						It is stupid to put a traffic light there so close to two other major ones. 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.	Don't change speed limit
854	Paul Griffin	2					Through traffic from flag staff, to get to the other side of town, or the Zoo etc.	Such a waste of taxpayers 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. That is a ridiculous and nonsensical proposal. And non injury crashes, who cares about those, nobody even got hurt. People can drive to the set of traffic lights that currently exist at the intersection of Wairere and Te Rapa turn right to the set of lights at Te Rapa and Eagle way then turn left into Maui st then left again into Pak n Save, that should be the only entry and exit areas for Pak N Save. 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 greeted with another supermarket in the area.	No. DO NOT change the speed limit, DO NOT change the road, it is perfectly fine as it is. Stop messing with things that do not need to be messed 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 ONTO YOUR SHOULDERS FOR CHRIST SAKE.
855	Stuart Smith	2							No
856									No

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Attachment 2

	A	B	C	D	E	F	G	H	I
	Claudia 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!!	No none. Just as long as there is pedestrian lights for people to cross the road!
857								Woolworths is too expensive and a lot of their food is crap quality. Bring pacn save to the base !!	
	Jamie Flavell	2						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 efficient transportation. 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. Driver Perception: Some drivers may perceive lower speed limits as unnecessary restrictions, leading to increased non-compliance and potentially more aggressive driving behaviors.	No
858									
859	John Mummary	2						60km/h will cause a huge bottle neck	
860	Sarah Clarke	1					Couplands	Traffic lights onto karewa place would make it easier especially at 5pm rush hour to stop so much congestion	60 is good
861	Graeme	2						Enough supermarkets in the area already to service future population forecasts.	
862	Jane	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.
863	Ukiah	2						If speed limits get any slower we may as well walk	No, we require better driver education to new and existing drivers
864	Sam	2						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 wairere drive and te rapa road
865	Una Slade	1						Hamilton is too big to only have 2 Pak N Saves, we need another Pak N Save to keep up with demand.	
866	Mars	1						We want a pakn save in terapa for healthy competition and choice - also will reduce traffic traveling to other supermarkets / fuel	No
867	Shanas	1						We need a pak n save in this area as we are missing out on this supermarket. The closest is Mill H	No
	Graham Ferry	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.	
868								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.	
869	Cara	1							
	Geoff Moore	1						I avoid Wairere Drive because it is usually clogged with traffic, waiting for lights at Pukete Road or Te Rapa Road	No.
870								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 supermarket. A new Pak n Save will provide much needed competition and choice	
871	Lewis	2							
872	Mo Esmail	1						safer to reduce speed near construction sites.	I trust that there will be a traffic management plan for the project
873	Laura Wilson	2						The traffic is too slow no as it is, reducing the speed limit not going to make a difference.	No.
874	Tracey Jordan	1							
	Likita Underdown	2						it is one of the heart lines of Hamilton.	No.
								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.	
								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.	
875								What should be looked at instead is the bottle necking from resolution Drive to Chartwell to Wayward Pigeon. This send massive delays on traffic congestion during peak times.	
	Andy Hart	1						A key arterial route we use from our home to cross to many activities on the other side of the a/s several times every week	
876								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.	
	Colin Sergeant	1						Secondly, the development of a Pak n Save here will be good.	
								60km/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.	Karewa Place is congested enough already. The whole street is parked out and narrowed all day not only business hours but Saturdays as well.
877								Retain the left turn exit only onto Wairere Drive as is.	If PKS are to develop the proposed site then public access should be off the already 4 lane Te Rapa Road with entry from the north via a slip road and exit south via a slip road. "Te Rapa Road is no longer a national route"
	Robyn Weal	2						I am involved in Community patrol in this area.	No traffic lights needed at all.
878								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 current traffic lights either side, and impede the flow of traffic esp at start and end of day. Also Karewa Place is not designed for heavy flow of traffic and delivery trucks.	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.
	Sinead O'Connor	1						he lived and worked in terapa/pakete for 30 years. Ever since that road was put in at 80kms were always felt it was too fast. People gun it to make the light before it changes. This makes it difficult to come out of the side street safely. It feels dangerous.	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, impede traffic flow and critically, they are an impediment to emergency services such as ambulance. Imagine some with a spinal injury!
879									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. Ive almost 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 other side of the intersection. This leads to people missing their green light and getting extremely angry.
880	Jerry Magillan	2						Adding more lights will just make travelling around peak hour times harder and longer and we don't need another supermarket	
881	Mars Smithells	1						Having a PaknSave in the north end of the city will be beneficial	
	Rachael Breaker	1						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.	
882								There're too many accidents on bridge at 80km anyway and would love to have a pak and save at our end of town	
883	Joanne Gingles	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.	No
884	Majella Heaton	1							
885	Tama	2						Traveling out of town	
886	Pete Bowen	2						Its a waste of time, the pak and save is a whole block away. 	No!!! leave the limit as it is
887	Mandy	1						This will impact traffic flow for people travelling through the area	Don't reduce the speed limit
	Carol	1						Grocery shopping, going to visit family, making trips to the south of town to places like the hospital	
888								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 over the 80 k limit so to make the whole area safer for traffic and pedestrians I think 60k is a much sensible option.	
	Alex Horam	1						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.
889									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.
	Robert Armstrong	2						1. There are already 2 supermarkets within a 500 metre radius of the proposed supermarket.	While you're at it, changing how the entrance/exit of Woolworths so the congestion is less.
								2. Speed limits should not chop and change on important routes, of which Wairere Drive is most certainly one.	I do NOT support the proposed change. Therefore, just leave things exactly as they now are!
								3. Adequate safe access already exists for west-bound traffic on Wairere Drive via the Te Rapa Road. Wairere Drive intersection to access the side 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								5. Any speed limited westward across Te Rapa Road to Argus Porter Place in not needed. Leave it as it is.	
891	Laura Dick	1						There is no need for this road to be 80, regardless of Pak n Save.	
892	Nathan Turner	1						We need another Pak n Sav and the speed limit reduction would help with safety on that section of road.	No
893	Daniel Vulgar	1						A Pak N Save is needed on the side of town and minimal speed limit change is not going to affect traffic flow	
894	Blair Plasmeyer	2						The area is congested enough, why not put it over in Rotorua or in Horotu, Wairere Drive is busy enough with all of the people that live on the east side of the river having to travel to the west side because of the base shopping centre	
	Jeremy Ferguson	2						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 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 Pukete Road at the existing traffic lights.	DO NOT CHANGE THE SPEED LIMIT, DO NOT MAKE NEW TRAFFIC LIGHTS.
895								It is a busy section of road and not able to get up to 80kph a lot of the time.	
896	Janee March	1							Designated right turn lane
897	Aisling Harrop	1							
	John Walker	1						I 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 green light to keep moving Hamilton forward.	N/a
898									

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	A	B	C	D	E	F	G	H	I
James Geddes	1						Access from Flagstaff to medical centre at Avalon, pharmacy, etc.	Seems barney 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't travel at the currently allowed limit of 80km per hour. This particular part of road does not really need the 80km per hour limit anyway, and ordinarily should be reduced. Because it's stupid stop lowering the speed limits everywhere It will bring more supermarket choices and competition to Te Rapa	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									No
900	Donnelle	2							No
901	Ashley Joubi	1							No
902	Ryan Whittaker	1							No
903	andy fern	1							No
	Tony Trail	2						keep the current 80km/h and allow the supermarket to be built 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 congestion. I have witnessed multiple times vehicles trapped between the lights and blocking traffic on Te rapa road. I say keep the traffic flowing.	No Parking may need to be looked at down Karewa place to allow a free flowing bypass to Te Rapa Rd sort the traffic lights out on the base corner and stop cars doing U-turns at the lights Do away with the new light installation on Wairere drive. 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. 1. 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 from 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. Karewa 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 northern 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.
904									
905	Coral Russell	1							
906	Jasneel Chand	1							
	Steve	2						Create more employment opportunities 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 true this represents a 20% drop from 80 kph When applied to a 60 kph zone this equates to an average of 48 kph....this 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 There are a multitude of supermarkets already nothing against Pakistan and save... but a supermarket in no way should effect traffic speeds and flow Speed should be reduced to 60km along the proposed length of road, it is ludicrous that Te Rapa is 60km and Wairere is 80km, it is a seriously dangerous configuration as is.	Support any change to allow pak n save supermarket to go ahead with development
907	Lynn Tarrant	1					To get to city south		Warning signs for the mentally challenged that one is approaching a 60k zone.
908	Penelope Cammock	1						We have been waiting for this Pak N save for years! Now living in Ngaurua, it's a big distance to travel to the nearest Pak N save on Mill Street in Hamilton, if I'm not 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.	Not unless they are required by law.
909	Max Edge	1					To get to the new Paksave supermarket	We need competition in the supermarket trade in Hamilton North. There is only Woolworths and New World Both are extremely expensive and making huge profits to the detriment of families who are struggling in the area to pay for their groceries If the various parties had been more active back in 2021 when all was approved, then we wouldn't be wasting our time now	No
910	JMT	1					Getting from the west side to the east side of town	Majority of traffic is well under 80km in this area anyway due to the lights at pukete intersection and the base intersection. It would seem to me that a small decrease in speed 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 a target.	Please don't add speed bumps. They are terrible for the underneath of vehicles.
911	Shane Will	1						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 yellow lines on roadside parking down Kawera place. Already a little dangerous now pulling out of businesses down that street as people cram parking on the roadside right up to driveway entry/exits, and the increase in traffic down that street will make it worse. Smart exit is the perfect example.
912	Riley Cochrane	1						The average speeds you're unlikely to travel much more than 60km/h in that stretch of road	No, the roads affected are well congested to the point where I don't think any motorists will notice a difference.
913	Karen Taylor	1						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	I agree with the options proposed especially traffic lights.
914	Monica Welsford	1						More competition should help lower prices	A roundabout in front of coup lands and maybe a parking building
915	Samantha Glossop	1							
916	Justin Balga	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 supermarket for those living in the northern suburbs of Hamilton is of huge importance.	No.
917	Adam Blake	1						Progress is essential. Allow the building to take place. Ensure safety.	No
918	Paula Wilcay	1						Because Hamilton is getting large and it should hopefully live 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
919	Ruth	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 impacting any change with current actual speeds on that section of road.	Signage and signs indicating new speed limit
920	Jan	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.
921	Trilene Brougham	1						Paksave is more expensive than woolies and new world so I won't be shopping there.	No I do not. I don't support the speed limit change.
922	Cole Smith	2						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 lights.	Don't change speed limit ☺
923	Paige	2						Because of accidents that keep recurring and for safety reasons unfortunately children safety as well.	Yes I agree to keep the community safe and especially children and adults.
924	Sheree	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.
925	Conner Farrant	2						It is not the speed limit, it's the introduction of a right turn and additional traffic lights.	
926	John harper	2						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									
928	Peter Zhu	2							
929	Ethan	1						I currently shop at paksave mill Street which is further away. It would challenge woolworths and new world to lower prices.	Advanced signage
930	Graeme Smith	1						Its about time that road has the same limits as its adjoining roads. 80km is too fast for the terapa road intersection.	No
931	Casey Dobson	1						The speed reduction won't limit travel time because you can't get to 80kph in that area. I live the idea of having a paksave closer to where we live because we currently need to travel across town	No
932	Lloyd Salt	1						Make it 70kph not 60kph in this nanny state of a broken are country	No, get the Police to start enforcing those bad drivers that continually break the rules and get back to common sense approach.
933	Cilla	2							
934	Cecile Rowland	1					Going to rototuna library	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
935	Campbell Hutchinson	1							
936	Cullen Sparrow	2						Absolutely not necessary. Far too many reductions as it is. Will cause chaos in peak hours.	No.
937	Alexandra Troughion	2						Already a very congested side street. Will make travel times longer with new lights. We already have enough supermarkets in the area.	
938	Toni Plasmeyer	2						The area would be better used for apartments or shops or carpark. Put the supermarket in Burbush or somewhere.	Keep speed as is
939	Sophie	1						Already congested because of the base	
940	Sean White	1						We need the supermarket out this side of town.	
941	Michael Triggs	1						Support the introduction of additional competition	
942	Scott Reid	1							
943	Catherine Tocker	1							
944	Andrea Walker	1						It's hardly possible to ever do 80kms along there anyway as it's always busy enough.	
945	Nania	2						Meanwhile bring Cobham drive to Pak n Save Clarence Street back up from 60 to 80kms as it's dual lane with no oncoming traffic unlike Wairere drive with single lanes and oncoming traffic over the railway bridge)	Driver training
946	Evette Scheepers	1						People should be able to cope with turning left front Karewa place, it's already slow enough as it is.	No
947	zuzanne dunn	1						If you can't make a left hand turn onto an 80km road, you shouldn't hold a driver's licence.	
948	Bill Doig	2						The drop in speed won't affect me and I would really appreciate having a Pak n Save nearer me so I don't need to drive into town for the savings on vegetables.	
949	Armand Charl du Randt	2						More supermarkets for competitive prices	No
								Plenty of room across the road at The Base. Don't need another supermarket straight across the road from Countdown and a light controlled intersection into Karewa Place. Your traffic planners have rocks in their heads. Karewa struggles with two way traffic now. Who set the original consent conditions? Amateurs also?	I don't support the lights or a reduced speed limit. Wairere Drive needs the volume to accommodate the vehicles rather than another set of lights to bank up the traffic
								The supermarket will be built a block away. Why is there a need to allow a right turn into Karewa pl. This feels unnecessary and will be detrimental to traffic flow. With Wairere being a main road in Hamilton and the main road from Te Rapa to the Expressway, this seems silly. Please don't make things worse. Don't mind the speed limit change. The intersection change is a problem.	Leave the intersection change. This will make traffic flow worse than it is. And being a main road this will be an unnecessary change.
									Rather change the turning lane on Te Rapa into Eagle way to the Paksave to a dual turning lane

Item 5

Attachment 2

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	A	B	C	D	E	F	G	H	I
		1					Travel to the SH1, travel to shop, Medical Centre and Pharmacy in Flagstaff	Not only would I like the choice to shop at Pak n Save but living close to the Wairere bridge there seems to be so many accidents at the intersection towards Flagstaff that the lower speed limit may help prevent more. It also seems inconsistent to have an 80km/h area in the city limits so I would welcome the decrease. My question is - how will this be monitored as during off peak traffic hours 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.	Maybe add speed bumps like there are prior to roundabouts through the rest of Wairere Drive. A speed camera to deter speeding drivers as the two lanes at off peak times may be too much of a temptation. Add a larger sign on the bottom of the bridge to remind trucks not to use their engine breaks.
950	Prashant Sharma	1						The nearest Pak n Save is on Mill Street. It would be an advantage and time saving to have a Pak n Save in Northern Hamilton.	NA
951	Bridget Snowsill	1					Access to Rotokauri winter campus	I never get up to 80 speed limit along this road. I feel 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 lots of lights and intersections on this piece of road too which means you never really get up to 80 either.	No
952	Marty	1							
953	Tanz	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								I'm totally for this to go ahead	
955	Kyle	2						Use back road at mail 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	Becca Lockhead	1						We need a new pak n 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	Joe Morris	1							
958	Dion	1							
959	Stephen Hay	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 I note 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 perceived safety 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	Ron OLSEN	2						Keep the speed as it is as not everyone drives that speed now	No
961	Sameer Kumar	2						We need faster commute. Find a side road to build to go over to Pak n Save	
962	Anu	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	Jonathan Heeley	1						Having 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.
964	Lambertus Brandma	1						We need competition in the market to keep essential food items affordable.	Also, traffic lights so close together seems like a nightmare.
965	Shane Easton	1					It's a road I drive on frequently to get to the east side of the city		No physical changes required.
966	Tabeth Kamutingondo	1						Would like a pak n save outside the city and having the speed reduction allows for this to happen	No
967	Rochelle Mills	1						Pakn save 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
968	Marie idney	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
969	Chris 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	Owen Mataiti	2						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	Wilma Smith	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.	Clear signage and a pull over lane for the drivers turning right.
972	Ashley	2					It's a road I use daily multiple 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, costing 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 stipulated in the consent conditions. This balanced approach would prioritize both safety and the needs of the community without forcing an unnecessary compromise.	I urge 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.
								I urge the council to consider all reasonable options and avoid creating a false dichotomy that unnecessarily limits the ratepayer's choices. A fair, evidence-based decision is in everyone's best interest.	
973	Luke	2						I do 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 flow that is already very bad.	I agree with the supermarket being built but no road changes should be needed
974	Jeno	1						There are also street parking on Karewa that increasing traffic will endanger all the narrow entrance of both sides of businesses.	
975	Ross Dillon	1						On paper it may decrease number of traffic accidents on wairere, however unless there are no on street parking on Karewa, otherwise it is definitely going to increase the accident on there and it makes car on both sides businesses extremely difficult to turn onto Karewa.	No
976	Hossein	2						It's a small section of Wairere 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.	Speed limit signs should suffice
977	Eldho Stephen	2						This stretch of Wairere 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 Wairere Dv from the North.	
								A slower speed limit and the extra set of traffic lights should make it a lot safer.	
978	Hossein	2						Traffic is getting 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 minimise traffic in this area, not just implementing a speed reduction. The decision makers should conduct a research to see the impact of a new supermarket on the traffic load in the years coming.	A roading upgrade and an overhead bridge at the Te Rapa intersection.
979	Eldho Stephen	2						Why do we have to reduce the speed limit from Arthur Porter drive intersection? While the section from traffic lights (intersection by Terapa road and wairere drive) to pukete road lights need to be changed in terms of maximum speed. This looks unnecessary in sense of road section not related to resource concern and new development being affected with new proposal. We will never go back to higher speed limits in future while roads and new vehicles are technologically getting advanced and safer - If decision is made to lower speeds for the whole section.	Consider the road section between terapa road intersection and pukete road intersection to lower speed and not all way from Arthur porter drive intersection.
980	Tania 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 through at 80 or higher needs their head read. There's too much happening and poor driver decisions with cars flying 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.	No
981	Paul Hassall	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
982	Amy Hassall	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.	No
983	Jacqueline Coward	1						There is a need for more supermarket competition and less travel for people to access cheaper food more close by.	No
984	anonymous	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!	You are the experts. Just do your job. It's a speed limit, you're not sending rockets to mars!
985	Ashleigh	1						Having a pak n save will be great for the end of town and no one should be doing that speed between those sets of lights so will be safer	No
986	Holly	1						People are not driving safely on this road at the speed limit of 80km so reducing it will help reduce this.	No
987	Emma Sowerman	1					Access from Ngauruhia to pak'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.		
988									
989	Lynda Rye	1							
990	Jessie Golden	2							
991	Sandy	1						You can't drive any faster there anyway	Needs really good signage.
992	Kimberley Coler	1						It is important to allow PaknSave supermarket to be built	No
993	Angela B	1						I think a pak n 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.	
994	Leah Ormsby	1						Slower speed limit and access to another supermarket in the area.	Not at this stage
995	Warren Boggiss	1							
996	Peter	1					Road to work	I want there to be a pakn save near me	
997	rachel gowen	1						The north of Hamilton needs a PaknSave.	Mo
998	Diana SCRUBY	2						Not averse to Pak n Save being built my objection is against another set of traffic lights being installed: "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."	Do not install traffic lights at Karewa Place - this will cause chaos!!!
999								The existing traffic lights already cause congestion especially at peak times; having three sets of traffic lights within 410 metres of an arterial road is utterly ludicrous which will lead to a significant increase in traffic jams when we should be making the City easier to get around.	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.
1000	Desiree Burroughs	1					Travelling to study at Wintec Rotokauri	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.
1001								It is a short stretch of road that will benefit from having the speed limit reduced to help decrease the likelihood of vehicle accidents.	

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997	Debra Shaw	1						Very keen to have more choice of supermarket in this location. See no issue with the speed reduction, area is quite built up and very close to existing lower speed zones.	
998	Mark Jackman	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
999	Stacey	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 n save. Because of traffic you can't even do 80km along this road anyway. I'm often crawling at 20km or 50km....	
1000	Aaron Cooper	1						Too many people pull out onto the lights as it is, so regardless of PKG going in or not there is clearly a need for right turning traffic there. People barely drive faster than 60k here either. Why did Countdown and K Mart not require this change?	Would a roundabout work better there?
1001	Kate	2						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, 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 & Eagle Way lights as entry to Pak n Save. Putting lights at Karewa Place is a waste of time and money.	No.
1002	Rabyn Skynner	1						More supermarket competition is needed in the north of Hamilton	No.
1003	Cassie Dean	2						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 in high peak traffic. Already highly used.	No.
1004	Bradley	1						More jobs and better shopping for locals	
1005	Harley	2						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	No
1006	Tania driesen	1						No other reasons	No
1007	Roger Teece	2						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						The reduction in speed limit is welcome to fast track the pak n sav building	No
1009	Deepak	1						Just get this done already. It's been so long and Woolworths is just a monopoly at this part of the city.	No. All other reading developments are in place I think and it's absurd something is still blocking this development for this long
1010	Francis Lee Mondia	1						Better if dropped to 50km/h if there's going to be a pak n save there.	Traffic lights would be good
1011	Courtney	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 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.	No
1012	Rosie	1						Just that its a great idea to drop the speed limit	No
1013	Brendon Houlihan	1						Just get on with this phase 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 probably the highest volume of traffic in Hamilton already. Traffic can hardly race along the area of road anyway.	No
1014	Stephen Hardy	2						there is multiple supermarkets already in the area. traffic is already blocked up in the area mill street is not that far away if needing to go to pakmsave. if people are willing to come from NGA then they can go 10 mins further to mill street there is 2 Pak n Saves 6 countdown 4 new worlds in hamilton	No
1015	Sarah M	1						I would consider it if it was for a new competitor but at this stage it does not seem like a worth trade off	No
1016	Jordan Turner	1						I would love a pak n save closer to home (walking distance)!!	No
1017	Scott Stowers	2					To get to	I do not support a reduction on waiera 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 Wairere drive is already bad enough with traffic & the already 2 other traffic lights (DON'T 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!)	No
1018	Sarah Cable	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	Chris	1						More supermarket competition outweighs having to drive slower on a very small section of road, where most people are more cautious anyway due to the distance to the next set of lights.	Like you say this is going to benefit our economy both with jobs and increase access to cheaper groceries.
1020	Tim Gunn	2						Pack n Save need to pick a site that is more fitting the infrastructure around it. They should have done more diligence before procuring the site.	No
1021	Grant Collingwood	2						Hamilton has more than enough traffic problems to deal with along with the unnecessary changes in speedbumps and inline 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.	Stop the speed change....
1022	Ired Agent	1						They should pick a better site like the boulevard in te rapa park where speeds are already low and fitting with the area. 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 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 behalf. If Pak nsave don't like the 80km/h area, then they should build their supermarket somewhere else.	It should not be changed
1023	Taylor	2						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.	
1024	Ross Manderson	2						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 n save. Additionally red light jumpers are a huge problem at the intersection of waiera 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 waiera 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 much higher speed limits than us yet have significantly lower crash rates, so by that logic it would be safer to keep the speed limit at 80kmh.	
1025	Kerri-Anne Barton	1						The stated additional travel times do not stack up. Every red light change adds more than a mere few seconds travel time	no
1026	S Evans	1						Because supermarket competition is important. Especially for lower socioeconomic whānau in our society.	Signage
1027	Matt Peters	2						Safety. I think this is a good move even if the PKG development didn't proceed. Lower speeds in urban areas are better.	Make sure it's well marked on the road AND on signage.
1028	Vikkey Gonano	2						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.	
1029	Mike Bartlett	1					Travelling East to West	Too many intersections in a very short distance, traffic already backs 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 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 and vehicle traffic and you have 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 conditions since you are the one that put them there in the first place.	No
1030	Rob Pearce	1						I think the new pak and save needs to go ahead as soon as possible. I believe it is deliberately stalled by these "other issues" The speed limit at Wairere 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 who but an easy bet would be to follow the Money, who will gain who will lose??	No
1031	Yoni	1						Not really sure 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 Hamilton continues to expand.	
1032	Ollie van Woerden	1						There is a need for another supermarket in this area of Hamilton	No
1033	Richard paradisio	1						We really need the supermarket competition in this area, and there is almost zero downsidies 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 changes.	Karewa Place is already congested at peak hours, and feels unsafe 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 Pak n Save to Wairere Dr one-way only?
1034	Helen Neho	1						Also it's really dumb that the central government is making us do the consultation again. Simon 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 interfering in local governance.	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 commuting through the area.
1035	Jake Kerr-Jones	1					Getting to the motorway.	There is no need for it to be 80km as it is rarely free flowing enough to get up to 80km between these sets of lights. The Pak n Save will bring jobs and provide another option for North Hamilton shoppers.	Just good communication prior to the change - signs, etc
1036	Dave Daggart	1						The proposed stretch isn't really long enough to have any reason to get up to 80kmh, by the time you get to 80kmh you'll most likely have to start slowing down for the traffic lights, and if not then it's not much of a hassle to get up to 80kmh from 60kmh where the limit changes, and vice versa. I have reluctantly chosen option one as I believe the development of the Pak n Save is more important than the retention of the speed limit of 80km/h.	No
1037								However, I do believe that it should have been possible to develop the Pak n Save and retain the original speed limit which would have been my preference. Wairere Drive is/was part of the "ring road" system and was always promoted as being a high-speed main road to circle the city, yet we're seeing it being eroded back to residential status in stages, undermining the efficiency and intent of the road.	

Traffic, Speed Limit and Road Closure Hearings Panel Open Agenda 02 April 2025 - Item 5: Speed Limit Change for Wairere Drive - Submissions and ...

Attachment 2

Item 5

	A	B	C	D	E	F	G	H	I
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.	Yes the traffic lights.
1039	Martin	2						If people are already doing a reasonable speed in the area then do not change the speed limit. Drivers have learned to drive and can make the right decisions when they need 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 and not have to bear the frustration of many state speed limits.	I think you should see what happens by leaving the speed limit alone. Besides you are deliberately going against government policy to keep speed limits 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 people drive slower than the limit because the fine thirty police. What next, traffic congestion charges.
1040	Yogesh Tailor	2						There is no justified reason to reduce the speed from 80km/h to 60km/h. There is a shopping mall, Kmart & Countdown supermarket. There is speed reduction for them for all these years but the proposed supermarket - Pak'nSave need the speed reduced?	No.
1041	Connor	2						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	
1042	hoffman	2						Roads are built to allow free traffic movement... these are paid for by me (Tax payer & Ratepayer)... therefore any commercial businesses must work around those roads. Commissioner should review the ruling as we already have a number of intersections on/off Wairere Drive at 80km/h... why would we make new rules for this proposal. 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 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 lowering speeds and putting in another set of lights. Maybe the commission should insist Pak'n Save put in a Flyover intersection??
1043	ethin	1						Another supermarket will increase competition and hopefully lower food prices.	No
1044	Kalvin 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	
1045	Andrew	1						The road should be kept at 80km/h and Pak'nSave build allowed to proceed. People are tired of council slowing down traffic around the city and causing more congestion, with cars idling in traffic wasting gas and causing more emissions not less. The resource consent should allow Pak'nSave to proceed without having them re-ledge or seeking a variation.	No, not on Wairere Drive however the intersection right by the proposed Pak'nSave on the corner with Karewa Road will need improving.
1046	Chris Valois	1						It's a no brainer, this is an urban road with lots of hazards and varied types of traffic, reducing the speed will encourage safer driving and reduce harm in crashes. The PAK'nSAVE 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 highway but it's 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.	In a perfect world, I would like there to be a wholesale reduction in car capacity on the wairere down to 1 lane and install bike lanes on both sides of the road. But at the bare minimum the road geometry should be adjusted on the left turn from Karewa place to reduce nose to tail collisions.
1047	Angus	1							
1048	John Stevenson	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 additional reasons.	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 timely indication as to which lane goes where. (OK once you know and travel them regularly but for the newly or infrequent travelers, panicked or late lane changes are required)
1049	N Morgan	2						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 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, council doesn't need to push the development of a third one by trying the "it will provide jobs and better access to fuel and food" angle. I live local and have no issue with my food and fuel sources now. What do you think New World, Woolworths, 2 Energy, Waitomo Fuel etc provide???	Yes. A frontal lobotomy to those who think it's a good idea.
1049	Jessica	1					Doctors, community groups	There is so many accidents in that area to being with. That bit of road isn't long enough to be 80km Cyclist I know don't bite that area as they feel unsafe on the road there.	More signage Speed camera
1050	Tony Marshall	1						Anything to make the area safe.	No.
1051	Jake	2						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 limit are still valid and I expect there to be road safety benefits as described in the supporting information for this consultation.	
1052	Michael James	2						I am unsure where you data comes from relating to average speeds but I would assume that this is severely reduced during rush hour. This would mean your average speed indication is not indicative of the majority time spent on the area of road and therefore would in fact have a material impact on speed time. Moreover, there are two 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 of road. In addition, adding another set of lights means that further development of things such as pedestrian crossings and speed pumps will also need to be added - these we already have too many of.	No
1053	Vincent	1						No to reducing speed limits, city is slow enough as it is during peak hours	
1054	Elton Sharplin	1							
1054	Raymond Mulford	2						Pak'nSave 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.
1055	Grey Power Hamilton	2						Wairere Drive is continually congested with traffic travelling at 0 to 40 km/h. Changing the speed to 60km/h achieves nothing other than making drivers angry. This also applies to the idiot proposal to place traffic lights on the wairere dr - karewa pl proposed intersection.	Leave Wairere drive as current, in this section of road.
1055								Pak'nSave should be able to build their supermarket, unrestricted by these idiot council rules.	
1056	Allison Campbell	1					Accessing the western side of town from where we live in Rotorua. Travelling to Pukete Rd businesses.	I'm in favour of the speed reduction as it will improve public safety, given the likelihood of a significant increase in vehicular traffic using the affected roads.	No, I think that the proposed lower speed limits, and the use of traffic lights, should be sufficient. I assume that these lights will include a light cycle for pedestrians & cyclists.
1056	Sopheap Hean	2						There is no pointof having Pak'nSave right next to Woolworth.	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.
1057								Leave the speed limit alone or have a variable speed limit zone based on peak hours.	
1057								You can one that can change from 80 to 60 based on the condition of the traffic and days.	
1058	Selina Roycroft	1						As there are so many more businesses where traffic is trying to come and go 60 should work fine and there is more foot traffic.	
1058	Irene Field	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 not relevant.	I believe parking should be prohibited on the side where K Mart and Reduced to Clear have their exits at Karewa Place. Exiting during weekdays becomes hazardous because drivers are forced to edge their car onto the road just to see approaching traffic, turning it into a potential safety risk.
1059	Nastasia Potmugot	1						Having a Pak'nSave in this area is very good economic progress for the city especially for the suburbs nearby.	None
1060	Audrey M Quigley	2						Reducing the speed is ridiculous and unnecessary, nobody gets up to 80 between the Rapa Rd & pukete Rd intersections anyway. A supermarket and the base plus many many businesses are already in that area. It should not be a requirement of the consent and will just mean even more people will take risks and run red lights due to speed limit frustrations especially all the way to Arthur porter drive.	
1061									
1062	Louis Korte	1							
1063	Jo Rodger	1							
1064	Stueation	1						80 km speed limit is too fast for the small distance between the traffic lights. Too many accidents there already	No
1065	Nerys Jones	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 would make it worthwhile for this area of hamilton	
1066	Sheryl Baird	1						I have no problem reducing speed. This area strongly needs supermarket competition.	No
1067	Allan Archer	2						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 at 80km/h. 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.	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. We have far too many different speed limits in so many places drivers would have to keep their eye on the side of the road to see all the changes. Should be only 80kph around ring road 60kph rest of city roads and 30 kph around schools during drop-off and pickup times.
1068	Denise burton	2						Its a ring road of sorts stop trying to disrupt the flow of traffic with traffic lights and speed reduction. Not convinced we need ANOTHER supermarket!	Just clear painting on the road and signage
1069	Carlin Hearfield	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 the amount of times I have seen traffic accidents there is appalling.	
1070	Harley Connell	2						Wairere Drive is a ring road for the city, this should be a fast efficient way to get around the city, supermarkets should be accessed off feeder roads and Wairere drive needs to be treated like a mini expressway. It has already become SO SLOW to get anywhere in Hamilton over the last 30 years we do not need to slow it down more. Further more 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 with more lights and reduced speed limits, if we are getting another supermarket it should be a Costco or something different! Not worth slowing our city down for another Pak and Save	Do not change the speed limit! Do not put in more lights, come up with a better solution or an alternative location if you want to do this, do not sacrifice the time of all Hamiltonians!
1071	James	2						Already a horrible intersection with Kmart and Woolworths.	
1072	Jayson Stringer	2						Arthur Porter Drive to Te Rapa Road bears little-to-no relevance to the the speed reduction proposal. Te Rapa Road to Pukete Road, reduce away. What WILL categorically kill traffic flow through this section of road is the proposed set of lights, however I appreciate that this is not what this proposal is about so I'll leave that there.	
1073	Chris Lemon	1						I think this section of road should be 60km/h anyway due to the amount of traffic and accidents that occur on that stretch of road. The flyover between Arthur Porter Drive and 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 is notorious for accidents as it is at the moment.	Cameras for red light runners, especially the Wairere Drive and Pukete Road intersection.
1074	Raul Buencamino	2							
1075	Stewart Hardie	1						With the cost of living so high, it makes sense to have more supermarkets in this area of town. Hopefully, prices come down/you can shop the specials between them and the Countdown across the road, and there will be less traffic that has to clog up the roads into the Mill/Clarence Street PAK'nSave stores. My family will be able to walk there instead of driving to the CBD which is great.	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 please make sure this supermarket goes ahead anyway.
1076	Makim	1							
1077	Michelle	1						Great growth opportunity	No
1078	Joanne Smith	1						We need a park'n save out Hamilton North 60 km is a good limit around that area.	

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



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.

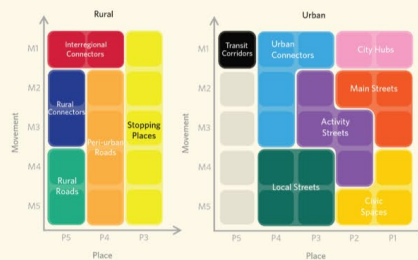
Movement and Place has many uses at the strategic network planning and development level, as well as at the detailed project level. It marries network-wide and local considerations. At its heart, the ONF organises transport links by their place and movement roles into road and street types.

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

By SEP 2022

ONF Modal Guidance Released

By OCT 2022

Future Network Guidance Released

By MAR 2023

RCA's 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 acknowledges 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.

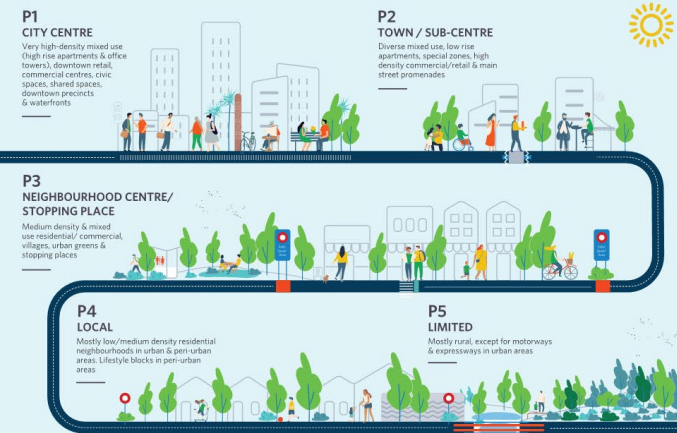


One Network Framework

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 land-use and the density of activity occurring "off-street".



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.

3. 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.
5. 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.

Attachment 2

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

Item 5



Short Communication

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

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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/green-green 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' decision-making 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: →→[→]→→; or incongruent: →←[→]←→). 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.*, red-green/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

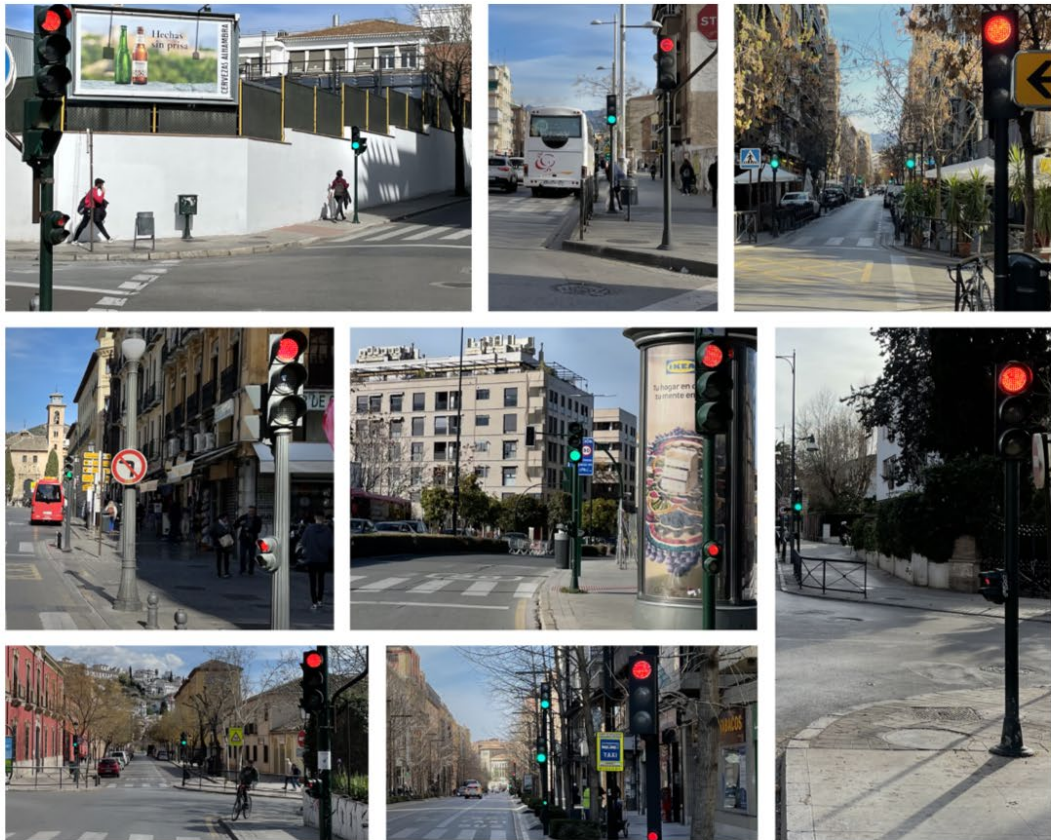


Fig. 1. Examples of competing sources of information at intersections in Granada (Spain): Short spacing between traffic light signals (range: 12 – 26 meters) displaying incongruent steady red-green lighting.

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 ($^{\circ}$) 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 $27.1^{\circ} \times 21.8^{\circ}$). 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. red-green/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 min.

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

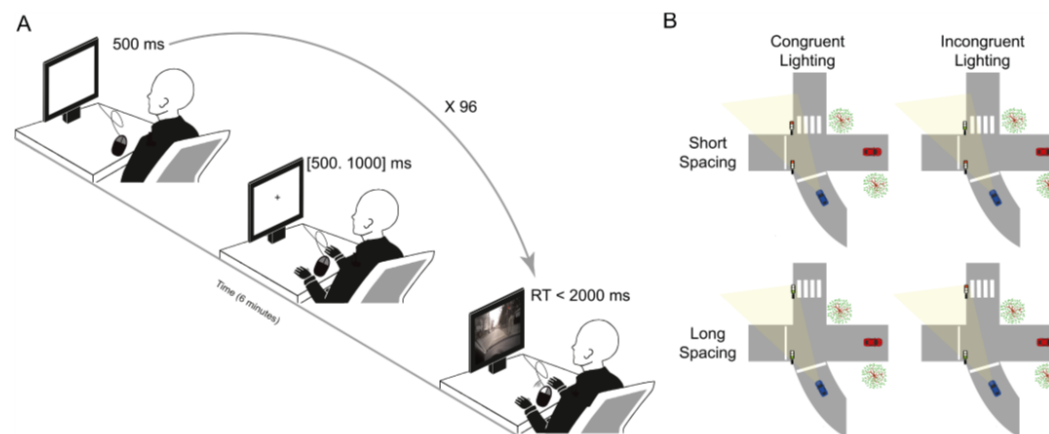


Fig. 2. (A) Schematic representation of the experimental timeline (image partially adapted from [24]). (B) Illustration of the four experimental conditions.

Attachment 2

Item 5

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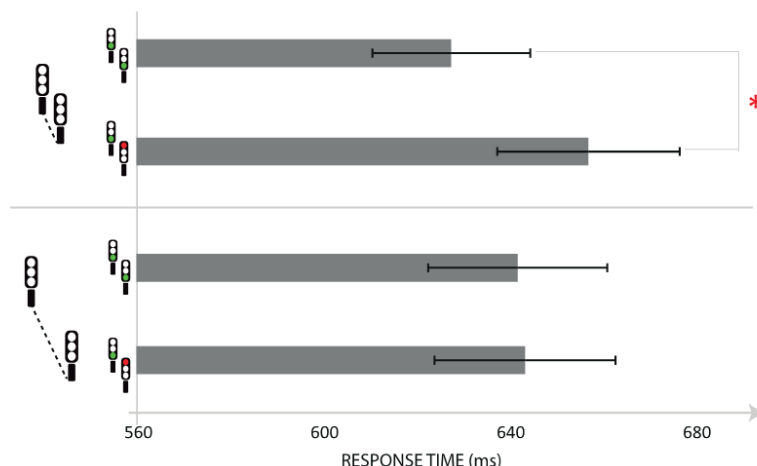


Fig. 3. Mean response times for the experimental conditions of interest. Short (upper part) and long (bottom part) spacing between traffic lights with congruent and incongruent lighting. For illustration purposes, only traffic light signals displaying congruent (steady green-green) and incongruent (steady 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 red-green 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 (~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 shortcomings 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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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 Pl 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

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 ring-road 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.

[Agenda of Ordinary Infrastructure Operations Committee Meeting - Tuesday, 7 December 2021](#) 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

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:

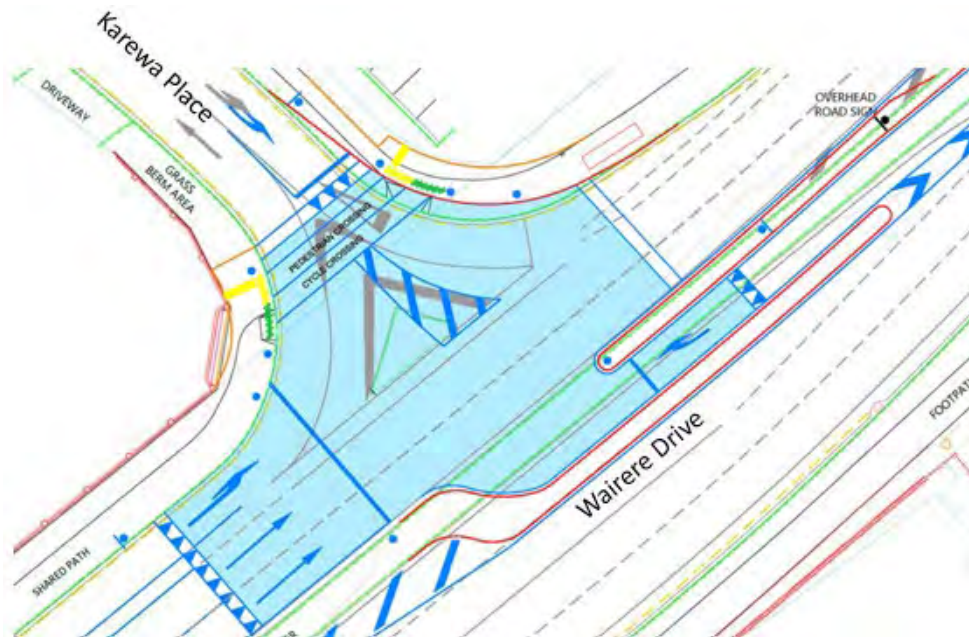
<https://www.youtube.com/watch?v=Yb7BQKe1vKI>

"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 macroscopic 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-web-assets/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.

Table 1: 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	here	Hearings for verbal submissions and consideration of written submissions ahead of Deliberation and Approval process
7 December 2021	Infrastructure Operations Committee	here	Deliberation and approval recommendation to Council
16 December 2021	Council	here	Approval of 60km/h speed limit

<https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Council-Open-Agenda-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 [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 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 1800m² GFA of large format retail, 3745m² GFA of offices and 400m² 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 Pl 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.govt.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-web-assets/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

- 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 Connector 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 Pl 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.