

Notice of Meeting:

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

Date: Tuesday 23 May 2023
Time: 9.30am
Meeting Room: Committee Room 1 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 Mark Donovan
Heamana

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

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance Lead

12 May 2023

Telephone: 07 838 6727
Amy.Viggers@hcc.govt.nz
www.hamilton.govt.nz

Purpose

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

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

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 23 May 2023

Author: Arnold Andrews

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 22 February 2023

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

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 22 February 2023 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 22 February 2023

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in the Council Chamber, Municipal Building, Garden Place, Hamilton on Wednesday 22 February 2023 at 9.30am.

PRESENT

Chairperson <i>Heamana</i>	Cr Mark Donovan
Members	Deputy Mayor Angela O'Leary Cr Anna Casey-Cox Cr Ewan Wilson Cr Geoff Taylor Cr Louise Hutt Cr Maxine van Oosten
In Attendance	Cr Moko Tauariki Eeva-Liisa Wright – General Manager Infrastructure Robyn Denton – Network Operations Team Leader
Governance Team	Carmen Fookes – Senior Governance Advisor Arnold Andrews and Chantal Jansen – Governance Advisors

1. **Apologies – *Tono aroha***
Resolved: (Cr Wilson/Cr van Oosten)
 That the apologies for absence from Cr Huaki, Cr Naidoo-Rauf and Cr Taylor are accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Wilson/Cr Casey-Cox)
 That the agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipaanga***
 No members of the Council declared a Conflict of Interest.
4. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 22 November 2022**
Resolved: (Cr Wilson/Cr Donovan)
 That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 22 November 2022 as a true and correct record.

5. Parking Restrictions and Traffic Bylaw Changes

Network Operations Team Leader spoke to the report and explained its purpose. She answered questions in relation to Person with Disability (PWD) car park on Victoria Street, Bryce Street settlements and Seddon Road on-street parking.

Resolved: (Cr Wilson/Cr Donovan)

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

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

Location	Amendments to current restrictions
Arthur Porter Drive	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #840 Arthur Porter Drive. 2. Installation of 10m 'No Stopping' restriction outside #860 Arthur Porter Drive.
Ashurst Avenue	<p>Improve safety and sight distances at Raised Pedestrian Platform at Te Rapa Primary School by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #56 Ashurst Avenue. 2. Installation of 20m 'No Stopping' restriction outside #58 - #60 Ashurst Avenue. 3. Installation of 10m 'No Stopping' restriction outside #61 Ashurst Avenue. 4. Installation of 15m 'No Stopping' restriction outside #61A Ashurst Avenue.
Aztec Place	<p>Improve traffic operations in cul-de-sac by:</p> <ol style="list-style-type: none"> 1. Installation of 145m 'No Stopping' restriction outside #7 - #16 Aztec Place. <p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 2. Rescind 10m 'No Stopping' restriction outside #51 Duke Street. 3. Rescind 10m 'No Stopping' restriction outside #1 Aztec Place. 4. Installation of 15m 'No Stopping' restriction outside #51 Duke Street 5. Installation of 15m 'No Stopping' restriction outside #1 Aztec Place.
Bryce Street	<p>To remove parking in section of Bryce Street between Seddon Road and Tristram Street where settlement is occurring:</p> <ol style="list-style-type: none"> 1. North side on Bryce Street – Installation of 190m 'No Stopping' restriction outside Seddon Park. 2. South side on Bryce Street – Installation of 195m 'No Stopping' restriction adjacent to rail corridor. 3. Rescind 31.5m 'No Stopping' restriction on the northwest side of Bryce Street, outside Seddon Park. 4. Rescind 38.5m 'No Stopping' restriction on the northeast side of Bryce Street, outside Seddon Park. 5. Rescind 145m 'No Stopping' restriction on the southwest side of Bryce Street, adjacent to rail corridor. 6. Rescind 12.5m 'No Stopping' restriction on the southeast

	side of Bryce Street, adjacent to rail corridor.
Chanan Place	<p>Improve traffic operations on cul-de-sac and road by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #25 Chanan Place. 2. Installation of 20m 'No Stopping' restriction outside #114 Maui Street. 3. Installation of 120m 'No Stopping' restriction opposite #114 Maui Street. 4. Installation of 30m 'No Stopping' restriction outside #114 Maui Street.
Clarkin Road	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #56 Haultain Street. 2. Installation of 25m 'No Stopping' restriction outside #100 - #102 Clarkin Road.
Clem Newby Road	<p>Improve access to properties by:</p> <ol style="list-style-type: none"> 1. Installation of 35m 'No Stopping' restriction starting outside #49 Clem Newby Road and ending outside #840 Arthur Porter Drive. 2. Installation of 35m 'No Stopping' restriction outside #43 - #49 Clem Newby Road. <p>Improve safety and sight distances at an intersection by:</p> <ol style="list-style-type: none"> 3. Installation of 30m 'No Stopping' restriction outside #840 Arthur Porter Drive. 4. Installation of 30m 'No Stopping' restriction outside #860 Arthur Porter Drive. <p>Improve safety and sight distances for pedestrians crossing at the intersection by:</p> <ol style="list-style-type: none"> 5. Installation of 25m 'No Stopping' restriction outside #23 Clem Newby Road. 6. Installation of 25m 'No Stopping' restriction outside #32 Clem Newby Road.
Cobham Drive	<p>Improve safety at Anzac Parade intersection by:</p> <ol style="list-style-type: none"> 1. Rescind 36m 'No Stopping' restriction on Cobham Drive 2. Installation of 175m 'No Stopping' restriction on Cobham Drive. 3. Installation of 75m 'No Stopping' restriction on Cobham Drive. 4. Installation of 20m 'No Stopping' restriction on Cobham Drive.
Crawford Street	<p>Improve safety and traffic operations by gazette of existing 'No Stopping' restrictions:</p> <ol style="list-style-type: none"> 1. 255m 'No Stopping' restriction on Crawford Street. 2. 220m 'No Stopping' restriction on Crawford Street. 3. 85m 'No Stopping' restriction on Crawford Street.
Featherstone Drive	<p>Improve traffic operations on a turn-around bay at the no-exit end, by:</p>

	1. Installation of 75m 'No Stopping' restriction on turn-around bay at the no-exit end near #45 Featherstone Drive.
Fergy Place	<p>Improve traffic operations by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 2. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 3. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 4. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection
Flynn Road	<p>Improve access to wastewater pump station by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #20 - #22 Flynn Road.
Gordonton Road	<p>Improve safety and traffic operation by:</p> <ol style="list-style-type: none"> 1. Northbound Traffic: Installation of 3255m 'No Stopping Zone At All Times' restriction commencing at Wairere Drive on Gordonton Road. 2. Southbound Traffic: Installation of 3255m 'No Stopping Zone At All Times' restriction on Gordonton Road finishing at Wairere Drive.
Hare Puke Drive	<p>Improve safety and traffic operations by:</p> <ol style="list-style-type: none"> 1. Installation of 25m 'No Stopping' restriction outside #75 Hare Puke Drive. 2. Installation of 30m 'No Stopping' restriction outside #60 - #70 Hare Puke Drive.
Haultain Street	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #54 - #56 Haultain Street 2. Installation of 25m 'No Stopping' restriction outside #102 Clarkin Road"
June Place	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #37 May Street. 2. Installation of 10m 'No Stopping' restriction outside #1 June Place. <p>Improve traffic operations on cul-de-sac by:</p> <ol style="list-style-type: none"> 3. Installation of 55m 'No Stopping' restriction outside #3 - #10 June Place.
Korikori Green	<p>Improve traffic operations on cul-de-sac and road by:</p> <ol style="list-style-type: none"> 1. Installation of 85m 'No Stopping' restriction on Korikori Green cul-de-sac. 2. Installation of 135m 'No Stopping' restriction on Korikori Green cul-de-sac.
Lake Crescent	<p>Improve traffic operations on narrow service lane by:</p> <ol style="list-style-type: none"> 1. Installation of 210m 'No Stopping' restriction outside #69 - #101 Lake Crescent.

	2. Installation of 200m 'No Stopping' restriction opposite #69 - #101 Lake Crescent.
Maeroa Road	Improve safety and sight distances at Rimu Street intersection by: 1. Installation of 20m 'No Stopping' restriction outside #218 Maeroa Road
Maui Street	Improve safety and sight distances at intersection by: 1. Rescind 20m 'No Stopping' restriction outside #115 Maui Street. 2. Installation of 10m 'No Stopping' restriction outside #116 Maui Street. 3. Installation of 40m 'No Stopping' restriction outside #115 - #119 Maui Street.
May Street	Improve safety and sight distances at intersection by: 1. Installation of 10m 'No Stopping' restriction outside #1 June Place. 2. Installation of 10m 'No Stopping' restriction outside #37 May Street.
Minogue Drive	Improve safety and access to properties by: 1. Installation of 20m 'No Stopping' restriction outside #60 Minogue Drive. 2. Installation of 20m 'No Stopping' restriction opposite #60 Minogue Drive.
North City Road (Rototuna Village Project)	Improve traffic operations by: 1. "Installation of 185m 'No Stopping' restriction outside #22 North City Road 2. Installation of 185m 'No Stopping' restriction outside #23 - #29 North City Road 3. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 4. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 5. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 6. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 7. Installation of a Bus stop outside Rototuna Library Eastbound of North City Road 8. Installation of a Bus stop outside Rototuna Library Westbound of North City Road"
Paulette Place	Improve traffic operations on cul-de-sac by: 1. Installation of 65m 'No Stopping' restriction outside #14 - #27 Paulette Place.
Pickering Crescent	Improve traffic operations on cul-de-sac by: 1. Installation of 55m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. 2. Installation of 35m 'P5 min - 8am-6pm Mon-Sun' outside Hukanui School.

	3. Rescind 15m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. 4. Rescind 5m 'No Stopping' restriction outside #24 Pickering Crescent.
Rimu Street	Improve safety and access to properties at Maeroa Road intersection by: 1. Installation of 20m 'No Stopping' restriction outside #92 - #94 Rimu Street. 2. Installation of 20m 'No Stopping' restriction outside #88 Rimu Street.
Victoria Street	Rescind temporary Mobility carparks to P10, by: 1. Gazette 15m 'P10 min, 8am to 6pm, Mon to Sun, Parking Restrictions outside #381 Victoria Street. 2. Rescind 15m 'Mobility Cardholders – 120min' outside #381 Victoria Street.
Whitford Place	Improve safety and access to properties by: 1. Installation of 40m 'No Stopping' restriction outside #7 - #15 Whitford Place.
Winders Road	Improve safety and sight distances for pedestrians crossing at the intersection by: 1. Installation of 25m 'No Stopping' restriction outside #21 Chalmers Road. 2. Installation of 25m 'No Stopping' restriction outside #1 Winders Road.

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

i. Turn Restrictions Register – Part 1: Right Turns

Location	Description
<u>Pickering Crescent</u>	<u>Pickering Crescent (cul-de-sac section) right turn out onto Pickering Crescent.</u>
<u>Rutherford Street</u>	<u>Rutherford Street right turn onto Pickering Crescent (cul-de-sac section).</u>

ii. Cycle Paths Register

Location	Description	Priority
Lake Domain Road	(i) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing 29 30 metres north. (ii) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing 39 40 metres south.	Nil
<u>Church Road</u>	(i) <u>Cycle Path on northern side of Church Road from the intersection with Te Rapa Road, progressing 80m in a northeast direction.</u> (ii) <u>Cycle Path on southern side of Church Road from the intersection with Te Rapa Road, progressing 80m northeast direction.</u>	<u>Nil</u>
<u>Collingwood</u>	(i) <u>Cycle Path on northside of Collingwood Street from</u>	<u>Nil</u>

<u>Street</u>	<u>the intersection of Tristram Street, progressing 50m in southwest direction.</u> (ii) <u>Cycle Path on southside of Collingwood Street from the intersection of Tristram Street, progressing 55m in southwest direction.</u> (iii) <u>Cycle Path on northside of Collingwood Street from the intersection of Tristram Street, progressing 180m in east direction.</u> (iv) <u>Cycle Path on southside of Collingwood Street from the intersection of Tristram Street, progressing 40m in east direction.</u>	
<u>Crosby Road</u>	(i) <u>Cycle Path on east side of Crosby Road from the intersection of Wairere Drive, progressing 125m in southwest direction.</u>	Nil
Tristram Street	(v) <u>Cycle Path on east side of Tristram Street from the intersection with Collingwood Street, extending 160m in south direction.</u> (vi) <u>Cycle Path on west side of Tristram Street from the intersection with Collingwood Street, extending 165m in a south direction.</u> (vii) <u>Cycle Path on west side of Tristram Street from the intersection with Collingwood Street, extending 45m in north direction.</u> (viii) <u>Cycle Path on east side of Tristram Street from the intersection with Collingwood Street, extending 45m in a north direction.</u>	Nil

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

Location	Description
<u>Collingwood Street</u>	(i) <u>Eastbound Cycle Lane starting at 35m northwest of the intersection with Anglesea Street, heading east towards the intersection with Anglesea Street.</u>
<u>Tristram Street</u>	(i) <u>Southbound Cycle Lane starting at 45m from the intersection with Ward Street, heading 245m south.</u> (ii) <u>Northbound Cycle Lane starting at 40m north of intersection with Collingwood Street, heading 245m north.</u> (iii) <u>Northbound Cycle Lane starting at 70m north of the intersection with Pembroke Street, heading 120m north.</u> (iv) <u>Southbound Cycle Lane starting at 35m southeast of the intersection with Collingwood Street, heading 120m south.</u>

- d) determines that the area of road reserve at the end of Pickering Crescent cul-de-sac immediately adjacent to the Onukutara Park reserve entrance be a footpath and therefore able to be used as a seating and play area.

6. Hamilton City Speed Limit Changes

Network Operations Team Leader spoke to the report and explained its purpose. She stated the 2022 Land Transport Rule Change required local government to have a speed management plan in place. She noted Hamilton City Council had made minor alterations to their 2018 plan. She stated this work was required by the legislation and the report includes minor changes to the plan that involves costs.

Network Operations Team Leader answered questions in relation to the University section at Hillcrest road and local speed limits for Hamilton roads and residential areas.

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Road Closure Hearings Panel

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

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date speed limit comes into force
50	30	Hillcrest Road	166 Hillcrest Road to 136 Hillcrest Road	Late March 2023
50	40	River Oaks Place	Totara Drive to 45m North of River Oaks Place	Early March 2023
60	50	Gordonton Road	Pardoa Boulevard 105m North on Gordonton Road	Upon completion of planned physical works.
60	50	Pardoa Boulevard	Gordonton Road to 110m West of	Upon completion of planned physical works.
80	50	Wairere Drive	Pardoa Boulevard to 110m South of Wairere Drive	Upon completion of planned physical works.
80	50	Wairere drive	Crosby Road 110m West on Wairere Drive	Upon completion of planned physical works.
80	60	Cobham Drive	40m South of Anzac Parade to Normandy Avenue	Late March 2023

The meeting was declared closed at 9:47am.

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 23 May 2023

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Network Operations Engineer

Position: General Manager
Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Location	Amendments to current restrictions
Brookfield Road	Safety Improvements by: <ul style="list-style-type: none"> • Rescinding 32.6m 'No Stopping' restriction outside #42 Fox Street. • Installation of 20m 'No Stopping' restriction outside #42 Fox Street. • Installation of 10m 'No Stopping' restriction outside #41 Fox Street. • Installation of 15m 'No Stopping' restriction outside #57 Fox Street. • Installation of 10m 'No Stopping' restriction outside #97 Brookfield Street. • Installation of 15m 'No Stopping' restriction on Brookfield Street outside #59 Dey Street. • Installation of 15m 'No Stopping' restriction outside #103 Brookfield Street.
Brymer Road	Traffic operations and safety improvements by: <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 15m 'Bus Stop' restriction outside #183

	<p>Brymer Road.</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 105m 'No Stopping' restriction outside #176 - #188 Brymer Road. • Installation of 100m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 10m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 20m 'Coach Parking' restriction outside #183 Brymer Road. • Installation of 120m 'No Stopping' restriction outside #188 Brymer Road.
Casey Avenue	<p>Gazette existing restrictions by:</p> <ul style="list-style-type: none"> • Rescind 74.5m 'No Stopping' restriction on Casey Avenue between #28 Casey Ave and #42 Casey Ave. • Installation of 125m 'No Stopping' restriction on Casey Avenue between #22 Casey Ave and #42 Casey Ave.
Chafer Place	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> • Installation of 80m 'No Stopping' restriction outside #35 Chalmers Road.
Chalmers Road	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #35 Chalmers Road.
Collingwood Street	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> • Rescinding of 5m 'P120 8am-6pm Mon-Sat' outside #180 Collingwood Street. • Rescinding 50m 'No Stopping' outside #170 Collingwood Street. • Rescinding 6.5m 'No Stopping' outside #180 Collingwood Street. • Installation of 60m 'No Stopping' restriction starting outside #180 Collingwood Street and extending to the intersection with Tristram Street.
Crosby Road	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #42 McMeekan Avenue. • Installation of 10m 'No Stopping' restriction outside #87 Crosby Road.
Dey Street	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #59 Dey Street. • Installation of 15m 'No Stopping' restriction on Dey Street outside #103 Brookfield Street.
Fairview Street	<p>Traffic operations and safety improvements by:</p>

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	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #1A Fairview Street. • Installation of 25m 'No Stopping' restriction outside #17 Powells Road.
Fox Lane	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction on Fox Lane outside #3 Fox Street.
Fox Street	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Rescinding 11m 'No Stopping' restriction outside #42 Fox Street. • Installation of 15m 'No Stopping' restriction outside #3 Fox Street. • Installation of 15m 'No Stopping' restriction outside #4 Fox Street. • Installation of 20m 'No Stopping' restriction outside #57 Fox Street. • Installation of 20m 'No Stopping' restriction outside #97 Brookfield Street. • Installation of 20m 'No Stopping' restriction outside #41 Fox Street. • Installation of 15m 'No Stopping' restriction outside #42 Fox Street.
Grantham Street	<p>Traffic operation improvements by:</p> <ul style="list-style-type: none"> • Installation of 50m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.
Hamilton Parade	<p>Traffic operation improvements by:</p> <ul style="list-style-type: none"> • Installation of 55m 'No Stopping' restriction on the cul-de-sac end of Hamilton Parade outside #3 Hamilton Parade. • Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #17 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #15 Hamilton Parade. • Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #9 - #11 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #7 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #5 Hamilton Parade. • Rescinding 'P210' parking restriction on the north eastern side of Hamilton Parade, beginning opposite a point four point zero (4.0) metres northwest of the intersection of the south eastern boundary of Pt Lot 3 DP 12762 (No 3)

	with the south western boundary of Hamilton Parade and extending for a further distance of one hundred and seventy eight point zero (178.0) metres in a north westerly direction.
Hardley Street	Provide for rubbish collection of new development in conjunction with Resource Consent 2021.11592: <ul style="list-style-type: none"> • Installation of 10m 'Loading Zone - Goods & Services - P10 - At All Times' outside #5 Hardley Street.
Hinau Street	Improve Traffic operations, safety and access to properties by: <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #8 Miro Street • Installation of 15m 'No Stopping' restriction outside #10 Miro Street
Kitchener Street	Traffic operations and safety improvements by: <ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #14 Kitchener Street. • Installation of 15m 'No Stopping' restriction outside #16 Kitchener Street.
Lake Road	Traffic operations and safety improvements by: <ul style="list-style-type: none"> • Rescinding 26.5m 'P60' outside #43 Lake Road and #100 Commerce Street. • Installation of 20m 'bus stop' outside #43 Lake Road and #100 Commerce Street. • Rescinding 61m 'No Stopping' restriction on the north eastern side of Lake Road, beginning at a point 29metres south east of the intersection of the north eastern boundary of Lake Road with the north western boundary #33 and extending for a further distance of sixty one point zero (61.0) metres in a south easterly direction. • Installation of 70m 'No Stopping' restriction between #37 and #43 Lake Road. • Rescinding 15m 'Bus Stop' on Lake Road outside #97 Commerce Street. • Installation of 15m 'P60' on Lake Road outside #97 Commerce Street. • Rescinding 12.5m 'No Stopping' outside #40 Lake Road. • Rescinding 13.6m 'No Stopping' on Lake Road outside #108 Commerce Street. • Installation of 10m 'No Stopping' restriction outside #40B Lake Road. • Rescinding 21.5m 'P60' restriction outside #40 - #40B Lake Road. • Installation of 30m 'P60 restriction' outside #40 - #40B Lake Road. • Rescinding 5.5m Loading Zone on Lake Road outside #107

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	<p>Commerce Street.</p> <ul style="list-style-type: none"> • Rescinding 5m 'P60' outside #40A Lake Road. • Installation of 10m Loading Zone outside #40A Lake Road.
McCracken Avenue	<p>Provide for School 'Kiss and Drop' zone for Hillcrest Primary, by:</p> <ul style="list-style-type: none"> • Rescinding 15m 'P60 - At All Times' restriction on McCracken Avenue outside #19 McCracken Avenue. • Installation of 15m 'P5, 8:30AM - 9:00AM, 3:00PM - 3:30PM, Mon - Fri' restriction on McCracken Avenue outside #19 McCracken Avenue.
McMeekan Avenue	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 40m 'No Stopping' restriction outside #42 McMeekan Avenue. • Installation of 35m 'No Stopping' restriction outside #87 Crosby Road.
Miro Street	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #8 Miro Street • Installation of 10m 'No Stopping' restriction outside #10 Miro Street
Newcastle Road	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction from #113 to #115 Newcastle Road.
Pembroke Street	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Rescinding of 12m bus stop outside #13 - #15 Pembroke Street. • Installation of 15m bus stop outside #19 Pembroke Street. • Rescinding of 11m bus stop outside #41 Pembroke Street. • Rescinding of 12m bus stop outside #48 Pembroke Street. • Installation of 15m bus stop outside #33 Pembroke Street. • Installation of 15m bus stop opposite #29 - #31 Pembroke Street.
Pickering Crescent	<p>Improve traffic operations and safety for Hukanui School by:</p> <ul style="list-style-type: none"> • Rescinding of 35m 'P5 min - 8am-6pm Mon-Sun' outside Hukanui School. • Rescinding of 55m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. • Installation of 50m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. • Installation of 40m 'P5, 8:30AM - 3:30PM, Mon - Fri' outside Hukanui School.
Powells Road	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 45m 'No Stopping' restriction outside #11 Powells Road and #1A Fairview Street. • Installation of 15m 'No Stopping' restriction outside #17

	<p>Powells Road.</p> <ul style="list-style-type: none"> Installation of 35m 'No Stopping' restriction between #10 - #12 Powells Road.
Roseberry Crescent	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> Installation of 80m 'No Stopping' restriction from #13 - #20 Rose Berry Crescent
Rostrevor Street	<p>Improve traffic operations by:</p> <ul style="list-style-type: none"> Installation of 55m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on Rostrevor Street outside #820 Victoria Street.
Rototuna Village – Eastern Carpark	<p>Improve traffic operations by:</p> <ul style="list-style-type: none"> Installation of 5m mobility carpark restriction. Installation of 10m mobility carpark restriction. Installation of 5m P60 EV parking restriction.
Rototuna Village – Northern Carpark	<p>Improve traffic operations by:</p> <ul style="list-style-type: none"> Installation of 10m mobility carpark restriction.
Te Rapa Road	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> Rescinding of 5m 'P30 8am-6pm Mon-Sun' parking restriction outside #400 Te Rapa Road. Rescinding of 5m 'No Stopping' restriction outside #414 Te Rapa Road. Rescinding of 7m 'No Stopping' restriction outside #400 Te Rapa Road. Installation of 15m 'No Stopping' restriction between #400 - #414 Te Rapa Road.
Timatanga Road	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> Installation of 105m 'No Stopping' restriction outside #11 - #15 Timatanga Road. Installation of 105m 'No Stopping' restriction opposite #11 - #15 Timatanga Road.
Tristram Street	<p>Improve traffic operations by:</p> <ul style="list-style-type: none"> Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #360 Tristram Street. Installation of 25m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #340 - #360 Tristram Street. Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #310 Tristram Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #306 Tristram Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #298 Tristram Street. Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #290 Tristram Street.
Victoria Street	<p>Improve business operations for new development in conjunction with Resource Consent 2021.11592:</p>

Item 5

	<ul style="list-style-type: none"> Installation of 10m 'Loading Zone - P10 - 8:00AM-6:00PM Mon-Fri' outside #1026 Victoria Street.
Vialou Street	<p>Improve traffic operations by:</p> <ul style="list-style-type: none"> Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Eastern side outside #108 Rostrevor Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #27 Liverpool Street. Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #27 Vialou Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #25 Vialou Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #21 - #23 Vialou Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #19 Vialou Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #17 Vialou Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #17 Vialou Street. Installation of 35m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street.
Western Heights Drive	<p>Improve Traffic operations, safety and access to properties by:</p> <ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #115 Newcastle Road. Installation of 60m 'No Stopping' restriction from #115 Newcastle Road to #13 Western Heights Drive. Installation of 20m 'No Stopping' restriction outside #2 Sunset Close. Installation of 95m 'No Stopping' restriction from #14 Western Heights Drive to #123 Newcastle Road.

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

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

Location	Description
<u>Bryce Street</u>	<u>(iii) Eastbound cycle lane from the intersection with Seddon Road, progressing 200 metres to the intersection with Tristram Street.</u>

	<u>(iv) Westbound cycle lane from the intersection with Tristram Street, progressing 200 metres to the intersection with Seddon Road.</u>
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ii. Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking)

Location	Description
Grantham Street	<ol style="list-style-type: none"> <u>2. Installation of 65m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u> <u>3. Installation of 40m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u> <u>4. Installation of 35m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u> <u>5. Installation of 10m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u>
<u>Hamilton Parade</u>	<u>1. Installation of 160m 'All Day Paid Parking' restriction on the Eastern side of Hamilton Parade outside #3 - #19 Hamilton Parade.</u>
<u>Old Mill Lane</u>	<u>1. Installation of 100m 'All Day Paid Parking' restriction on the Western side of Old Mill Street opposite #28 - #31 Old Mill Street.</u>
<u>Rostrevor Street</u>	<ol style="list-style-type: none"> <u>1. Installation of 40m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside #800 Victoria Street.</u> <u>2. Installation of 15m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside #800 Victoria Street.</u>
<u>Tristram Street</u>	<ol style="list-style-type: none"> <u>1. Installation of 115m 'All Day Paid Parking' restriction on the Western side of Grantham Street outside Hinemoa Park.</u> <u>2. Installation of 15m 'All Day Paid Parking' restriction on the Western side of Grantham Street outside Hinemoa Park.</u> <u>3. Installation of 35m 'All Day Paid Parking' restriction on the Western side of Grantham Street outside Hinemoa Park.</u> <u>4. Installation of 90m 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Seddon Park.</u>
<u>Vialou Street</u>	<ol style="list-style-type: none"> <u>1. Installation of 45m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u> <u>2. Installation of 20m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u> <u>3. Installation of 60m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u>

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping and time restrictions and bus stops; and
 - ii. changes to a register of the Traffic Bylaw:
 - a. Special Vehicle Lanes Part 1: Cycle Lanes Register; and
 - b. Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and provision of genuine travel choices in its eight objectives.
7. Targeted consultation has been completed for all proposed changes and generally there is support for these. Where negative feedback has been received, further information is provided in the report.
8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council’s legal requirements.

Background - *Koorero whaimaarama*

9. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
10. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
11. The refreshed Access Hamilton Strategy (adopted at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Councils commitment to road safety and providing genuine travel choices on the transport network.



The 'Safe Transport System' objective states that no one should be injured or killed while moving around Hamilton Kirikiriroa. Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.



Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking.

12. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns.
13. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or transport renewal and capital improvement projects.

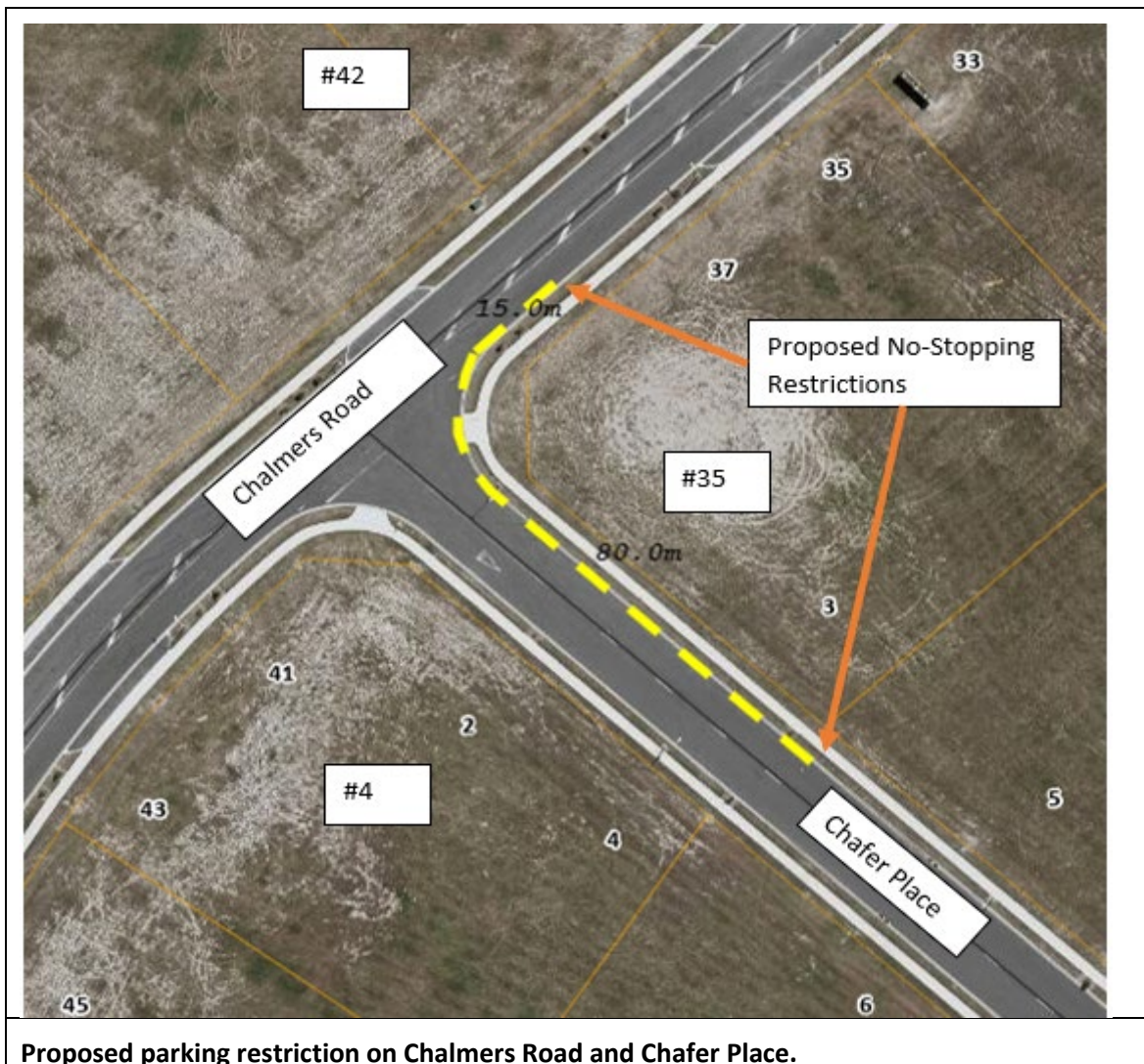
Parking Restriction Changes

14. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
15. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. In general, the feedback received was positive and supportive of the proposed changes.
16. For locations where there was negative feedback received or locations where there is likely to be a higher degree of public interest, further information is included below.

Chafer Place and Chalmers Road – Traffic, Safety and Access to properties

17. A trial of parking restrictions was undertaken by the property owners of #4 Chafer Place and #35 Chalmers Road using traffic cones to restrict carparking between intersection of Chalmers Road with Chafer Place and their driveways. The trial indicated improvements to traffic operations for large vehicles accessing their property. Following the trial operation by the property owners, a customer request with a proposal for introducing no-stopping at the intersection of Chalmers Road and Chafer Place was submitted.
18. Upon consultation, feedback from a tenant at #35 Chalmers Road objected to the proposal for no-stopping parking restrictions and requested provision of on-street parking for their staff. Transport Staff have also advised the property owners of #35 Chalmers of the need to resolve the concerns from their tenants.

19. A copy of the plan with proposed traffic restriction change is shown below:



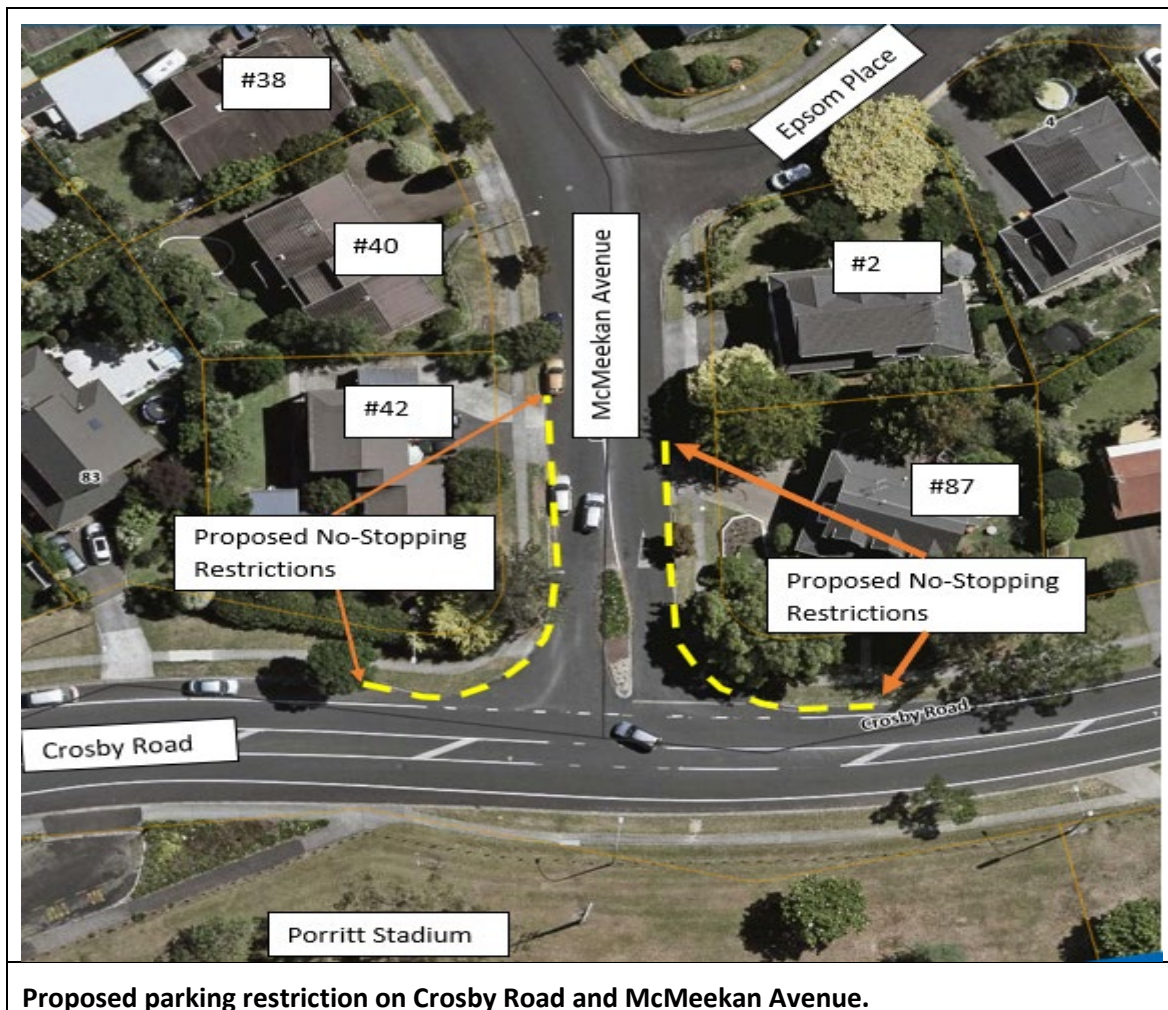
Proposed parking restriction on Chalmers Road and Chafer Place.

20. Transport Unit staff recommend approving the proposed no-stopping restrictions to improve traffic operations and safety for all road users in this area.

Crosby Road and McMeekan Avenue – Traffic Operations for Orbiter Bus Service

21. A customer requested installation of no-stopping restrictions at the intersection of Crosby Road and McMeekan Avenue to improve traffic operations for large vehicles at the intersection. They indicated that vehicles parked close to the traffic island and the intersection create a risk for school children crossing the street, and an obstruction to large vehicles such as bus driving through McMeekan Avenue.
22. McMeekan Avenue is on the route for Orbiter #14 bus services. Staff identified vehicles parked close the traffic islands on McMeekan Avenue near the intersection with Crosby Road create an obstruction for traffic movement. Waikato Regional Council support the proposal for traffic restriction change, to improve the Orbiter #14 bus service.
23. Upon consultation, feedback from residents of two properties supported the proposal and appreciated these restrictions will improve safety for pedestrians including school children.
24. Feedback from a resident at #42 McMeekan Avenue objected the proposal and suggested to remove a large tree to improve sight distances and safety. Staff believe removal of the tree will not improve the tracking of large vehicles at this intersection.

25. A copy of the plan with proposed traffic restriction change is shown below:

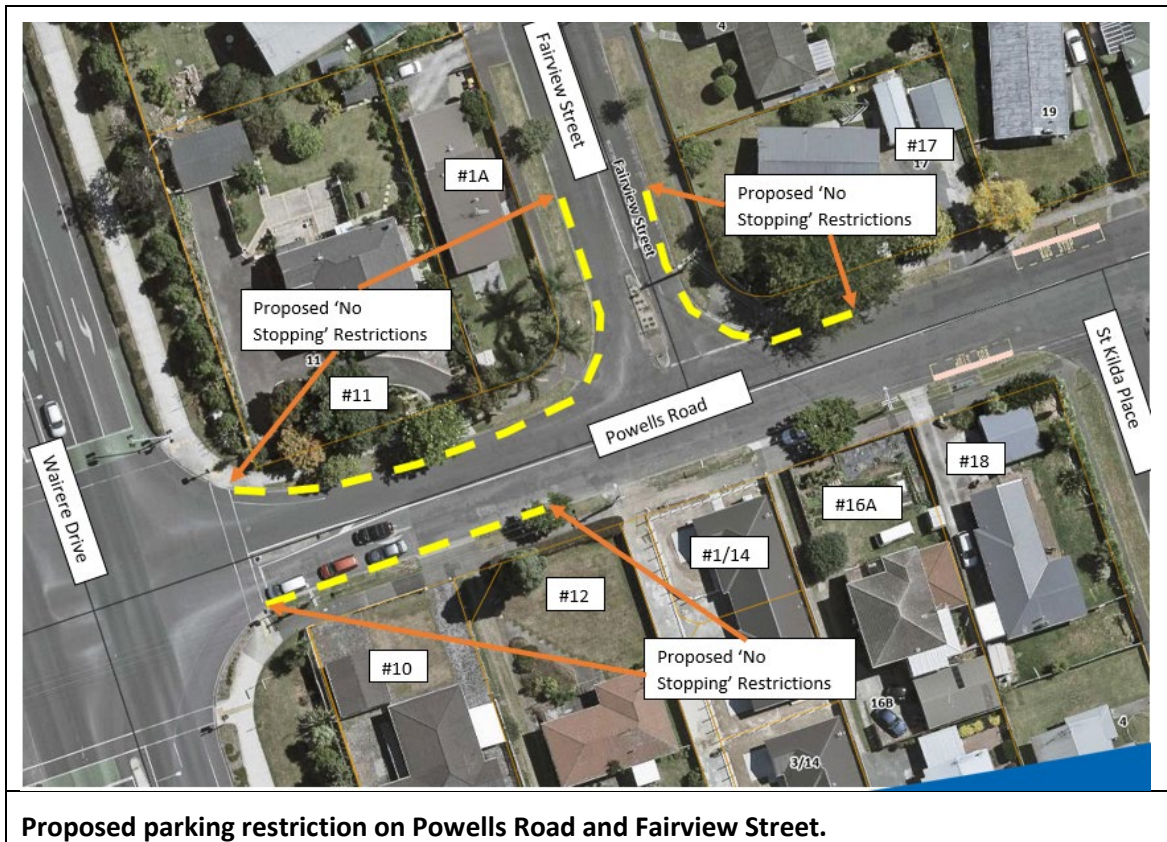


26. Transport Unit staff recommend approving the proposed no-stopping restrictions and leaving the tree in place.

Fairview Street and Powells Road – Traffic, Safety and Access to properties

27. A customer requested installation of no-stopping restriction on Powells Road between Wairere Drive and Fairview Street to improve traffic operations and safety.
28. Upon consultation, feedback from residents of two properties supported the proposal and appreciated these restrictions will improve safety.
29. Feedback from a resident of #14 Powells Road objected the proposal, indicating this is not a good outcome for properties with limited off-street parking.
30. Feedback from another resident of #14 Powells Road expressed their visitors with disability would need to park further away from their property to visit them. They objected to the proposal and requested creation of a mobility parking bay in the berm outside their property could result in their support for the proposal. Staff advised the resident that the location of their property is at an intersection and is not a safe location for creating a mobility parking bay on the carriageway. Large trees and possible relocation of underground utility services and realignment of the kern would be required to create a parking bay in the berm.
31. Staff revised the proposal and reduced the proposed 85m 'no stopping' restriction between #10 - #18 Powells Road to a length of 35m between #10 - #12 Powells Road.

32. The revised proposal with 'no stopping' restriction outside #10 - #12 Powells Road improve the traffic operations at the signalised intersection of Powells Road with Wairere Drive.
33. A copy of the plan with proposed traffic restriction change is shown below:

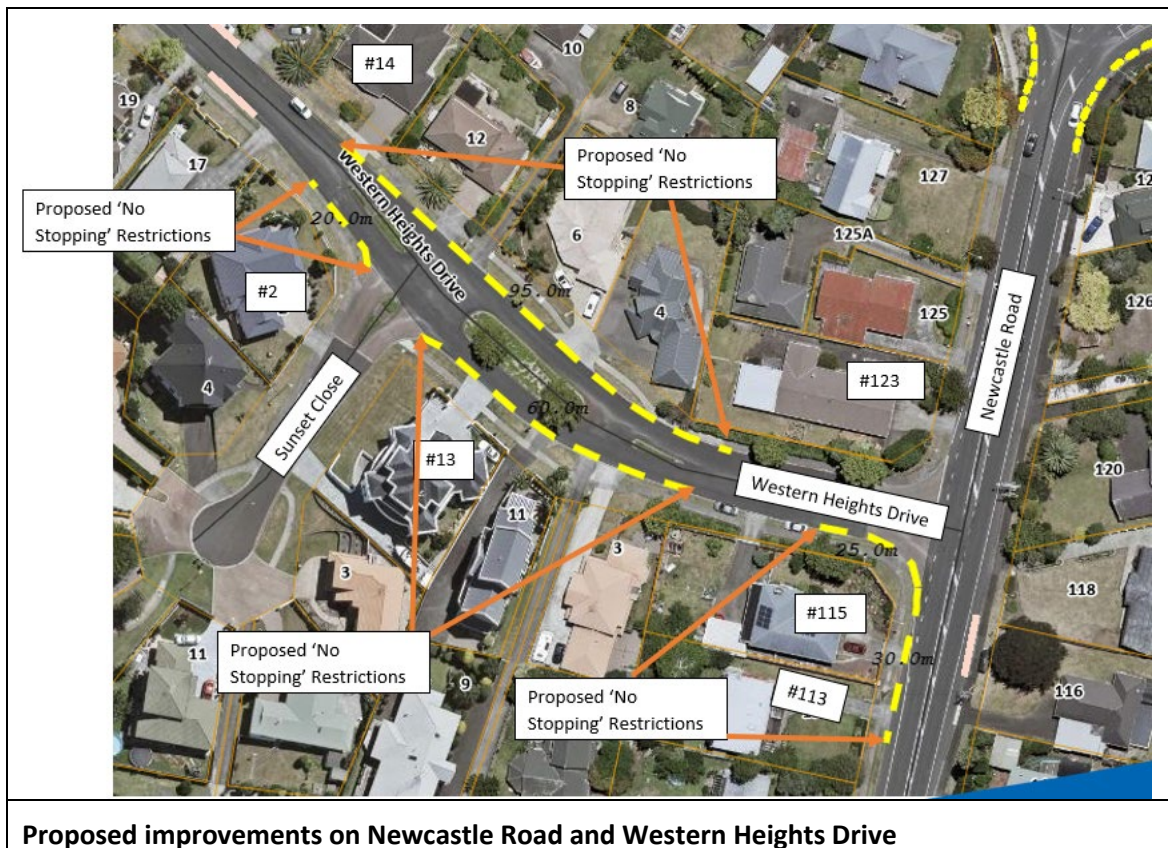


34. Transport Unit staff recommend approving the proposed no-stopping restrictions.

Newcastle Road and Western Heights Drive – Traffic, Safety and Access to properties

35. A customer requested installation of no-stopping restrictions at the intersection of Western Heights Drive and Newcastle Road to improve traffic operations at the intersection and on Western Heights Drive. They indicated that vehicles parked close to the traffic island and the intersection create a safety risk and an obstruction to vehicles driving through Western Heights Drive.
36. Upon consultation, feedback from a resident supported the proposal and appreciated these restrictions will improve safety. They requested an extension of the proposed no-stopping yellow lines further north on Western Heights Drive.
37. Feedback from two residents objected the proposal and suggested to remove the traffic islands to increase width of carriageway.
38. The combination of proposed no-stopping restrictions and existing traffic islands provide traffic calming measures and improve safety and traffic operations on Western Heights Drive and at the intersection with Newcastle Road.

39. A copy of the plan with proposed traffic restriction change is shown below:



40. Staff recommend approving the original proposal for no-stopping restrictions.

41. Staff shall continue to monitor traffic operations on Western Heights Drive after installation of proposed no-stopping restriction to identify any need for further changes to parking restrictions.

Climate Emergency Response Fund (CERF) – Transport Choices Programme

42. In 2021, the Government announced establishment of the 'Climate Emergency Response Fund' (CERF). This fund was set up with an initial \$4.5 billion 'down payment' for Aotearoa New Zealand's climate spending, proportional to the proceeds of the Emissions Trading Scheme. Amongst other initiatives, this programme is providing a 'Transport Choices' package that has been offered to Councils to assist them in providing safe, convenient and accessible travel choices for all residents.

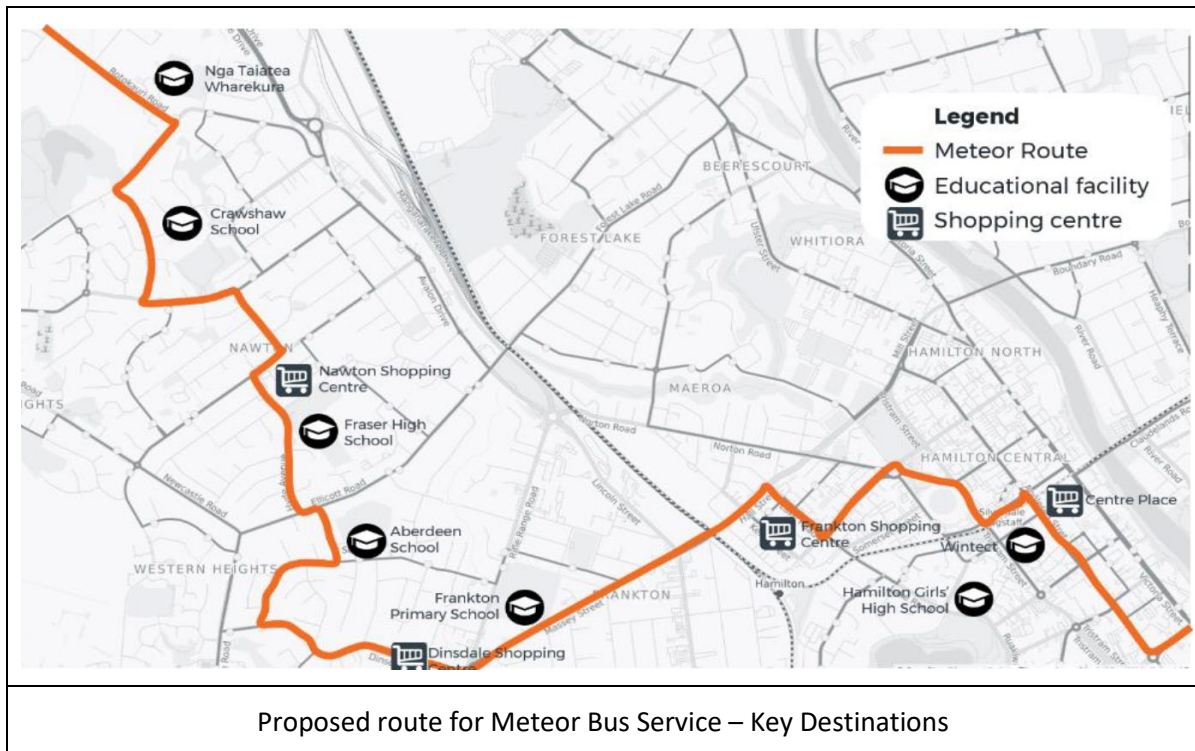
43. Staff have identified 28 different Walking, Cycling and Public Transport projects and secured an average of 90% funding through CERF to deliver these projects to reduce Transport Emissions by 2035. The CERF funding program allows delivery of these projects to be brought forward and implemented in the next 12-15 months.

44. These 28 transport projects have been reported to the Infrastructure and Transport Committee on the [7 March 2023](#), with a workshop held on the 14 March 2023. A formal agreement has been signed between HCC and Waka Kotahi for each individual project.

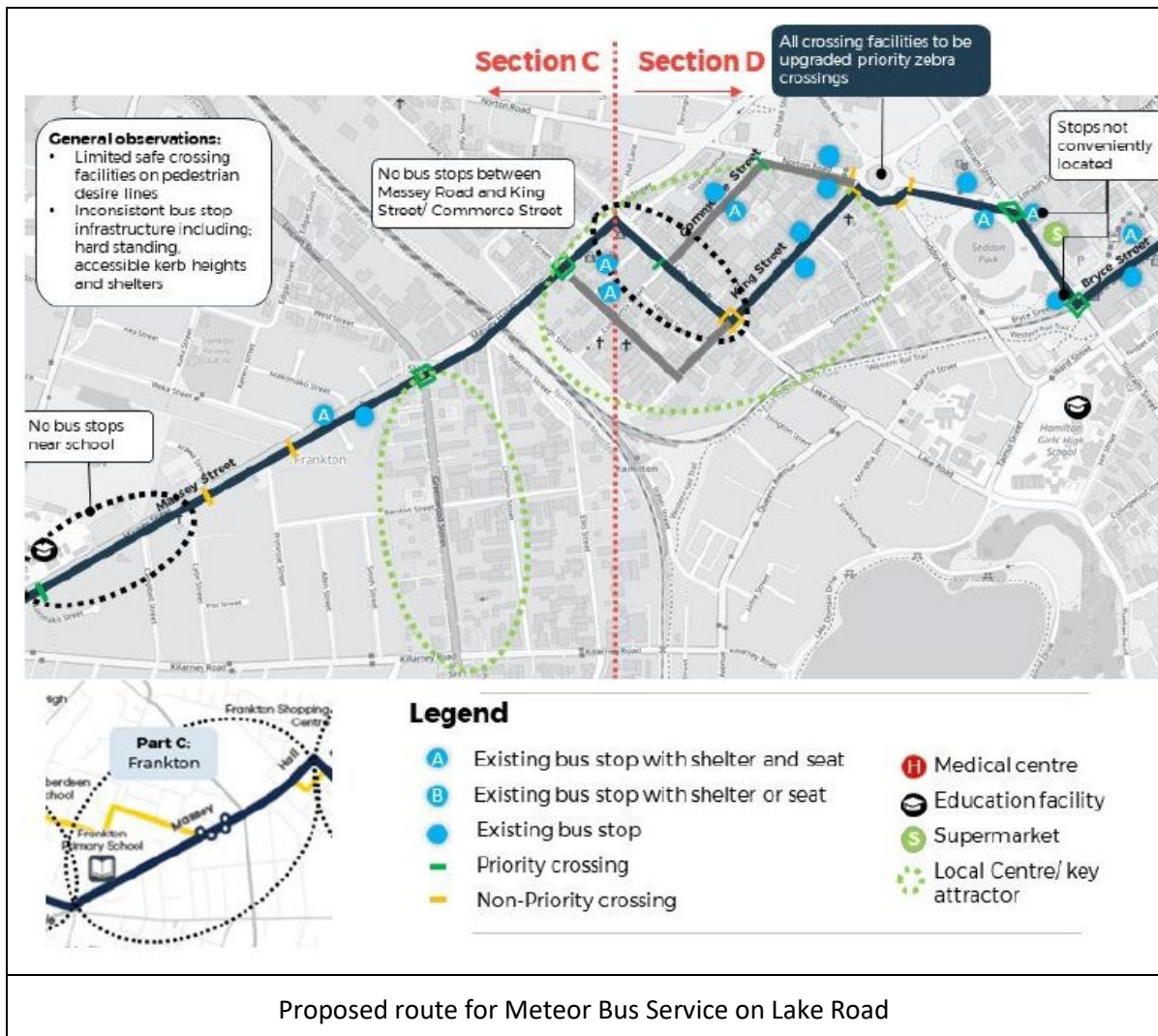
45. Access Hamilton sets the vision for the future of transport in Hamilton. Its guiding principles directly focusing on travel choices, emission reductions, reduced vehicles kilometre travelled (VKT), and inclusivity.

Lake Road, Commerce Street and Rawhiti Street – Meteor Bus Service Improvements (CERF project)

46. This project will be delivered from Climate Emergency Response Fund (CERF) - Transport Choices funding programme and is in line with Access Hamilton.
47. Staff and Waikato Regional Council reviewed the existing infrastructure along to the proposed Meteor Public Transport Route in 2021 and reported the recommendations from the study to the Infrastructure Operations Committee on [07 December 2021](#) and [31 May 2022](#).
48. The changes proposed to Meteor route with Key Destinations is shown in the image below:



49. The changes proposed to Meteor route on Lake Road is shown in the image below:



50. The proposed Meteor route is designed to connect the CBD, Frankton, Nawton and the Rotokauri Transport Hub. This route is likely to replace the Frankton (number 8) bus route. This route will have a high level of service and is noted as a 'Hamilton Frequent' in the Waikato Regional Public Transport Plan 2022.
51. The proposed new bus stop will complement the new route by providing bus users with a high level of amenity when waiting for a bus. With increase in high-density housing in development in the area, the proposal ensures pedestrians can safely access bus stops will encourage less travel by car.
52. The proposal includes an upgrade of the intersection of Commerce Street with Lake Road to a roundabout to improve traffic operations and reduce operating speeds of vehicles at the intersection.
53. The project proposal has five raised zebra pedestrian crossings, to improve accessibility and safety for pedestrians crossing the road, which are part of the 'Safe System' approach to road safety. The Safe System approach underpins New Zealand's Road to Zero road safety strategy and aims to create a forgiving road environment to reduce harm when people make mistakes. A raised platform is designed to achieve the desired speed reduction with a gentler ramp and is different to conventional speed hump. The design principals for this project are in alignment with Council's commitment to Road to Zero.

Original Proposal (Design I – September 2022)

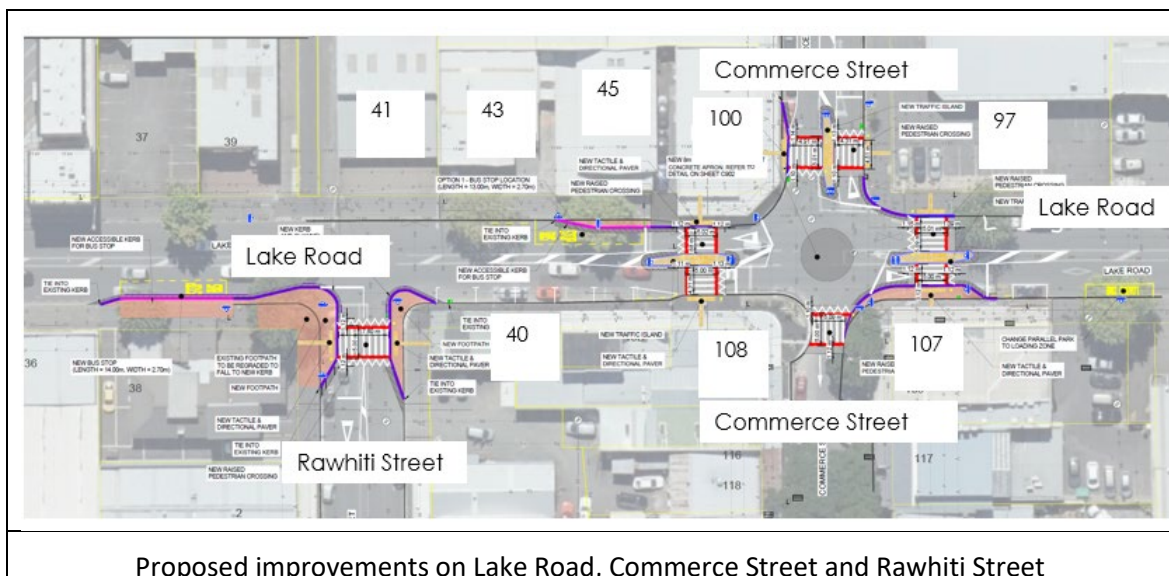
54. The initial proposal (September 2022) for the Lake Road/Commerce Street project indicated a new roundabout, four raised pedestrian crossings at the intersection and a raised pedestrian crossing at the intersection of Rawhiti Street/Lake Road. In this design, there was a loss of ten car parks in the project area, and a plan to relocate a loading zone outside #107 Commerce Street to outside #40A Lake Road.
55. Staff consulted business operators and identified concerns regarding the loss of on street carparks near local businesses and potential traffic disruption due to the proposed raised pedestrian crossings.

Revised Proposal (Design II - December 2022)

56. Following feedback from consultation on the initial proposal, staff redesigned the proposal (December 2022) to minimise impact on adjacent business operators by lowering the loss of on street parking resulting from this project. The revised proposal reduced the loss of parking spaces from ten spaces to five spaces.
57. Staff consulted with business operators in December 2022 to seek feedback on the revised design. A few businesses were concerned about any loss of on street carparking, the bus route, possibility of a raised pedestrian crossings creating traffic congestion, and enforcement of parking restriction in Frankton Village.

Revised Proposal (Design III – January 2023)

58. Staff redesigned the proposal (January 2023) to address the concerns and feedback received on the revised design.
59. The third proposal reduced loss of on street parking to three spaces, which is a reduction from a loss of ten carpark spaces in the initial proposal.
60. A copy of the consultation plan is shown below:



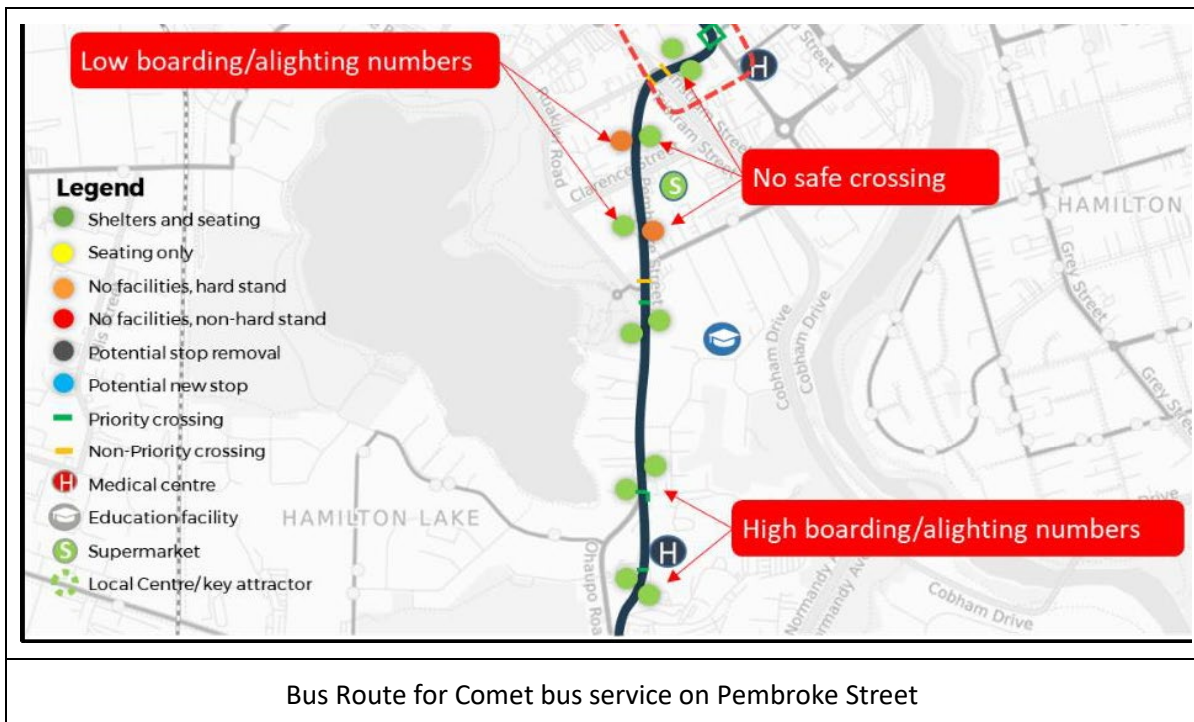
61. The final design was shared with business operators for further consultation and Staff explained the following to the business operators:
 - (i) Further reduction in loss of on street parking from the proposal will increase a safety risk for pedestrians using the new raised pedestrian crossing facilities and is not recommended.

- (ii) Impact of the proposed raised pedestrian safety platforms on traffic flow will be less than minor.
 - (iii) Compliance of parking restrictions has improved after the rollout of Council's Licence Plate Number Recognition (LPNR) vehicle for enforcement of parking restriction. Businesses acknowledged an improvement in compliance of traffic restriction.
 - (iv) Based on feedback from business operators, who have raised concerns around road closures and traffic disruption, the construction of these works are programmed between late July 2023 and September 2023 to minimise disruption to business operations in the vicinity of project work.
62. 80% of the project cost is funded through Waka Kotahi NZ Transport Agency from the Climate Emergency Response Fund (CERF). Further changes to the design may increase a risk of loss of funding through CERF, as the expected outcome of the project is to contribute to a reduction of transport emissions.
63. Transport Unit staff recommend approving the proposed traffic restrictions.

Pembroke Street – Comet Bus Service Improvements (CERF project)

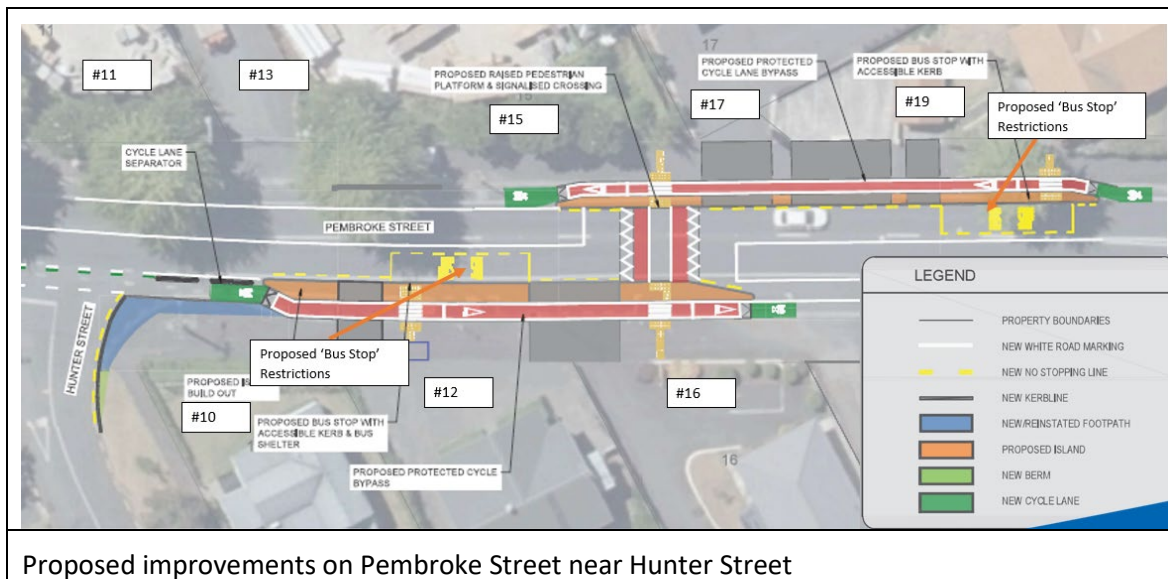
64. This project will be delivered from Climate Emergency Response Fund (CERF) - Transport Choices funding programme and is in line with Access Hamilton.
65. Staff and Waikato Regional Council reviewed the existing infrastructure along to the proposed Comet Public Transport Route in 2021 and reported the recommendations from the study to the Infrastructure Operations Committee on [07 December 2021](#) and [31 May 2022](#).
66. A need to improve road infrastructure was identified to support Comet Bus Service on Pembroke Street, to make bus travel an easy and safe transport option for users near the intersection of Pembroke Street with Clarence Street.
67. The Comet bus route commenced in April 2019 and is a 'high frequency service' within the Waikato Regional Public Transport Plan 2022, and needs to be a reliable and easy service, keeping to a peak frequency of 15-minutes interval. Waikato Regional Council are planning to operate the Comet Bus service at a frequency with 10-minute interval in the near future, after resolving the driver shortage problem. The service provides connectivity between Hamilton South, the Hospital, the Central City, and The Base.

68. A copy of the plan with Comet Bus Route is shown in image below:

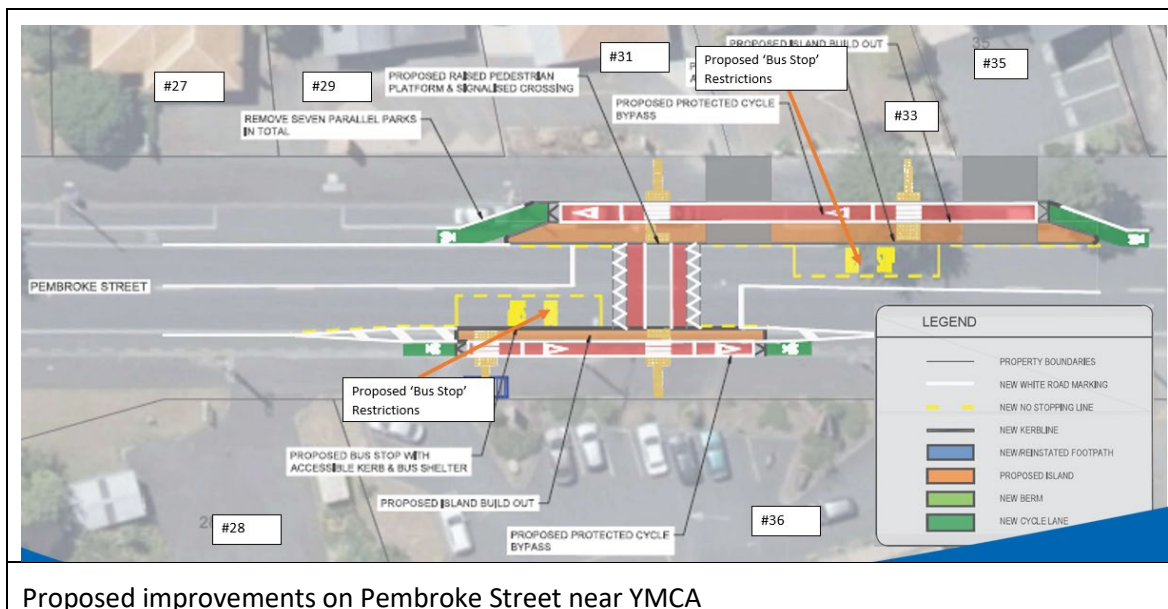


69. Improvements on Pembroke Street are proposed to ensure this high frequency service can run to a reliable timetable and continue to grow and provide priority for public transport. In the long term, the Comet route will grow and provide a high frequency bus route through to the Peacockes development.
70. Staff reported to Infrastructure and Transport Committee on the [7 March 2023](#), a proposal for four improved bus stops on Pembroke Street. Two bus stops are proposed outside the YMCA to service the patrons on the bus services. Two bus stops are proposed on Pembroke Street on the west side of its intersection with Hunter Street.
71. The proposed improvements include the following:
- Two new signalised pedestrian crossings with a raised safety platform, to provide pedestrians with a safe and accessible crossing location
 - Bus stop buildouts to provide priority for buses and provide more room behind the kerb for pedestrians, cyclists and bus users creating an accessible platform for bus patrons to wait on.
 - Protected cycle bypasses to allow people on bikes to safely navigate around the buses.
 - Two new shelters on the northbound side of Pembroke Street
 - Removal of two street trees
 - Installation of no stopping parking restrictions on either side of the bus stops and crossings to ensure safe operation of the bus service and pedestrian crossings.

72. A copy of the consultation plan for bus stops on Pembroke Street near Hunter Street are shown below:



73. Feedback from two clinical businesses, located at #16 and #17A Pembroke Street, objected to the proposal expressing a concern with loss of on street parking and a safety risk for their visitors. They expressed a loss of five parking spaces will require their patients with mobility issues to park and walk further to access the clinics for treatment. Staff identified the clinics have on-site parking available.
74. A copy of the consultation plan for bus stops near YMCA on Pembroke Street are shown below:



75. Concerns raised by businesses and YMCA were resolved during public consultation by Staff. No objections received to the proposed traffic restriction changes after public consultation.
76. 80% of the project cost is funded through Waka Kotahi NZ Transport Agency from the Climate Emergency Response Fund (CERF). Further changes to the design may increase a risk of loss of funding through CERF, as the expected outcome of the project is to contribute to a reduction of transport emissions.
77. Transport Unit staff recommend approving the proposed traffic restrictions.

Traffic Bylaw Changes

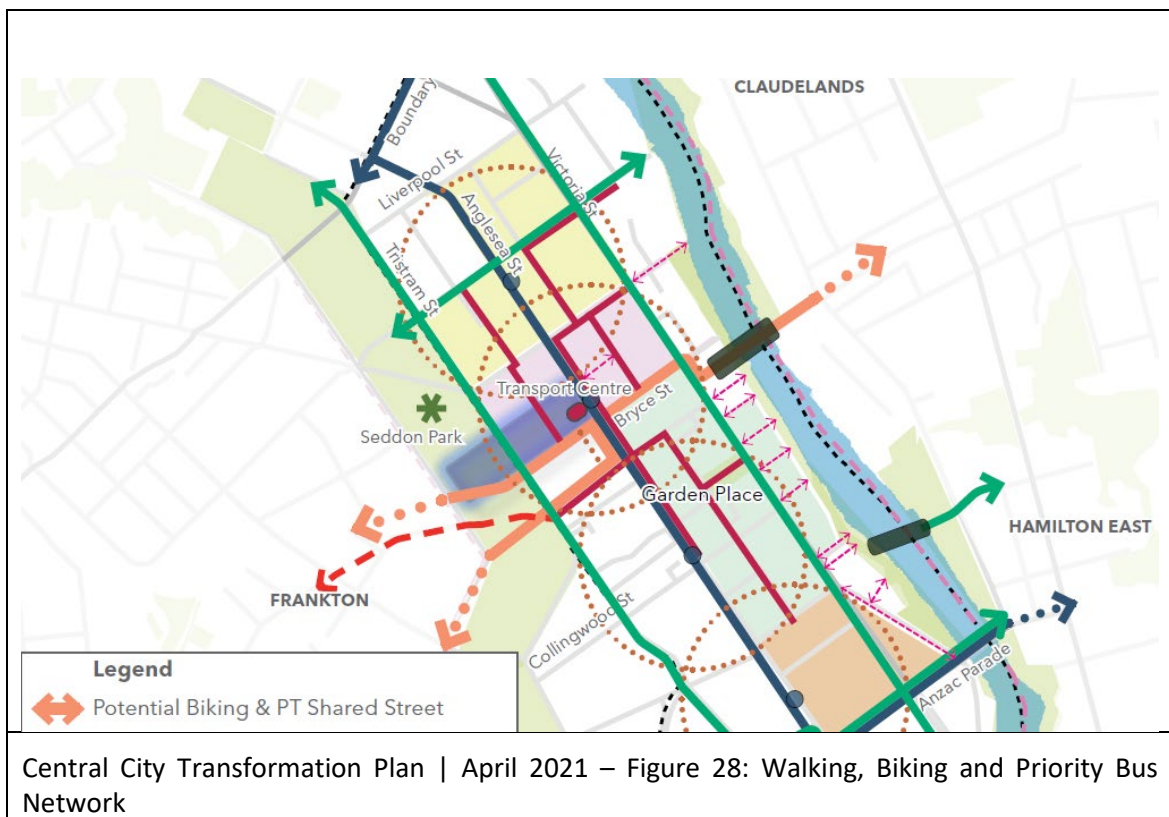
78. The Traffic Bylaw has a series of registers that are able to be updated by Council resolution (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel).
79. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
 - i. Special Vehicle Lanes Part 1: Cycle Lanes Register; and
 - ii. Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)

Special Vehicle Lanes – Part 1: Cycle Lanes

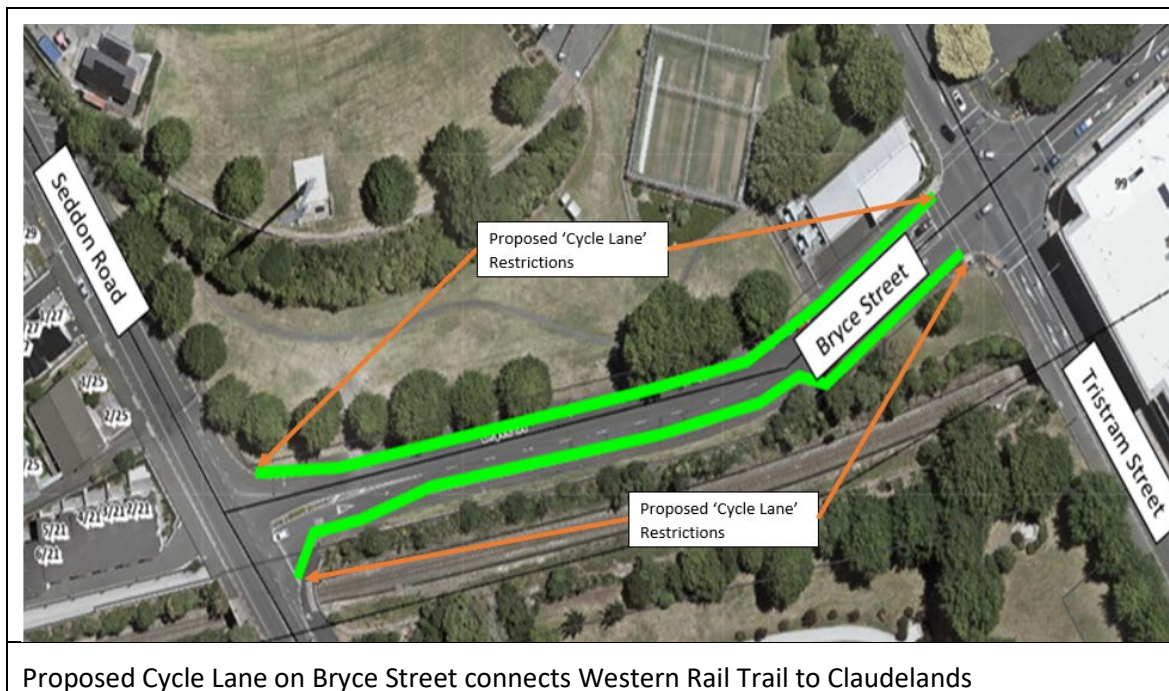
80. A cycle lane is a longitudinal strip within a roadway that is reserved for the use of cycles and transport devices. They operate 24 hours, seven days per week (unless otherwise stated).

Bryce Street – Cycle Lane

81. Cycle lanes are proposed on Bryce Street to connect cyclists from the Western Rail Trail to Claudelands and to the Waikato University.
82. Bryce Street is an important link in the cross city connector biking and micromobility route between the University and the Western Rail Trail. This street is identified in [the Central City Transformation Plan](#) as a potential shared street for biking and public transport.
83. An extract from the Central City Transformation Plan is shown in the image below:



84. A copy of the plan is shown below:



85. The recent introduction of 'No Stopping' restriction on Bryce Street supports the implementation of cycle facilities on Bryce Street.
86. Staff recommend approval of the proposed changes to cycle lane register.
87. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red color font.

Location	Description
<u>Bryce Street</u>	<u>(iii) Eastbound cycle lane from the intersection with Seddon Road, progressing 200 metres to the intersection with Tristram Street.</u> <u>(iv) Westbound cycle lane from the intersection with Tristram Street, progressing 200 metres to the intersection with Seddon Road.</u>

Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking)

88. A change to the timing of the parking restriction for all of the All Day Paid Parking is being proposed so that residents/businesses of the street can access the on-street parking bays easily after business hours and this will enable them to park in these areas when they return from work etc in the evenings.
89. The Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking) is therefore proposed to be changed as set out below:

Where not specified by a sign or notice, the CBD Commuter Parking restrictions be imposed at these locations on the following basis:

- i. 8am to 6pm 5pm Monday to Friday only.

All Day Paid Parking

90. Changes to the register are resulting from the development of All Day Paid Parking on Grantham Street, Hamilton Parade, Old Mill Lane, Rostrevor Street, Tristram Street and Vialou Street.

91. At the [10 June 2020 Council Annual Plan meeting](#) it was resolved that Council increases the budgeted revenue for Central City Parking by \$400,000 with the increase being generated by creating a charge for commuter parking.
92. At the [8 June 2021 Infrastructure Operations Committee, it was resolved](#) that staff were to report to the 17 August 2021 meeting defining the areas of Central City parking Zones 1 and 4 that will be excluded from the Central City 2-hour Free Parking to facilitate the commuter parking initiative and that this project was to be operating by 1 October 2021.
93. At the 17 August 2021 meeting of the Infrastructure Operations Committee (item # 11) ([Agenda](#), [Minutes](#)) it was recommended that:

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

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

94. The [15 March 2022](#) and [27 July 2022](#) Traffic, Speed and Road Closures Hearings Panel meeting approved CBD Commuter Parking (All Day Paid Parking) in parts of Clarence Street, Grantham Street, Harwood Street, Knox Street, Liverpool Street and Nisbet Street. These sites became fully operational by August 2022. We are currently experiencing a very strong uptake and payment compliance with the 'All Day Paid Parking' sites in the paid parking initiative.
95. Image below with indicative revenue for the All Day Paid Parking areas approved in the year 2022, is shown in the table below:

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

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

All Day Paid Parking – Liverpool Street – Utilisation and Revenue

96. Traffic, Speed Limits and Road Closure Hearings Panel on [27 July 2022](#) approved changes to Traffic Bylaw register to roll out All Day Paid Parking on Liverpool Street.
97. While there has generally been no feedback on the implementation of the All Day Paid parking implementation, the initial concerns raised at the Traffic, Speed Limits and Road Closure Hearings Panel meeting by a business owner in Liverpool Street have continued to be expressed.

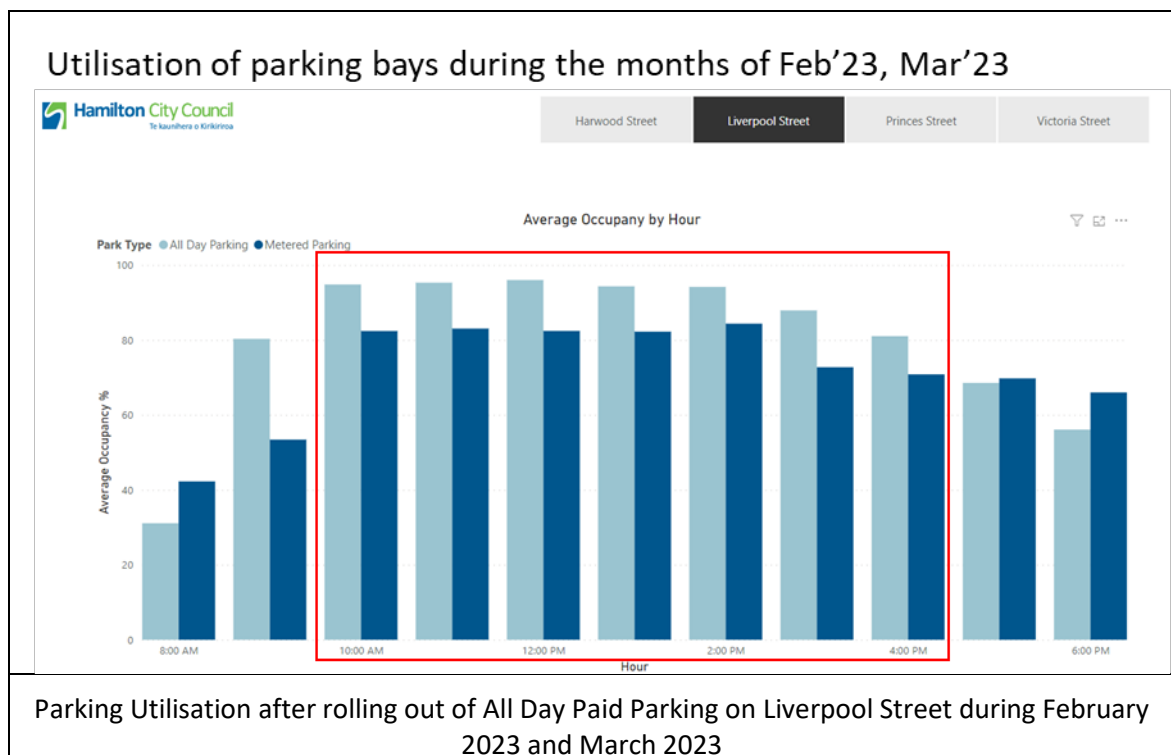
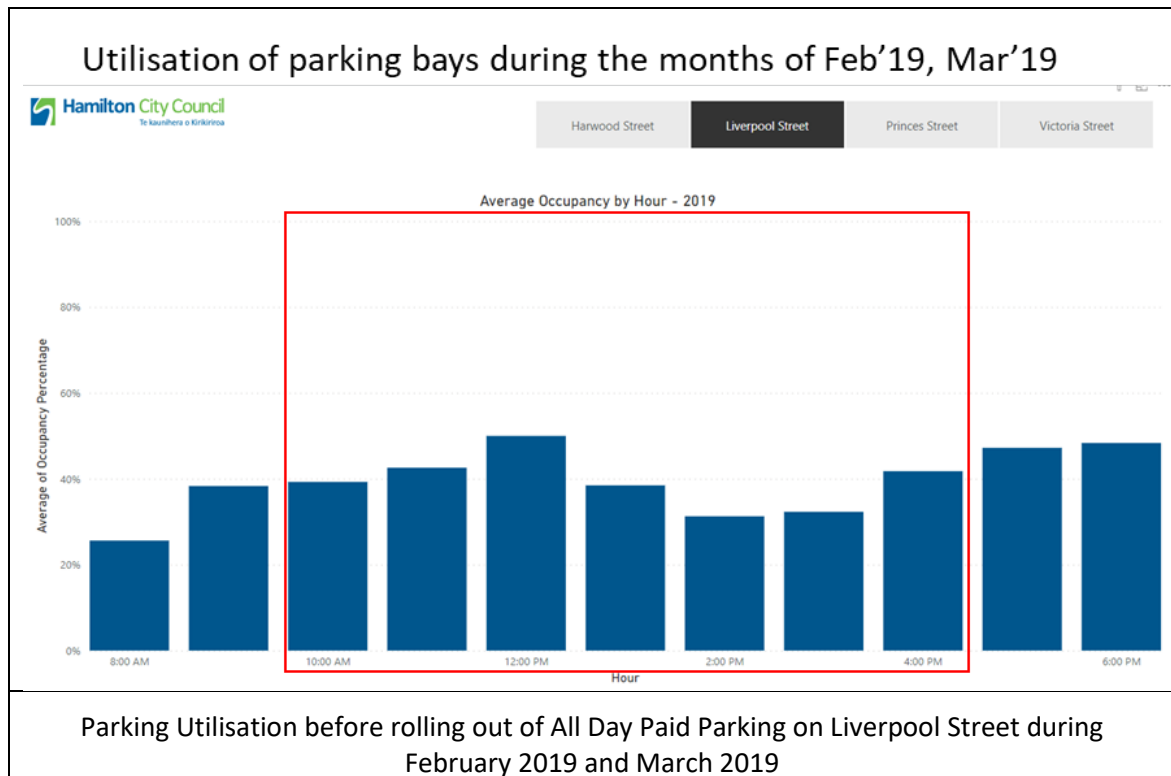
98. The image below indicates the location of the approved All Day Paid Parking on Liverpool Street:



Existing All Day Paid Parking on Liverpool Street

99. Liverpool Street has 16 carpark spaces with All Day Paid Parking and 13 carpark spaces with 2 hours free Metered Parking. The street includes 1 Free Mobility Parking and a P10 Loading Zone.
100. Staff investigated utilisation and revenue data for All Day Paid Parking on Liverpool Street, following enquires from a business operator on the street.

101. Images below indicate parking utilisation based on the data collected Smart Parking tool from Smart Cloud:



102. Utilisation data was compared for the months of February 2019 and March 2019 before rolling out All Day Paid Parking on Liverpool Street, with data for the months of February 2023 and March 2023 after rolling out All Day Paid Parking. The following are our observations for occupancy during business hours between 10AM – 4PM:
- 4 Metered Parking bays and 1 All Day Parking Bay have offline sensors.

- Before the introduction of 'All Day Paid Parking' – Utilisation of metered parking bays peaked at 50%.
 - After the introduction of 'All Day Paid Parking' – Utilisation of metered parking bays peaked at 80%.
103. So while there has been an increase in the amount of parking in the street, there are still carparks generally available on the street – particularly in the metered '2 hours free' spaces. On this basis, staff do not believe that there is a need to change the current restrictions in place on Liverpool Street.

All Day Paid Parking – New Proposal

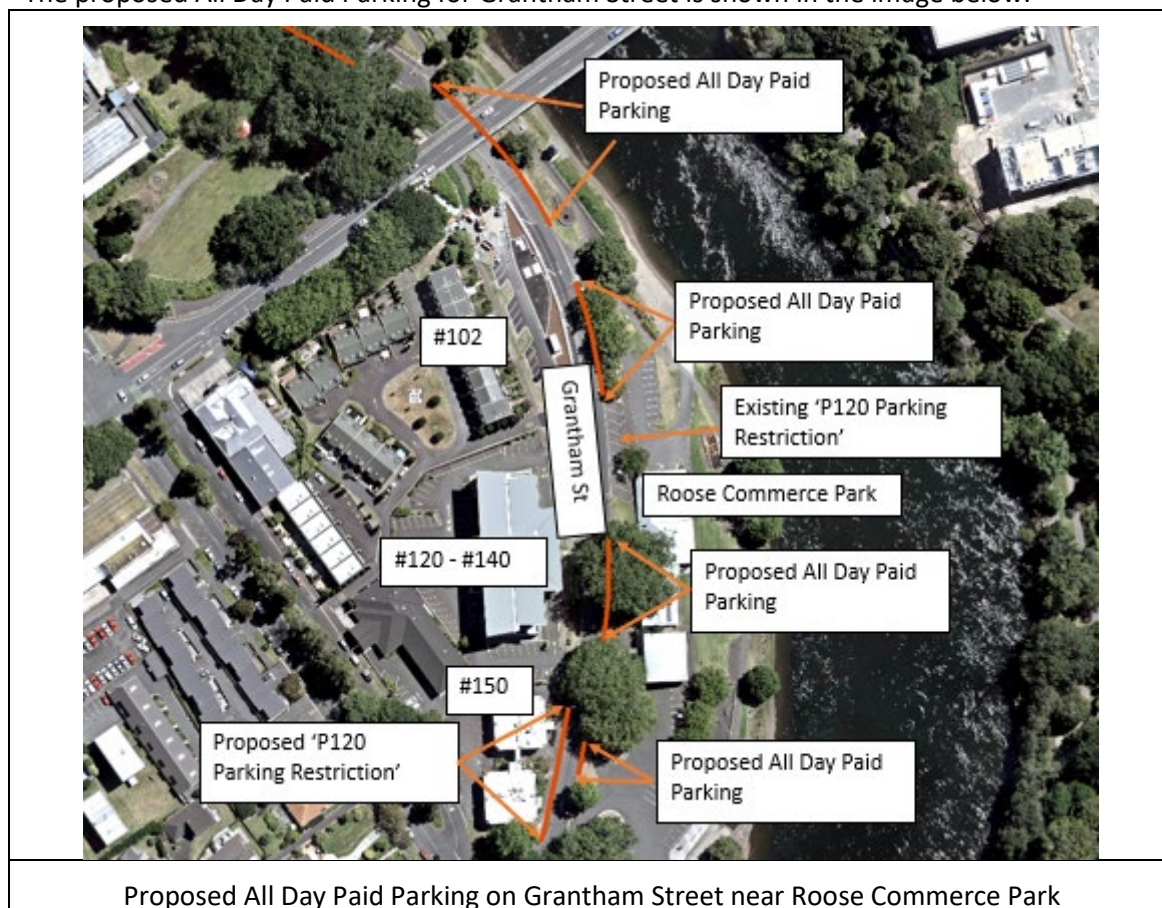
104. Phase Three of the roll out has identified further locations suitable for All Day Paid Parking restrictions in central city.
105. In general, it is proposed that All Day Paid Parking be provided on one side of the street for long stay parking with a \$6 per day fee and free parking with a P120 time restriction on the opposite side of the street for road users parking for a short duration. A combination of these parking restrictions will provide parking for long stay users, visitors, clients of residents and business operators.
106. Six streets (seven sites) were identified and consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each location of the proposed changes.
107. It is proposed that installation of All Day Paid Parking in combination with free P120 time restricted parking on parts of:
- a. Hamilton Parade
 - b. Grantham Street
 - c. Tristram Street near Hinemoa Park
 - d. Tristram Street near Seddon Park
 - e. Vialou Street
108. The proposed locations for All Day Paid Parking in Central city aligns with Hamilton Car Parking Policy 2022 approved at Infrastructure Operations Committee on [09 August 2022](#).
109. It is proposed that installation of All Day Paid Parking on Old Mill Street, with no restrictions for parking on the opposite side with residential properties along the street.
110. An FAQ page on the Hamilton City Council website providing information on the use and operation of the All Day Paid Parking has been developed and can be viewed [here](#).
111. Staff followed up with submitters who had raised queries and provided them with information on the proposal along with a link to the council website FAQs page. Where possible, staff met in person to answer these queries and collect feedback.
112. In general, the feedback received indicates:
- Users (CBD commuters) are unhappy to pay for use of a parking space which is currently free.
 - Residents of high-density housing, and staff of businesses in central city are unhappy with a time restriction on-street parking and to pay for use of on-street parking outside their properties. This is generally where off-street parking capacity within their property doesn't meet the requirements of the occupants and their visitors.

113. The Hamilton Central Business Association is in support of the proposal to address the need for additional commuter parking in the central city that does not impact on the availability of parks for shoppers in the CBD. They believe the proposed areas will provide additional parking options to commuters with no loss of options to shoppers, however they would expect that this change would be monitored over a trial period and results analysed before being confirmed as a permanent change.
114. A trial operation requires an approval of the proposed All Day Paid Parking restriction changes and installation of regulatory signs for monitoring and enforcement of the parking restriction. Hence, a trial operation will not be cost effective. Staff shall continue to monitor the parking utilisation and can make necessary changes to the parking restrictions in the future when a need is identified.
115. Where applicable, staff changed the proposed of a P120 time restriction parking to have a time restriction applicable between 8AM – 6PM, Monday – Friday on one side of the street. This revised proposal results with free unrestricted parking for residents and their visitors during nights, weekends and on public holidays. Users can park on the street till 10AM and after 4PM at no cost during weekdays in the parking bays with a P120 time restriction; and this arrangement increases the utilisation of parking bays for visitors during business hours between 10AM and 4PM with the P120 time restriction.
116. Staff informed residents the ‘P120’ time restriction is applicable between 8AM – 6PM and residents can utilise on-street parking outside their properties at no cost and with no time restriction between 6PM – 8AM on weekdays and all through a weekend and public holidays.
117. All submitters have been advised that monitoring of on-street parking utilisation will continue after the implementation of a parking restriction change, and that they are welcome to present their observations, concerns and comments to this Hearings Panel meeting. Advice has also been provided that a new request for a change of parking restriction can be submitted to council, and staff can investigate and consider a proposal for parking restriction changes again in the future if there is evidence to show that there is a traffic safety or operational issue identified.
118. Further information on the specific locations of interest is included below with an overview of the concerns and comments that have been raised by submitters. It is expected that some of the submitters may attend this meeting and make verbal submissions to the Panel.
119. The details of the proposed All Day Paid Parking sites are provided below along with discussion on the outcomes of the consultation process.

Grantham Street

120. The proposed changes will remove free parking on the east side of Grantham Street outside Roose Commerce Park and create 24 carparking spaces with an All Day Paid Parking restriction. The changes also create 8 carparking spaces with a P120 time restriction parking between 8AM – 6PM, Monday – Friday, on the west side of Grantham Street opposite Roose Commerce Park.

121. The proposed All Day Paid Parking for Grantham Street is shown in the image below:



122. Some staff members of businesses on lower Grantham Street expressed their objection to paid parking and requested for provision of free all-day parking on Grantham Street to remain. They indicated this is not a good outcome for low-income employees and has therefore requested Council to consider free parking or a lower charge than \$6 per day to provide an alternative solution rather than increasing the current economic pressure.
123. Feedback from a resident on lower Grantham Street requested for inclusion of parking spaces outside their residence #102 Grantham Street into the All Day Paid Parking zone, noting that these spaces are highly utilised by CBD commuters. Staff shall investigate and manage this as an independent new customer request.
124. Feedback received requested council to improve bus services and infrastructure on Grantham Street and a roll out of All Day Paid Parking as a trial operation before making these a permanent restriction. There are currently no bus services in this area and there are no plans for a future service in this area.
125. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

Hamilton Parade

126. The proposed changes will remove P120 time restriction parking on the east side of Hamilton Parade and create 25 carparking spaces with an All Day Paid Parking restriction. The proposal also changes 12 free unrestricted carpark spaces to a P120 parking between 8AM – 6PM, Monday – Friday on the west side of Hamilton Parade, and installation of No-stopping restriction on the cul-de-sac end of Hamilton Parade.

127. The proposed All Day Paid Parking for Hamilton Parade is shown in the image below:

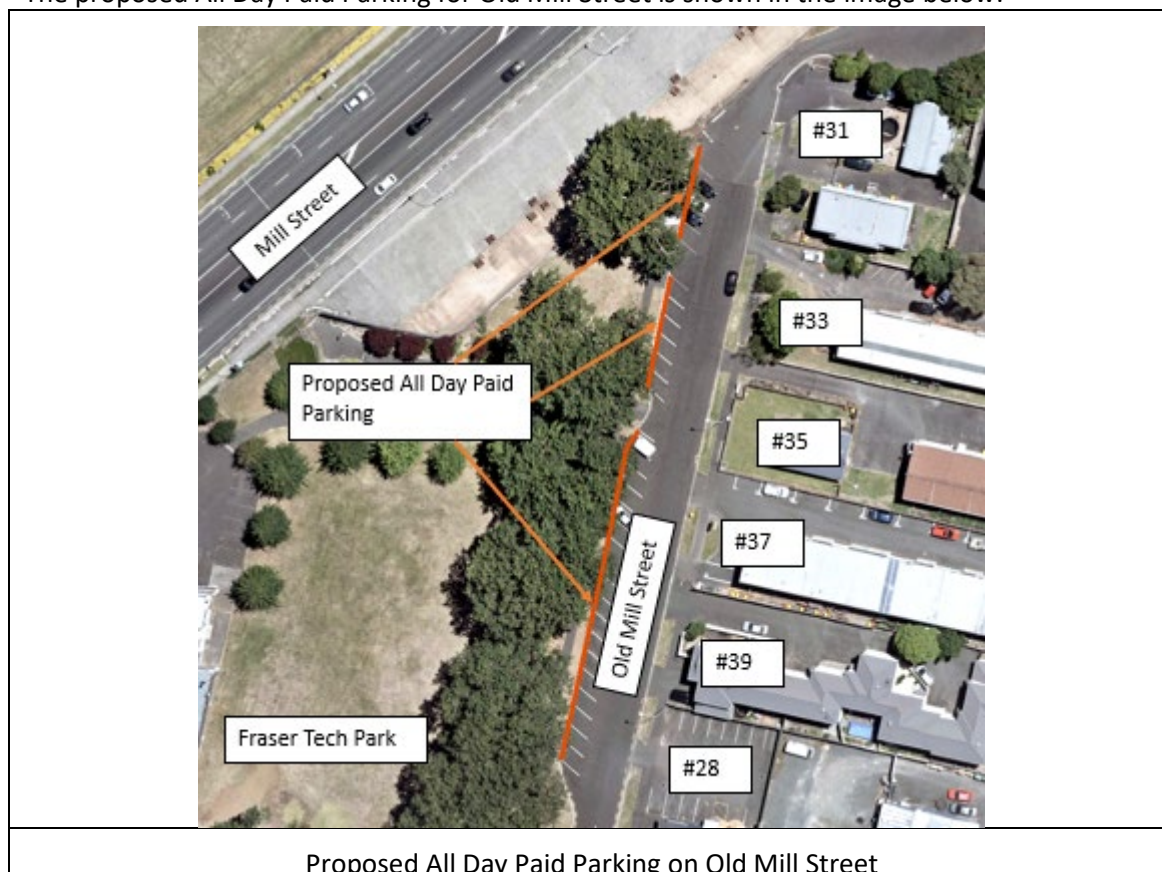


128. Feedback received in general did not object to the proposal and property owners on the street requested to change the proposal to include a 'no stopping' restriction on the cul-de-sac end of Hamilton Parade to improve traffic operations. Revised the proposal to include installation of a 'no stopping' restriction on the cul-de-sac.
129. Feedback from a resident of a property on the street have expressed their objection to the All Day Paid Parking and time restriction parking on Hamilton Parade proposal indicating this is not a good outcome for tenants with limited off-street parking within their properties. Feedback from resident of another property on the street expressed their objection to the All Day Paid Parking and time restriction parking on Hamilton Parade proposal indicating this is not a good outcome for residents living in central city with limited off-street parking in their properties, who work from home or commute to work on bus or by walk.
130. Staff informed residents the 'P120' time restriction is applicable between 8AM – 6PM and residents can utilise on-street parking outside their properties at no cost and with no time restriction between 6PM – 8AM on weekdays and all through a weekend and public holidays.
131. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

Old Mill Street

132. The proposed changes will remove free parking on the north side of Old Mill Street outside Fraser Tech Park and create 28 angled carparking spaces with an All Day Paid Parking restriction.

133. The proposed All Day Paid Parking for Old Mill Street is shown in the image below:



134. Feedback from 4 residents indicated their objection to paid parking and requested for provision of free all-day parking on Old Mill Street. They indicated:

- This is not a good outcome for the community during the time of increasing cost of living.
- This is not a good outcome for residents living in central city with limited off-street parking in their properties, who work on shifts or commute to work on bus or walk or cycle.
- Paid parking is adding to the current economic pressure.
- Council to consider provision of free parking through permits for residents and their visitors.
- Council to find other ways to increase revenue.

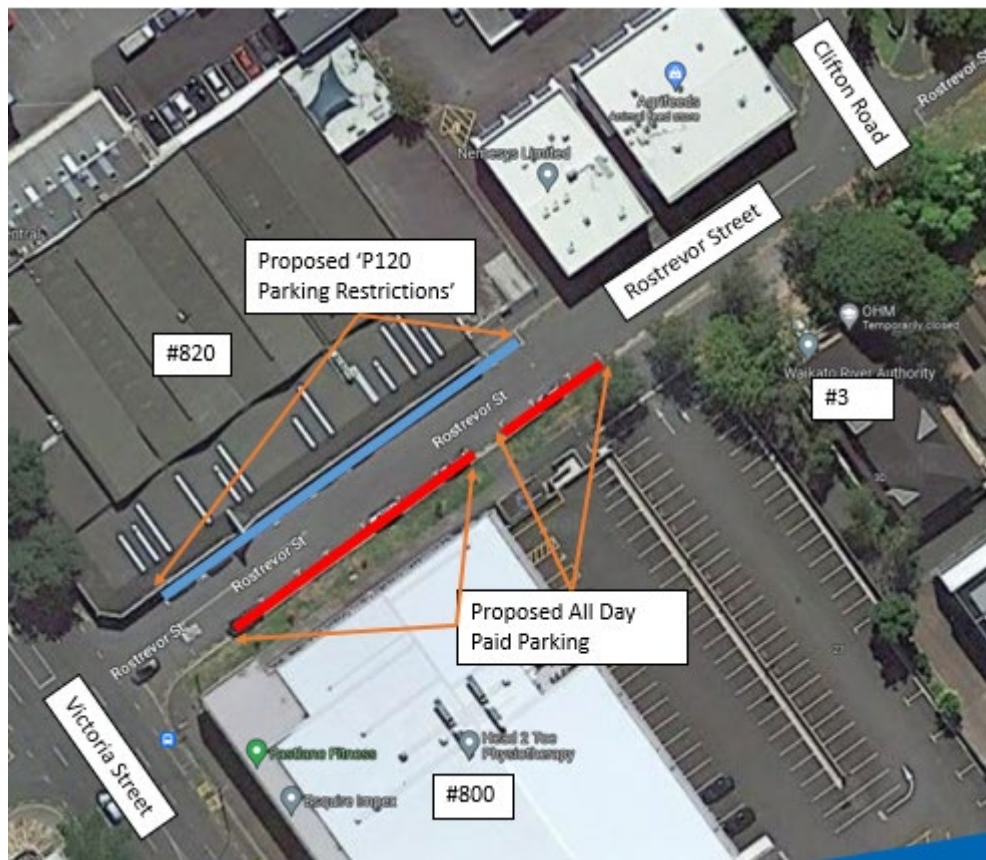
135. Staff identified free parking with no time restriction will continue to be available on the south side of Old Mill Street for about 7 cars.

136. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

Rostrevor Street

137. The proposed changes will create 10 carparking spaces with a P120 time restriction parking between 8AM – 6PM, Monday – Friday on the north side of Rostrevor Street between Victoria Street and Clifton Road. The proposed changes create 10 carparking spaces with an All Day Paid Parking restriction on south side of Rostrevor Street between Victoria Street and Clifton Road.

138. The proposed All Day Paid Parking for Rostrevor Street is shown in the image below:



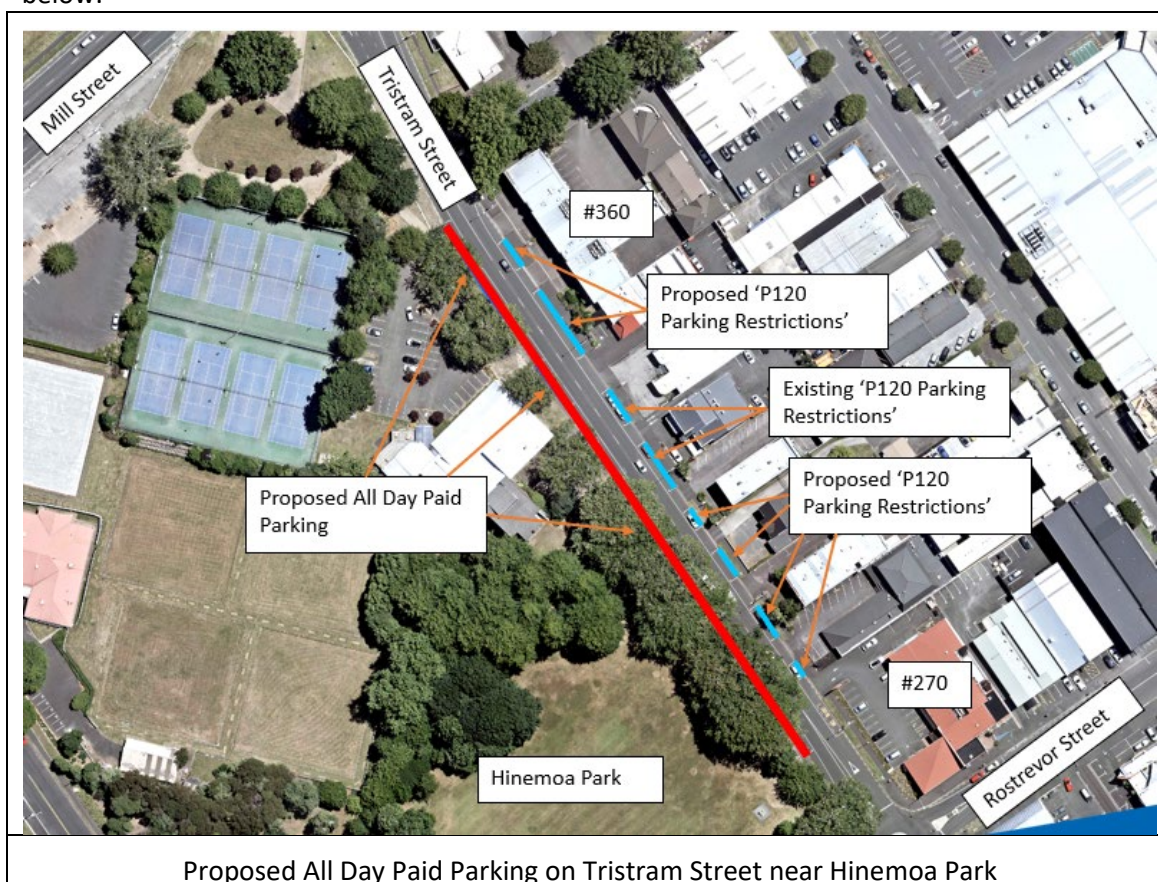
Proposed All Day Paid Parking on Rostrevor Street

139. A business operator requested council to increase the number of All Day Paid Parking spaces, and to change the start time for All Day Paid Parking restriction to 8AM. The business operator was informed that road users may park in the All Day Paid Parking spaces from 8AM, and a payment will be applicable to vehicles parking anytime between 9AM – 5PM in the All Day Paid Parking zone.
140. Staff shall continue to monitor utilisation of parking spaces and propose changes for any need identified in future.
141. While there were queries received, these were discussed and no objections were received.
142. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

Tristram Street near Hinemoa Park

143. The proposed changes will increase P120 time restriction parking between 8AM – 6PM, Monday – Friday on the east side of Tristram Street between Liverpool Street and Rostrevor Street from 7 carpark spaces to 15 carpark spaces. The proposed changes create 28 carparking spaces with an All Day Paid Parking restriction on west side of Tristram Street adjacent to Hinemoa Park.

144. The proposed All Day Paid Parking for Tristram Street near Hinemoa Park is shown in the image below:



145. Feedback received from 10 submissions did not support the proposal. They requested for provision of more free parking in central city to support business and encourage people to visit the CBD. They indicated a paid parking is adding to the current economic pressure.
146. Staff working at a Not-for-Profit organisation and an NGO expressed their objection indicating a paid parking will increase financial pressure for their unemployed clients and clients with low-income. They expressed the proposal will affect their staff commuting to central city from remote locations with limited or no public transportation system and will require them to walk further for free carparking, which could lead to delays and disruptions in service delivery.
147. Hamilton Squash and Tennis expressed their objection to the All Day Paid Parking proposal on Tristram Street outside Hinemoa Park. They expressed that their carpark reserved for their members only is currently abused by non-members and requested council to support enforcement of a 'members only' parking restriction in their parking lot. Parks and Recreation team in liaison with Hamilton Squash and Tennis club are working towards creating reserved parking bays for their members to help address this problem.
148. Combined alternative suggestions include:
- converting the current footprint of the Founders Theatre into a low-cost commuter focussed carpark building or a parking lot, noting there are currently no carpark buildings at the north end of the central city.
 - a parking system where people currently using the parking spaces regularly can go on to a graduated payment system eventually moving onto a full price over long term such as 5 years, to reduce the impact on their family budget (targeting those who are immediately affected) or a concession system for anyone wanting to pay in advance (e.g. per week / month) to reduce costs.

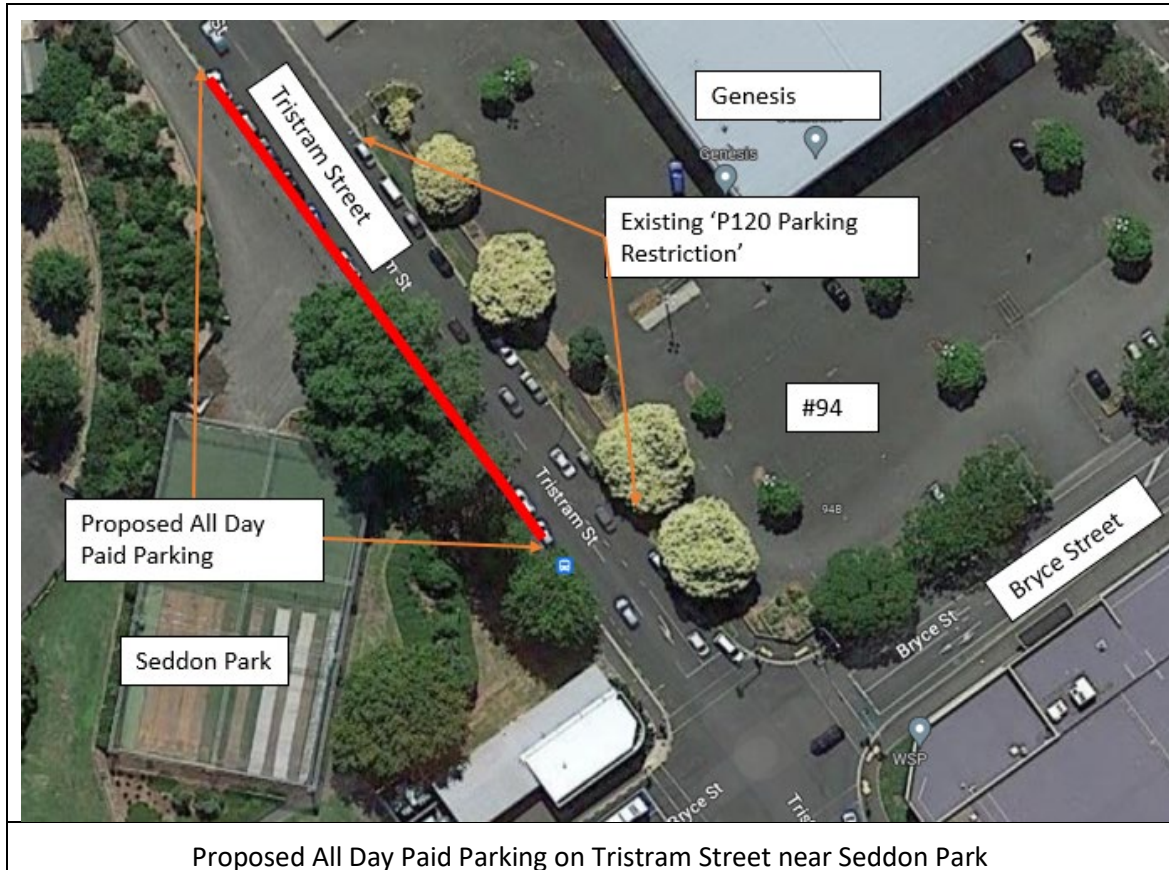
- c. an option to process a single payment and use any on-street carpark spaces in CBD through the day of usage.

149. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

Tristram Street near Seddon Park

150. The proposed changes create 15 carparking spaces with an All Day Paid Parking restriction on west side of Tristram Street adjacent to Seddon Park.

151. The proposed All Day Paid Parking for Tristram Street near Seddon Park is shown in the image below:



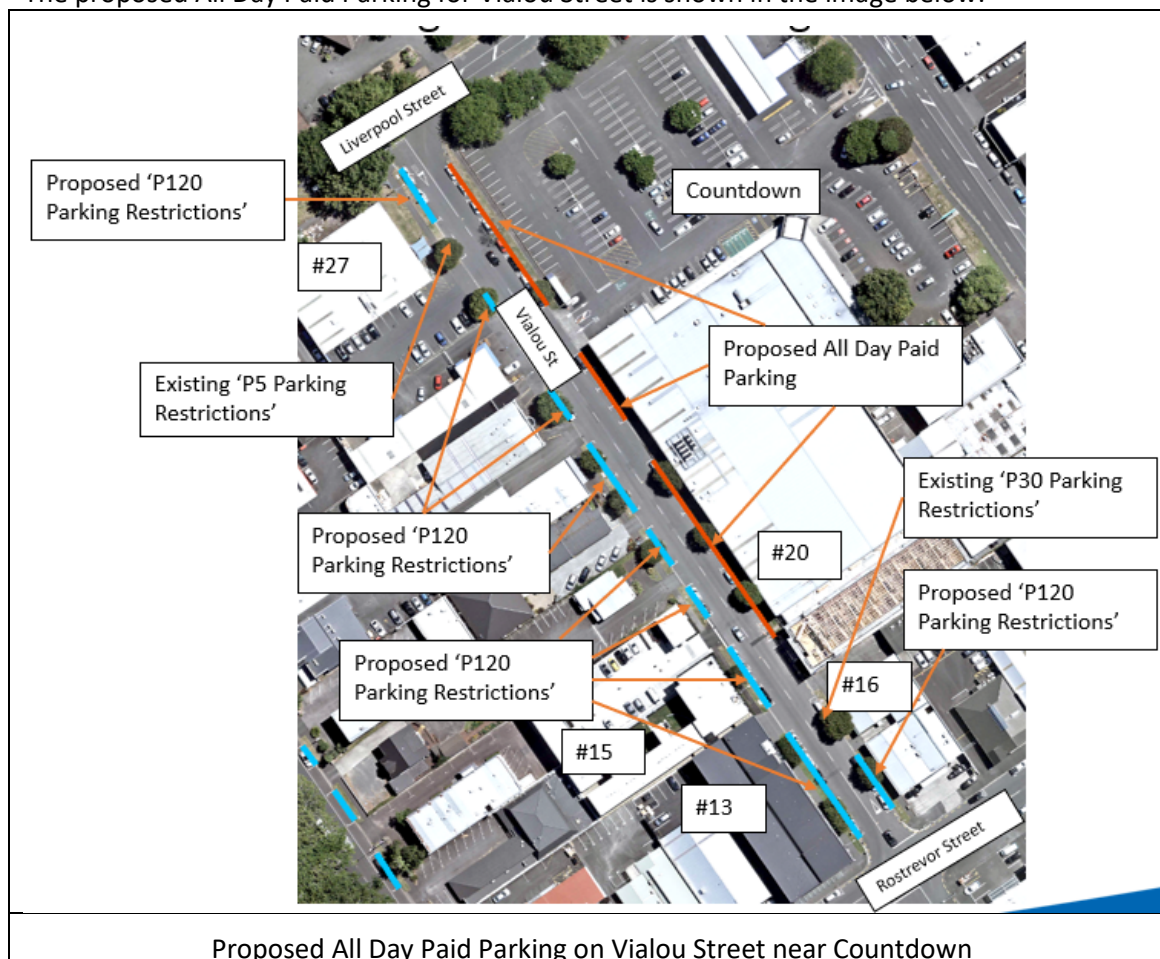
152. While there were queries received, these were discussed and no objections were received.

153. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

Vialou Street

154. The proposed changes will create 25 carpark spaces with a P120 time restriction parking between 8AM – 6PM, Monday – Friday on Vialou Street between Liverpool Street and Rostrevor Street. The proposed changes create 22 carparking spaces with an All Day Paid Parking restriction on east side of northern end Vialou Street between Liverpool Street and Rostrevor Street.

155. The proposed All Day Paid Parking for Vialou Street is shown in the image below:



156. Feedback received from 10 submissions do not support the proposal.

- i. A Business operator on this street expressed the proposal will affect their staff who work on minimum wages and stated this proposal would suggest their staff to park further away from the location of the business for free carparking and having to commute to work by walk, alone and in the dark which creates a safety risk.
- ii. Residents of a high-density housing on this street objected to the proposal with a time restricted on-street parking and a paid parking on-street outside their property because parking capacity within their property doesn't meet their requirements. They requested an unrestricted free permit parking for residents of the street.
- iii. Resident of a property expressed this is not a good outcome for residents living in central city with limited off-street parking in their properties, who work from home, or commute to work on bus or by walk. They requested the All Day Paid Parking should be proposed for other streets in central city closer to new office developments.
- iv. Residents indicated a paid parking is adding to the current economic pressure and requested unrestricted free parking for residents of properties on the street.
- v. A request was received to roll out All Day Paid Parking as a trial operation before making these a permanent restriction.

157. Staff followed up with submitters and where possible, staff met in person to answer these queries and provided them with information on the proposal along with a link to the council website FAQs page.

158. A trial operation requires an approval of the proposed All Day Paid Parking restriction changes and installation of regulatory signs for monitoring and enforcement of the parking restriction. Hence, a trial operation will not be cost effective. Staff shall monitor and can make necessary changes to the parking restrictions in the future when a need is identified.
159. Staff recommend approval of the proposed changes outlined earlier in this section of the report.

All Day Paid Parking Register changes

160. The 'CBD Commuter' (All Day Paid Parking) Register is proposed to be updated by making the following changes which are underlined and marked in red color font.

iii. Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking)

Location	Description
Grantham Street	<p><u>2. Installation of 65m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u></p> <p><u>3. Installation of 40m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u></p> <p><u>4. Installation of 35m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u></p> <p><u>5. Installation of 10m 'All Day Paid Parking' restriction on the Eastern side of Grantham Street outside Roose Commerce Park.</u></p>
<u>Hamilton Parade</u>	<u>1. Installation of 160m 'All Day Paid Parking' restriction on the Eastern side of Hamilton Parade outside #3 - #19 Hamilton Parade.</u>
<u>Old Mill Lane</u>	<u>1. Installation of 100m 'All Day Paid Parking' restriction on the Western side of Old Mill Street opposite #28 - #31 Old Mill Street.</u>
<u>Rostrevor Street</u>	<p><u>1. Installation of 40m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside #800 Victoria Street.</u></p> <p><u>2. Installation of 15m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside #800 Victoria Street.</u></p>
<u>Tristram Street</u>	<p><u>1. Installation of 115m 'All Day Paid Parking' restriction on the Western side of Grantham Street outside Hinemoa Park.</u></p> <p><u>2. Installation of 15m 'All Day Paid Parking' restriction on the Western side of Grantham Street outside Hinemoa Park.</u></p> <p><u>3. Installation of 35m 'All Day Paid Parking' restriction on the Western side of Grantham Street outside Hinemoa Park.</u></p> <p><u>4. Installation of 90m 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Seddon Park.</u></p>

<u>Vialou Street</u>	<ol style="list-style-type: none"> 1. <u>Installation of 45m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u> 2. <u>Installation of 20m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u> 3. <u>Installation of 60m 'All Day Paid Parking' restriction on the Eastern side outside #20 Vialou Street.</u>
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Financial Considerations - *Whaiwhakaaro Puutea*

161. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:

- 2022/23 City Transportation Operations and Parking Activity budgets for general changes.
- The proposed All Day Paid Parking has revenue budgeted in the current Long-Term Plan. The estimated revenue from the new All Day Paid Parking areas proposed in this report, is set out in the table below:

Street Name	Spaces	Estimated Utilisation	Projected Annual Revenue at \$6 per day
Grantham Street (II)	24	85%	\$ 26,928.00
Hamilton Parade	25	85%	\$ 28,050.00
Old Mill Street	28	50%	\$ 18,480.00
Rostrevor Street	10	85%	\$ 11,220.00
Tristram Street near Hinemoa Park	28	85%	\$ 31,416.00
Tristram Street outside Seddon Park	15	85%	\$ 16,830.00
Vialou Street	22	85%	\$ 24,684.00
Total Projected Annual Revenue	152		\$ 157,608.00

Revenue for proposed Phase III - All Day Paid Parking areas

- 2022/23 Low Cost Low Risk Programme – Road to Zero and Walking & Cycling improvements for the projects listed below:
 - Intersection of Brookfield Street with Dey Street.
 - Intersection of Brookfield Street with Fox Street.
 - Bryce Street - Cycle Lane between Seddon Road and Tristram Street.
- CERF Climate Emergency Response Fund (CERF) - Transport Choices funding programme for the projects listed below:
 - Lake Road, Commerce Street and Rawhiti Street – Meteor Bus Service Improvements.
 - Pembroke Street – Comet Bus Service Improvements.

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

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

163. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

164. 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').
165. 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.
166. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

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

Environmental

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

Cultural

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

Risks - *Tuuraru*

171. There are risks associated with not approving the recommendations in this report as set out as follows:
- i. parking restriction changes are required to improve safety; and
 - ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveways safely from residential and commercial properties.
 - iii. introduction of additional cycle lanes facilities provides safe and accessible provisions for all ages and abilities.
 - iv. Introduction of All Day Paid Parking is required to contribute to the parking revenue budgeted in the current Long Term Plan.

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

Significance

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

Engagement

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

Attachments

Attachment 1 - Illustrations of proposed parking restriction changes

Attachment 2 - Schedule of proposed traffic restrictions changes changes

Item 5



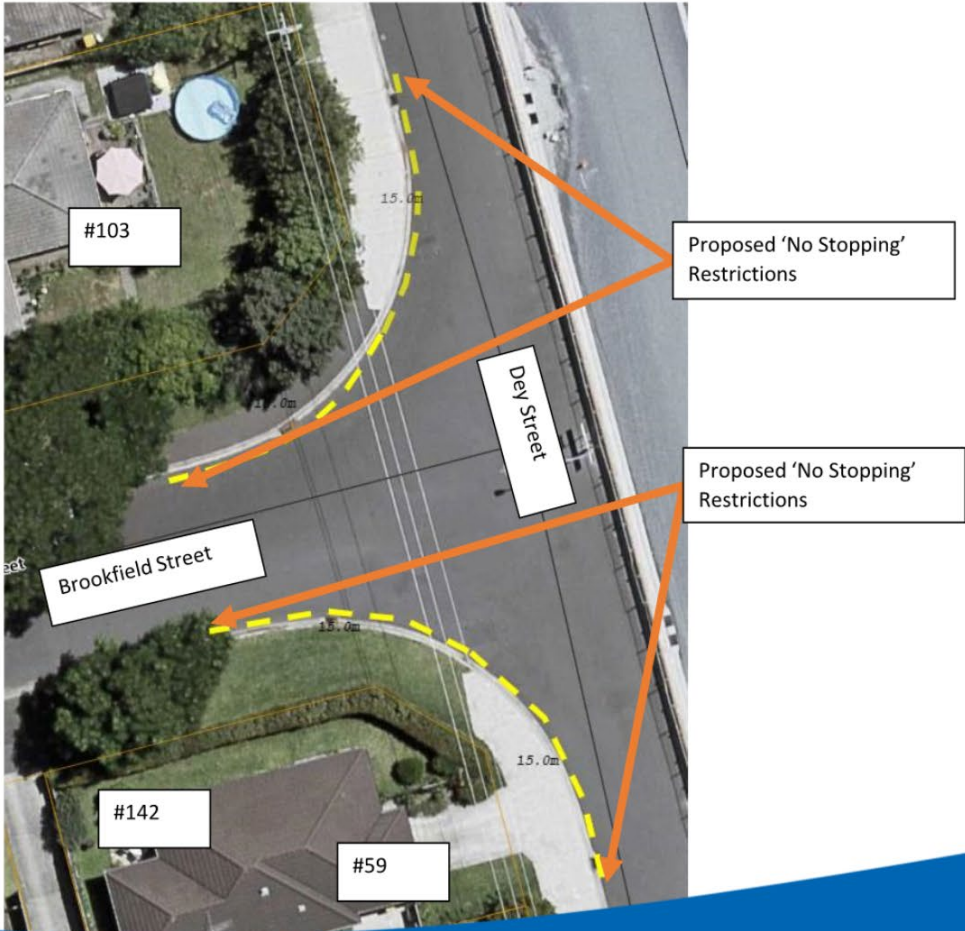
May 2023

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Attachment 1 - Illustrations of proposed parking restriction

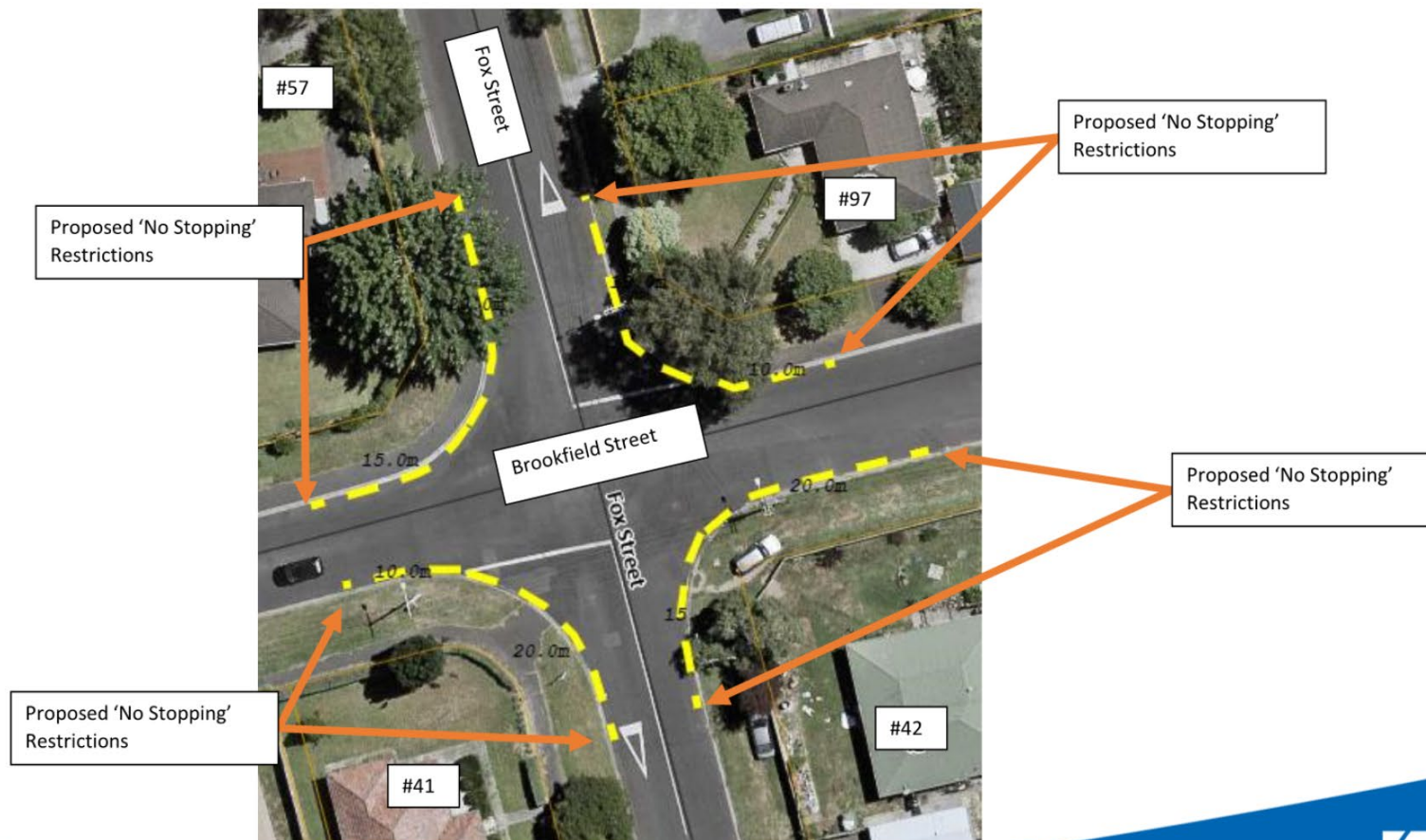


Proposed Parking Restrictions – Brookfield Street, Dey Street



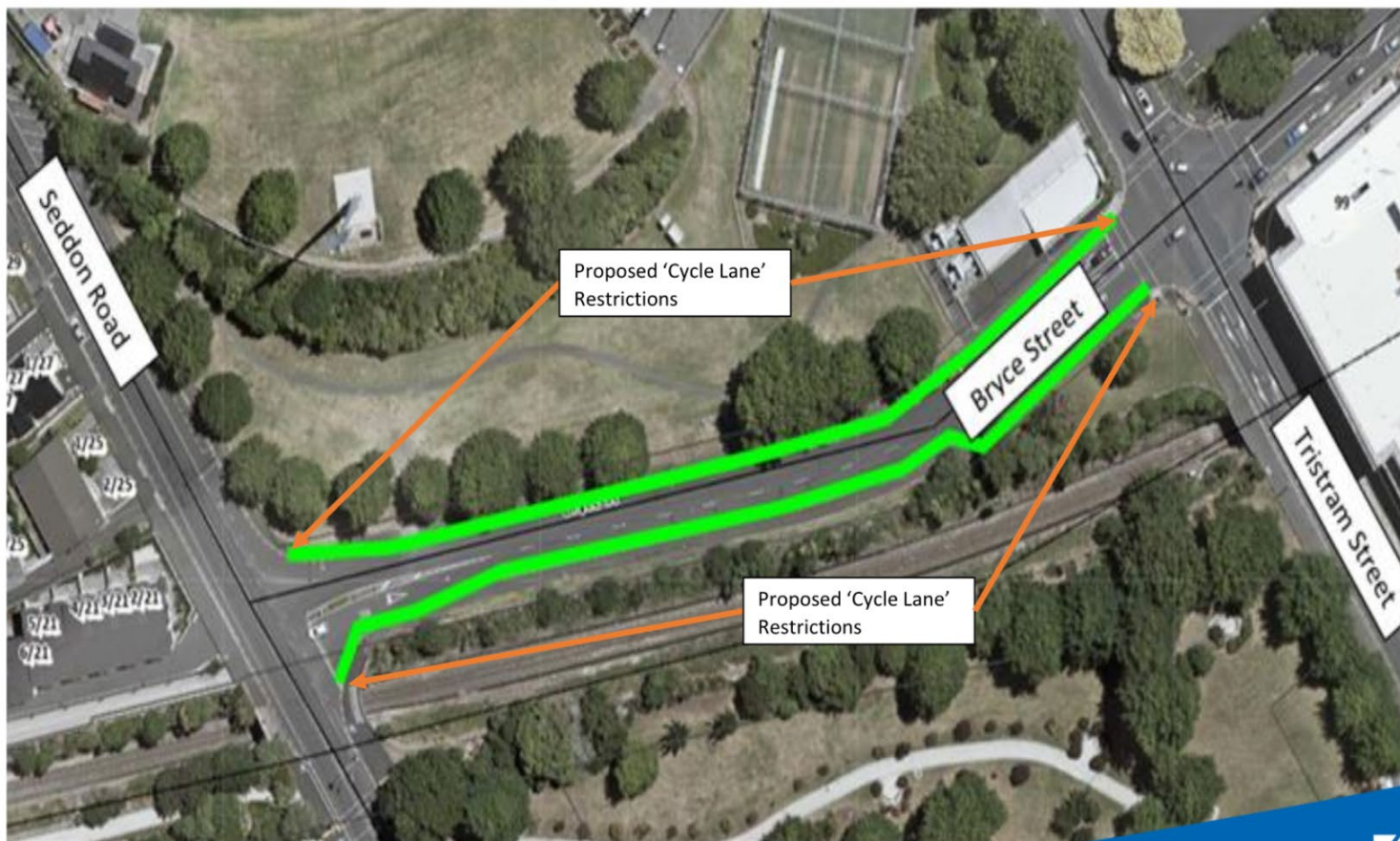
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Brookfield Street, Fox Street



Attachment 1 - Illustrations of proposed parking restriction

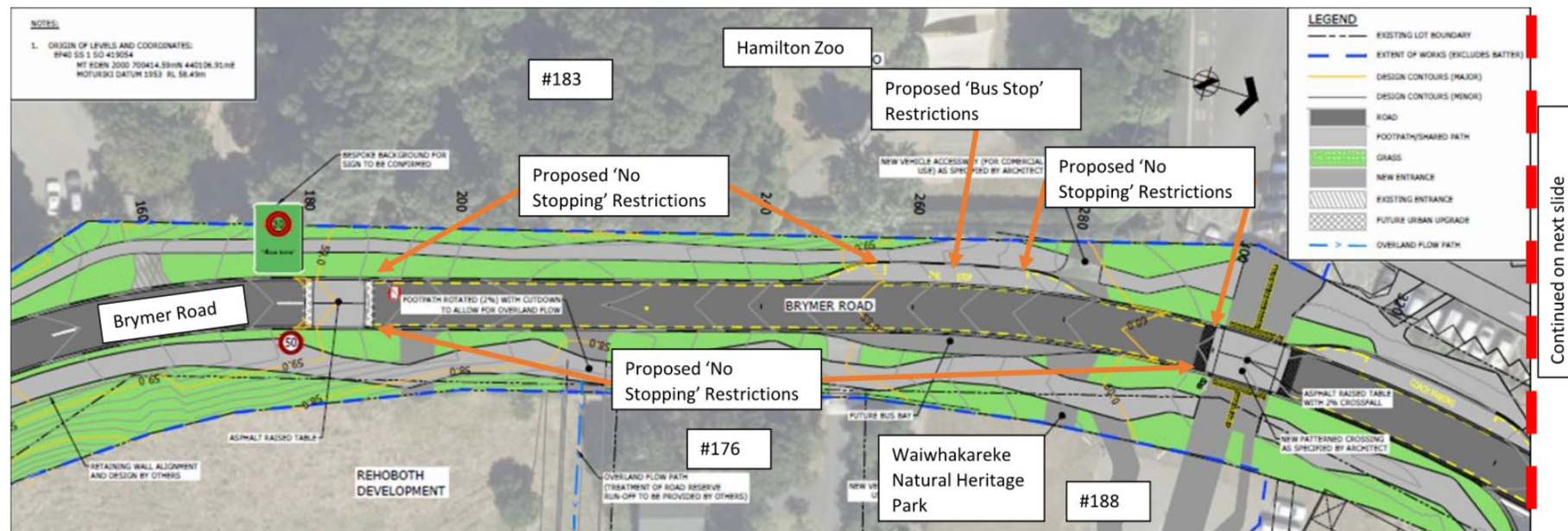
Proposed 'Cycle Lane' - Bryce Street



Item 5

Attachment 1

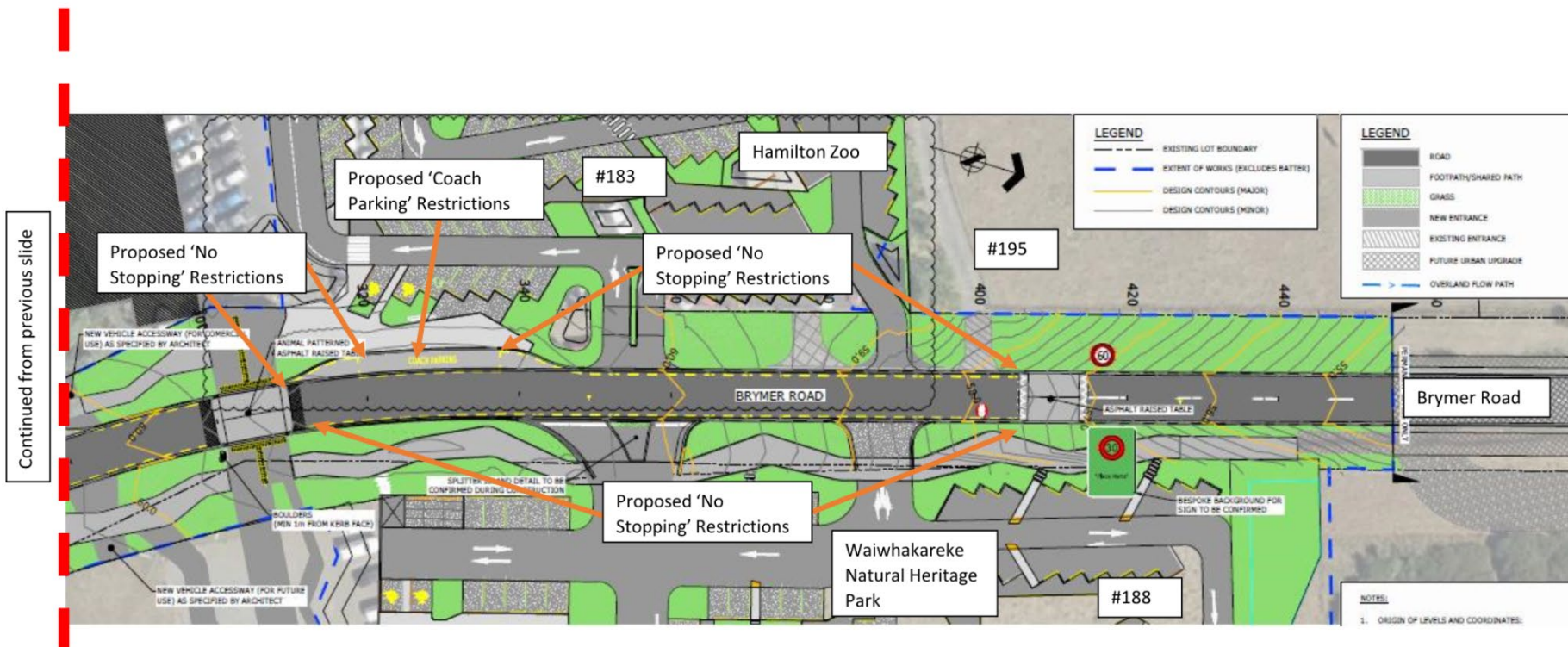
Proposed Parking Restrictions – Brymer Road



Proposed Parking Restrictions – Brymer Road

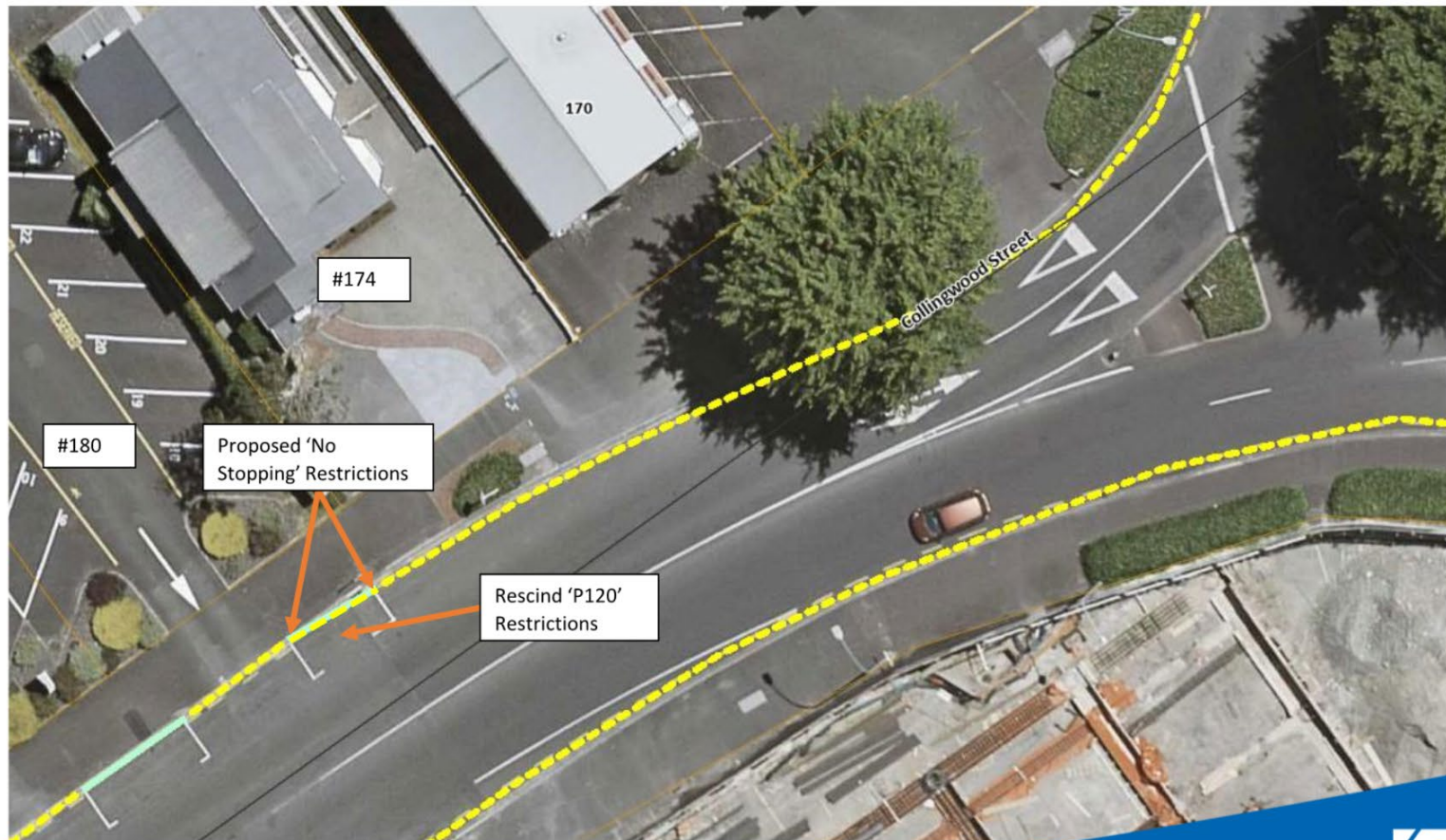
Item 5

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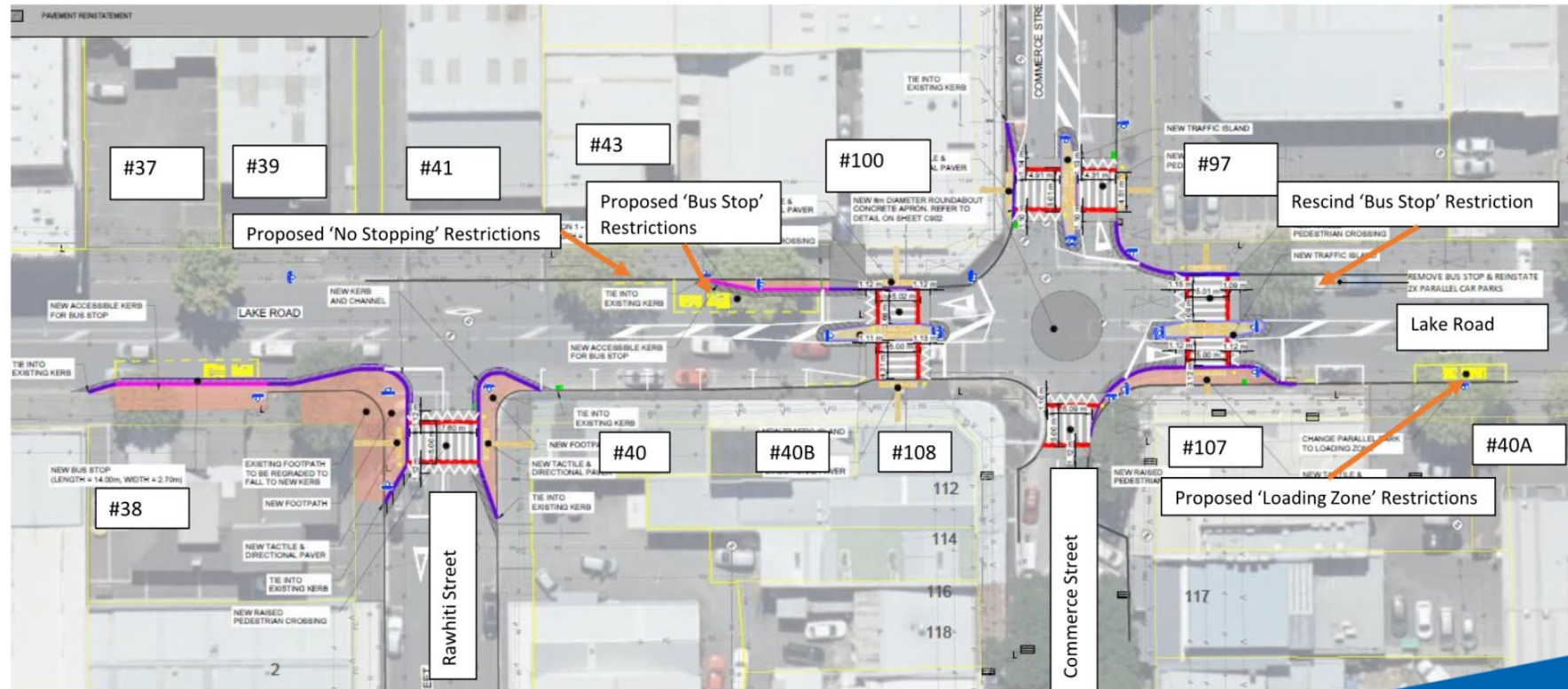


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Collingwood Street



Proposed Parking Restrictions – Commerce Street, Lake Road, Rawhiti Street



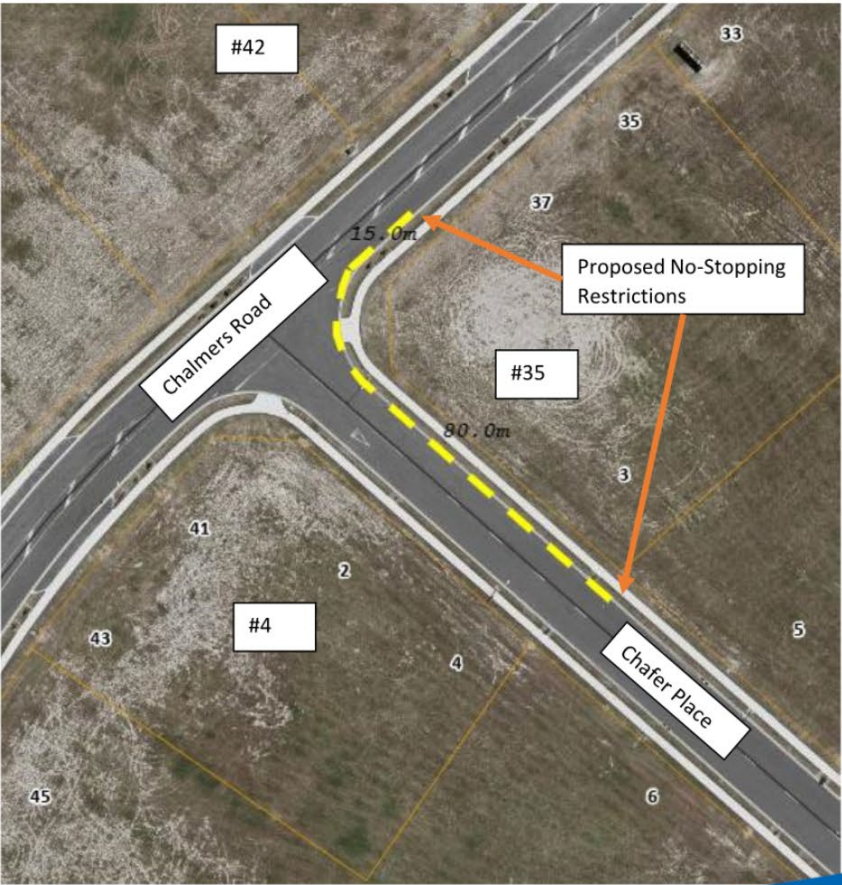
Attachment 1 - Illustrations of proposed parking restriction

Existing Parking Restrictions – Casey Avenue



Attachment 1 - Illustrations of proposed parking restriction

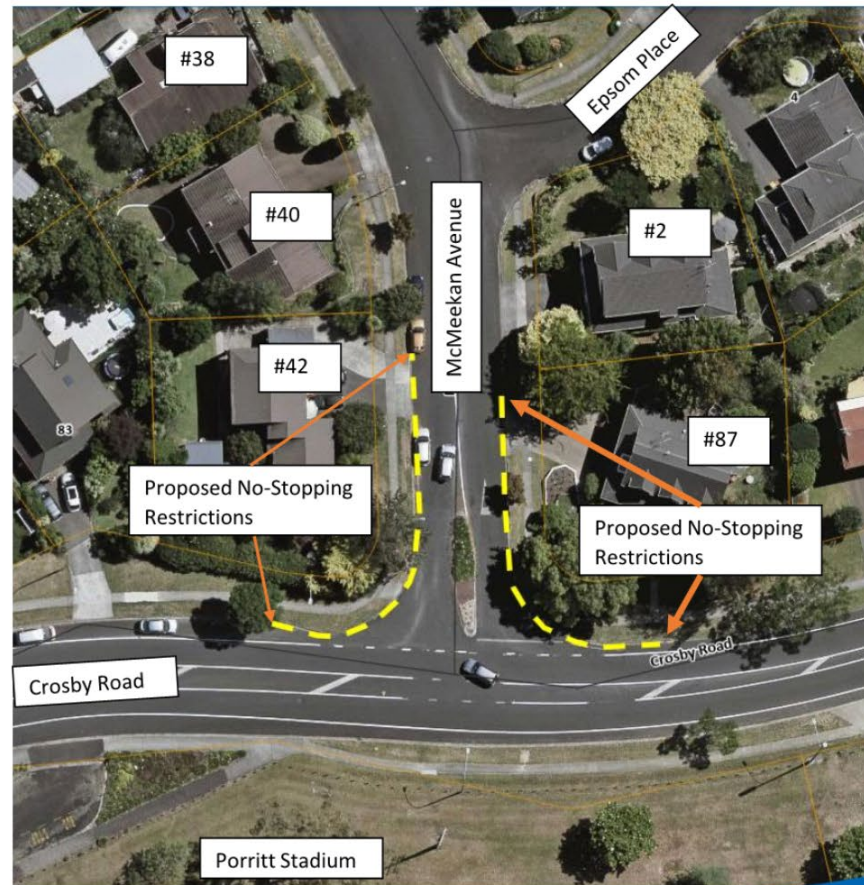
Proposed Parking Restrictions – Chalmers Road, Chafer Place



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Attachment 1

Proposed Parking Restrictions – Crosby Road, McMeekan Avenue



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Fairview Street, Powells Road



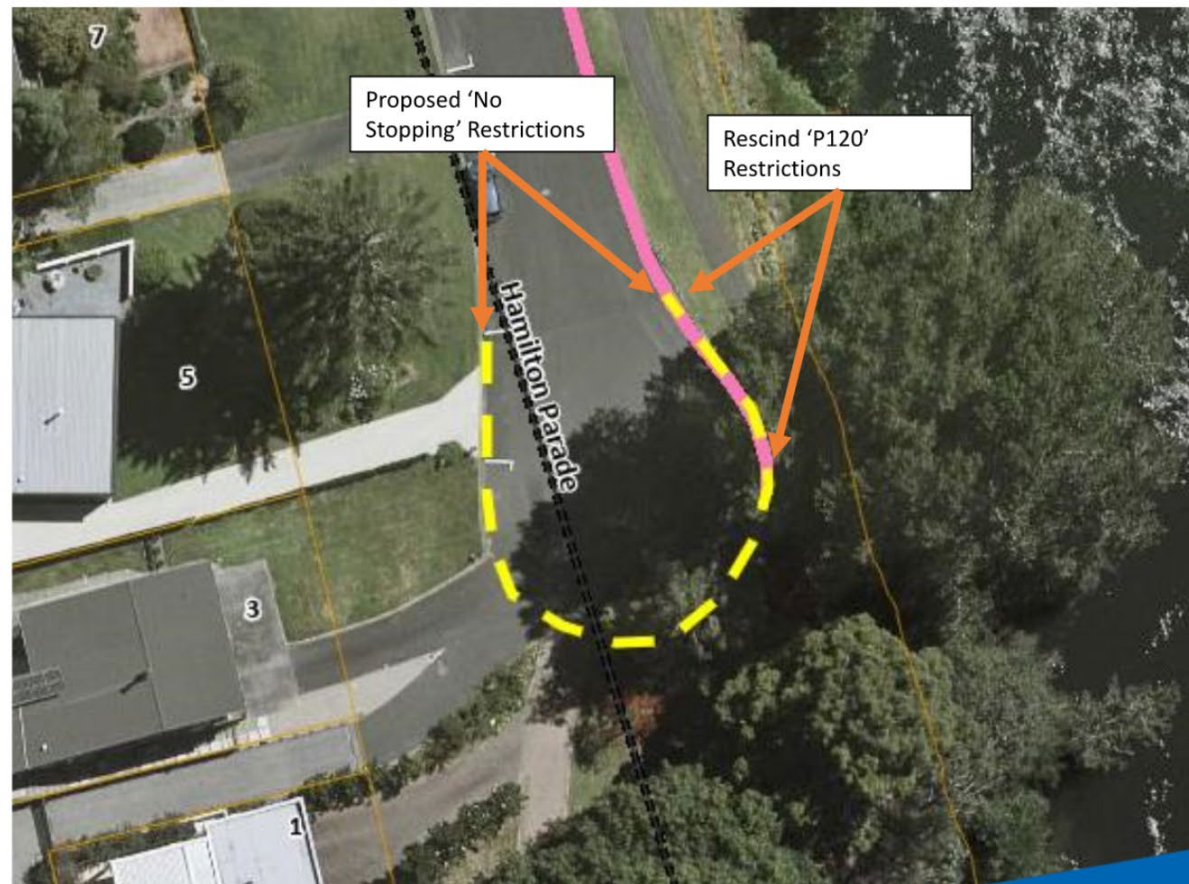
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Fox Lane, Fox Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Hamilton Parade



Proposed Parking Restrictions – Hardley Street

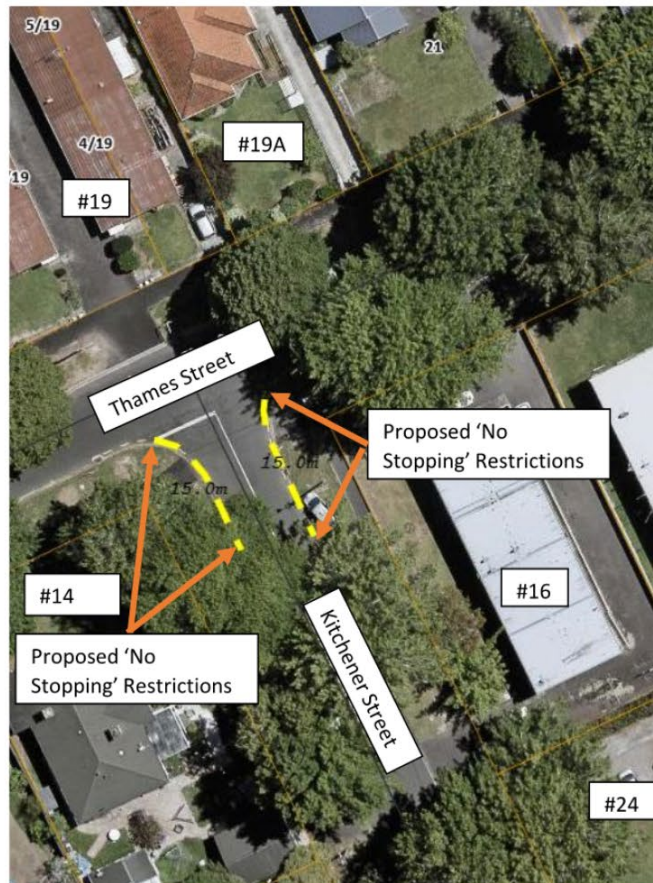


Attachment 1 - Illustrations of proposed parking restriction

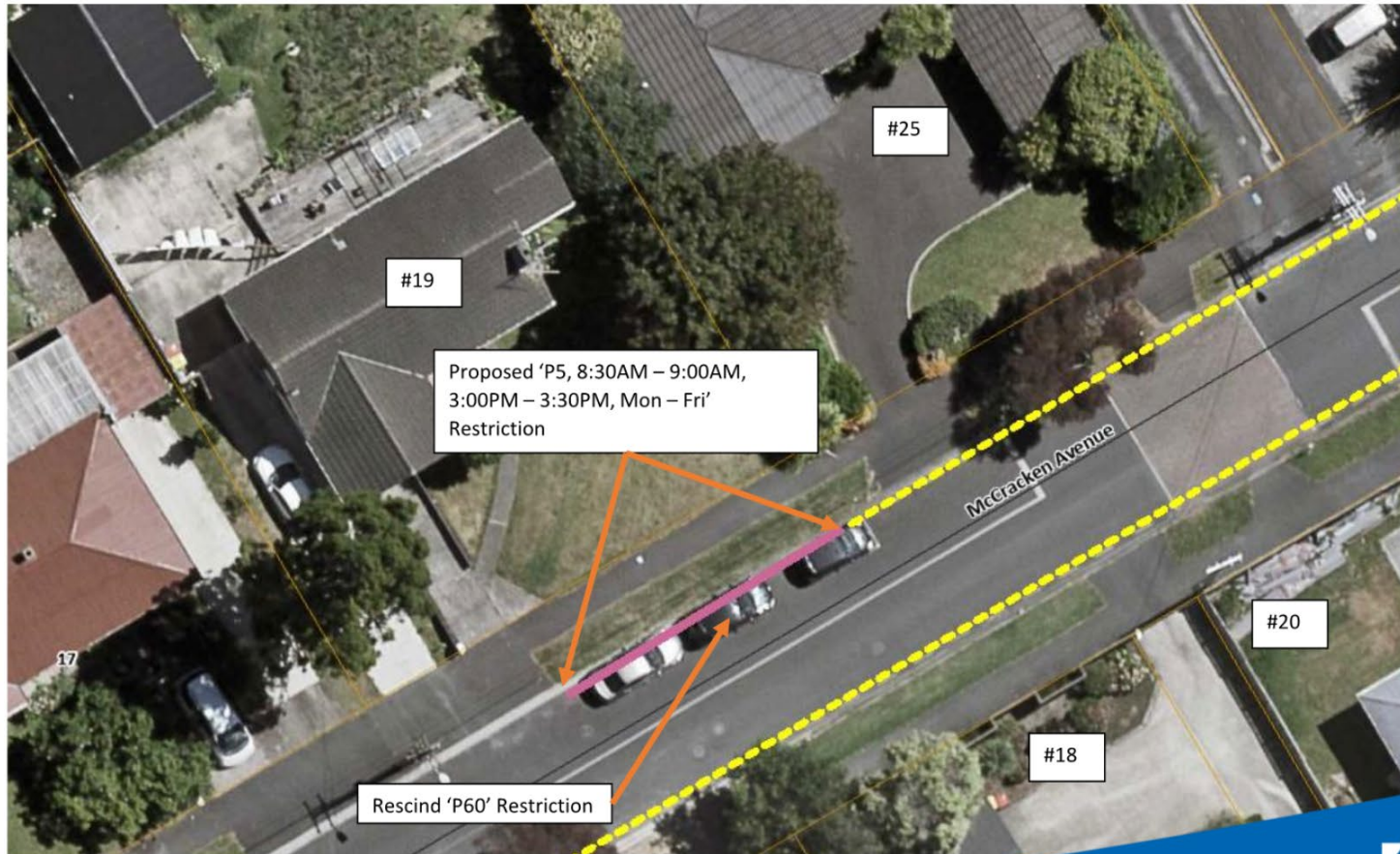
Proposed Parking Restrictions – Hinau Street, Miro Street



Proposed Parking Restrictions – Kitchener Street

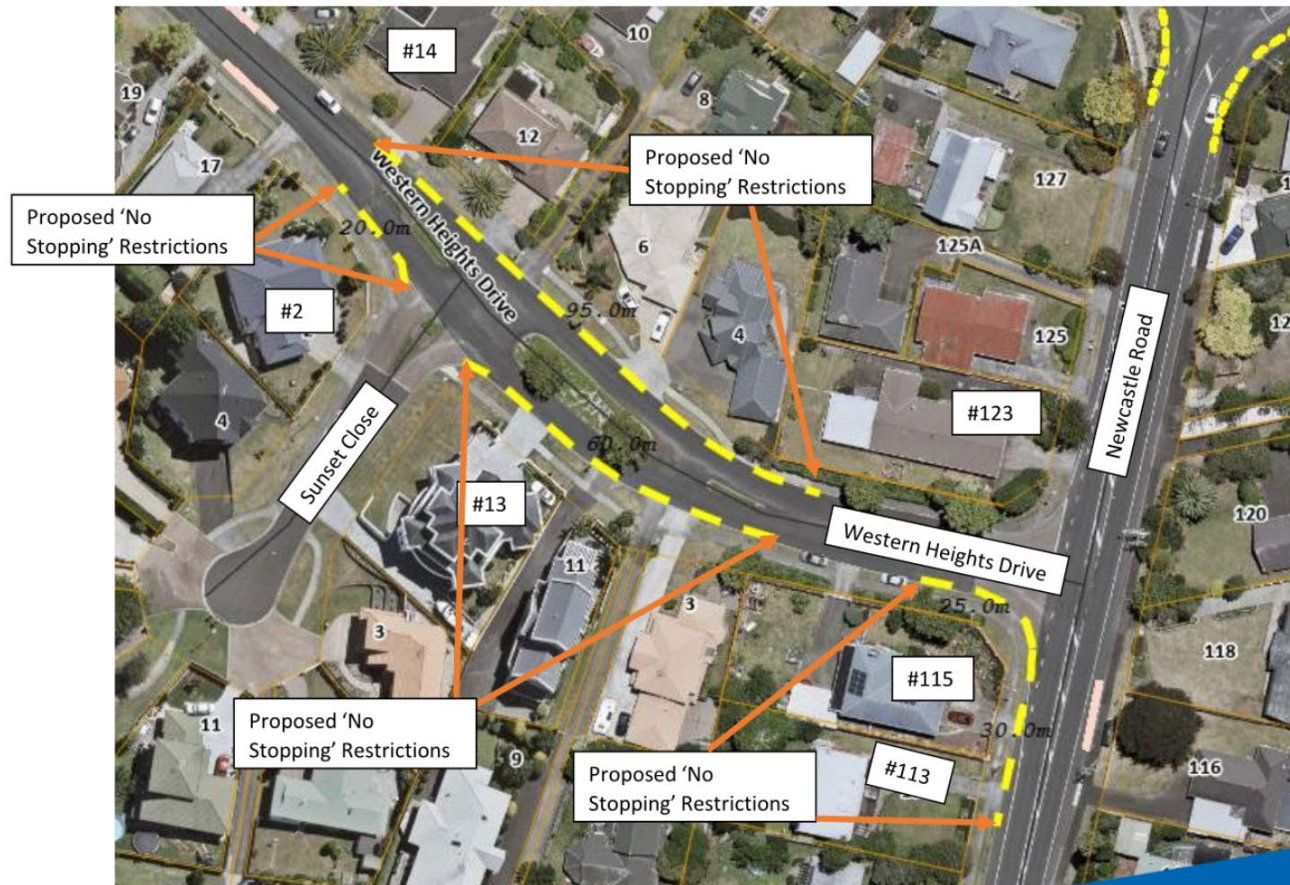


Proposed Parking Restrictions – McCracken

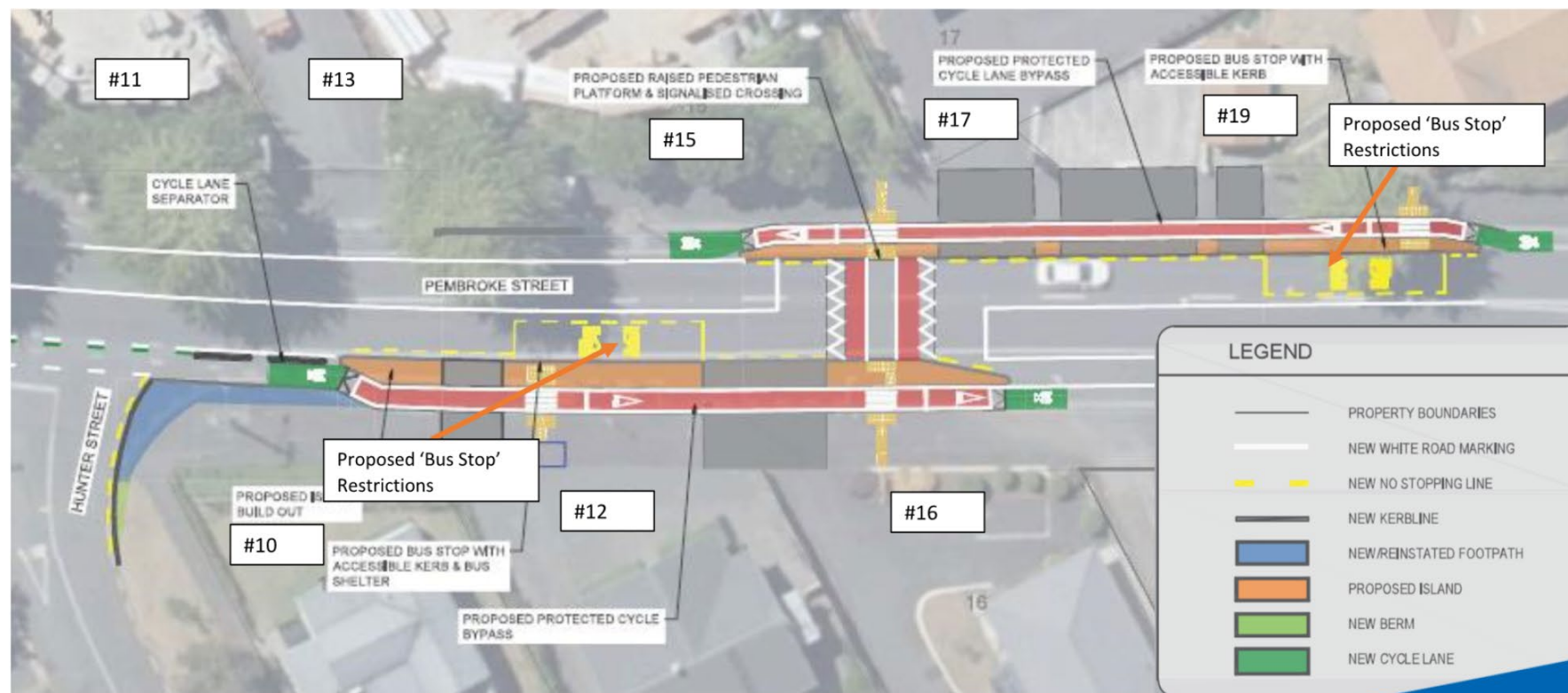


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Newcastle Road, Western Heights Drive



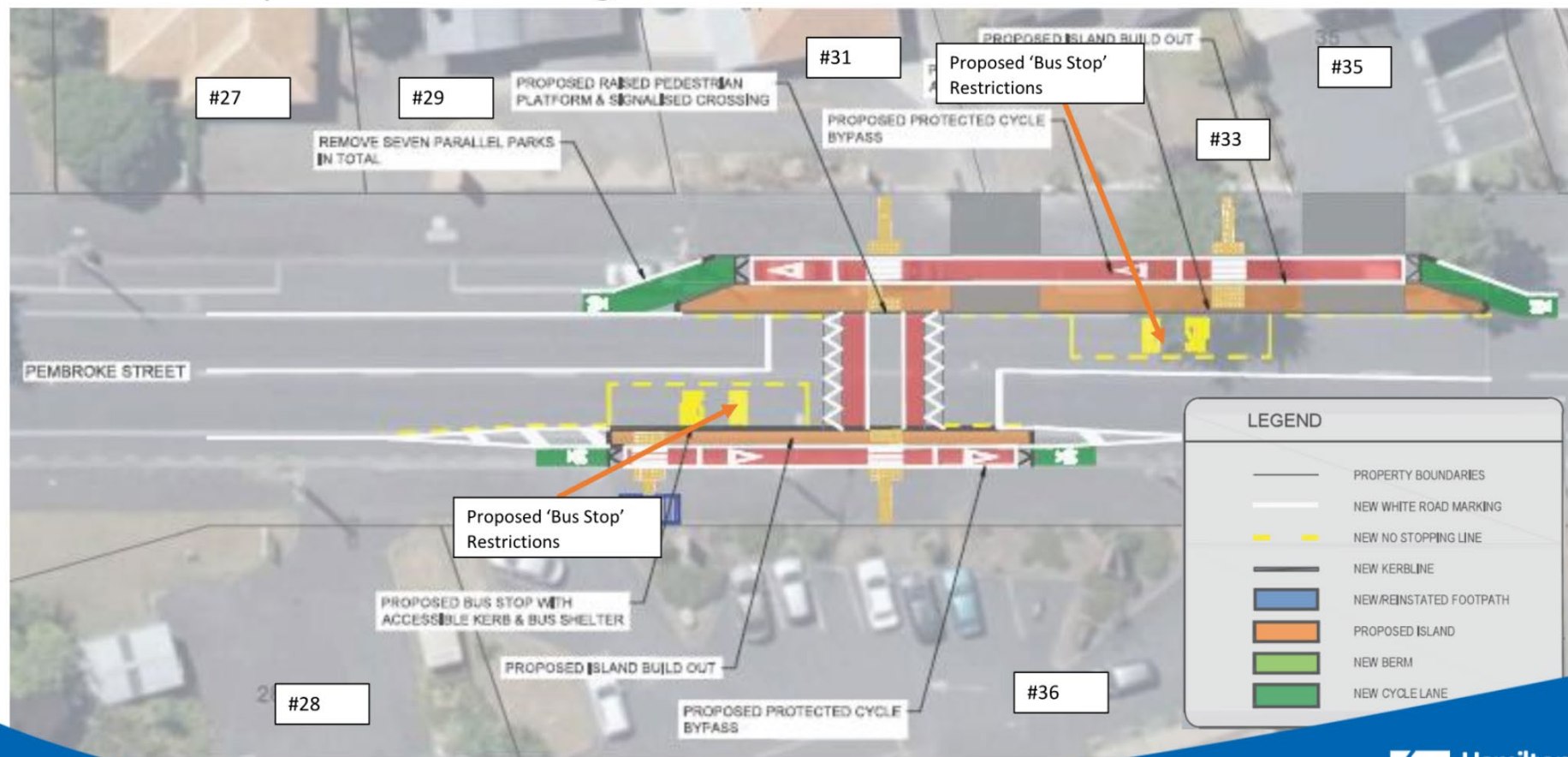
Proposed Parking Restrictions – Pembroke Street



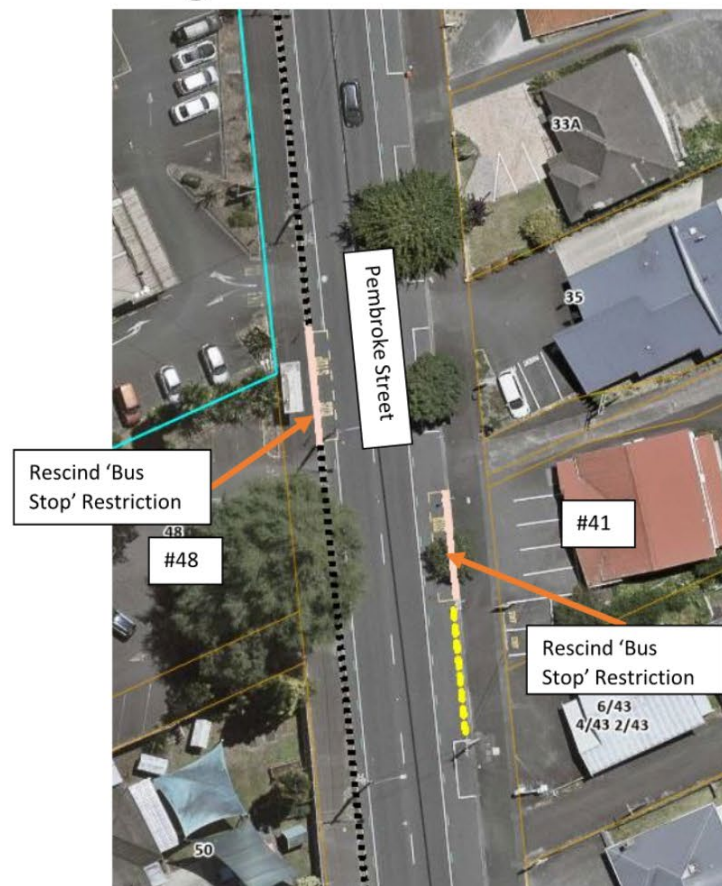
Item 5

Attachment 1

Proposed Parking Restrictions – Pembroke Street



Proposed Parking Restrictions – Pembroke Street



Attachment 1 - Illustrations of proposed parking restriction

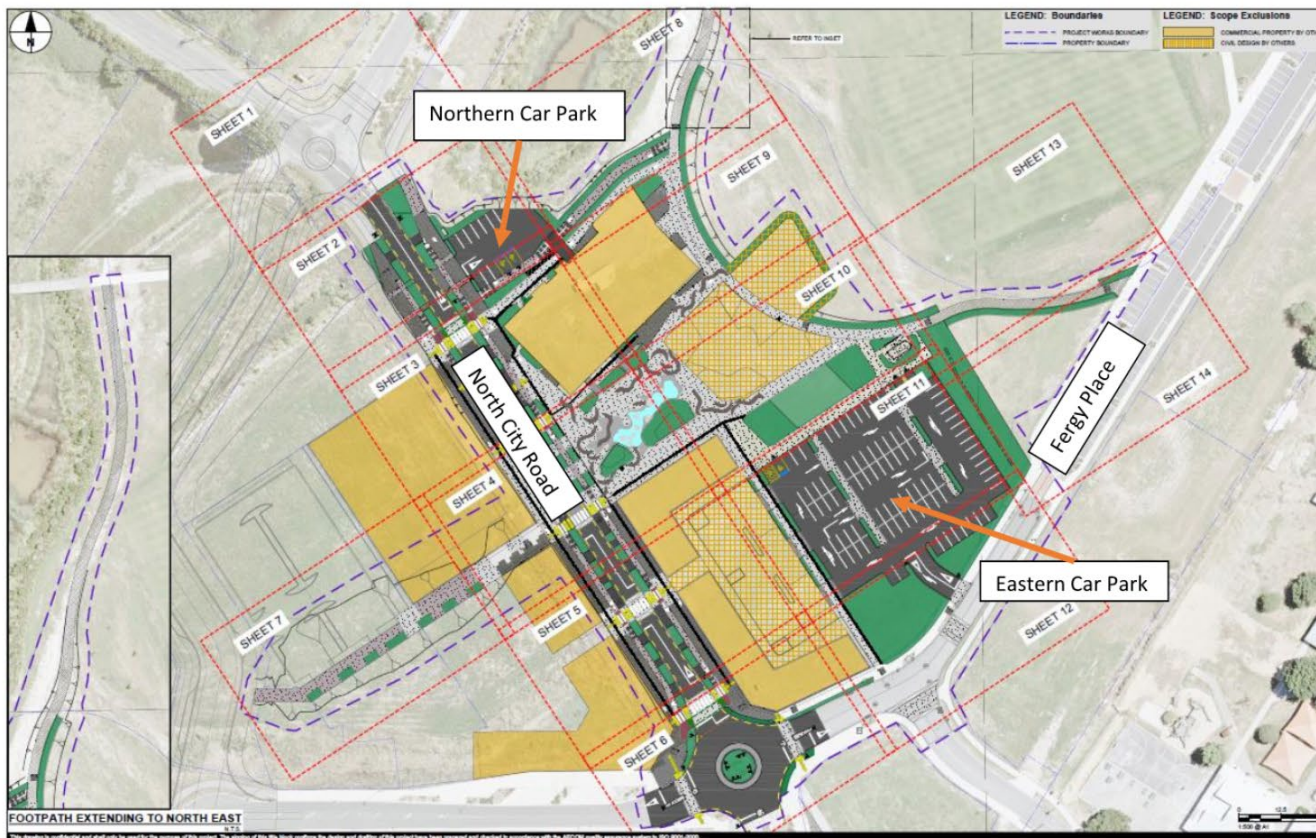
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Proposed Parking Restrictions – Rose Berry Crescent

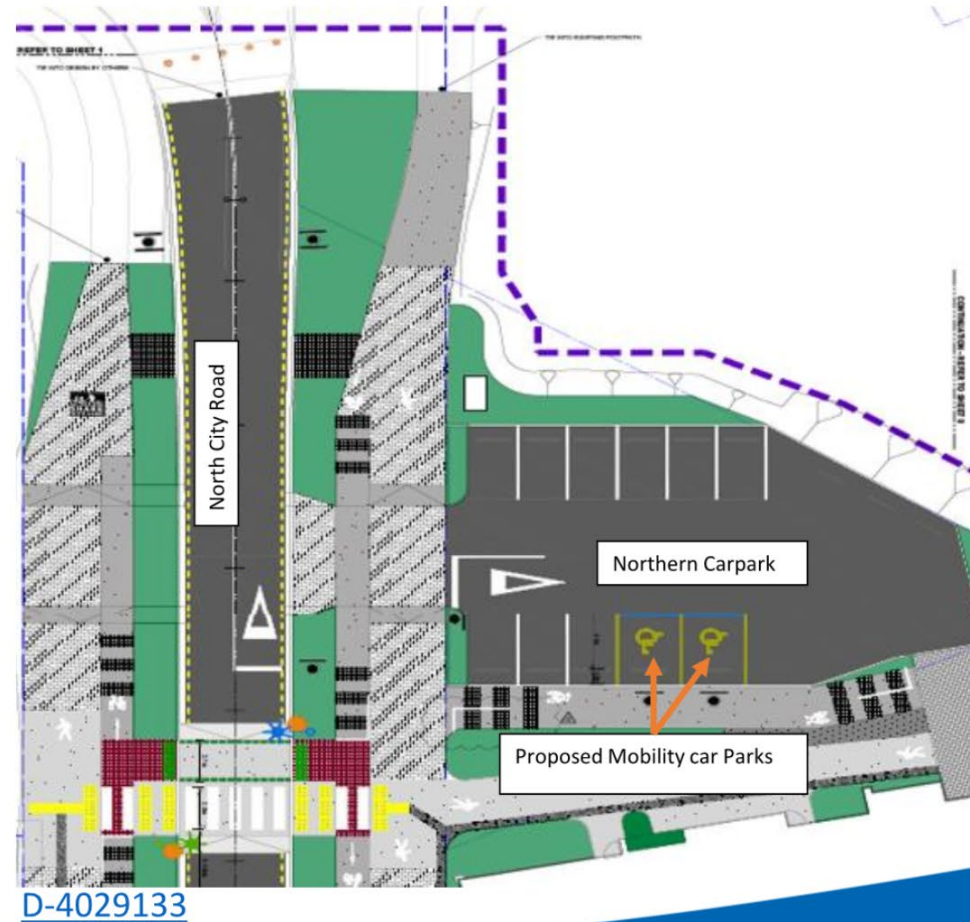


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Rototuna Village Carparks

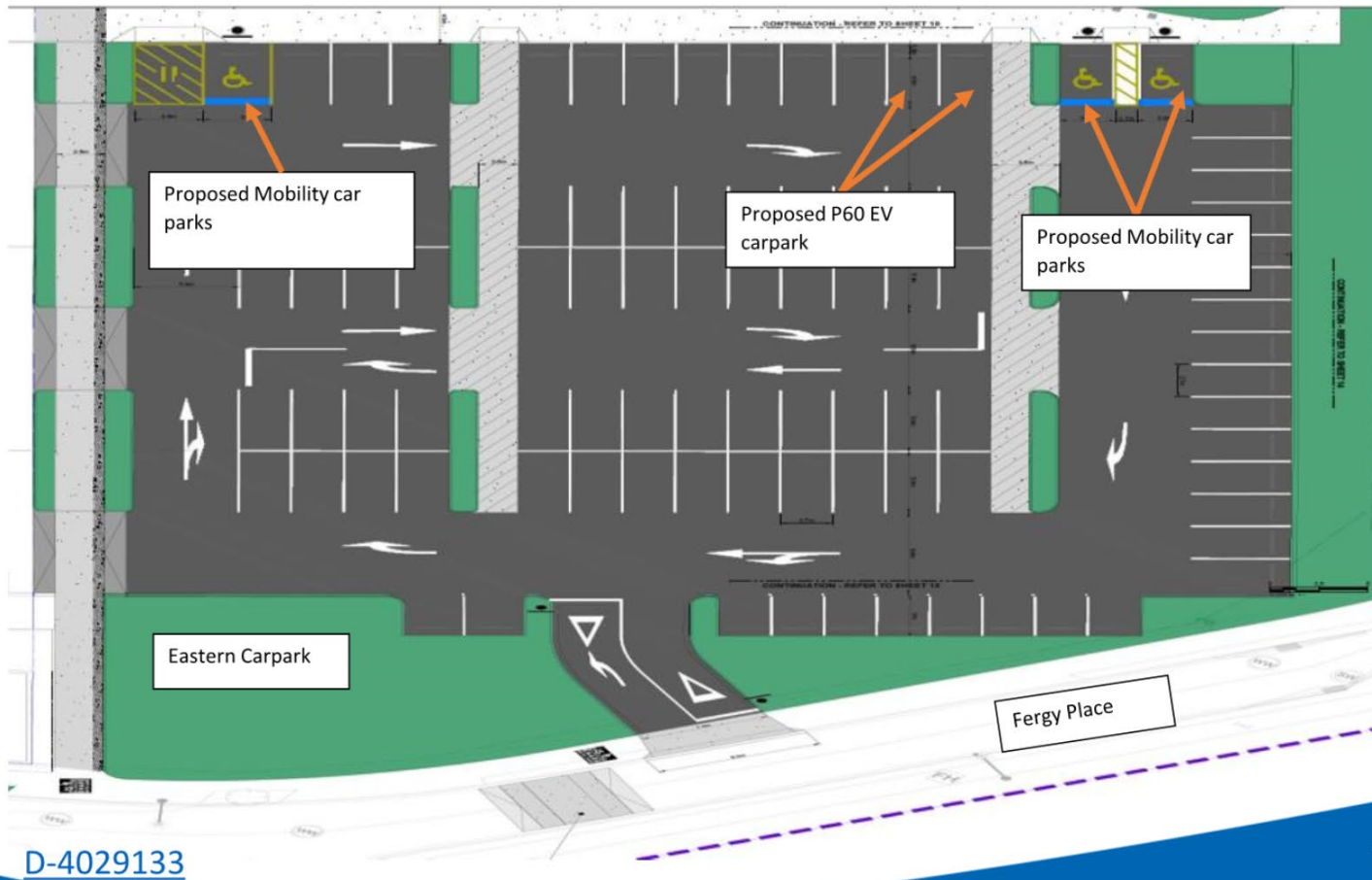


Proposed Parking Restrictions – Rototuna Village Northern Carpark



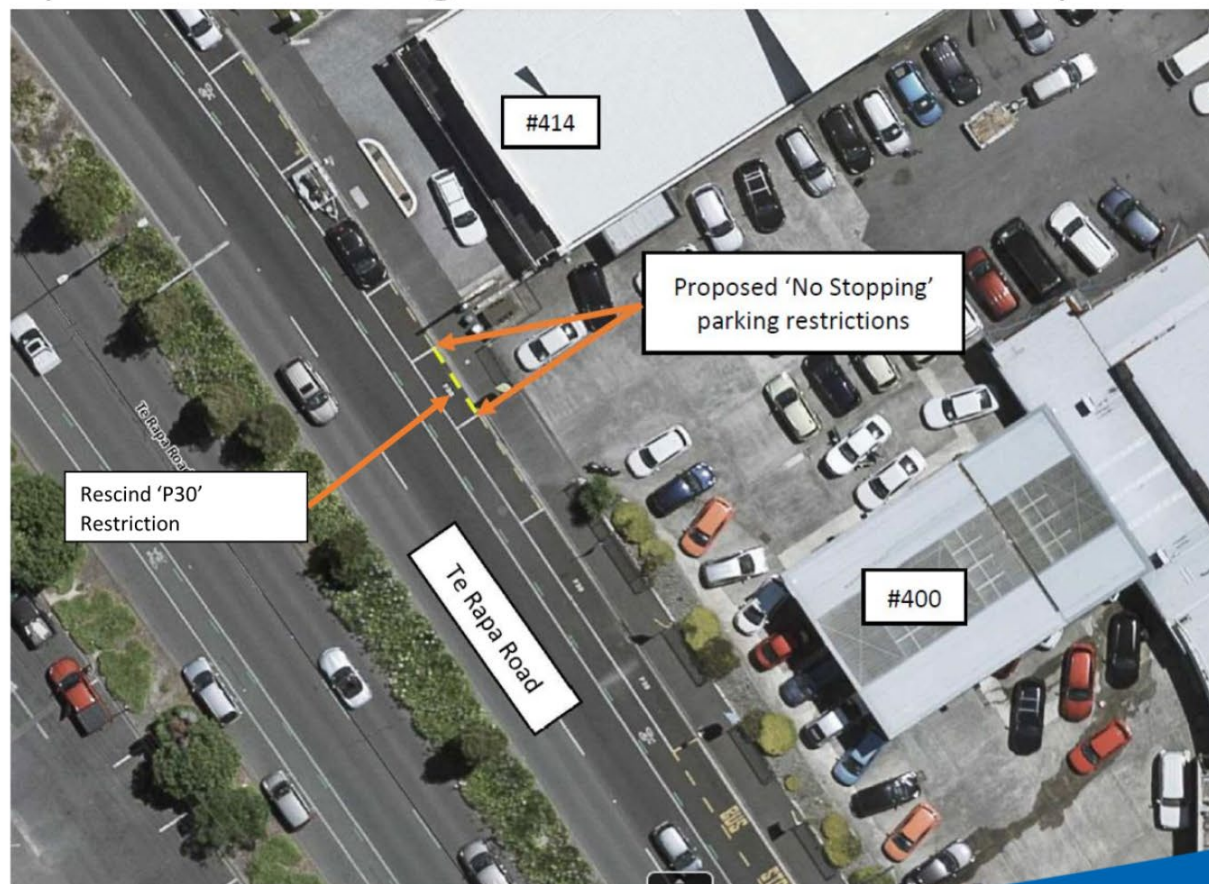
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Rototuna Village Eastern Carpark



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Te Rapa Road



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Timatanga Road

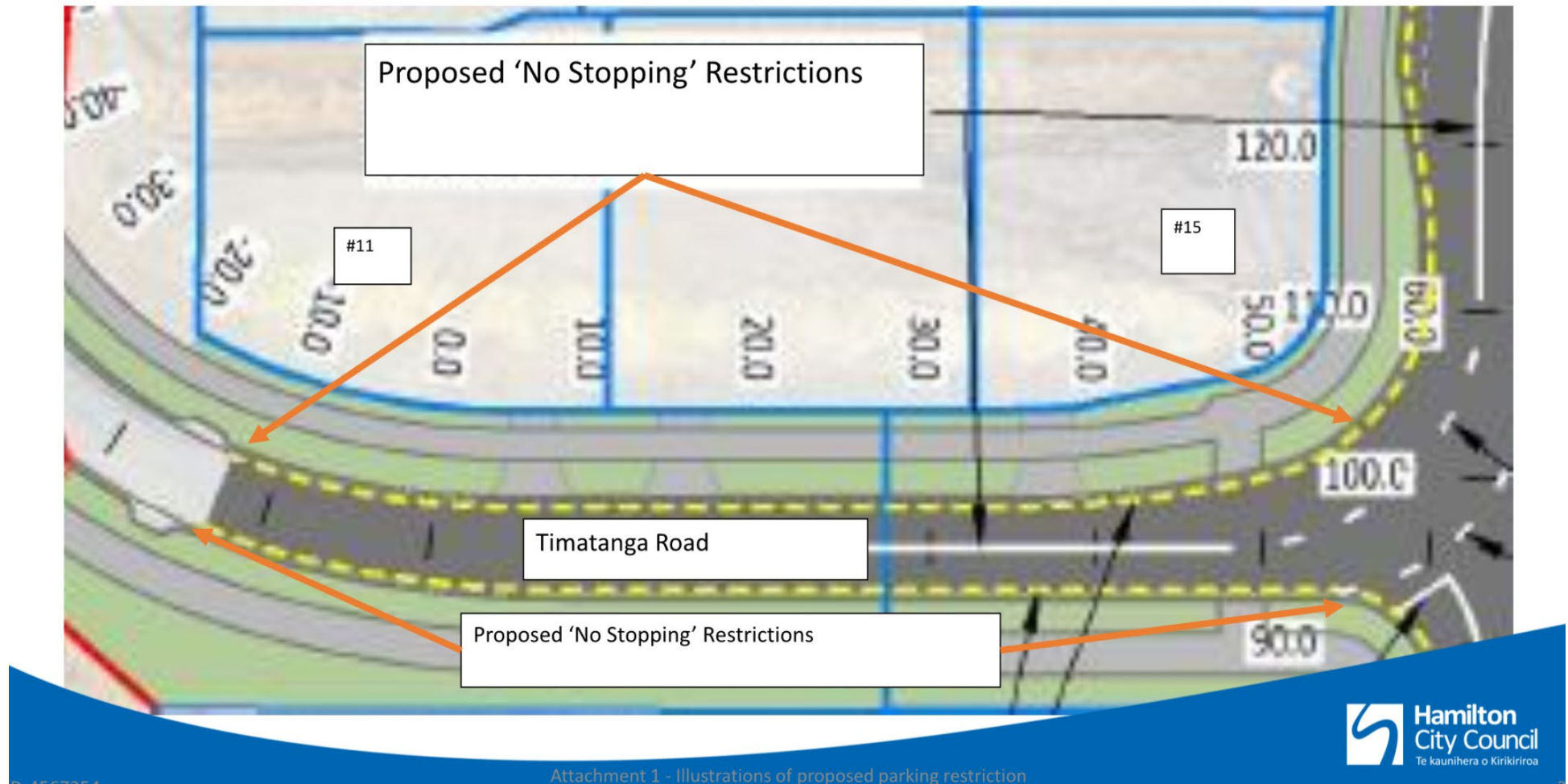


Attachment 1 - Illustrations of proposed parking restriction

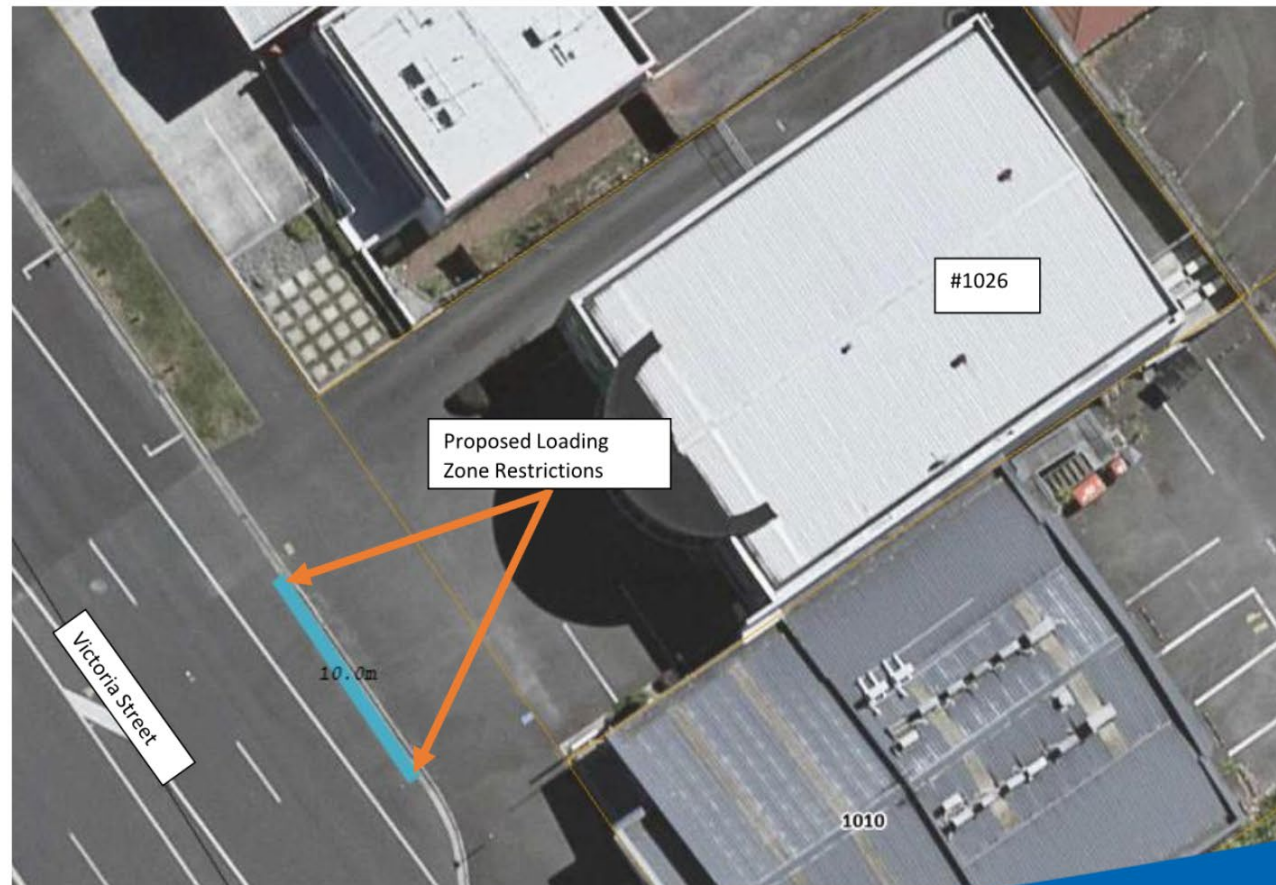
Proposed Parking Restrictions – Temepara Drive, Timatanga Road

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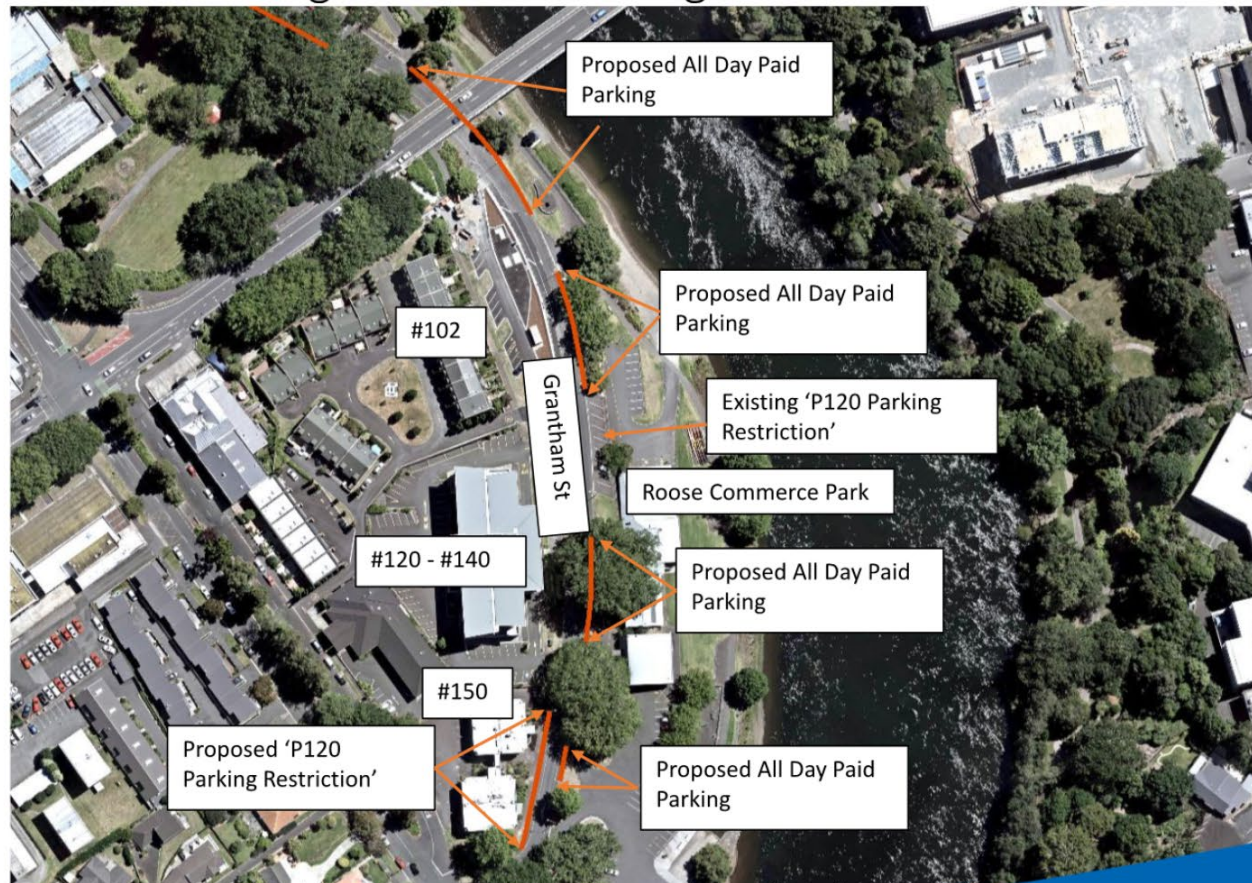
Attachment 1



Proposed Parking Restrictions – Victoria Street



Proposed All Day Paid Parking & Parking Restriction Changes – Grantham Street



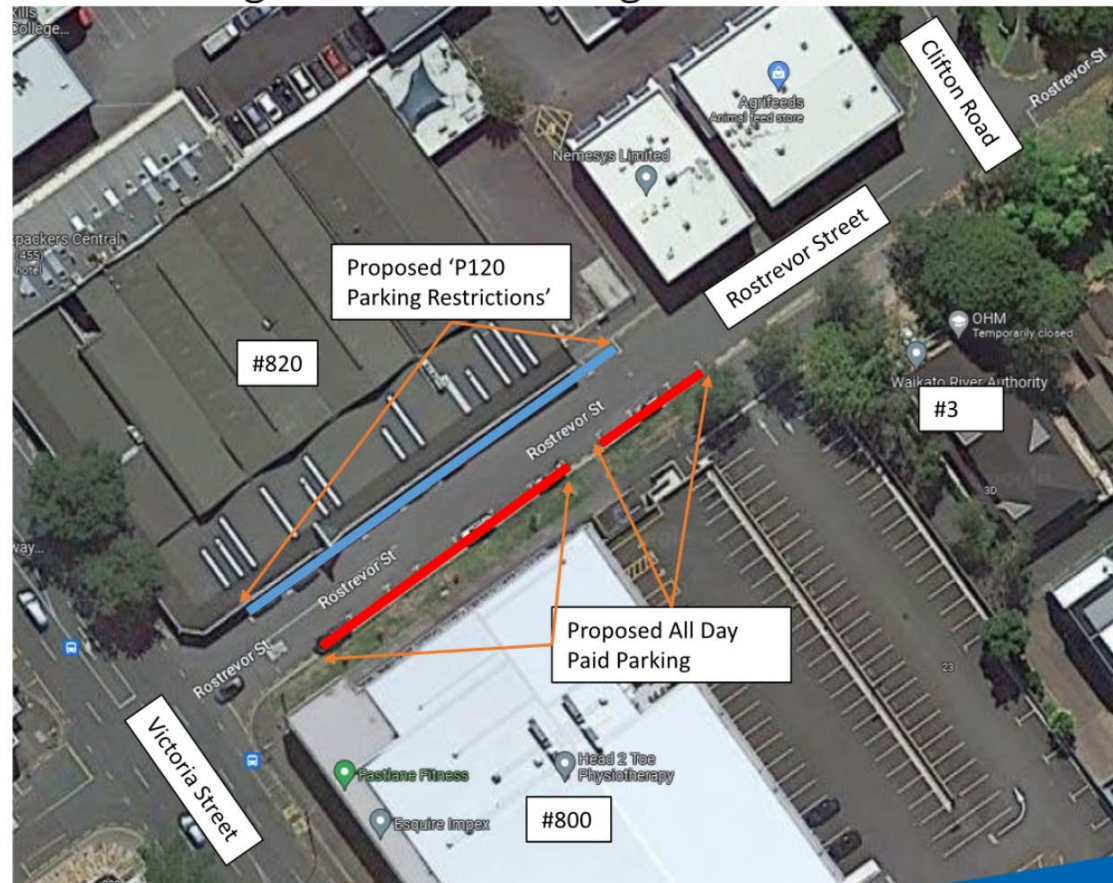
Proposed All Day Paid Parking & Parking Restriction Changes – Hamilton Parade



Proposed All Day Paid Parking – Old Mill Street



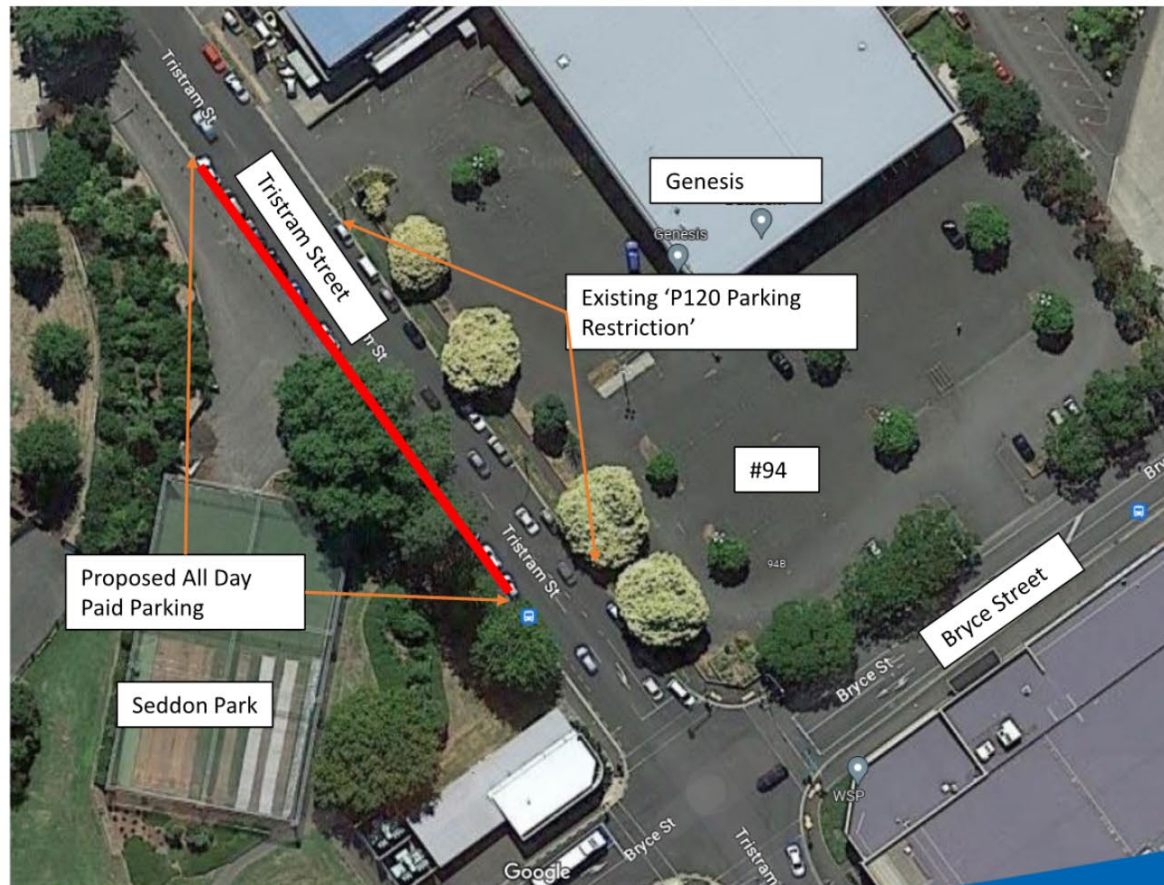
Proposed All Day Paid Parking & Parking Restriction Changes – Rostrevor Street



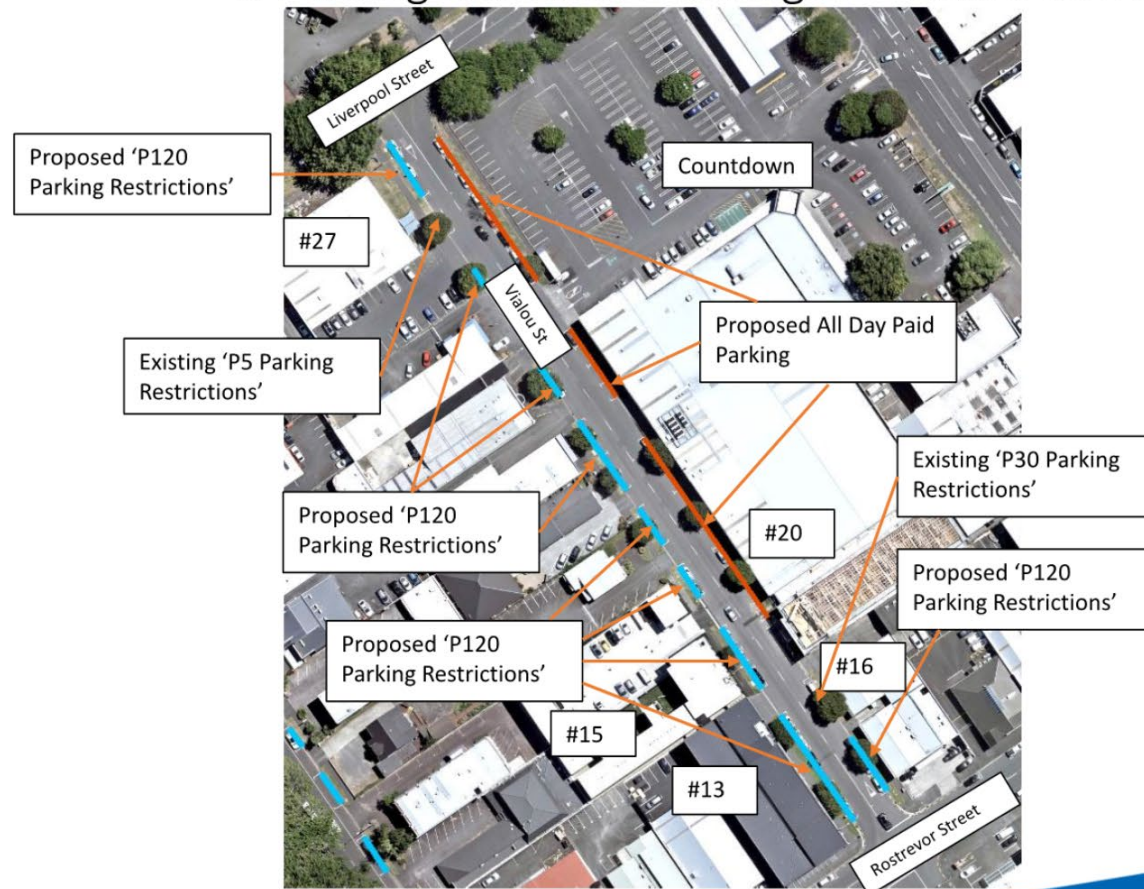
Proposed All Day Paid Parking & Parking Restriction Changes – Tristram Street (near Hinemoa Park)



Proposed All Day Paid Parking – Tristram Street (near Seddon Park)



Proposed All Day Paid Parking & Parking Restriction Changes – Vialou Street



Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Brookfield Street	CTU	Safety Improvements	<ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #42 Fox Street. • Installation of 10m 'No Stopping' restriction outside #41 Fox Street. • Installation of 15m 'No Stopping' restriction outside #57 Fox Street. • Installation of 10m 'No Stopping' restriction outside #97 Brookfield Street. • Installation of 15m 'No Stopping' restriction on Brookfield Street outside #59 Dey Street. • Installation of 15m 'No Stopping' restriction outside #103 Brookfield Street.
Brymer Road	CTU	Traffic Operation and Safety Improvements for Raised Safety Platform at an intersection.	<ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 15m 'Bus Stop' restriction outside #183 Brymer Road. • Installation of 20m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 105m 'No Stopping' restriction outside #176 - #188 Brymer Road. • Installation of 100m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 10m 'No Stopping' restriction outside #183 Brymer Road. • Installation of 20m 'Coach Parking' restriction outside #183 Brymer Road. • Installation of 120m 'No Stopping' restriction outside #188 Brymer Road.
Casey Avenue	CTU	Gazette existing no-stopping restrictions.	<ul style="list-style-type: none"> • Installation of 125m 'No Stopping' restriction on Casey Avenue between #22 Casey Ave and #42 Casey Ave.
Chafer Place	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> • Installation of 80m 'No Stopping' restriction outside #35 Chalmers Road.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

Chalmers Place	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #35 Chalmers Road.
Collingwood Street	CTU	Traffic Operation and Safety Improvements for Raised Safety Platform.	<ul style="list-style-type: none"> Installation of 60m 'No Stopping' restriction starting outside #180 Collingwood Street and extending to the intersection with Tristram Street.
Crosby Road	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction outside #42 McMeekan Avenue. Installation of 10m 'No Stopping' restriction outside #87 Crosby Road.
Dey Street	CTU	Traffic Operation and Safety Improvements at intersection	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #59 Dey Street. Installation of 15m 'No Stopping' restriction on Dey Street outside #103 Brookfield Street.
Fairview Street	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #1A Fairview Street. Installation of 25m 'No Stopping' restriction outside #17 Powells Road.
Fox Lane	CTU	Traffic Operation and Safety Improvements at intersection	<ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction on Fox Lane outside #3 Fox Street.
Fox Street	CTU	Traffic Operation and Safety Improvements at intersection	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #3 Fox Street. Installation of 15m 'No Stopping' restriction outside #4 Fox Street. Installation of 20m 'No Stopping' restriction outside #57 Fox Street. Installation of 20m 'No Stopping' restriction outside #97 Brookfield Street. Installation of 20m 'No Stopping' restriction outside #41 Fox Street. Installation of 15m 'No Stopping' restriction outside #42 Fox Street.
Grantham Street	CTU	Improve traffic operation	<ul style="list-style-type: none"> Installation of 50m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

Hamilton Parade	CTU	Improve traffic operation	<ul style="list-style-type: none"> • Installation of 55m 'No Stopping' restriction on the cul-de-sac end of Hamilton Parade outside #3 Hamilton Parade. • Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #17 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #15 Hamilton Parade. • Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #9 - #11 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #7 Hamilton Parade. • Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #5 Hamilton Parade.
Hardley Street	Developement	Improve traffic operation	<ul style="list-style-type: none"> • Installation of 10m 'Loading Zone - Goods & Services - P10 - At All Times' outside #5 Hardley Street.
Hinau Street	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #8 Miro Street • Installation of 15m 'No Stopping' restriction outside #10 Miro Street
Kitchener Street	CTU	Gazette existing 'no-stopping' restriction	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #14 Kitchener Street. • Installation of 15m 'No Stopping' restriction outside #16 Kitchener Street.
Lake Road	CTU	Traffic Operation and Safety Improvements for Raised Safety Platform at an intersection.	<ul style="list-style-type: none"> • Installation of 20m 'bus stop' outside #43 Lake Road and #100 Commerce Street. • Installation of 15m 'P60' on Lake Road outside #97 Commerce Street. • Installation of 70m 'No Stopping' restriction between #37 and #43 Lake Road. • Installation of 10m 'No Stopping' restriction outside #40B Lake Road. • Installation of 30m 'P60' restriction outside #40 - #40B Lake Road. • Installation of 10m Loading Zone outside #40A Lake Road.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

McCracken Avenue	School	Improve traffic operation, and access to properties during school pick-up and drop-off time.	<ul style="list-style-type: none"> Installation of 15m 'P5, 8:30AM - 9:00AM, 3:00PM - 3:30PM, Mon - Fri' restriction on McCracken Avenue outside #19 McCracken Avenue.
McMeekan Avenue	CTU	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 40m 'No Stopping' restriction outside #42 McMeekan Avenue. Installation of 35m 'No Stopping' restriction outside #87 Crosby Road.
Miro Street	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #8 Miro Street Installation of 10m 'No Stopping' restriction outside #10 Miro Street
Newcastle Road	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 30m 'No Stopping' restriction from #113 to #115 Newcastle Road.
Pickering Crescent	School	Improve traffic operation, and access to properties during school pick-up and drop-off time.	<ul style="list-style-type: none"> Installation of 50m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. Installation of 40m 'P5, 8:30AM - 3:30PM, Mon - Fri' outside Hukanui School.
Powells Road	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 45m 'No Stopping' restriction outside #11 Powells Road and #1A Fairview Street. Installation of 15m 'No Stopping' restriction outside #17 Powells Road. Installation of 35m 'No Stopping' restriction starting between #10 - #18 Powells Road.
Roseberry Crescent	Customer Request	Improve traffic operation and safety at intersection, and improve access to properties	<ul style="list-style-type: none"> Installation of 80m 'No Stopping' restriction from #13 - #20 Rose Berry Crescent

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

Rostrevor Street	CTU	Improve traffic operation	<ul style="list-style-type: none"> Installation of 55m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on Rostrevor Street outside #820 Victoria Street.
Rototuna Village – Eastern Carpark	CTU	Improve traffic operation	<ul style="list-style-type: none"> Installation of 5m mobility carpark restriction. Installation of 10m mobility carpark restriction. Installation of 5m P60 EV parking restriction.
Rototuna Village – Northern Carpark	CTU	Improve traffic operation	<ul style="list-style-type: none"> Installation of 10m mobility carpark restriction.
Te Rapa Road	CTU	Improve traffic operation, safety and improve access to properties	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction between #400 - #414 Te Rapa Road.
Timatanga Road	Development	Improve traffic operation	<ul style="list-style-type: none"> Installation of 105m 'No Stopping' restriction outside #11 - #15 Timatanga Road. Installation of 105m 'No Stopping' restriction opposite #11 - #15 Timatanga Road.
Tristram Street	CTU	Improve traffic operation	<ul style="list-style-type: none"> Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #360 Tristram Street. Installation of 25m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #340 - #360 Tristram Street. Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #310 Tristram Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #306 Tristram Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #298 Tristram Street.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

			<ul style="list-style-type: none"> Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #290 Tristram Street.
Victoria Street	Development	Improve traffic operation	<ul style="list-style-type: none"> Installation of 10m 'Loading Zone - P10 - 8:00AM-6:00PM Mon-Fri' outside #1026 Victoria Street.
Vialou Street	CTU	Improve traffic operation	<ul style="list-style-type: none"> Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Eastern side outside #108 Rostrevor Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #27 Liverpool Street. Installation of 5m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #27 Vialou Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #25 Vialou Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #21 - #23 Vialou Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #19 Vialou Street. Installation of 10m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #17 Vialou Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #17 Vialou Street. Installation of 35m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street.
Western Heights Drive	Customer Request	Improve traffic operation, safety and improve access to properties	<ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #115 Newcastle Road. Installation of 60m 'No Stopping' restriction from #115 Newcastle Road to #13 Western Heights Drive. Installation of 20m 'No Stopping' restriction outside #2 Sunset Close.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

			<ul style="list-style-type: none">Installation of 95m 'No Stopping' restriction from #14 Western Heights Drive to #123 Newcastle Road.

BUS STOPS			
Location	Requested By	Reason	Description
Pembroke Street	CTU	Traffic Operation and Safety Improvements for raised pedestrian crossing and bus stops.	<ul style="list-style-type: none">• Rescinding of 12m bus stop outside #13 - #15 Pembroke Street.• Installation of 15m bus stop outside #19 Pembroke Street.• Rescinding of 11m bus stop outside #41 Pembroke Street.• Rescinding of 12m bus stop outside #48 Pembroke Street.• Installation of 15m bus stop outside #33 Pembroke Street.• Installation of 15m bus stop opposite #29 - #31 Pembroke Street.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

EXISTING PARKING RESTRICTIONS TO BE RESCINDED		
Location	Reason	Description
Brookfield Street	Safety Improvements	<ul style="list-style-type: none"> Rescinding 32.6m 'No Stopping' restriction outside #42 Fox Street.
Casey Avenue	Gazette existing 'no-stopping' restriction.	<ul style="list-style-type: none"> Rescind 74.5m 'No Stopping' restriction on Casey Avenue between #28 Casey Ave and #42 Casey Ave.
Collingwood Street	Traffic Operation and Safety Improvements for Raised Safety Platform.	<ul style="list-style-type: none"> Rescinding of 5m 'P120 8am-6pm Mon-Sat' outside #180 Collingwood Street. Rescinding 50m 'No Stopping' outside #170 Collingwood Street. Rescinding 6.5m 'No Stopping' outside #180 Collingwood Street.
Fox Street	Traffic Operation and Safety Improvements at intersection	<ul style="list-style-type: none"> Rescinding 11m 'No Stopping' restriction outside #42 Fox Street.
Hamilton Parade	Traffic operation improvement	<ul style="list-style-type: none"> Rescinding 'P210' parking restriction on the north eastern side of Hamilton Parade, beginning opposite a point four point zero (4.0) metres northwest of the intersection of the south eastern boundary of Pt Lot 3 DP 12762 (No 3) with the south western boundary of Hamilton Parade and extending for a further distance of one hundred and seventy eight point zero (178.0) metres in a north westerly direction.
Lake Road	Traffic Operation and Safety Improvements for Raised Safety Platform at an intersection.	<ul style="list-style-type: none"> Rescinding 26.5m 'P60' outside #43 Lake Road and #100 Commerce Street. Rescinding 15m 'Bus Stop' on Lake Road outside #97 Commerce Street. Rescinding 12.5m 'No Stopping' outside #40 Lake Road. Rescinding 13.6m 'No Stopping' on Lake Road outside #108 Commerce Street. Rescinding 21.5m 'P60' restriction outside #40 - #40B Lake Road. Rescinding 5.5m Loading Zone on Lake Road outside #107 Commerce Street. Rescinding 5m 'P60' outside #40A Lake Road.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - May 2023

		<ul style="list-style-type: none"> Rescinding 61m 'No Stopping' restriction on the north eastern side of Lake Road, beginning at a point 29metres south east of the intersection of the north eastern boundary of Lake Road with the north western boundary #33 and extending for a further distance of sixty one point zero (61.0) metres in a south easterly direction.
McMeekan Avenue	Improve traffic operation, and access to properties during school pick-up and drop-off time.	<ul style="list-style-type: none"> Rescinding 15m 'P60 - At All Times' restriction on McCracken Avenue outside #19 McCracken Avenue.
Pickering Crescent	Improve traffic operation, and access to properties during school pick-up and drop-off time.	<ul style="list-style-type: none"> Rescinding of 35m 'P5 min - 8am-6pm Mon-Sun' outside Hukanui School. Rescinding of 55m 'No Stopping' restriction outside #14 - #24 Pickering Crescent.
Te Rapa Road	Improve traffic operation, safety and improve access to properties	<ul style="list-style-type: none"> Rescinding of 5m 'P30 8am-6pm Mon-Sun' parking restriction outside #400 Te Rapa Road. Rescinding of 5m 'No Stopping' restriction outside #414 Te Rapa Road. Rescinding of 7m 'No Stopping' restriction outside #400 Te Rapa Road.

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 23 May 2023

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network and Systems Operations Manager

Position: General Manager Infrastructure Operations

Report Name: Hamilton City Speed Limit Changes

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

- To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel of the proposed changes to the speed limits contained within the National Speed Limit Register in accordance with the Hamilton Speed Management Plan, approved at the 18 August 2022 Council meeting.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date comes into Force
80	60	Brymer Road	From Rotokauri Road to 750m South of Rotokauri Road.	29 May 2023
80	60	Echobank Place	Western Lea Drive to end	22 June 2023
80	60	Gainsford Lane	Peacockes Road to end	22 June 2023
80	60	Peacockes Lane	Peacockes Road to end	22 June 2023
80	60	Peacockes Road	Raynes Road to 780m East of Waterford Road	22 June 2023
80	60	Stubbs Lane	Peacockes Road to end	22 June 2023
80	60	Westbrook Place	Peacockes Road to end	22 June 2023
80	60	Weston Lea Drive	Peacockes Road to	22 June 2023

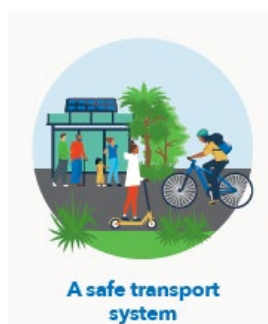
			end	
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Executive Summary - *Whakaraapopototanga matua*

3. On [29 June 2022](#) Council agreed to repeal the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022. The proposed changes to the speed limits in this report will be recorded in the NSLR.
4. The Hamilton City Speed Management Plan (approved at the [18 August 2022 Council meeting](#)) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
5. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
6. Speed limits changes proposed in this report generally support the speed management plan and changes to the physical road environment to support the reduced speed limits. The Speed limits will be adopted for Brymer Road on 29 May 2023 and for Peacocke Development on 22 June 2023.
7. Speed changes proposed in this report are proposed to support safer speeds for road users on the following roads:
 - i. Brymer Road
 - ii. Echobank Place
 - iii. Gainsford Lane
 - iv. Peacockes Lane
 - v. Peacockes Road
 - vi. Stubbs lane
 - vii. Westbrook Place
 - viii. Weston Lea Drive
8. Funding for the implementation of the proposed speed limit changes is included in the approved 2021-31 LTP as part of the Low Cost Low Risk programme. The work receives 51% co-investment from Waka Kotahi NZ Transport Agency.
9. Staff consider that the decisions in this report have low significance under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

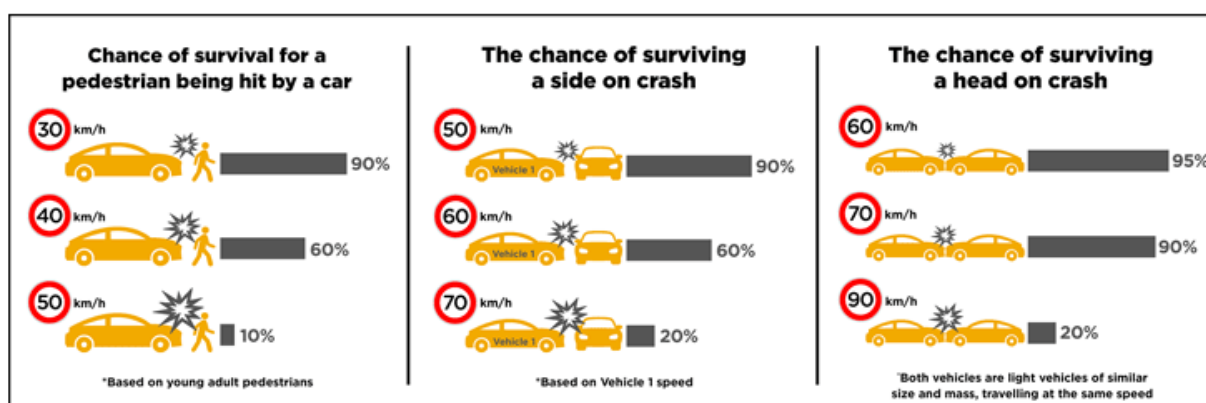
10. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious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



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

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

12. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
13. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
14. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved.



15. The 2019 Speed Management Plan for Hamilton City has been reviewed and refreshed and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council at its 18 August 2022 meeting.
16. The 2022 Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.
17. The 2022 Speed Management Plan has reconfirmed the principles or priorities developed for the previous version of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
18. The following **principles** guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;

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

Proposed Speed Limit Changes

27. The following key stakeholders were consulted in the development of the Speed Management Plan:
- i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. New Zealand Police
 - iii. The Automobile Association (AA)
 - iv. The Road Transport Association (RTA)
 - v. Bike Waikato

- vi. NZ Foundation for the Blind
 - vii. Generation Zero
 - viii. Living Streets
 - ix. Age Concern Hamilton
28. Specific consultation with the adjacent properties has been undertaken for those accessing the sections of road where speed limits changes have been proposed.
29. Further details of the specific changes to speed limits are detailed below:

Road Name	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Principles (ref. 18 above)
Brymer Road	80	60	vi, vii, viii
Echobank Place	80	60	vi, vii
Gainsford Lane	80	60	vi, vii
Peacockes Lane	80	60	vi, vii
Peacockes Road	80	60	vi, vii
Stubbs Lane	80	60	vi, vii
Westbrook Place	80	60	vi, vii
Weston Lea Drive	80	60	vi, vii

Speed management for Peacocke area.

30. There are an increasing number of road users on these roads including people walking and people biking. The on-going road construction and commencement of housing development in the area has resulted in an increase in heavy vehicles also using these roads and warrants a reduction in the speed limit for vehicle for the road environment, alongside appropriate regulatory speed signage.
31. Council's Speed Management Plan indicates the speed should be set at a maximum of 60km/h in this area, based on how the road is currently being used. This will help make it safer for everyone using the roads.
32. Staff consulted on proposed speed restriction changes with stakeholders. In general, feedback received for the proposed speed reduction was supported.
33. Feedback from two residents supported the speed reduction acknowledging the increase in development. A resident indicated they feel unsafe and would like to see a further reduction in speed limit to 50km/h.
34. The existing operating traffic speed are expected to be around 76km/h. Monitoring of traffic speeds will be undertaken following the introduction of the new speed limit sign and if necessary additional signage will be added to encourage compliance with the lower speeds. The ongoing development in the area is also expected to change the feel of the area and support the lower speed limit.

Speed Management – Brymer Road north of Hamilton Zoo

35. The section of Brymer Road north of the zoo is rural in nature but has an increasing number of developments starting to access it and has the associated intersection improvements being undertaken.
36. Brymer Road provides access to two key tourist destinations being Hamilton Zoo and Waiwhakareke Natural Heritage Park and is used by people accessing these facilities where there was a 30km/h speed limit created in conjunction with the recent entrance upgrade. This area has an increasing number of people walking and biking. The regulatory speed limit needs to be appropriate for the environment and promote safety for all road users.

37. Waikato District Council expressed their support for the proposed changes to the speed restriction on Brymer Road.
38. Feedback from a resident on Brymer Road expressed a need for traffic calming measures on Brymer Road and that the current road environment is not suitable for the proposed 60km/h speed restriction.
39. Staff acknowledged feedback received and identified an increase in property development activities creating increased number of driveways within the city side on Brymer Road. These developments have significantly changed the road environment and resulting in the required traffic calming.
40. The existing mean operating speeds for traffic on Brymer Road is 52km/h based on information gathered through TomTom data from Mega Maps. In general, the TomTom data used in mega maps when compared to tube counts indicate a 10km/h higher operating speed. So realistically staff believe the operating speed on Brymer Road would be close to the proposed 60km/h speed limit.
41. Council's Speed Management Plan indicates the speed should be set at a maximum of 60km/h in this area, based on how the road is currently being used. This will help make it safer for everyone using the roads.

Financial Considerations - *Whaiwhakaaro Puutea*

42. The budgets for the costs associated with the speed limit changes are included the approved 2021-31 Long Term Plan (LTP) and attract 51% co-investment from Waka Kotahi NZ Transport Agency.
43. Staff costs for the project is covered from within existing Transport Operational budgets.

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

44. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
45. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds will result in reduced emissions and increasing numbers of people walking and biking.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

46. 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').
47. 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.
48. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

50. The slower speeds at the Waikato University will enable easier access for people attending events and education opportunities and thereby support the economic viability of this community facility.

Environmental

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

Cultural

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

Risks - *Tuuraru*

53. There are risks associated with ongoing crashes occurring if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.

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

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

Engagement

55. Specific consultation has been completed for the proposed speed limit changes to gain community feedback alongside consultation with key stakeholders.
56. Community and key stakeholder views and preferences are also known to the Council through the Special Consultative Process that was undertaken in the development of the 2022 Speed Management Plan.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Illustrations of proposed speed limit restrictions changes

Traffic, Speed Limit and Road Closure Hearings Panel

Proposed Speed Limit Restriction Changes

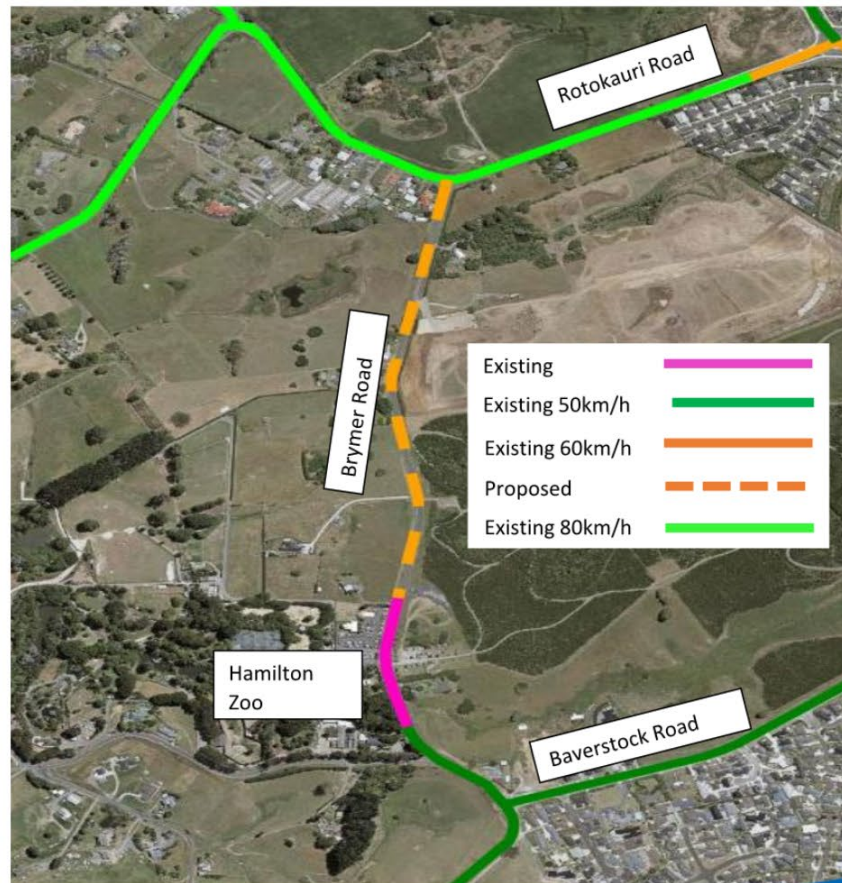
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Attachment 1 - Illustrations of proposed speed limit restriction



Proposed Speed Limit Restriction Changes – Brymer Road



Proposed Speed Limit Restriction Changes – Peacocke Area

List of Streets

- Peacockes Road
- Echobank Place
- Weston Lea Drive
- Westbrook Place
- Peacockes Lane
- Stubbs lane
- Gainsford Road

