

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 26 March 2024
Time: 9:30 am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Te Pae mo ngaa take Huarahi

OPEN AGENDA

Membership

Chairperson Cr Mark Donovan
Heamana

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

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance Lead

15 March 2024

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Purpose

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

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

Terms of Reference:

2. To consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes.
3. To hear and determine statutory or regulatory hearings and make determinations on objections relating to proposals for the temporary closure of any road.

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii 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: 26 March 2024

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 15 February 2024

Report Status	<i>Open</i>
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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 15 February 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 15 February 2024



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

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Thursday 15 February 2024 at 9:30 am.

PRESENT

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
In Attendance	Chris Allen – Executive Director, Development Robyn Denton – Network & Operations Manager Matthew Leach – Relationship & Engagement Lead Aditya Mitta – Operations Engineer
Governance Staff	Amy Viggers – Governance Lead Keryn Phillips and Arnold Andrews - Governance Advisors

- 1. Apologies – *Tono aroha***
Resolved: (Cr Donovan/Cr Wilson)
There were no leaves of absence.
- 2. Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Donovan/Cr Wilson)
That the agenda is confirmed.
- 3. Declarations of Interest – *Tauaakii whaipaaanga***
Cr Hutt declared an interest in relation to Item 6 (Parking Restrictions and Traffic Bylaw Changes) concerning GoEco Consultation, but noted she was not conflicted. She participated in the discussion and vote on the matter.
- 4. Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 5 December 2023**
Resolved: (Cr Donovan/Cr Hutt)
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 5 December 2023 as a true and correct record.

5. Hamilton City Safer School Speed Limit Changes

Network and Safety Operations Manager took the report as read. She responded to questions from Elected Members in relation to cul-de-sacs mentioned in the report.

Resolved: (Cr Wilson/Cr van-Oosten)

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 comes into Force
40	30	Emmerson Place	Full Length	29 April 2024
40	30	Oku Close	Full Length	29 April 2024

6. Parking Restrictions and Traffic Bylaw Changes

Network Operations Engineer spoke to the report and noted the parking restrictions and feedback received from the community. She responded to questions from Elected Members in relation to the consultation process, parking restrictions on Wiltshire Drive, safety report and analysis undertaken by Council, no stopping lines and their impacts, raised safety platforms and crossings, a, variable speed limits, safety and requirement of traffic signals for crossings, maps from emergency services, ramifications of delaying the decision recommended by staff, statistics on school students using River Road, loss of car parks, use of two white lines on roads, cost of planting and landscaping.

Resolved: (Cr van Oosten/Cr Donovan)

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

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

Location	Amendments to current restrictions
Aberdeen Drive	<ul style="list-style-type: none"> Rescinding of 15m bus stop restriction outside #66 Aberdeen Drive. Installation of 15m 'Parking - P15 – 8:00am – 6:00pm – Mon – Sun' outside #66 Aberdeen Drive
Aquila Crescent	<ul style="list-style-type: none"> Installation of 40m 'No Stopping' restriction between #62 - #64 Aquila Crescent.
Butler Place	<ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction outside #1 Butler Place. Installation of 10m 'No Stopping' restriction outside #2 Butler Place.
Bruce Avenue	<ul style="list-style-type: none"> Gazette existing 20m 'Parking – P10 -8:00am-6:00pm –

	<p>Mon-Fri' restrictions opposite #55 - #59 Bruce Avenue.</p> <ul style="list-style-type: none"> • Gazette existing 20m 'Parking – P10 -8:00am-6:00pm – Mon-Fri' restrictions opposite #61 Bruce Avenue. • Rescinding 41m 'Parking – P10 -8:00am-6:00pm – Mon-Fri' restrictions opposite #55 - #61 Bruce Avenue.
Cardrona Road	<ul style="list-style-type: none"> • Installation of 50m 'No Stopping' restriction between #15 - #24 Cardrona Road.
Churchill Avenue	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #42 Churchill Avenue. • Installation of 10m 'No Stopping' restriction outside #2 Stokes Crescent.
Collingwood Street	<ul style="list-style-type: none"> • Installation of 30m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside Wintec in Collingwood Street. • Installation of 25m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside #127 Collingwood Street. • Installation of 50m 'No Stopping' restriction between #127 and #100 Collingwood Street. • Installation of 5m 'No Stopping' restriction outside Wintec in Collingwood Street. • Rescinding 66.5 m 'No Stopping' restriction between #127 and #100 Collingwood Street. • Rescinding 19 m 'No Stopping' restriction outside Wintec in Collingwood Street. • Rescinding 17m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside Wintec in Collingwood Street. • Rescinding 11.5m 'CBD Zone Parking 8am-8pm Mon-Sat' restriction outside #133 Collingwood Street.
Commerce Street	<ul style="list-style-type: none"> • Rescinding of 15m bus stop restriction outside #47 - #53 Commerce Street.
Duke Street	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #74 Higgins Road. • Installation of 15m 'No Stopping' restriction outside #69B Higgins Road. • Installation of 10m 'No Stopping' restriction outside #71 Higgins Road. • Installation of 15m 'No Stopping' restriction outside #76 Higgins Road. • Installation of 15m 'No Stopping' restriction outside #89 Duke Street.
Earthmover Crescent	<ul style="list-style-type: none"> • Installation of 135m 'No Stopping' restriction outside #33 - #37 Earthmover Crescent. • Installation of 15m 'No Stopping' restriction outside #36 Earthmover Crescent. • Installation of 15m 'No Stopping' restriction outside #32 - #36 Earthmover Crescent. • Installation of 35m 'No Stopping' restriction outside #6/30 -

	<p>#32 Earthmover Crescent.</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #1/30 - #6/30 Earthmover Crescent. • Installation of 25m 'No Stopping' restriction outside #1/30 - #28 Earthmover Crescent. • Installation of 25m 'No Stopping' restriction outside #26 - #28 Earthmover Crescent. • Installation of 30m 'No Stopping' restriction outside #24 - #26 Earthmover Crescent.
Gallagher Drive	<ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #10-16 Gallagher Drive. • Installation of 25m 'No Stopping' restriction outside #36 Gallagher Drive. • Rescinding 14m 'No Stopping' restriction outside #36 Gallagher Drive.
Gibson Road	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction outside #40C - #40D Gibson Road.
Grange Avenue	<ul style="list-style-type: none"> • Installation of 15m bus stop restriction outside #9 Grange Avenue • Rescinding of 15m bus stop restriction outside #29 Grange Avenue • Rescinding of 12m bus stop restriction outside #3 -#1B Grange Avenue
Grantham Street	<ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction outside #150 Grantham Street.
Higgins Road	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #74 Higgins Road. • Installation of 20m 'No Stopping' restriction outside #69B Higgins Road. • Installation of 15m 'No Stopping' restriction outside #71 Higgins Road. • Installation of 5m 'No Stopping' restriction outside #76 Higgins Road.
Hector Drive	<ul style="list-style-type: none"> • Installation of 150m 'No Stopping' restriction between #25 Hector Drive and Summerset Rototuna. • Installation of 190m 'No Stopping' restriction between #38 - #20 Hector Drive. • Rescinding 354.5m 'No Stopping' restriction between #20 - #25 Hector Drive.
Jellicoe Drive	<ul style="list-style-type: none"> • Installation of 6m 'Parking - Mobility Card holders – P120' restriction outside #4 Jellicoe Drive.
Kaimiro Street	<ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #20 Kaimiro Street. • Installation of 15m 'No Stopping' restriction outside #13 Kaimiro Street.
Kelvin Place	<ul style="list-style-type: none"> • Installation of 50m 'No Stopping' restriction between #17 -

	<p>#22 Kelvin Place.</p> <ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction between #13 - #15 Kelvin Place.
Kimbrae Drive	<ul style="list-style-type: none"> Installation of 15m bus stop restriction outside Rototuna Junior and Senior High School on Kimbrae Drive for School Days between the hours of 8:00AM – 9:00AM and 3:00PM – 5:00PM. Installation of 15m bus stop restriction opposite Rototuna Junior and Senior High School on Kimbrae Drive for School Days between the hours of 8:00AM – 9:00AM and 3:00PM – 5:00PM.
King Street	<ul style="list-style-type: none"> Rescinding 185m 'Parking – P60 – 8:00AM – 6:00PM – Mon-Sun' restriction between #23 - #49 King Street. Installation of 175m 'Parking – P60 – 8:00AM – 6:00PM – Mon-Sun' restriction between #23 - #47 King Street. Installation of 10m 'Parking – P15 – 8:00AM – 6:00PM – Mon-Sun' restriction between #47 - #49 King Street.
Knighton Road	<ul style="list-style-type: none"> Installation of 20m 'No Stopping' restriction outside #145 Knighton Road.
Lake Road	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #99 Lake Road. Installation of 10m 'No Stopping' restriction outside #101 Lake Road.
London Street	<ul style="list-style-type: none"> Installation of 30m 'Parking - P120 – 8:00AM – 6:00PM – Mon-Sun' restriction between #165 and #171 London Street. Installation of 10m 'No Stopping' restriction between #165 and #171 London Street. Rescinding 18.5m 'No Stopping' restriction between #165 and #171 London Street. Rescinding 25m 'P120, 8:00AM-6:00PM, Mon-Sun' time restriction parking between #165 - #171 London Street.
MacDonald Road	<ul style="list-style-type: none"> Rescinding of 15m bus stop restriction outside 42 MacDonald Road.
McKenzie Place	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #1 McKenzie Place. Installation of 20m 'No Stopping' restriction outside #4 Saxon Woods Drive.
Perclo Place	<ul style="list-style-type: none"> Installation of 60m 'No Stopping' restriction starting between #7 - #13 Perclo Place.
Rimu Street	<ul style="list-style-type: none"> Installation of 15m 'No Stopping' restriction outside #35 Rimu Street. Installation of 15m 'No Stopping' restriction outside #29 Rimu Street. Installation of 45m 'No Stopping' restriction between #36 - #1/32 Rimu Street.

	<ul style="list-style-type: none"> • Rescinding 11m 'No Stopping' restriction outside #35 Rimu Street.
Saxon Woods Drive	<ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction between #5 - #7 Saxon Woods Drive. • Installation of 10m 'No Stopping' restriction outside #1 McKenzie Place. • Installation of 15m 'No Stopping' restriction outside #4 Saxon Woods Drive.
Seddon Road	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #35 Rimu Street. • Installation of 15m 'No Stopping' restriction outside #29 Rimu Street. • Rescinding 11m 'No Stopping' restriction outside #35 Rimu Street.
Stokes Crescent	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #42 Churchill Avenue. • Installation of 20m 'No Stopping' restriction outside #2 Stokes Crescent.
Takahe Street	<ul style="list-style-type: none"> • Installation of 60m 'No Stopping' restriction between #3 - #4 Takahe Street.
Te Rapa Road	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #442 - #446 Te Rapa Road.
Tisdall Street	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #16 Tisdall Street.
Timatanga Road	<ul style="list-style-type: none"> • Installation of 140m 'No Stopping' restriction opposite #10 - #15 Timatanga Road. • Installation of 115m 'No Stopping' restriction outside #5 - #15 Timatanga Road. • Rescinding 105m 'No Stopping' restriction outside #11 - #15 Timatanga Road. • Rescinding 105m 'No Stopping' restriction opposite #11 - #15 Timatanga Road.
Vialou Street	<ul style="list-style-type: none"> • Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street. • Rescinding 35m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking on the Western side outside #13 Vialou Street
Victoria Street	<ul style="list-style-type: none"> • Installation of 10m 'Mobility card holders – P120' restrictions between #331 and #325 Victoria Street. • Rescinding 6m 'Mobility card holders –P120' restrictions outside #331 Victoria Street. • Rescinding 5.5m 'No Stopping' restriction outside #325 Victoria Street. • Installation of 10m 'Parking - P120 – 8:00am – 6:00pm – Mon – Sun' between #1030 - #1026.

	<ul style="list-style-type: none"> Rescinding 27m 'Parking -P120 – 8:00am – 6:00pm – Mon – Sun' between #1030 - #1026.
Vesty Avenue	<ul style="list-style-type: none"> Rescinding of 15m bus stop restriction outside #10 Vesty Avenue.
Winders Road	<ul style="list-style-type: none"> Installation of 25m 'No Stopping' restriction outside #12 Winders Road. Installation of 25m 'No Stopping' restriction outside #18 Winders Road.
Wellington Street	<ul style="list-style-type: none"> Rescinding of 15m bus stop restriction outside #86 - #88 Wellington Street.
Yeats Crescent	<ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction outside #1 Butler Place. Installation of 10m 'No Stopping' restriction outside #2 Butler Place. Installation of 30m 'No Stopping' restriction between #20 - #24 Yeats Crescent.

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

i. Cycle Path Register – between streets

Street Name (Start Location)	Street Name (End Location)	Description	Length	Priority
Aquila Crescent	Farringdon Avenue	Between #83 and #85 Aquila Crescent and #74 and #78 Farringdon Avenue.	70	Nil
Aquila Crescent	Mosslea Court	Between #64 and #66 Aquila Crescent and #10 and #12 Mosslea Court.	70	Nil
Borman Road	Raupo Place	Between #216 and #218 Borman Road and #14 and #18 Raupo Place.	65	Nil
Borman Road	Waltham Place	Between #10 and #12 Waltham Place and Borman Road.	40	Nil
Borman Road	Welwyn Place	Between #7 and #10 Welwyn Place and Borman Road.	35	Nil
Foxbury Court	Mosslea Court	Between #9 and #11 Foxbury Court and #7 and #9 Mosslea Court.	70	Nil
Foxbury Court	Satchmo Place	Between #12 and #14 Foxbury Court and #7 and #9 Satchmo Place.	70	Nil
Hector Drive	Keerangi Place	Between #26 and #28 Hector Drive and #16 and #18 Keerangi Place.	70	Nil
Kimbrae Drive	Keerangi Place	Between #5 Kimbrae Drive and #35 Keerangi Place.	55	Nil
Pembroke Street	Fow Street	Between #65 and #73 Pembroke Street and Hamilton West School Street and #16 Fow Street.	185	Nil
Sirius Crescent	Mercury Court	Between #28 and #30 Sirius Crescent and #17 and #24 Mercury Court.	70	Nil
Stoneleigh Drive	Kinnaird Place	Between #35 and #37 Stoneleigh Drive and #6 and #8 Kinnaird Place.	50	Nil
Teatree Close	Oolong Court	Between #20 and #31 Teatree Close and #7 and #9 Oolong Court.	60	Nil

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

Location	Description
Borman Road	<p>(i) Eastbound cycle lane from a point 50 metres east of the intersection with Resolution Drive, progressing 1100 metres to the intersection with Gordonton Road.</p> <p>(ii) Westbound cycle lane from the intersection with Gordonton Road, progressing 1100 to a point 50 metres east of the intersection with Resolution Drive.</p> <p>(i) Eastbound cycle lane from a point 50 metres east of the intersection with Resolution Drive, progressing 1400 metres to the intersection with Kimbrae Drive.</p> <p>(ii) Westbound cycle lane from the intersection with Kimbrae Drive, progressing 1400 to a point 50 metres east of the intersection with Resolution Drive.</p> <p>(v) Eastbound cycle lane 550m from intersection with Gordonton Road, progressing to the intersection with Gordon Road</p> <p>(vi) Westbound cycle lane from the intersection with Gordonton Road, progressing until a point 550m west.</p>
Grey Street	(v) Northbound cycle lane from the intersection with Te Aroha Street progressing 100 metres north to the intersection with <u>Boundary Claudelands Road</u> .
Peachgrove Road	<p>(iii) Northbound Cycle Lane starting 35m from roundabout with Boundary Road, progressing 1200m north to roundabout with Clarkin Road</p> <p>(iv) Southbound Cycle Lane starting from roundabout with Clarkin Rd progressing 1180m south to 50m from roundabout with Boundary Road.</p>
River Road	(viii) Northbound Cycle Lane from opposite the intersection of Comries road, progressing 290m north to opposite the intersection of Queenwood Avenue
<u>Taahunui Rise</u>	<p>(i) Southbound Cycle Lane starting from ramp with shared footpath section, progressing 330m south to opposite the intersection with <u>Lucina Rise</u></p> <p>(ii) Northbound Cycle Lane starting from intersection with <u>Lucina Rise</u> progressing 330m north to ramp with shared footpath section</p>
<u>Waireka Road</u>	<p>(iii) Eastbound Cycle Lane from intersection with Ennion Rise progressing 850m east to intersection with Kauri Point Drive</p> <p>(iv) Westbound Cycle Lane from intersection with Kauri Point Drive progressing 818m west to intersection with Ennion Rise</p>

Item 4

Attachment 1

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

Location	Description
<u>Memorial Drive</u>	<ol style="list-style-type: none"> 1. <u>Installation of 25m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u> 2. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u> 3. <u>Installation of 90m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u> 4. <u>Installation of 35m 'All Day Paid Parking' restriction on the Eastern Side of Memorial Drive outside Memorial Park.</u>
<u>Norton Road</u>	<ol style="list-style-type: none"> 1. <u>Installation of 120m 'All Day Paid Parking' restriction on the Northern Side of Norton Road outside Boyes Park.</u> 2. <u>Installation of 165m 'All Day Paid Parking' restriction on the Southern Side of Norton Road outside Seddon Park.</u>
Rostrevor Street	<ol style="list-style-type: none"> 3. <u>Installation of 90m 'All Day Paid Parking' restriction on the Northern Side of Rostrevor Street outside Hinemoa Park.</u> 4. <u>Installation of 105m 'All Day Paid Parking' restriction on the Southern side of Rostrevor Street outside Boyes Park.</u>

d) notes that staff will report to the next meeting of the panel on the recommendations for Storey Avenue.

e) notes that staff will report to a future meeting on the recommendations for Ulster St (clause c) ii Special vehicle lanes register Part 1 Cycle Lanes Register)

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

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

- requests staff to undertake further investigation concerning the Wiltshire Drive request for a no stopping area and report back to a future meeting.
- defers the decision on the below matter to a future meeting:

River Road	<ul style="list-style-type: none"> • Installation of 20m ‘No Stopping’ restriction outside # 659 - #667 River Road. • Installation of 20m ‘No Stopping’ restriction opposite #659 - #667 River Road. • Installation of 10m ‘No Stopping’ restriction opposite #657 - #659 River Road. • Installation of 15m ‘Bus stop’ restriction opposite #659 River Road. • Rescinding 15m ‘Bus stop’ restriction opposite #667 River Road.
Tuhikaramea Road	<ul style="list-style-type: none"> • Rescind 160m ‘No Stopping’ restriction outside #19 - #39

	<p>Tuhikaramea Road.</p> <ul style="list-style-type: none"> • Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road. • Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road. • Rescind 126m 'No Stopping' restriction outside #68B - #82 Tuhikaramea Road. • Rescind existing 12.5m bus stop outside #68B Tuhikaramea Road. • Rescind 51m 'No Stopping' restriction outside #94 - #100 Tuhikaramea Road. • Rescind existing 12m bus stop outside #104 Tuhikaramea Road. • Installation of 310m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road. • Installation of 35m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road. • Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road. • Rescind 83m 'No Stopping' restriction outside #134B - #150 Tuhikaramea Road. • Rescind existing 12m bus stop outside #150 Tuhikaramea Road. • Rescind 41m 'No Stopping' restriction outside #150 - #152 Tuhikaramea Road. • Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road. • Rescind 30m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. • Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. • Rescind 503m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road. • Installation of 510m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.
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Item 4

Attachment 1

The meeting was adjourned due to fire alarm from 10:11am to 10:18am.
The meeting was adjourned during the discussion of the above item from 10:18am to 10:37am.

7. Temporary road closures for Children's Day and Chinese Lantern Festival

Network and Safety Operations Manager took the report as read. Staff responded to questions from Elected Members in relation to contractors meeting application deadlines.

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

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

- a) receives this report;
- b) approves the closure of the following roads to accommodate events:
 - i. Worley Place Shared Zone (between Caro Street and Worley Place) between 7am and 11 pm to cater for both the Childrens Day and Chinese Lantern Festival events.
 - ii. Caro Street (between Anglesea Street and Alexandra Street) between 7am and 3pm to cater for the Childrens Day event.
- c) approves the issue of a Notice of Decision stating Council's decision to close the following roads to accommodate events on 2 March 2024:
 - i. Worley Place Shared Zone (between Caro Street and Worley Place) between 7am and 11 pm to cater for both the Childrens Day and Chinese Lantern Festival events.
 - ii. Caro Street (between Anglesea Street and Alexandra Street) between 7am and 3pm to cater for the Childrens Day event.

The meeting was declared closed at 11:27am.

Council Report

Item 5

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 26 March 2024

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 29 February 2024

Report Status	<i>Open</i>
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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 29 February 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 29 February 2024



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

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Thursday 29 February 2024 at 2 pm.

PRESENT

Chairperson	Cr Mark Donovan
<i>Heamana</i>	
Members	Deputy Mayor Angela O’Leary (via Audio Visual Link) Cr Ewan Wilson Cr Geoff Taylor Cr Louise Hutt (via Audio Visual Link) Cr Maxine van Oosten
In Attendance	Cr Moko Tauraiki Robyn Denton – Network & Operations Manager
Governance Staff	Arnold Andrews - Governance Advisors

- 1. Apologies – *Tono aroha***
Resolved: (Cr Donovan/Cr Wilson)
Apologies for full absence from Cr Casey-Cox is accepted.
- 2. Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Donovan/Cr Wilson)
That the agenda is confirmed.
- 3. Declarations of Interest – *Tauaakii whaipaaanga***
No members of the Council declared a Conflict of Interest.
- 4. Temporary road closures for Super Rugby Moana Pasifika v Rebels on 8 March 2024**
Resolved: (Cr Donovan/Cr Wilson)
That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - a) receives this report;
 - b) approves the closure of the following roads to accommodate the Super Rugby Moana Pasifika v Rebels match on 8 March 2024:
 - i. Tristram Street (between Mill Street and Abbotsford Street) between 4pm and 11pm,
 - ii. Tristram Street (between Mill Street and Liverpool Street) between 6pm and 11pm,

- iii. Abbotsford Street (between Tristram Street and Willoughby Street) between 4 pm and 11pm,
 - iv. Seddon Rd (from Goldsmith Street to Mill Street) between 6pm and 11pm,
 - v. Mill St (from Norton Road to Willoughby Street) between 6pm and 11pm
- c) approves the issue of a Notice of Decision stating Council's decision to close the following roads to accommodate the Super Rugby Pacifica Moana Pacifica v Rebels match on 8 March 2024 at FMG Stadium, Hamilton:
- i. Tristram Street (between Mill Street and Abbotsford Street) between 4pm and 11pm,
 - ii. Tristram Street (between Mill Street and Liverpool Street) between 6pm and 11pm,
 - iii. Abbotsford Street (between Tristram Street and Willoughby Street) between 4 pm and 11pm,
 - iv. Seddon Rd (from Goldsmith Street to Mill Street) between 6pm and 11pm,
 - v. Mill St (from Norton Road to Willoughby Street) between 6pm and 11pm
- d) approves the temporary closure of the following roads for the purpose of Moana Pacifica 'home games' in the 2024 Super Rugby season where the 42 working day notice is not possible in accordance with Transport (Vehicular Traffic Road Closures) Regulations 1965:
- i. Tristram Street (between Mill Street and Abbotsford Street),
 - ii. Tristram Street (between Mill Street and Liverpool Street),
 - iii. Abbotsford Street (between Tristram Street and Willoughby Street),
 - iv. Seddon Rd (from Goldsmith Street to Mill Street),
 - v. Mill St (from Norton Road to Willoughby Street)
- e) notes that for the temporary road closures as outlined in d) above the details of the specific event and closure times will be notified in a public Notice of Decision at least 24 hours before the event following consultation with NZ Police and Waka Kotahi NZ Transport Agency; and
- f) notes that the temporary road closures as outlined in d) above will be for a period or periods not exceeding in the aggregate 31 days within 2021.

The meeting was declared closed at 2pm.

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 26 March 2024

Author: Aditya Mitta

Authoriser: Tania Hermann

Position: Network Operations Engineer

Position: Executive Director,
Infrastructure Operations
(Acting)

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

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

Staff Recommendation - Tuutohu-aa-kaimahi

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

Location	Amendments to current restrictions
Bleakley Place	<ul style="list-style-type: none"> Installation of 130m 'No stopping' restriction starting outside #48D Helena Road and ending outside #11 Bleakley Place. Rescind 114m 'No stopping' restriction starting outside #48D Helena Road and ending outside #13 Bleakley Place.
Grandview Road	<ul style="list-style-type: none"> Rescind 12m 'bus stop' restriction outside #116 Grandview Road.
Grantham Street	<ul style="list-style-type: none"> Rescind 50m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street. Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street. Installation of 185m 'No Stopping' restriction between #102 - #150 Grantham Street.
Grey Street	<ul style="list-style-type: none"> Rescind 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street. Installation of 10m 'No Stopping' restriction outside #124 Grey Street.

	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction outside #116 Grey Street.
Knighton Road	<ul style="list-style-type: none"> • Installation of 120m 'No Stopping' restriction starting outside #141 Knighton Road moving in clockwise direction and ending outside #6/143 Knighton Road. • Installation of 40m 'No Stopping' restriction between starting outside #133 Knighton Road and ending opposite #1/143 Knighton Road. • Installation of 40m 'No Stopping' restriction starting opposite #4/143 and ending opposite #6/143 Knighton Road. • Installation of 5m 'No Stopping' restriction opposite #2/143 Knighton Road, outside Greensboro Park.
Richmond Street	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction between #2 - #6 Richmond Street.
River Road	<ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction on River Road opposite #100 River Road, starting outside Parana Park and ending outside Memorial Park.
Riverlea Road	<ul style="list-style-type: none"> • Installation of 100m 'No Stopping' restriction outside #140 Riverlea Road. • Rescind 73 m 'No Stopping' restriction outside #140 Riverlea Road.
Rostrevor Street	<ul style="list-style-type: none"> • Installation of 45m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction outside #820 Victoria Street. • Installation of 30m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #20 Rostrevor Street and ending outside #18 Rostrevor Street. • Rescind 90m of time restricted 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. • Rescind 6m 'Parking - Mobility Card Holders - P120' restriction outside #820 Victoria Street, a duplicate record on GIS.
Ruakiwi Road	<ul style="list-style-type: none"> • Installation of 80m 'Parking - P120 - 8am -6pm, Mon-Fri' restriction outside Hamilton Girls High School. • Installation of 55m 'Parking - P120 - 8am -6pm, Mon-Fri' restriction starting outside #3 Ruakiwi Road and ending outside #5 Ruakiwi Road.
Seddon Road	<ul style="list-style-type: none"> • Installation of 5m 'Parking - P120 - 8:00am - 6:00pm - Mon - Sun' outside Seddon Park Gate - A, Seddon Road. • Installation of 5m 'Parking - Mobility Card Holders - All day' outside Seddon Park. • Installation of 5m 'Parking - Mobility Card Holders - P120' outside Seddon Park. • Installation 5m 'No Stopping' restriction outside Seddon Park. • Rescind 10.5m 'Parking - P120 - 8:00am - 6:00pm - Mon - Sun' outside Seddon Park Gate - A, Seddon Road.

Item 6

Sheffield Street	<ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #26 - #30 Sheffield Street. • Rescind 40.5 m 'No Stopping' restriction outside #30 Sheffield Street.
Storey Avenue	<ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction outside #5 - #7A Storey Avenue. • Installation of 20m 'No Stopping' restriction outside #4 - #6 Storey Avenue. • Installation of 20m 'No Stopping' restriction outside #10 - #12 Storey Avenue. • Installation of 25m 'No Stopping' restriction outside #27 - #29 Storey Avenue.
Tuhikaramea Road	<ul style="list-style-type: none"> • Rescind 160m 'No Stopping' restriction outside #19 - #39 Tuhikaramea Road. • Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road. • Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road. • Rescind 126m 'No Stopping' restriction outside #68B - #82 Tuhikaramea Road. • Rescind existing 12.5m bus stop outside #68B Tuhikaramea Road. • Rescind 51m 'No Stopping' restriction outside #94 - #100 Tuhikaramea Road. • Rescind existing 12m bus stop outside #104 Tuhikaramea Road. • Installation of 310m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road. • Installation of 130m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road. • Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road. • Rescind 83m 'No Stopping' restriction outside #134B - #150 Tuhikaramea Road. • Rescind existing 12m bus stop outside #150 Tuhikaramea Road. • Rescind 41m 'No Stopping' restriction outside #150 - #152 Tuhikaramea Road. • Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road. • Rescind 30m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. • Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. • Rescind 503m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road. • Installation of 510m 'No Stopping' restriction between The

	Church of Jesus Christ of Latter-Day Saints and #143 Tuhikamea Road.
Wellington Street	<ul style="list-style-type: none"> Installation of 10m 'No Stopping' restriction outside #22 Wellington Street.

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

i. Part 1 - Cycle Paths (Shared Paths) register

Street Name (Location)	Description	Priority
<u>Greenwood Street</u>	<p>(i) <u>Cycle path on the western side of Greenwood Street starting at the intersection with Kahikatea Drive, progressing 330m north to the intersection with Duke Street.</u></p> <p>(ii) <u>Cycle path on the western side of Greenwood Street starting at the intersection with Duke Street, progressing 800m north to the Intersection with Killarney Road.</u></p>	<u>Nil</u>
Killarney Road	(vii) <u>Cycle path on the southern side of Killarney Road from the intersection of Greenwood Street, progressing 20 metres west.</u>	Nil
<u>Pardoa Boulevard</u>	<p>(i) <u>Cycle path on the southern side of Pardoa Boulevard starting at the intersection with Wairere Drive, progressing 320m east to the intersection with Medland Place.</u></p> <p>(ii) <u>Cycle path on the southern side of Pardoa Boulevard starting at the intersection with Medland Place, progressing 250m east to the intersection with Webb Drive.</u></p> <p>(iii) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Wairere Drive, progressing 195m east to the intersection with Hatric Road.</u></p> <p>(iv) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Hatric Road, progressing 370 m east to the intersection with Webb Drive.</u></p> <p>(v) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Webb Drive progressing 500m east to the intersection with Waikato Expressway.</u></p>	<u>Nil</u>
<u>Webb Drive</u>	<p>(i) <u>Cycle path on the western side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 100m north to the intersection with Lulu Avenue.</u></p> <p>(ii) <u>Cycle path on the eastern side of Webb Drive starting at the intersection with Pardoa Boulevard,</u></p>	<u>Nil</u>

	<p><u>progressing 200m north.</u></p> <p>(iii) <u>Cycle path on the western side of Webb Drive starting at the intersection with Pardo Boulevard, progressing 240m south to the intersection with Popham Road.</u></p> <p>(iv) <u>Cycle path on the western side of Webb Drive starting at the intersection with Popham Road progressing 320m south to the intersection with Carrs Road.</u></p> <p>(v) <u>Cycle path on the eastern side of Webb Drive starting at the intersection with Pardo Boulevard, progressing 540m south to the intersection with Carrs Road.</u></p>	
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ii. Special Vehicle Lanes Register - Part 1 - Cycle Lanes (Cycle Ways) register

Street Name (Location)	Description
Ulster Street	<p>(i) Northbound cycle lane from the intersection with <u>Mill-Victoria</u> street, progressing <u>1405 1620</u> meters to the intersection with Te Rapa Road.</p> <p>(ii) Southbound cycle lane from the intersection with Te Rapa Road, proceeding <u>1317 1585</u> meters to the intersection with <u>Mill-Victoria</u> Street.</p>

iii. One Way Roads Register

Street Name (Location)	Description	Permitted direction of travel
<u>Knighton Road (service lane)</u>	For a distance of 150m on Knighton Road (Service lane) towards Greensboro Park, starting between #133 Knighton Road and #141 Knighton Road, and ending between #6/143 Knighton Road and #145 Knighton Road.	<u>Clockwise around #143 Knighton Road service lane</u>

iv. Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)

Location	Description
<u>Hill Street</u>	1. <u>Installation of 130m 'All Day Paid Parking' restriction on the Western Side of Hill Street outside Hamilton Girls High School.</u>
<u>Ruakiwi Road</u>	<p>1. <u>Installation of 70m 'All Day Paid Parking' restriction on the Southern Side of Ruakiwi Road outside Hamilton Lake Domain, opposite Hamilton Girls High School.</u></p> <p>2. <u>Installation of 80m 'All Day Paid Parking' restriction on the Western Side of Ruakiwi Road outside Hamilton</u></p>

	<u>Lake Domain, starting opposite #1 Ruakiwi Road and ending opposite #5 Ruakiwi Road.</u>
<u>Tainui Street</u>	1. <u>Installation of 210m 'All Day Paid Parking' restriction on the Eastern Side of Tainui Street outside Hamilton Girls High School.</u>
<u>Victoria street</u>	1. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Victoria Street starting outside #1088 Victoria Street and ending outside #1030 Victoria Street.</u> 2. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street starting outside #1087 Victoria Street, near BP station.</u> 3. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street outside #1075 Victoria Street, near BP station.</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) Part 1 - Cycle Paths (Shared Paths) register
 - b) Special Vehicle Lanes – Part 1: Cycle Lanes (Cycle Ways) Register
 - c) One Way Roads Register
 - d) 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. 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** along with a schedule of changes in **Attachment 2**.
8. 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.

9. An update on three sites (Storey Avenue, Wiltshire Drive and Tuhikaramea Road) considered at previous Traffic, Speed Limit and Road Closure Panel meetings is also provided.
10. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - Koorero whaimaarama

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

 <p>A safe transport system</p>	<p>No one should be injured or killed while moving around Hamilton Kirikiriroa. Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.</p>
 <p>Genuine travel choices</p>	<p>Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking.</p>

	<p>Providing a range of transport options to make access to and within the city available for all is important, if everyone in our city is to meet their needs and thrive.</p>
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14. 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.
15. 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.

Updates on Resolutions From Previous Meetings

• Storey Avenue - Traffic Calming & Speeds

16. An update on the results of the speed limit change and traffic calming works was provided to the [5 December 2023](#) meeting of the Traffic, Speed Limit and Road Closures Hearings Panel. It was proposed at a further update with recommendations for additional traffic calming works would be presented to this committee meeting.

Background

17. Storey Avenue became part of a Safer Speed Area in May 2022, with a speed reduction in surrounding streets to 40km/h following approval at the [9 December 2021](#) Traffic, Speed Limit and Road Closure Hearings Panel meeting.
18. This area was prioritised following a petition which had been submitted to Council in July 2020 and was signed by 79 residents requesting a reduction of speeds in this general area but Storey Avenue in particular.
19. To support the reduced speed limit, infrastructure improvements were proposed. Two variations of chicanes were proposed at two locations on Storey Avenue.
20. During the consultation phase in April 2022 for the two chicanes, Hamilton City Council received negative feedback regarding the chicanes because of loss of on street parking, particularly the proposed chicane near the Woodworkers Guild Community Building (#8 Storey Avenue).
21. After assessing the feedback received, staff undertook a review of the location and design of the two chicanes to develop a solution that would address the concerns raised but also achieve the desired lower travelling speeds on Storey Avenue.
22. A second round of consultation was carried out in August 2022 which consisted of the revised chicanes to reduce the loss of on street parking and included upgrades to the existing roundabouts at Garnett Avenue / Storey Avenue intersection and Steele Road / Storey Avenue intersection.
23. During the second round of the consultation phase, Hamilton City Council received support for the proposed works to help reduced vehicle speeds from residents. Negative feedback was

received about the loss of parking especially from the Woodworkers Guild Community Group who made verbal submissions at the [8 September 2022](#) Traffic, Speed limit and Road Closure Hearings Panel. The Panel resolved:

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Hearings Panel:

- a) requests staff bring an alternative option to chicanes in Storey Ave that doesn't impact parking further and still delivers on improvements to support 40km/h safer speed area, and in addition, consults further with the Waikato Guild of Woodworkers about providing on-site parking options at 8 Storey Avenue and report back to the first appropriate Council or Committee meeting of 2023; and
- b) approves staff to continue with the upgrading of the existing roundabouts in Storey Avenue.

- 24. Staff decided that there would be value in waiting for the completion of the upgrades of the two roundabouts to understand if there had been any impact on travel speeds in Storey Avenue before investigating alternative options for traffic calming. The upgrades to the roundabouts were completed on 30 June 2023.
- 25. Tube counts were deployed on 8 September 2023 for a week to collect speed data for comparison of vehicle speeds before and after the upgrade of the two roundabouts on Storey Avenue.
- 26. The tube count data revealed a small decrease in mid-block vehicle speeds between Garnett Avenue and Steele Road but saw a small increase in mid-block speed between Steele Road and Te Rapa Road. Comparison of vehicle speeds are shown below:

Location of tube counts	Vehicle speeds before the speed limit was changed (February 2022)	Vehicle speeds since the speed limit has changed (July/August 2022)	Vehicle speeds since the roundabout upgrades (September 2023)
Outside #7 Storey Avenue	48km/h	45 km/h	47 km/h
Outside #42 Storey Avenue	43km/h	44km/h	42 m/h

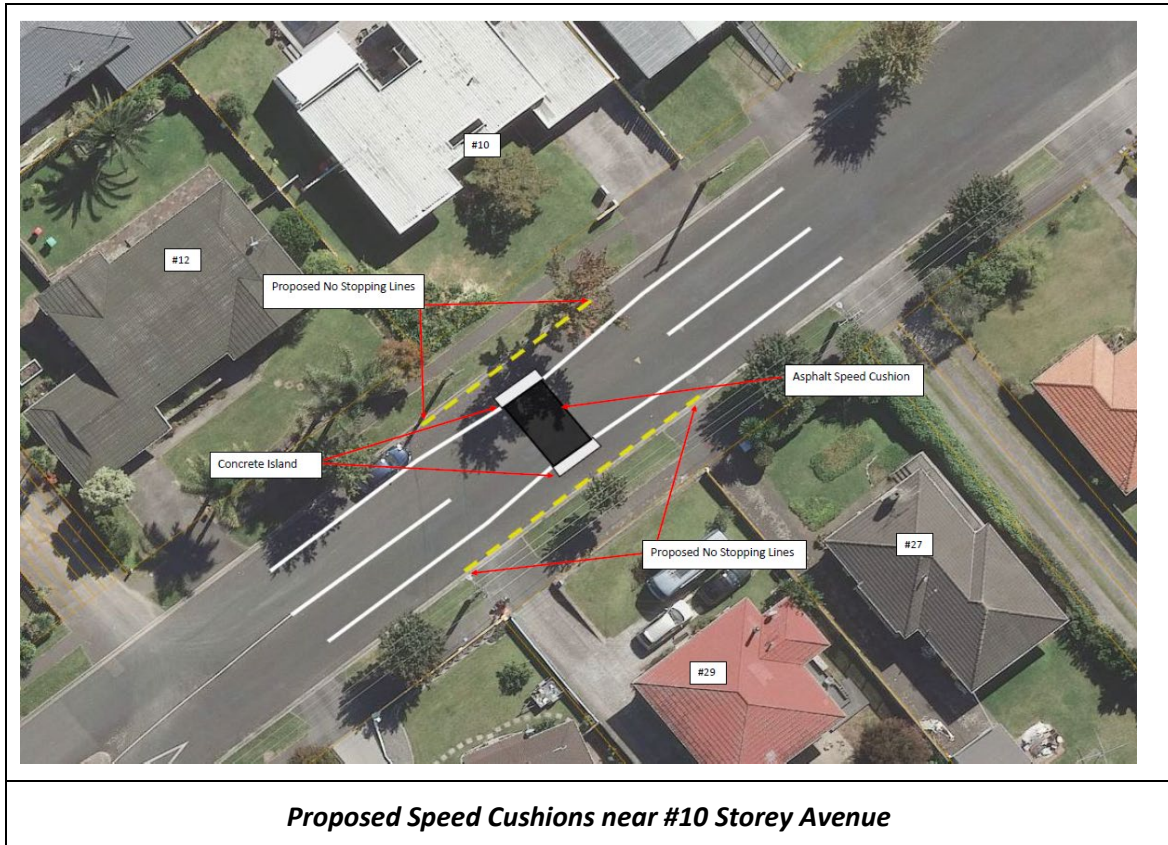
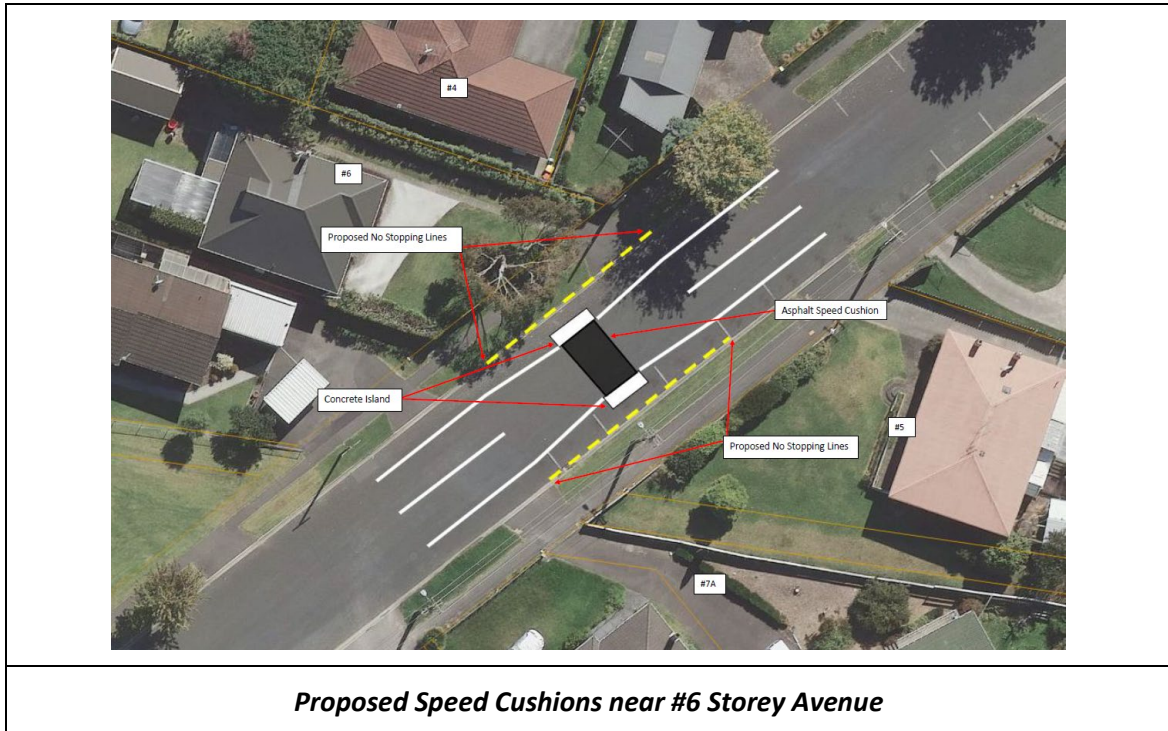
- 27. A resident of Storey Avenue has continued to contact staff expressing their concerns about the speeding which is continuing to occur since the upgrade to the roundabouts and mentions the main cause is "hoons" who come off Te Rapa Road and race down Storey Avenue towards the Steele Road roundabout.

Update

- 28. An alternative design (not chicanes) for lowering speeds on Storey Avenue was developed to try and minimise impact on parking. Consultation letters were delivered to Storey Avenue residents between Te Rapa and Steele Road on 5 December 2023.
- 29. The revised proposal for two safety platforms on Storey Avenue one location outside property #10 and the other location outside property #6. The speed platforms will not provide any improvements for pedestrian accessibility as they will not extend the full width of the road. There would only be minimal road marking on the approach ramps and no need for any

changes to drainage. The cost estimated for the installation of proposed safety platforms cushions is approximately \$60,000 for the pair.

30. A copy of the consultation plans are shown below and included in **Attachment 3a**.



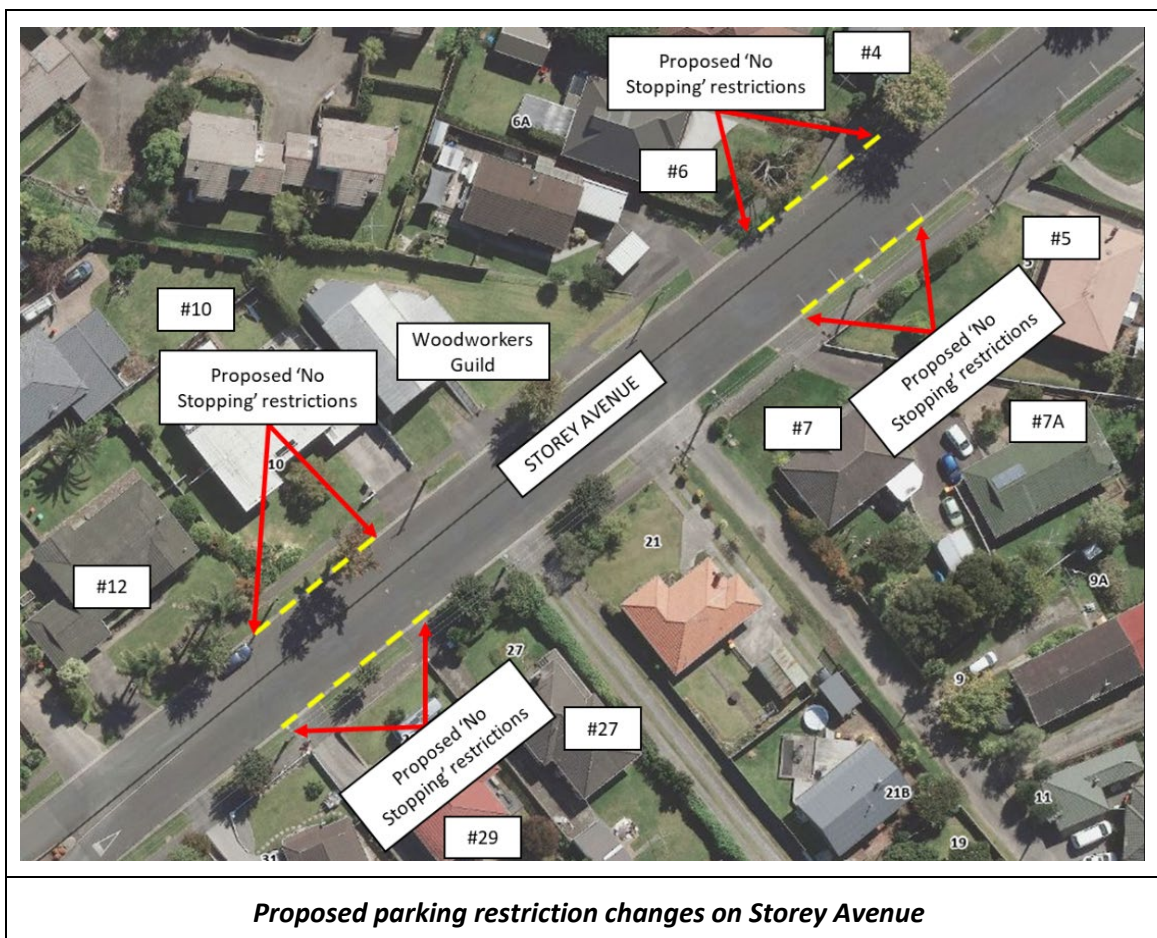
31. Feedback was received from four people in response to the consultation letters. Three were supportive and one opposed the proposal.

32. The Waikato Woodworkers Guild were opposed to the proposal and suggested a meeting with staff regarding their decision. Staff organised a meeting with the Woodworkers Guild and a resident on Storey Avenue to discuss the proposed speed cushions on 24 January 2024.
33. Minutes of the meeting are in **Attachment 3b** and were shared with the Woodworkers Guild and the resident to ensure all discussions were captured.
34. Woodworkers Guild shared photos as an example of the on-street carparking during a club meet which is included in **Attachment 3e**.
35. Staff were requested to consider five alternative options proposed by the Woodworkers instead of going ahead with the proposed speed cushions. Details on the five alternative options along with staff responses are presented in the table below:

Alternative Options	Staff Response
<p>1) Closing the intersection of Te Rapa Road and Storey Avenue due to how dangerous it is to pull out of Storey Avenue onto Te Rapa Road.</p> <p>Closing the intersection would prevent “rat running” and excessive vehicle speeds on Storey Avenue.</p>	<p>Staff do not support this option because of the impact that it will have on other roads and particularly intersections in this general area. There is also concern about the impact the closure would have on emergency service access.</p> <p>Please refer to Attachment 3c for the detailed analysis report on proposed Storey Avenue intersection closure.</p>
<p>2) Installing just one safety platform cushion on Storey Avenue, as planned preferably near Te Rapa Road.</p>	<p>If one speed cushion were to be installed, this would need to be done mid-block to achieve the best result for reduction of vehicle speeds. Installing a speed cushion mid-block means the speed cushion would preferably be installed near the Woodworkers Guild.</p> <p>The section between Steele Road and Te Rapa Road is roughly 220 meters long. If one speed cushion were installed towards Te Rapa Road, this would create an unbalanced approach where vehicle speeds would be low roughly 50 to 60 meters from the Te Rapa Road end, while at the Steele Road end of Storey Avenue vehicle speeds would be higher as there would be 160 to 170 meters for vehicles to accelerate.</p>
<p>3) Relocating the second safety platform to be installed midblock between Steele Road and Garnett Avenue</p>	<p>Relocating a speed cushion between Garnett Avenue and Steele Road would not reduce midblock speeds between Te Rapa Road and Steele Road, where most of the excessive vehicle speeds are occurring.</p> <p>This proposed location will only slow vehicles down in this mid-block between Garnett Avenue and Steele Road where we have already achieved appropriate vehicle speeds.</p>
<p>4) Installing bolt down rubber speed bumps on the approach heading towards Te Rapa Road where vehicles have straight-lined the roundabout of Steele Road and Storey Avenue at excessive speed.</p>	<p>Installing bolt down rubber speed bumps becomes a maintenance problem and is only recommended to be installed in slow operating speeds such as car parks. Bolt down rubber speed bumps tend not to last and are considered a temporary solution until something permanent is in place. The bolt down speed bumps can</p>

	result in excessive noise and vibrations for nearby residence. If they were installed, they would slow vehicles through the roundabout losing their momentum to carry speeding through to Te Rapa, but this solution does not prevent the excessive mid-block speeds on Storey Avenue.
5) Council to provide adequate all-weather parking for the community hall as Council is the owner of the land.	The Council land leased to the Woodworkers Guild is managed by the Facilities Unit. The Facilities Unit have indicated that providing all weather parking is not something that has been considered or budgeted for.

36. Just after the onsite meeting with the Woodworkers Guild, staff received an email from another Storey Avenue resident providing information and photos of a recent crash that had occurred on Storey Avenue on 5 February 2024. A vehicle estimated to be travelling at a speed of 80km/h (according to the crash report), has swerved to avoid a parked car and has lost control ending up on the wrong side of the road, crashing into a power pole.
37. The photos provided showing the crash and damage to the power pole are included in **Attachment 3d**.
38. Since the onsite meeting in late January 2024, residents of Storey Avenue started a petition to have Storey Avenue closed off at Te Rapa Road. A copy of the petition is included in **Attachment 3**. It is noted that the petition does not meet the requirements for [presentation to Council](#) but is included as indication of concerns that this community have in regard to traffic moving through this area at speed.
39. As noted earlier in this report, staff do not recommend closure of Storey Avenue at the Te Rapa Road intersection due to the impact that it will have on other roads and particularly intersections in this general area. There is also concern about the impact the closure would have on emergency service access.
40. Staff recommend proceeding with the proposed safety platforms and associated parking restriction changes on Storey Avenue as illustrated in the image below:



Proposed parking changes on Wiltshire Drive – ‘No Stopping’ Restriction

41. The [15 February 2024](#) Traffic, Speed Limit and Road Closures Hearings Panel considered a request from a member of public for installation of No Stopping restrictions on Wiltshire Drive. Staff recommended not to proceed with No Stopping restrictions.
42. The meeting considered the matter and a written submission from the resident and staff were requested to undertake further investigation concerning the Wiltshire Drive request for a no stopping restriction and report back to a future meeting.
43. Staff have since organised a joint site walk with the resident (7 March 2024) and explained the additional cameras and speed monitoring devices that will be used to collect traffic data to assist with further investigation and determine whether there is a need for no stopping restrictions on Wiltshire Drive.
44. Details on the observations and a recommendation will be presented at an upcoming Traffic, Speed Limits and Road Closures Panel meeting.

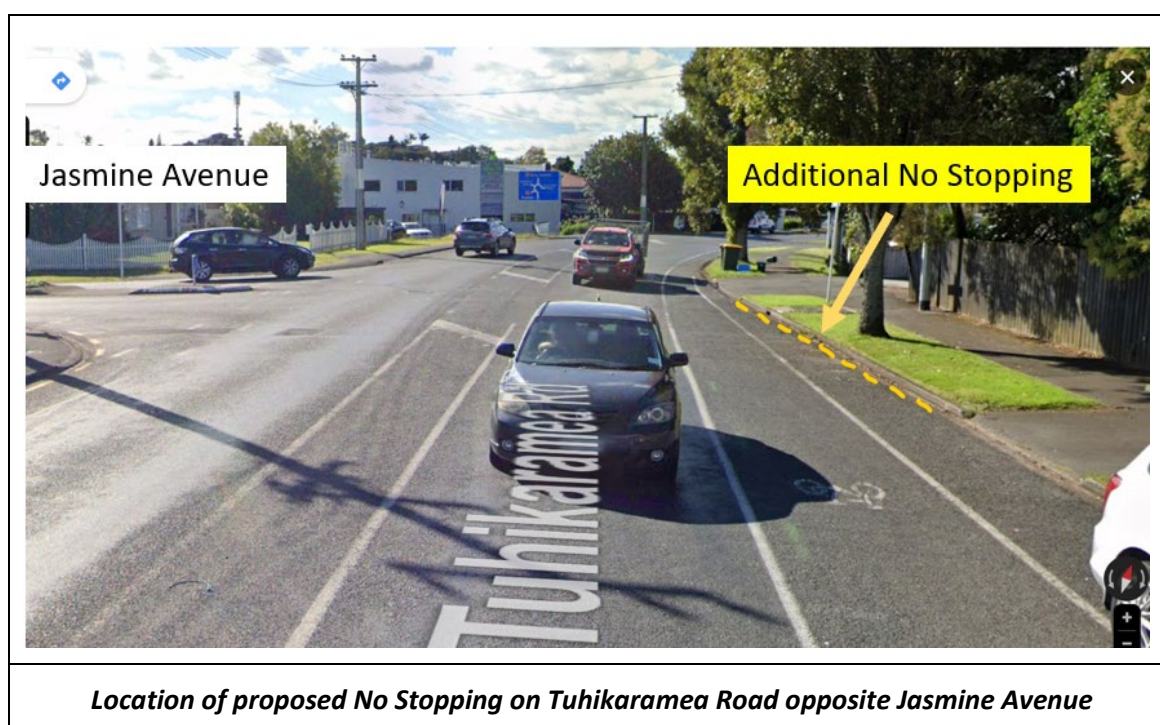
Proposed parking changes on Tuhikaramea Road – ‘No Stopping’ Restriction

45. A proposal and recommendation for changes to parking restrictions and bus stop changes after a road resurfacing works on Tuhikaramea Road between its intersection with Jasmine Avenue and Kahikatea Drive to improve the cycle facilities along this corridor were presented to the [15 February 2024](#) Traffic, Speed Limit and Road Closures Hearings Panel.
46. The decision to approve the proposed restriction changes was deferred to a future meeting, following a query from an elected member on the resulting loss of on-street carparking from the proposed restriction changes.

47. Details on the resulting on-street parking loss is in the table below:

Location on Tuhikaramea Road	Existing parking capacity	Proposed parking capacity	Loss in parking capacity
Intersection with Jasmine Avenue	1	0	1
Outside #68B (bus stop)	0	0	0
Outside #86	5	4	1
Outside #88 and #94.	3	0	3
Outside #100 and #104A.	2	0	2
Outside #134. (Driveway)	0	0	0
Outside #143. (Lay-by Entry Taper)	0	0	0
Outside #143. (Lay-by Exit Taper)	1	0	1
Totals	12	4	8

48. There is a loss of one car park opposite Jasmine Avenue where objections to the proposal were received.
49. This is a location where requests for No Stopping have been received in past as there is insufficient room for a vehicle to park without obstructing the on-road cycle lane. The location of the additional No Stopping is shown in the picture below.



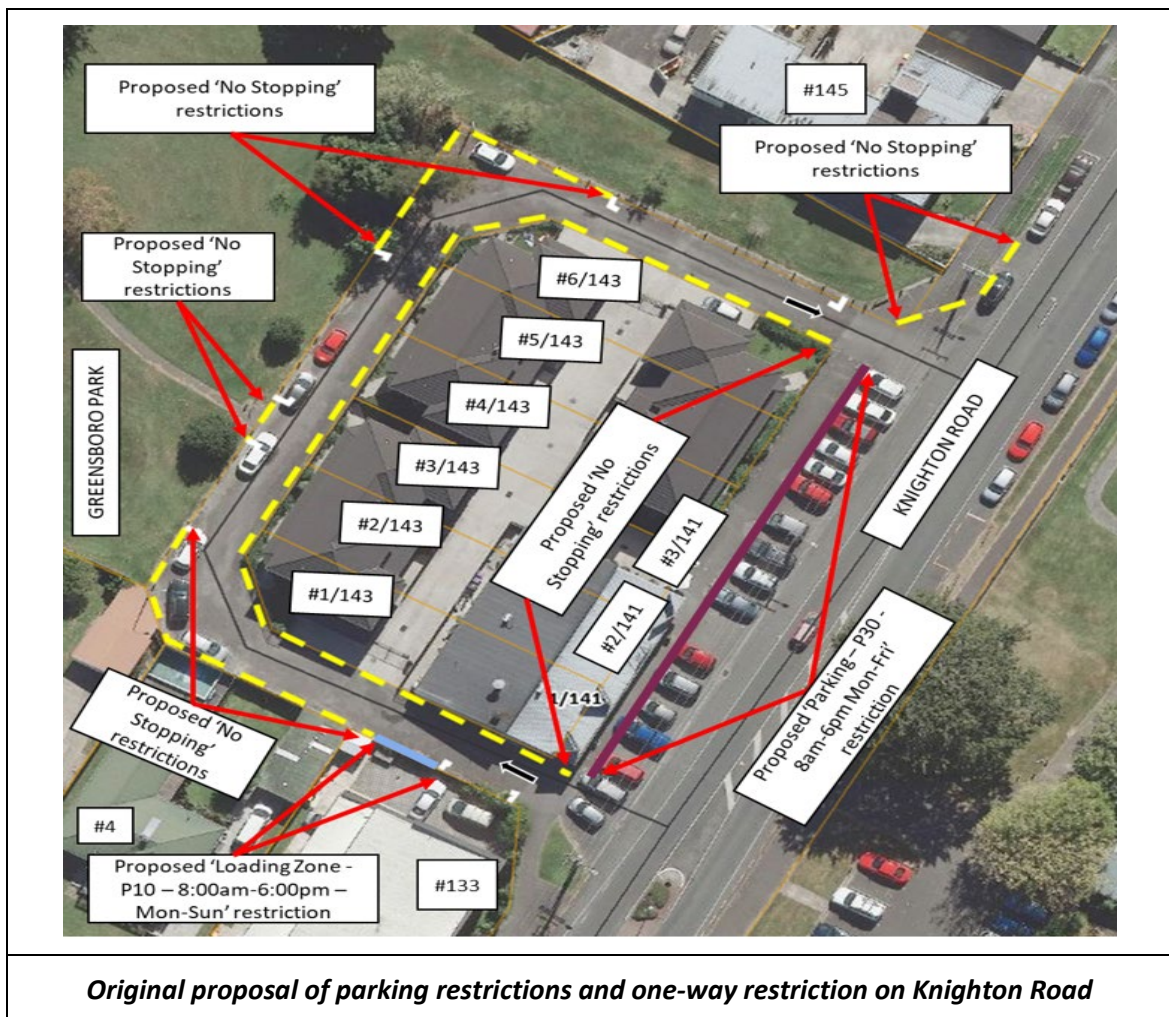
50. Further information on the additional No Stopping restrictions can be viewed in **Attachment 1**. No objections were received concerning these additional sections of Tuhikaramea Road.
51. Enquiries from road users on completion of the line marking works were received by Council's customer services team. While the road resurfacing work has been completed, the additional No Stopping restrictions were not installed awaiting this matter to be finalised through this Traffic Panel meeting.
52. Approval of the parking changes is recommended.

Parking Restriction Changes

53. 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** along with a schedule of changes in **Attachment 2**.
54. 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.
55. 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.

Proposed Restriction changes on Knighton Road (Service Lane)

56. Staff received a request from the property occupants at #141-#143 Knighton Road to improve parking and traffic operations on Knighton Road in the section of service lane behind the shops and York Apartments.
57. A plan for parking restriction changes and introduction of one-way traffic flow was developed to address the concerns raised to improve access to properties, traffic operations for large vehicles including goods delivery vehicles to the businesses moving through this narrow road.
58. A copy of the original consultation plan that was delivered to all the properties is shown in the image below:



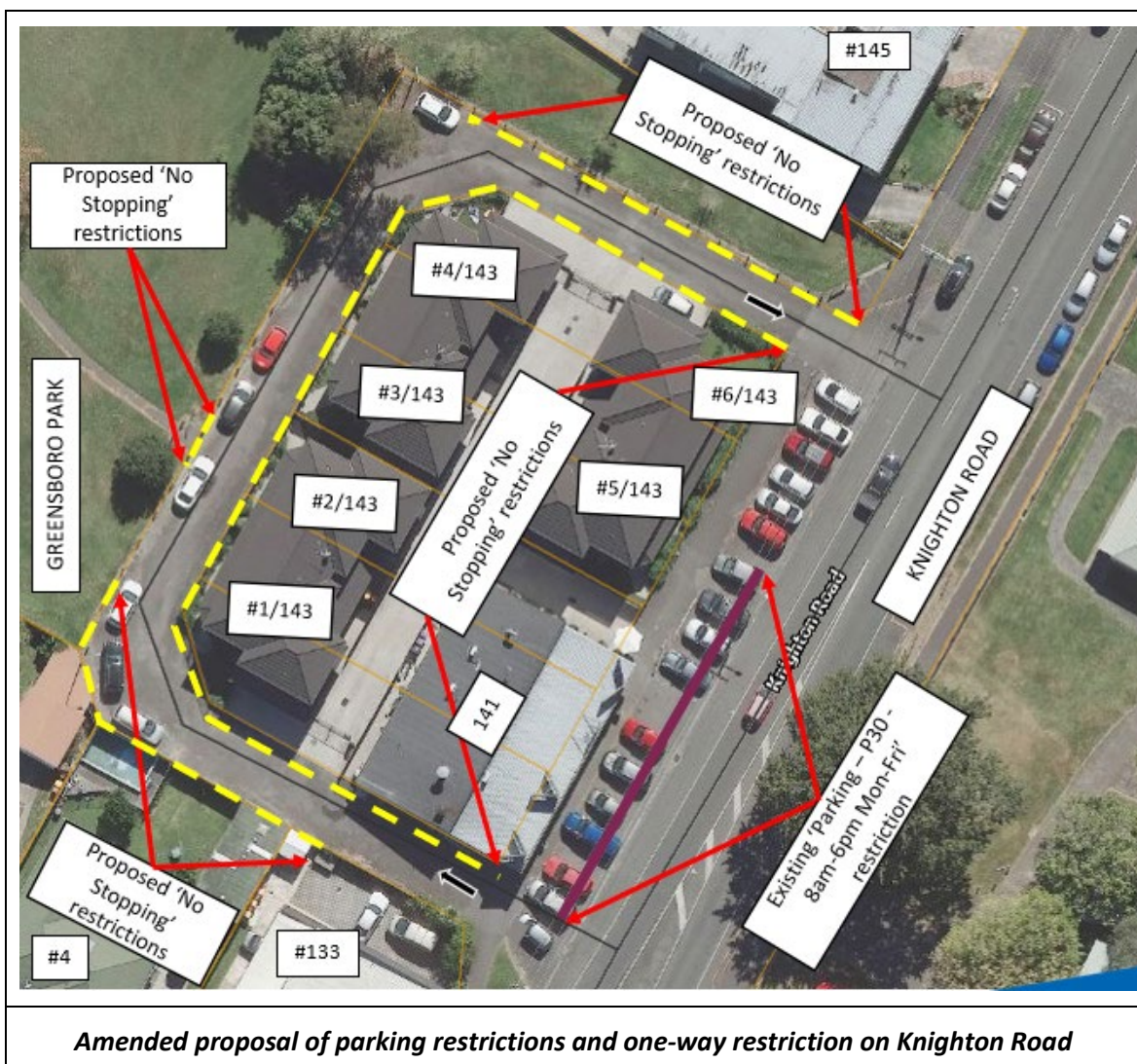
59. Feedback received from affected property and business owners indicated a desire to meet and discuss amendments to the proposal. Several site meetings were held, and the attendees and

submitters requested removal of the proposed loading zone near #1/141 Knighton Road and changes to the proposed No Stopping restriction outside #4/143 and #6/143 Knighton Road to improve access to the properties.

60. Staff acknowledged the concerns raised and the proposal was amended noting:

- the revised proposal for No Stopping restrictions would still address the concerns raised to improve access to properties, traffic operations for large vehicles including goods delivery vehicles to the businesses moving through this narrow road.
- the proposal to extend the existing P30 time restriction to also include outside #5/143 and #6/143 Knighton Road is withdrawn, in response to the objections received from the business owners.
- an error with property numbers indicated on the original proposal was corrected in the amended proposal.

61. A copy of the amended consultation plan is in the image below:

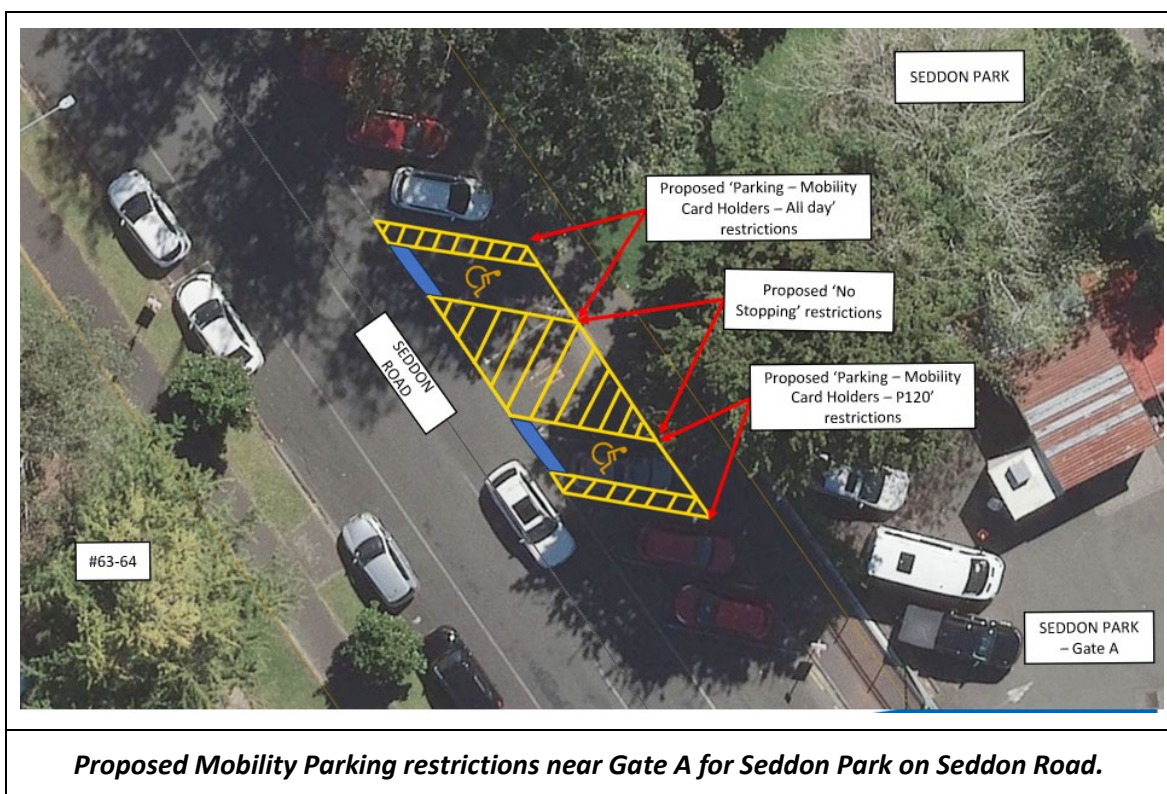


62. The revised proposal was dotted out on site in short life spray paint so that people could see exactly what was proposed. Feedback was received from the property and business owners on the amended proposal expressing their support and appreciation for the changes that were made to the proposal.

63. A property owner of the affected property has noted that the temporary dot-up marking on the road has improved parking behaviour and traffic operations, and that installation of a permanent no stopping restriction and one-way arrows can be avoided to reduce council expenses. They have also requested an opportunity to address the Traffic, Speed Limits and Road Closures Traffic Panel meeting. Staff have acknowledged their request and provided them with the information to contact Governance Team.
64. While the current temporary markings may have addressed the problems, they are not enforceable by the Parking Officers and will not last a reasonable period of time. Given the amount of time invested already by staff to develop a proposal that has the support of the businesses and residents there is a desire to have the proposed restrictions formalised and marked.
65. Approval of the proposed restriction changes as illustrated in the amended proposal is therefore recommended.

Proposed Mobility Parking restrictions on Seddon Road

66. A request for installation of mobility parking restrictions outside Seddon Park was received from Council's H3 unit and a member of public to provide a location to park when visiting the stadium for matches.
67. A number of locations were considered and a proposal developed that enabled use of an existing pedestrian cutdown to enable easy access from the proposed mobility carparks onto the footpath. A copy of the consultation plan is below:



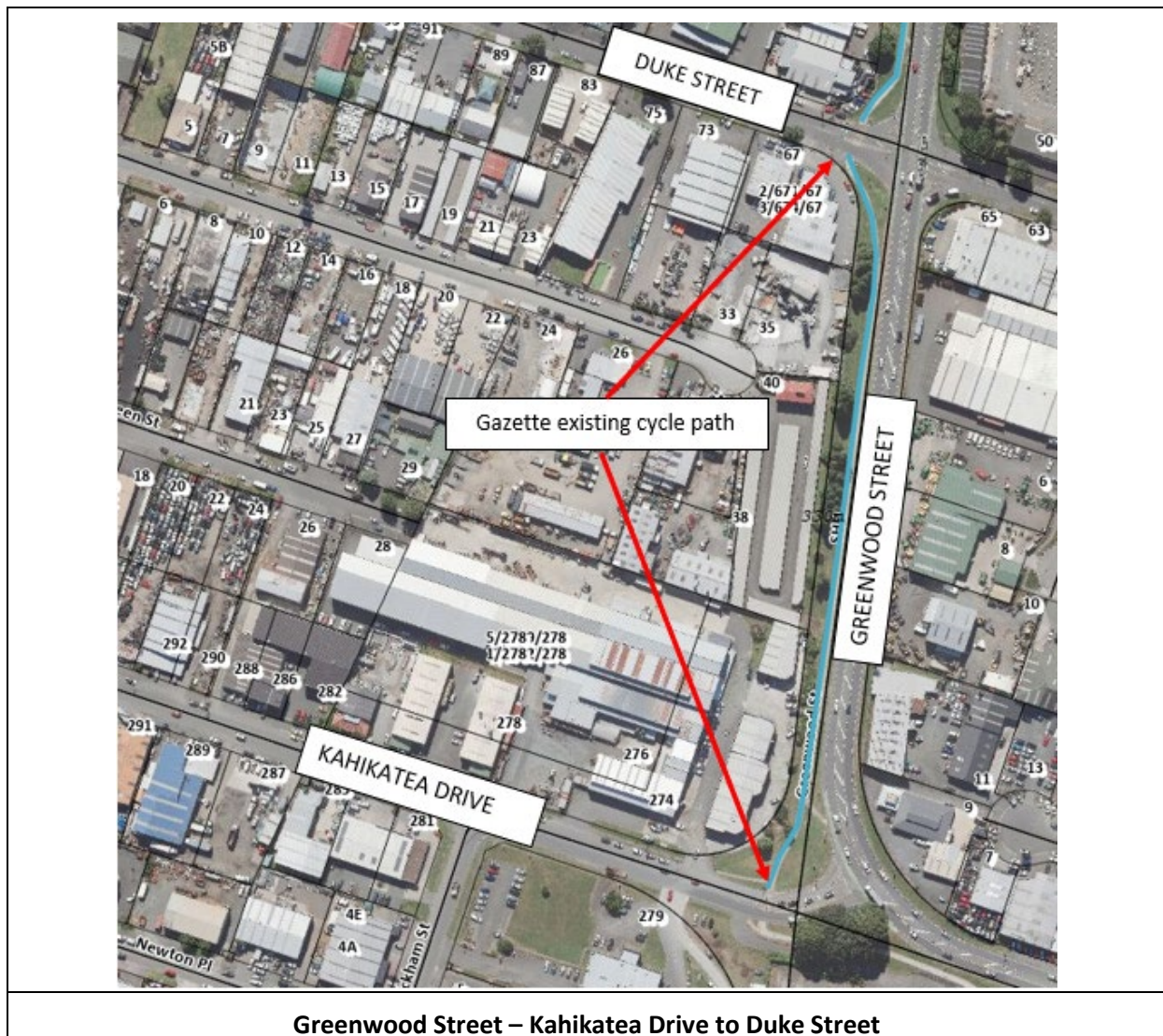
68. Staff did not receive any objections to the proposal from the affected properties. Consultation with [CCS Disability Action](#) was undertaken but due to staff shortages at CCS Disability Action a meeting on site and formal response has not been provided.
69. Consultation with the HCC Disability Advisor was completed and they were supportive of the proposed new mobility carparks.
70. Staff recommend approval of the proposed restriction changes.

Traffic Bylaw Changes

71. 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).
72. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
 - i. Part 1 - Cycle Paths (Shared Paths) register
 - ii. One Way Roads Register
 - iii. Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)

Cycle Paths Register

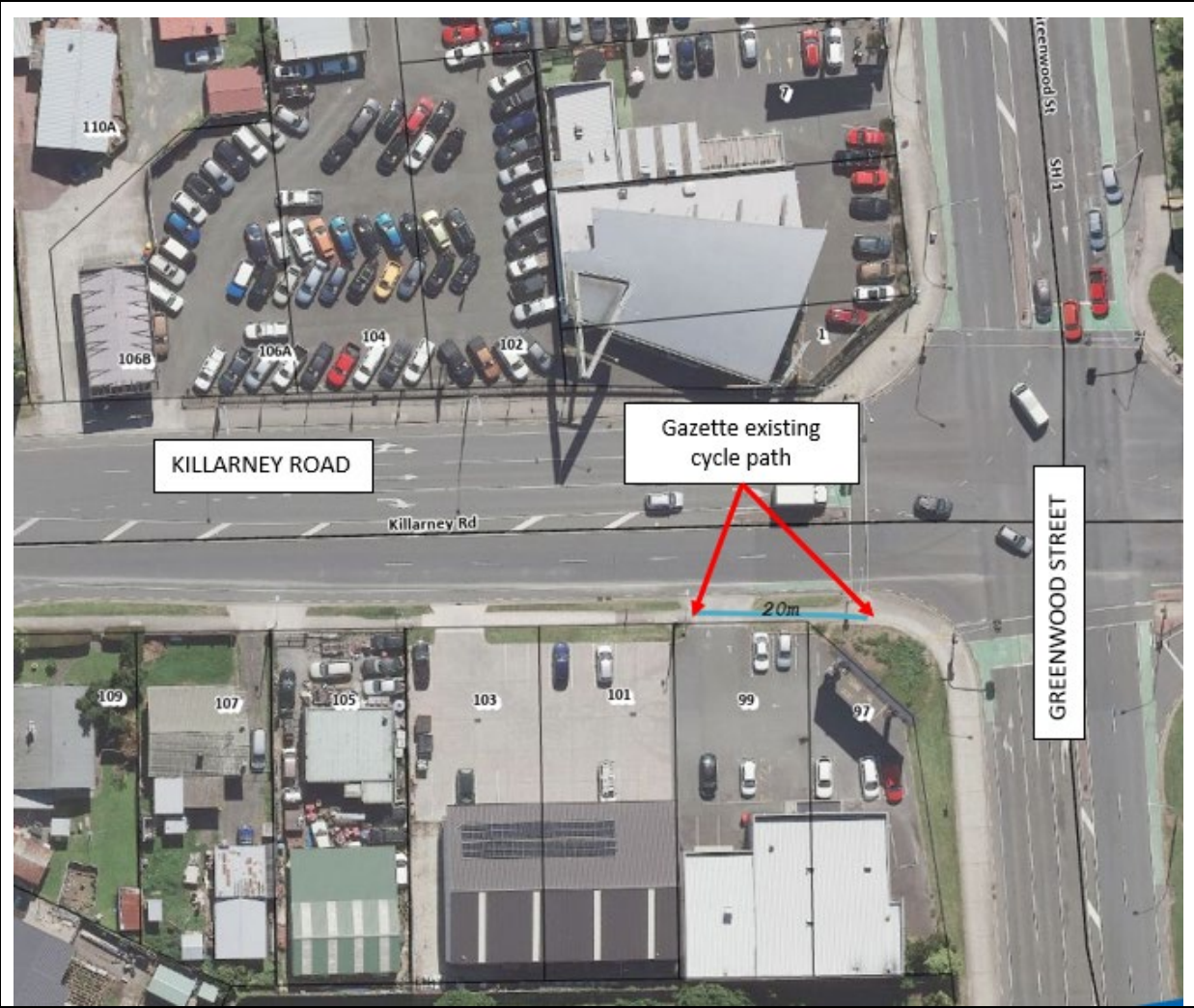
73. Cycle paths are the off-road facilities provided for people on bikes to share the path with people who are walking and are more commonly known as ‘Shared Paths’.
74. An audit of cycle paths is underway, and staff have identified the following **existing** cycle paths for inclusion in the Cycle Paths Register to record and formalise these.
75. Illustrations of cycle paths identified for inclusion in the Cycle Paths Register are shown below:



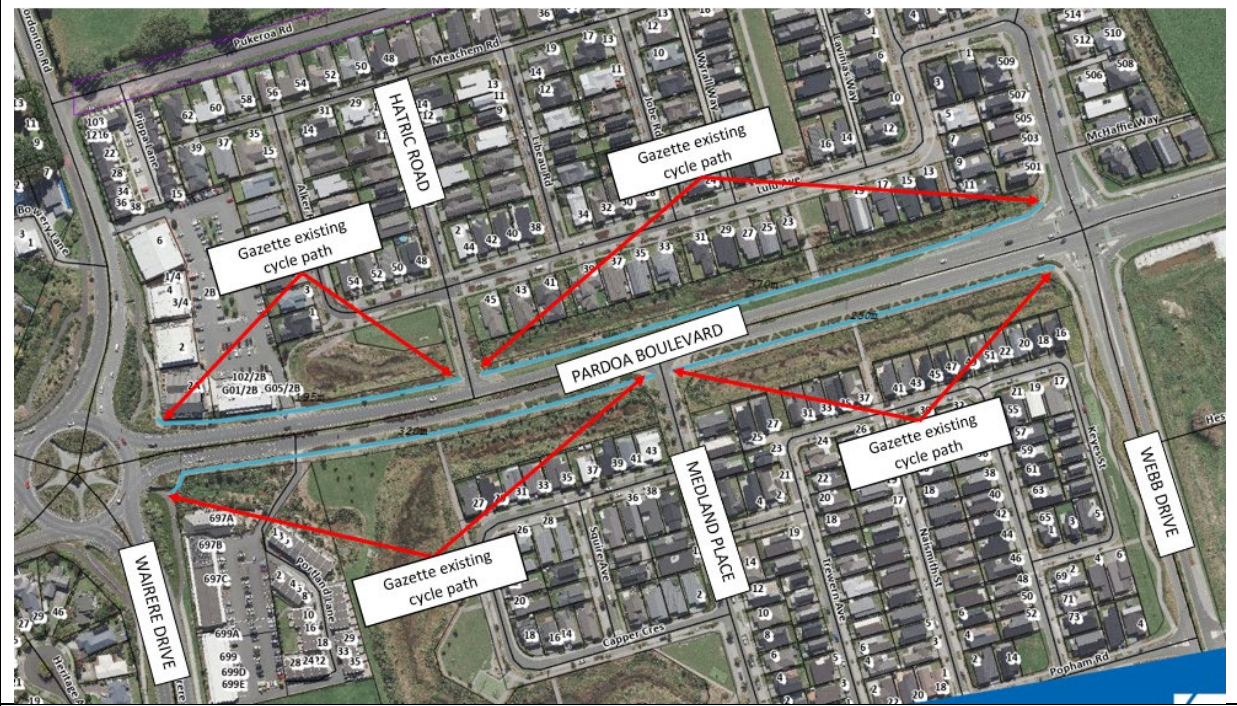
Item 6



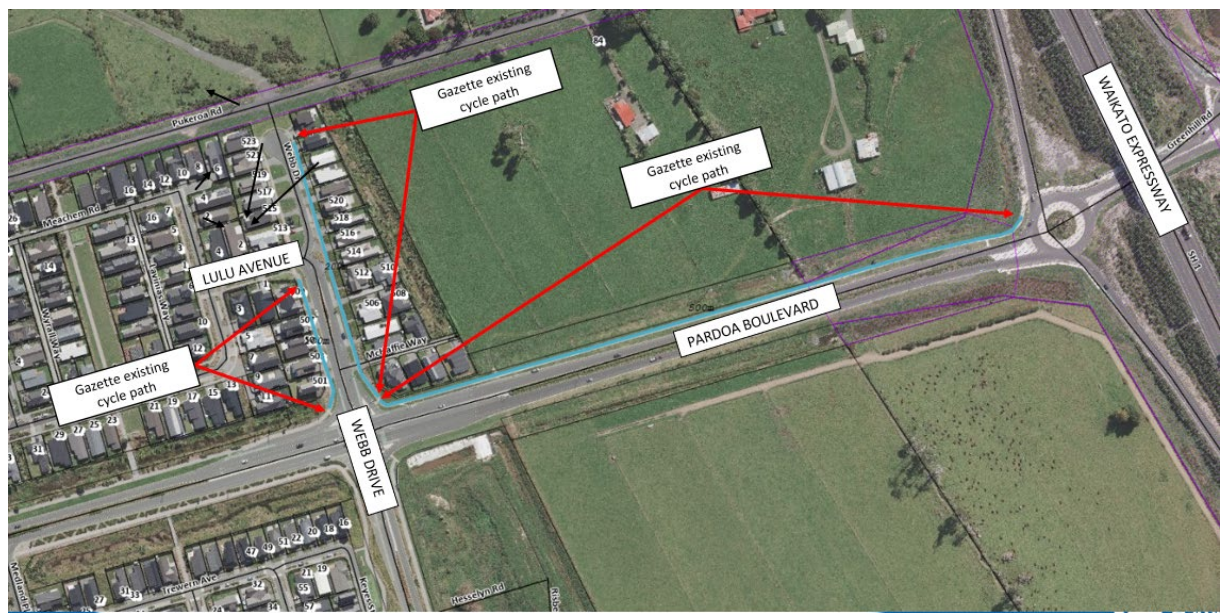
Greenwood Street – Duke Street to Killarney Road



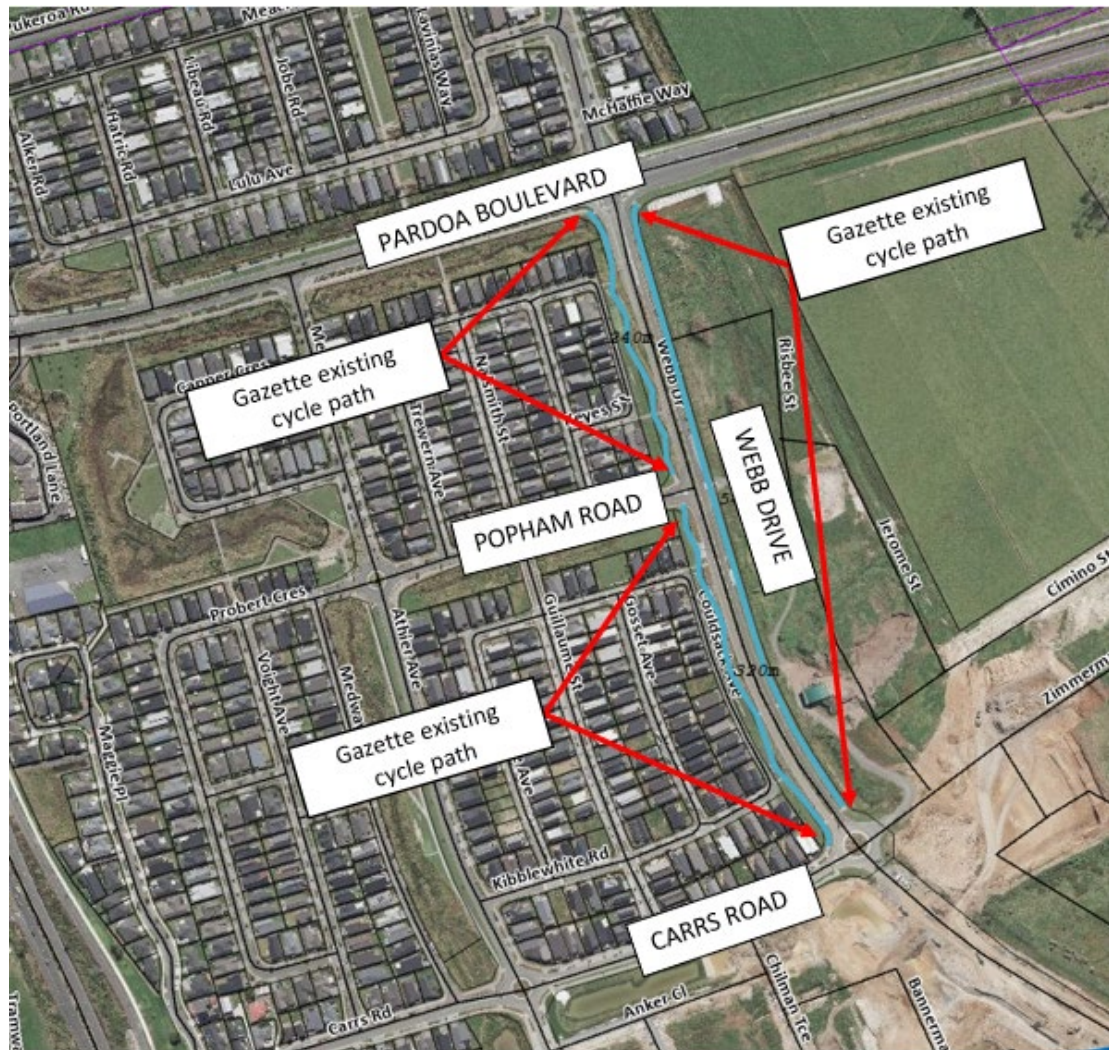
#97-99 Killarney Road



Pardoia Boulevard – Wairere Drive to Webb Drive



Pardoa Boulevard – Webb Drive to Waikato Expressway on ramp



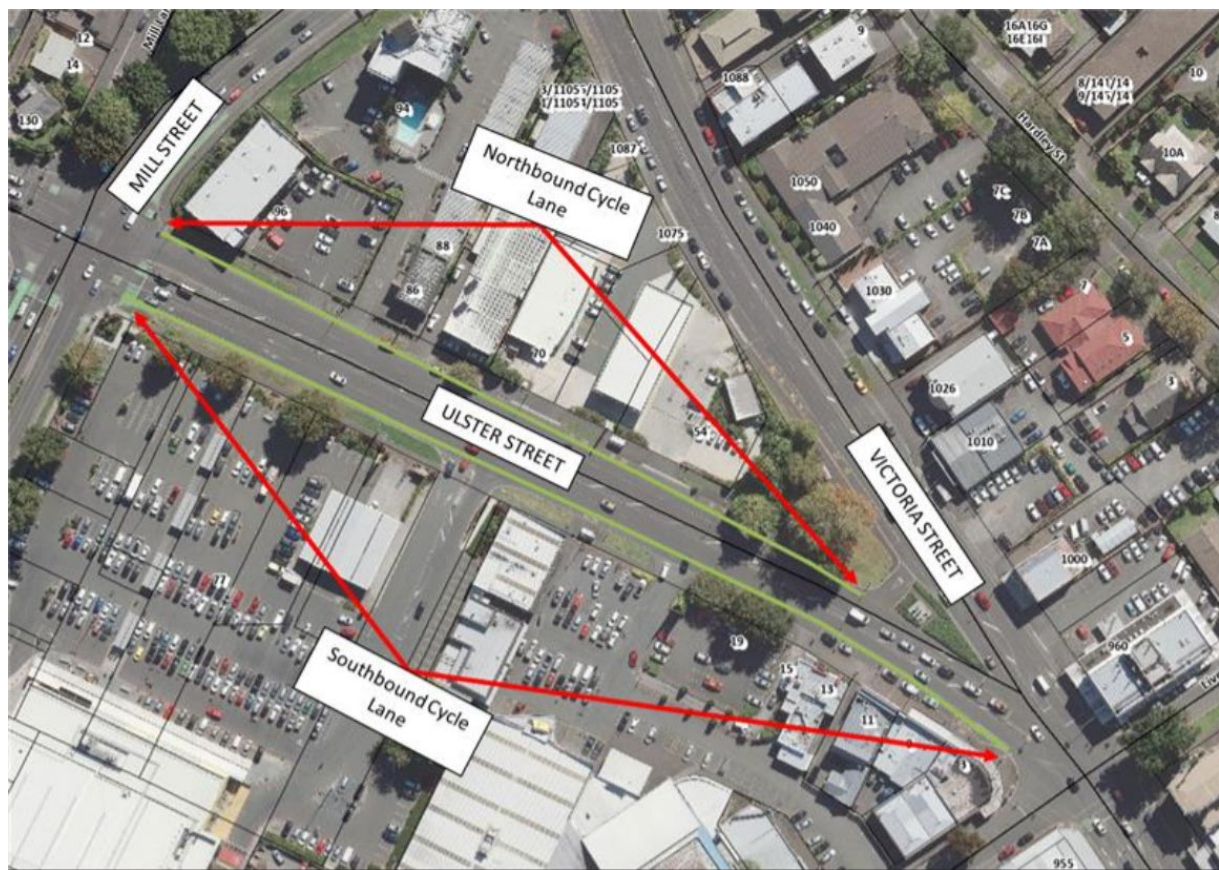
Webb Drive – Pardoad Boulevard to Carrs Road

76. The Cycle Paths Register is proposed to be updated by making the following changes which are underlined and marked in red.

Part 1 - Cycle Paths (Shared Paths) register		
Street Name (Location)	Description	Priority
<u>Greenwood Street</u>	(i) <u>Cycle path on the western side of Greenwood Street starting at the intersection with Kahikatea Drive, progressing 330m north to the Intersection with Duke Street.</u> (ii) <u>Cycle path on the western side of Greenwood Street starting at the intersection with Duke Street, progressing 800m north to the Intersection with Killarney Road.</u>	<u>Nil</u>
<u>Killarney Road</u>	(vii) <u>Cycle path on the southern side of Killarney Road from the intersection of Greenwood Street, progressing 20 metres west.</u>	<u>Nil</u>
<u>Pardoa Boulevard</u>	(i) <u>Cycle path on the southern side of Pardoa Boulevard starting at the intersection with Wairere Drive, progressing 320m east to the intersection with Medland Place.</u> (ii) <u>Cycle path on the southern side of Pardoa Boulevard starting at the intersection with Medland Place, progressing 250m east to the intersection with Webb Drive.</u> (iii) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Wairere Drive, progressing 195m east to the intersection with Hatric Road.</u> (iv) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Hatric Road, progressing 370 m east to the intersection with Webb Drive.</u> (v) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Webb Drive progressing 500m east to the intersection with Waikato Expressway.</u>	<u>Nil</u>
<u>Webb Drive</u>	(i) <u>Cycle path on the western side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 100m north to the intersection with Lulu Avenue.</u> (ii) <u>Cycle path on the eastern side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 200m north.</u> (iii) <u>Cycle path on the western side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 240m south to the intersection with Popham Road.</u> (iv) <u>Cycle path on the western side of Webb Drive starting at the intersection with Popham Road progressing 320m south to the intersection with Carrs Road.</u> (v) <u>Cycle path on the eastern side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 540m south to the intersection with Carrs Road.</u>	<u>Nil</u>

Special Vehicle Lanes – Part 1: Cycle Lanes (Cycle Ways) Register

77. 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).
78. An audit of the Traffic Bylaw registers for cycle lanes to ensure they correctly reflect the existing cycle lanes marked on the road is underway. The following location was identified as requiring an update in the Traffic Bylaw to update the Cycle Lane Register.
79. Illustration of the existing cycle lane identified is shown below:



Ulster Street – existing cycle lane between Mill Street and Victoria Street

80. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

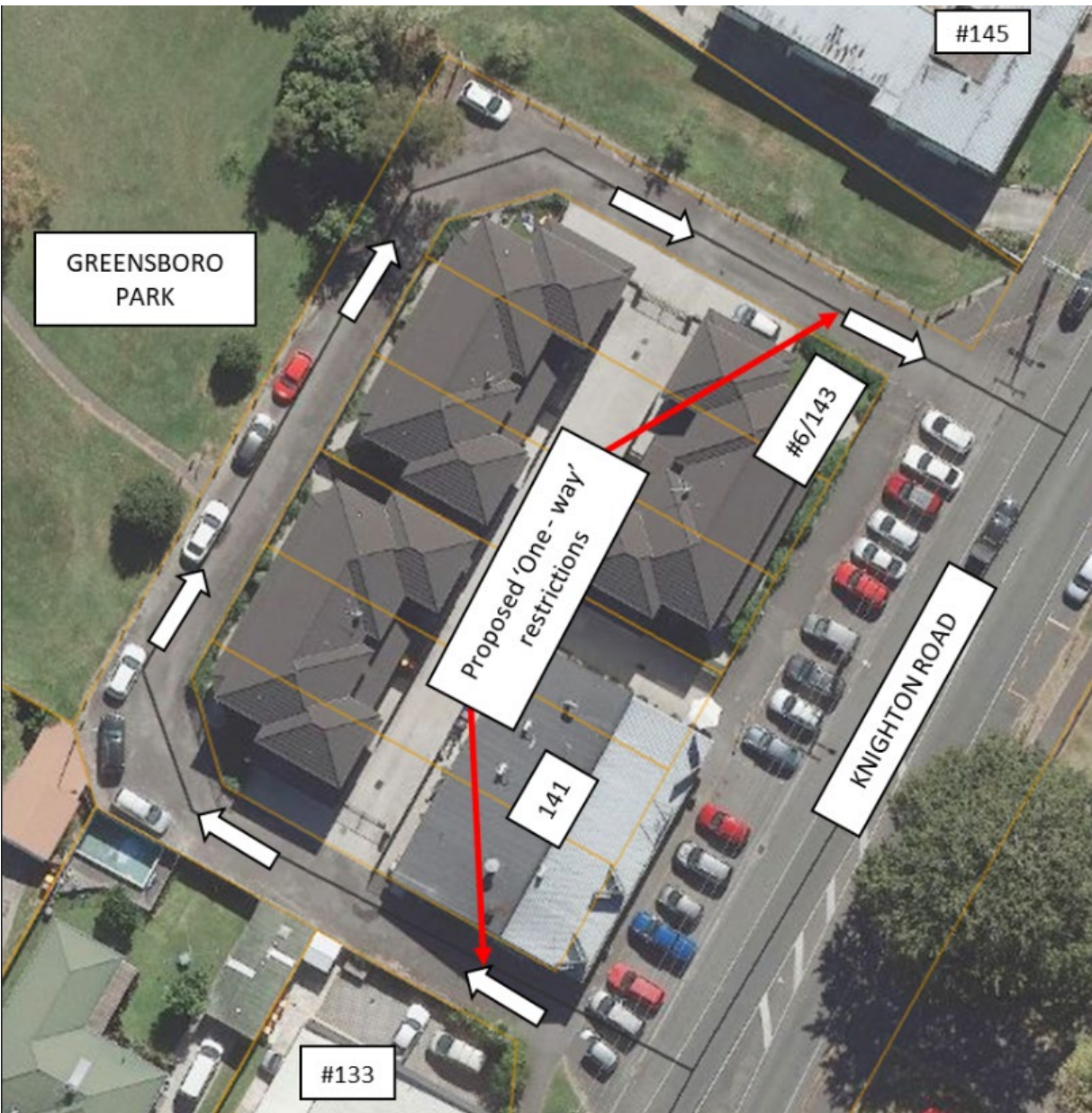
Special Vehicle Lanes – Part 1: Cycle Lanes (Cycle Ways) Register

Street Name (Location)	Description
Ulster Street	<p>(i) Northbound cycle lane from the intersection with <u>Mill Victoria</u> street, progressing <u>1405 1620</u> meters to the intersection with Te Rapa Road.</p> <p>(ii) Southbound cycle lane from the intersection with Te Rapa Road, proceeding <u>1317 1585</u> meters to the intersection with <u>Mill Victoria</u> street.</p>

One-Way Roads Register

81. The Council may by resolution amend the One-Way Roads Register to provide for a part of a road to be a one-way road.
82. Staff received a request from the property owners at #143 Knighton Road to create a One-Way traffic flow restriction on the Knighton Road service lane that services the shops and York Apartments to improve traffic flow.
83. Consultation on the proposed traffic restriction was completed and staff did not receive any objections from the affected properties.

84. Illustrations of proposed One-Way Road Restriction is shown in the illustration below:



Proposed One-Way Road restriction on Knighton Road service lane.

85. The One Way Roads Register is proposed to be updated by making the following changes which are underlined and marked in red Register:

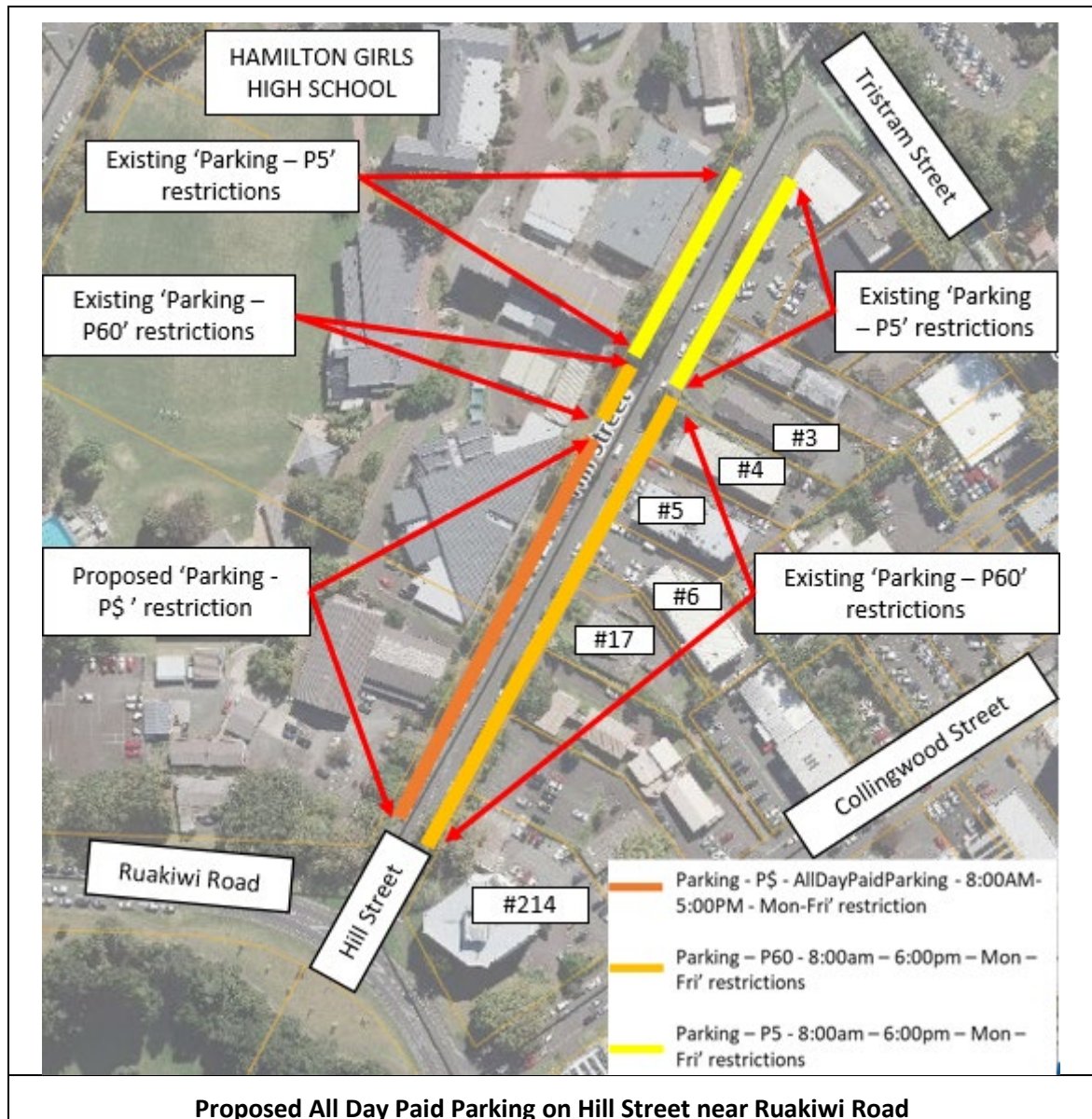
Street Name (Location)	Description	Permitted direction of travel
<u>Knighton Road (service lane)</u>	For a distance of 150m on Knighton Road service lane towards Greensboro Park, starting between #133 Knighton Road and #141 Knighton Road, and ending between #6/143 Knighton Road and #145 Knighton Road.	<u>Clockwise around #143 Knighton Road service lane</u>

All Day Paid Parking Register

86. In the ongoing rollout of All Day Paid Parking in the central city it is proposed that long stay parking with a \$6 per day fee for four streets (five sites) be approved at the following locations:
- i. Hill Street – outside Hamilton Girls High School.
 - ii. Ruakiwi Road – outside Hamilton Lake Domain.
 - iii. Tainui Street – outside Hamilton Girls High School.
 - iv. Victoria Street – near Mill Street.
87. These locations currently have unrestricted parking and are being highly utilised by road users for on street parking during business operating hours.
88. The proposed locations for All Day Paid Parking in the Central City aligns with Hamilton Parking Policy 2022 approved at Infrastructure Operations Committee on [09 August 2022](#).
89. 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](#).
90. The details of the proposed All Day Paid Parking sites are provided below.

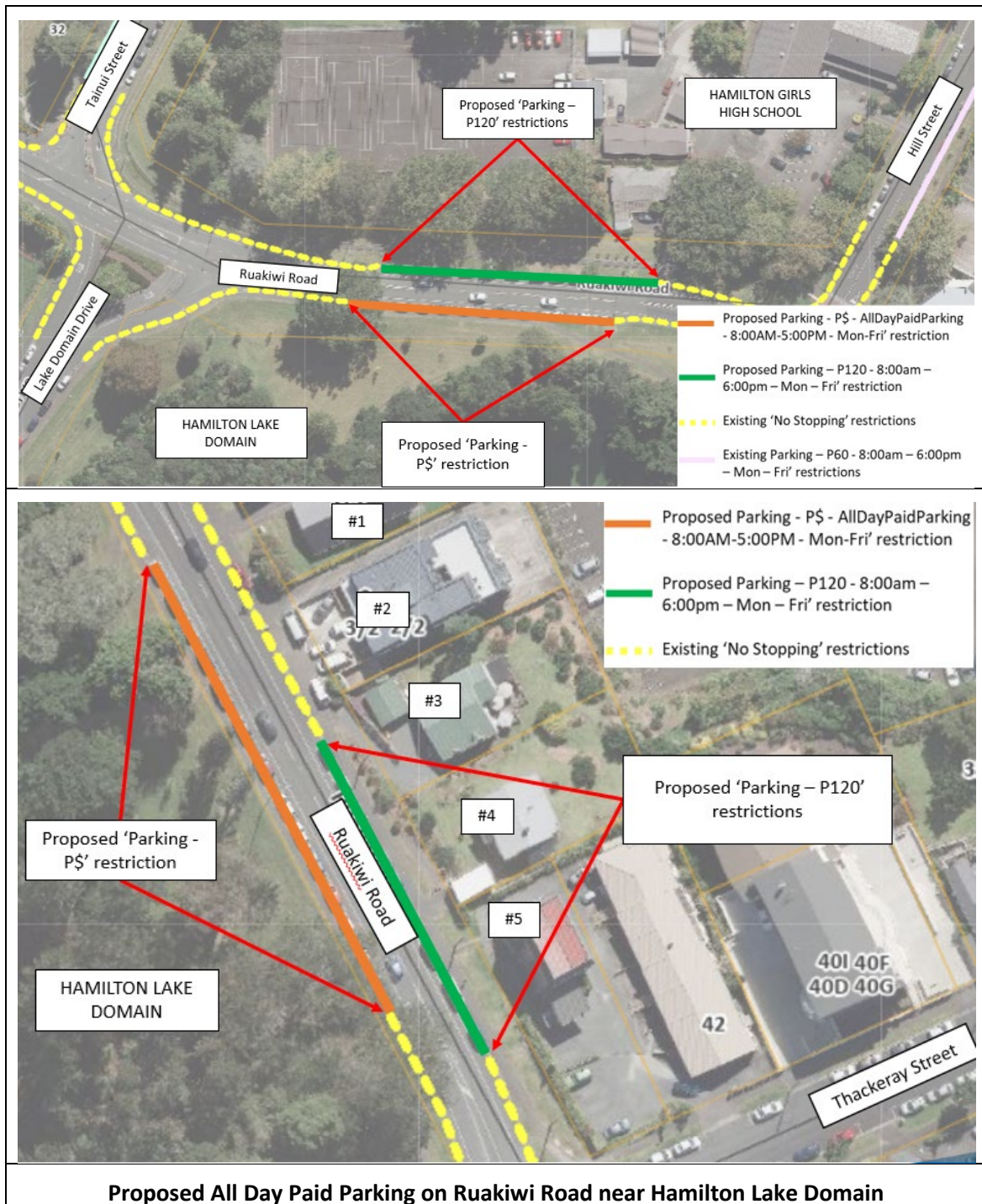
Hill Street

91. The proposed changes will remove free unrestricted parking on the north side of Hill Street outside Hamilton Girls High School to create All Day Paid Parking restrictions. The existing P60 and P5 restrictions on Hill Street will remain unchanged.
92. The proposed restriction changes will create approximately 20 carparking spaces with an All Day Paid Parking restriction.
93. The proposed All Day Paid Parking for Hill Street is shown in the image below:



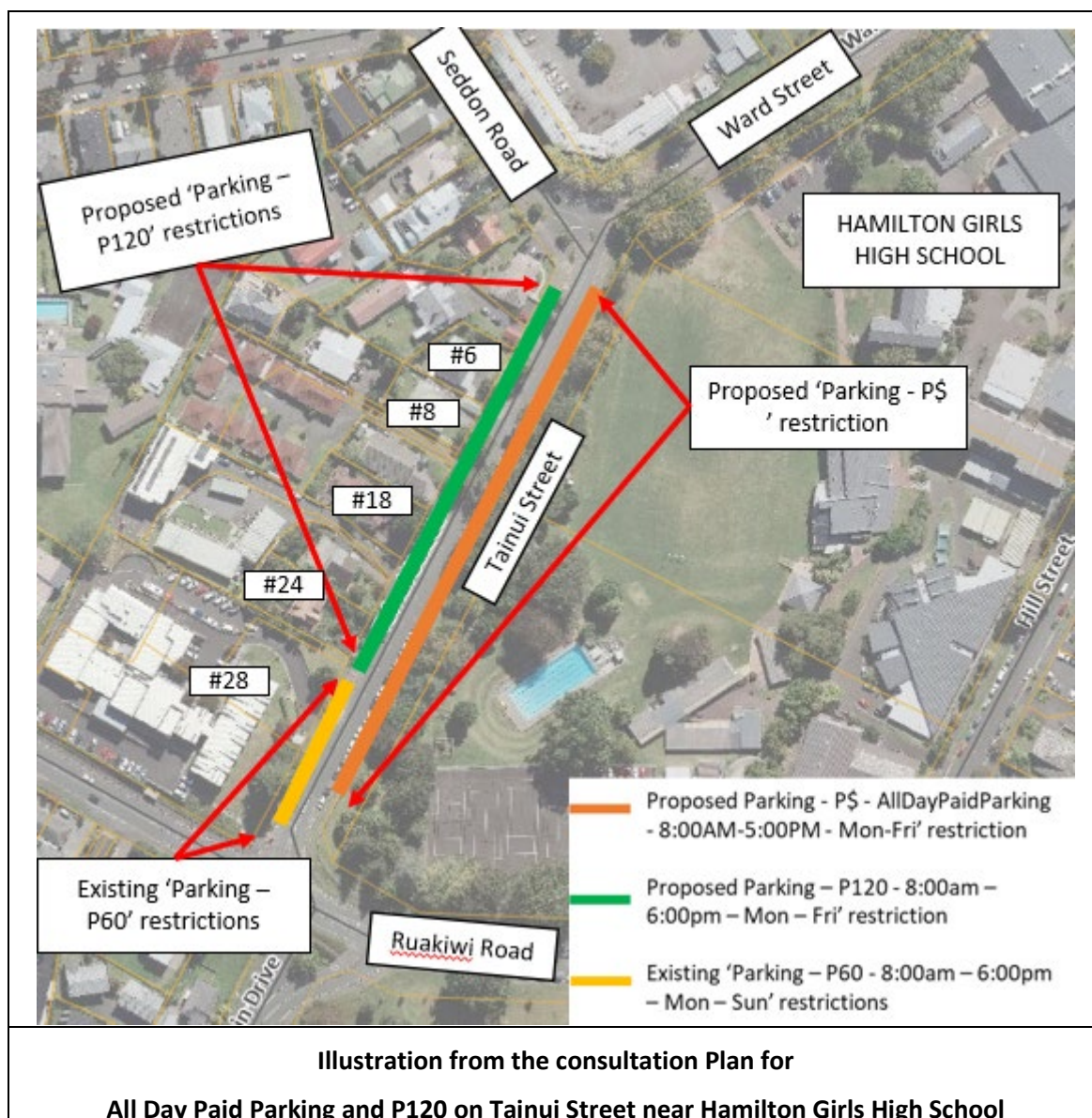
Ruakiwi Road

94. The proposed changes will remove free unrestricted parking on the Ruakiwi Road and create All Day Paid Parking restrictions outside Hamilton Lake Domain. The proposal also includes creating a P120 time restriction on the opposite side of the road for short-stay users.
95. The proposed restriction changes will create approximately 25 carparking spaces with an All Day Paid Parking restriction and create approximately 22 carparking spaces with a P120 Parking restriction.
96. The proposed All Day Paid Parking for Ruakiwi Road is shown in the image below:

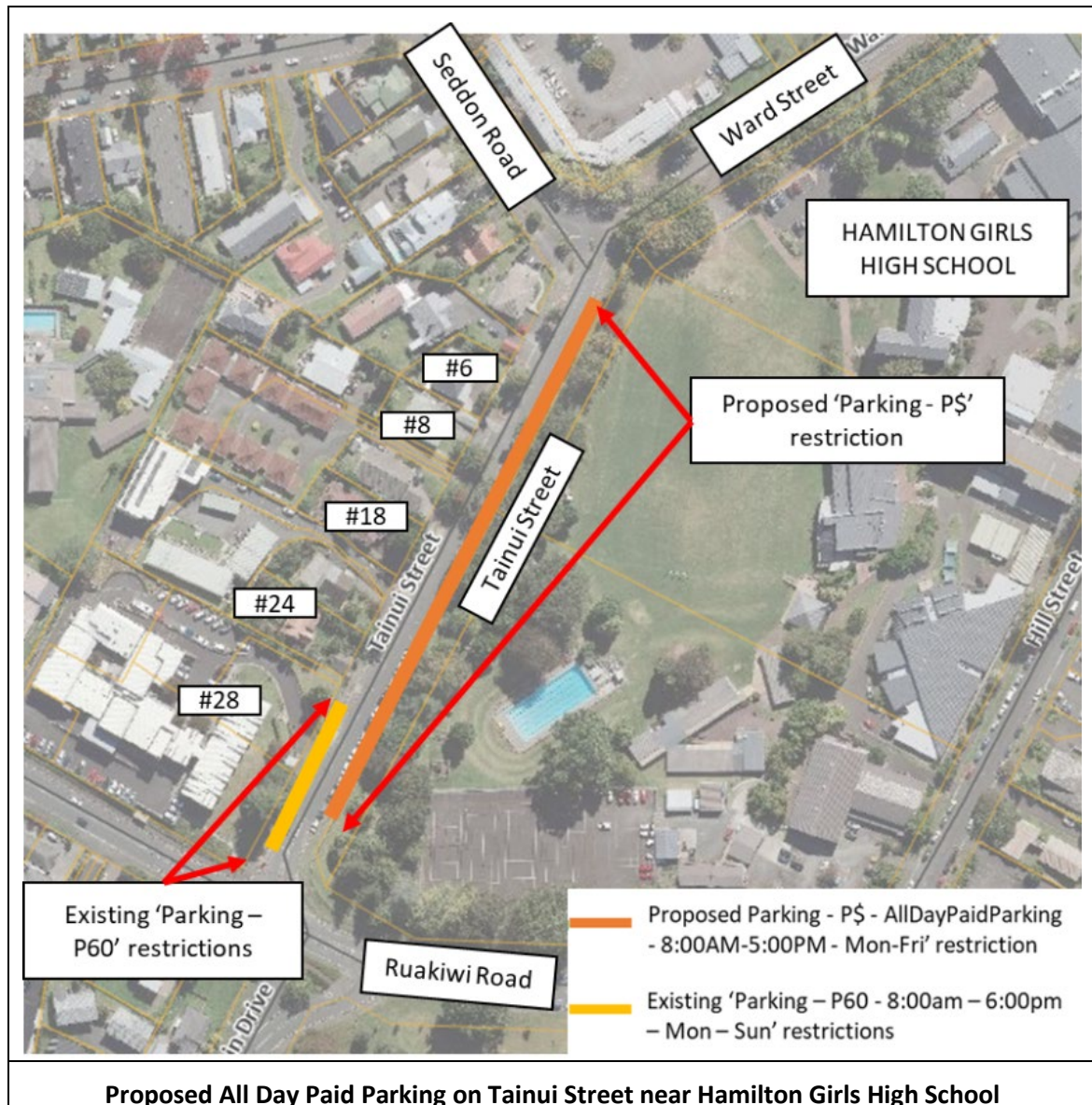


Tainui Street

97. The proposed changes will remove free unrestricted parking on Tainui Street outside Hamilton Girls High School to create All Day Paid Parking restrictions. The proposal also includes creating a P120 time restriction on the opposite side of the road for short-stay users. The existing P60 restrictions on Tainui Street near Cancer Society will remain unchanged.
98. The proposed restriction changes will create approximately 37 carparking spaces with an All Day Paid Parking restriction and create approximately 21 carparking spaces with a P120 Parking restriction.
99. Illustration of the consultation plan for All Day Paid Parking and P120 time restrictions on Tainui Street is shown in the image below:

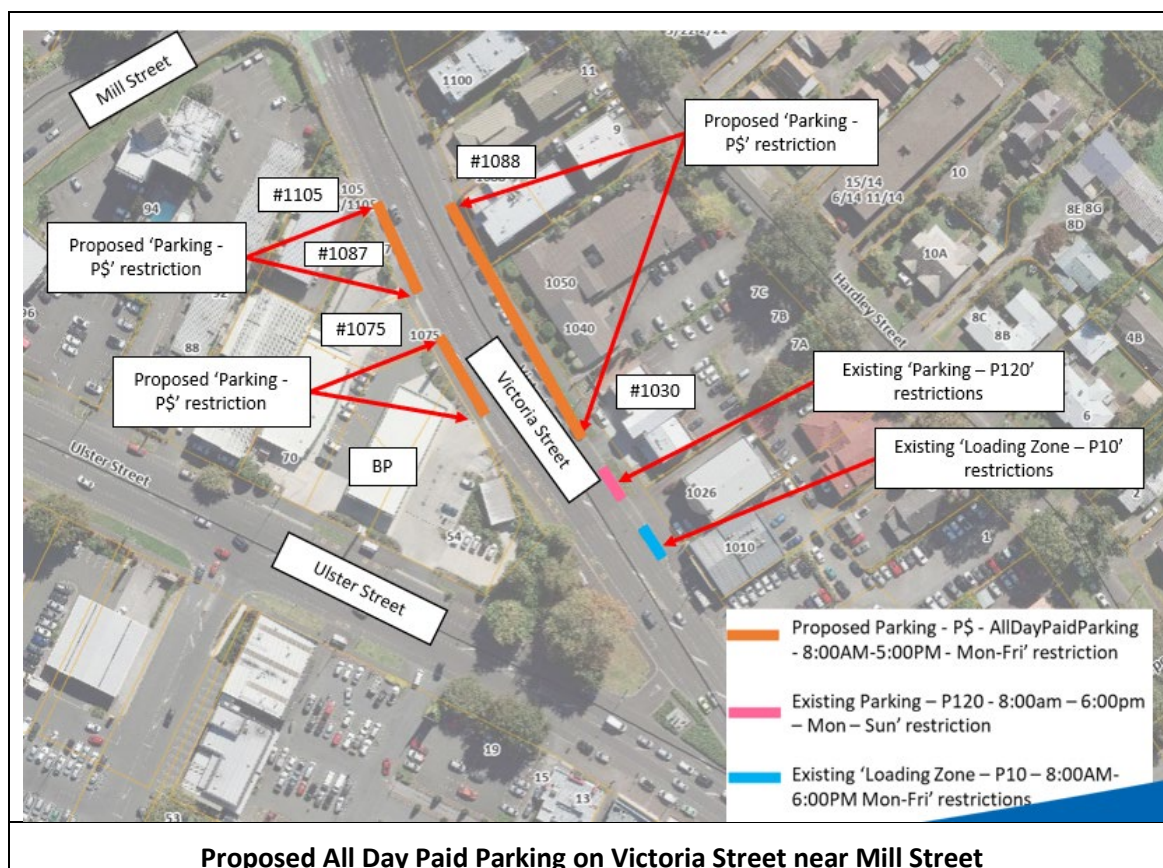


100. The amended proposal for All Day Paid Parking for Tainui Street is shown in the image below:



Victoria Street

101. The proposed changes will remove free unrestricted parking on Victoria Street near BP Fuel Station to create All Day Paid Parking restrictions. The existing time restricted parking on Victoria Street will remain unchanged.
102. The proposed restriction changes will create approximately 20 carparking spaces with an All Day Paid Parking restriction.
103. The proposed All Day Paid Parking for Victoria Street is shown in the image below:



Consultation Results

104. Staff consulted on the proposed changes to parking restrictions with affected properties and key stakeholders including Hamilton Girls High School, Cancer Society, Hamilton Central Business Association and Council Parks and Recreation Team.
105. Councils' Parks and Recreation Team expressed concern that rollout of All Day Paid Parking at the proposed locations in the vicinity of Hamilton Lake Domain may result in an increase of parking offences within the parking areas around the lake.
106. The Parking Team liaised with the Parks and Recreation team to identify ways to improve parking enforcement within Hamilton Lake Domain. They identified a need for new regulatory signs and an update to the Licence Plate Recognition (LPR) system to carry out the enforcement activity for time restrictions. Both the teams will continue to work together to improve parking compliance in Hamilton Lake Domain.
107. Staff organised a meeting with the Cancer Society (located on the corner of Tainui Street and Ruakiwi Road) to answer their queries. The following feedback was received:

Feedback provided	Staff Response
<ul style="list-style-type: none"> No objections were expressed for the proposed All Day Paid Parking. Existing P60 time restriction on Tainui Street is utilised by visitors to Cancer Society and they are happy to support for these restrictions to remain. A request was placed to consider installation of a few parking bays with 	<ul style="list-style-type: none"> Staff acknowledged 'No Objection' response to the proposed All Day Paid Parking proposal from Cancer Society. Existing P60 time restricted parking on Tainui Street outside Cancer Society will remain without any changes. Enforcement of these restrictions will continue using LPR vehicles, to improve compliance with

either a P180 time restricted parking or paid parking for short-stay users.	<p>the existing time restrictions.</p> <ul style="list-style-type: none"> Staff amended the proposal to remove the proposed P120 Time restrictions. Staff will continue to monitor the parking behaviour on Tainui Street and consider changes in the future to support the needs for Cancer Society.
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108. Staff received a late response from a resident on Tainui Street expressing their need for free on-street parking outside their property without a time restriction, because of limited capacity for carparking within their property that doesn't meet with their requirements. The feedback received is presented below:

Apologies that this email arrives just after the feedback time closes - we were not aware of the deadline as this time as we are new tenants and missed the original city council letter detailing the plans to impose paid parking restrictions on Tainui Street in Frankton. We were shocked and worried to hear of the proposed changes to the on-street parking scheme. We are medical students currently working in Hamilton and require on street parking as our apartment only has one allocated parking spot for three people. Whilst this may be enough for a single one car family, it does not suit flatting needs. In order to reduce our emissions, we often carpool with others to the hospital and thus our cars are left on the street during the day. Hence, the proposed parking restrictions would have a heavy financial impact as we are not paid for our hospital placements and subsequently have limited funds after rent payments. We understand that Tainui Street is used heavily by city commuters and high school students and this scheme is a way to generate revenue and encourage public transport. However, we are hoping you understand the impact these plans have on residents such as us. We are aware that in cities like Auckland, residents can access and/or purchase yearly parking permits that create exemptions for daily payments or fines and are hoping this may also be the case for this situation. If this is to be the plan that is fantastic and could you please let us know if so. We were unable to see any mention of parking permits in the flier we found. However, if these permits have not been considered we would love to advocate for their instalment or the abandonment of the parking project all together. Thank you for your time and consideration.

109. In response to the feedback received, staff amended the proposal to remove the proposed P120 time restriction on Tainui Street outside the residential properties. This will create free parking without any time restrictions for the residents on the street and may increase parking opportunities for short-stay visitors to Cancer Society. Monitoring of the parking behaviour will continue after the rollout of All Day Paid Parking on Tainui Street to identify opportunities for further changes to support the needs of residents on the street.
110. Staff organised a meeting with Hamilton Central Business Association to answer their queries and received the following feedback:

Thanks for facilitating the discussion at my office the other day, it was really good to get a better understanding of what is in play regarding parking. At this stage HCBA does not support the proposition to charge commuters to park outside the CBD area due to the barriers it creates for workers to get into town and the extra expense incurred for commuters in these challenging times. We do see however the need for changes to the style of parking needed for commuters and would support areas being looked at to provide 'Park and Ride' opportunities and also the better utilisation of parks for daytime and nighttime workers.

111. The following initial feedback was received from Hamilton Girls High School:

Location	Feedback submitted	Staff Response
Hill Street Ruakiwi Road	<p>What consideration has HCC given for pickup / dropoff of our students and their safety during these times? If all day paid parking exists, surely this stifles a parent's ability to pick up their daughter/s and we are a large school (some 1700).</p> <p>Could there be areas marked a pickup and drop off only? I.e. 10 min stopping areas or similar?</p>	<p>The existing pick-up / drop-off locations on Ward Street and Hill Street near the school gates will continue to operate and are not affected by the proposed All Day Paid Parking proposal.</p>
Further comments.	<p>Relating to our students' safety, can a pedestrian crossing or over- bridge be put on Ward St please?</p> <p>This would alleviate so many precarious near miss situations and improve pedestrian / traffic safety at the front of our school.</p>	<p>Staff acknowledged and are aware of the safety issues the students face. Changes made to the pedestrian light timings on Tristram/Ward intersection and realise although this was helpful it does not rectify all the pedestrian congestion.</p> <p>Tainui Street intersection has been identified as a location for future improvement but would need to be prioritised as part of the development of the 2024-27 minor improvements programme.</p> <p>There is not likely to be funding available for an over-bridge on Ward Street due to the large cost associated with such a structure.</p>

112. Staff made attempts to meet with Hamilton Girls High School and consultation was in progress at the time of drafting of the report. A verbal update on the outcome of this meeting will be presented at the Panel meeting.

113. 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.

Item 6

Location	Description
<u>Hill Street</u>	1. <u>Installation of 130m 'All Day Paid Parking' restriction on the Western Side of Hill Street outside Hamilton Girls High School.</u>
<u>Ruakiwi Road North</u>	i. <u>Installation of 70m 'All Day Paid Parking' restriction on the Southern Side of Ruakiwi Road outside Hamilton Lake Domain.</u>
<u>Ruakiwi Road South</u>	1. <u>Installation of 80m 'All Day Paid Parking' restriction on the Western Side of Ruakiwi Road outside Hamilton Lake Domain.</u>
<u>Tainui Street</u>	1. <u>Installation of 210m 'All Day Paid Parking' restriction on the Eastern Side of Tainui Street outside Hamilton Girls High School.</u>
<u>Victoria street</u>	1. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Victoria Street starting outside #1088 Victoria Street and ending outside #1030 Victoria Street.</u> 2. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street starting outside #1087 Victoria Street and ending outside #1075Victoria Street.</u> 3. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street starting outside #1075 Victoria Street and ending outside BP.</u>

Financial Considerations - Whaiwhakaaro Puutea

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

- i. 2023/24 City Transportation Operations and Parking Activity budgets for general changes.
- ii. 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 expected to be approximately \$100,000 per year once there has been full uptake of all the parking sites.
- iii. 2023/24 Low Cost Low Risk Programme – Road to Zero - Storey Avenue project.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

118. 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').
119. 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.
120. The recommendations set out in this report are consistent with that purpose.

Social

121. 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

122. 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

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

Cultural

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

Risks - *Tuuraru*

125. There are risks associated with not approving the recommendations in this report as set out as follows:
 - i. parking restriction changes are required to improve safety; and
 - ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveways safely from residential and commercial properties, and for waste collection activities.
 - iii. The update of the cycle path and cycle lane registers ensures that they are now legally correct and able to be enforced.
 - iv. Introduction of All Day Paid Parking is required to contribute to the parking revenue budgeted in the 2021 Long Term Plan.

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

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

Engagement

- 128. As outlined throughout the report, staff have consulted on the projects listed and have provided feedback on the consultation for each section.
- 129. Community views and preferences are already known through the consultation that has been undertaken prior to the preparation of this report through presentation of reports and through approvals via Council Committee processes.

Attachments

- Attachment 1 - Illustrations of proposed traffic restrictions changes
- Attachment 2 - Schedule of proposed traffic restrictions changes
- Attachment 3 - Storey Avenue - additional information and petition.

Traffic, Speed Limit and Road Closure Hearings Panel

Proposed Parking Restriction Changes

March 2024

D-5142533

Attachment 1 - Illustrations of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024



Item 6

Attachment 1

1

Proposed Parking Restriction Changes

- Bleakley Place
- Grandview Road
- Grantham Street
- Grey Street
- Knighton Road
- Richmond Street
- River Road
- Riverlea Road
- Rostrevor Street
- Seddon Road
- Sheffield Street
- Storey Avenue
- Tuhikaramea Road
- Wellington Street

D-5142533

Attachment 1 - Illustrations of proposed parking restriction
changes for TSL&RC Hearings Panel – March 2024

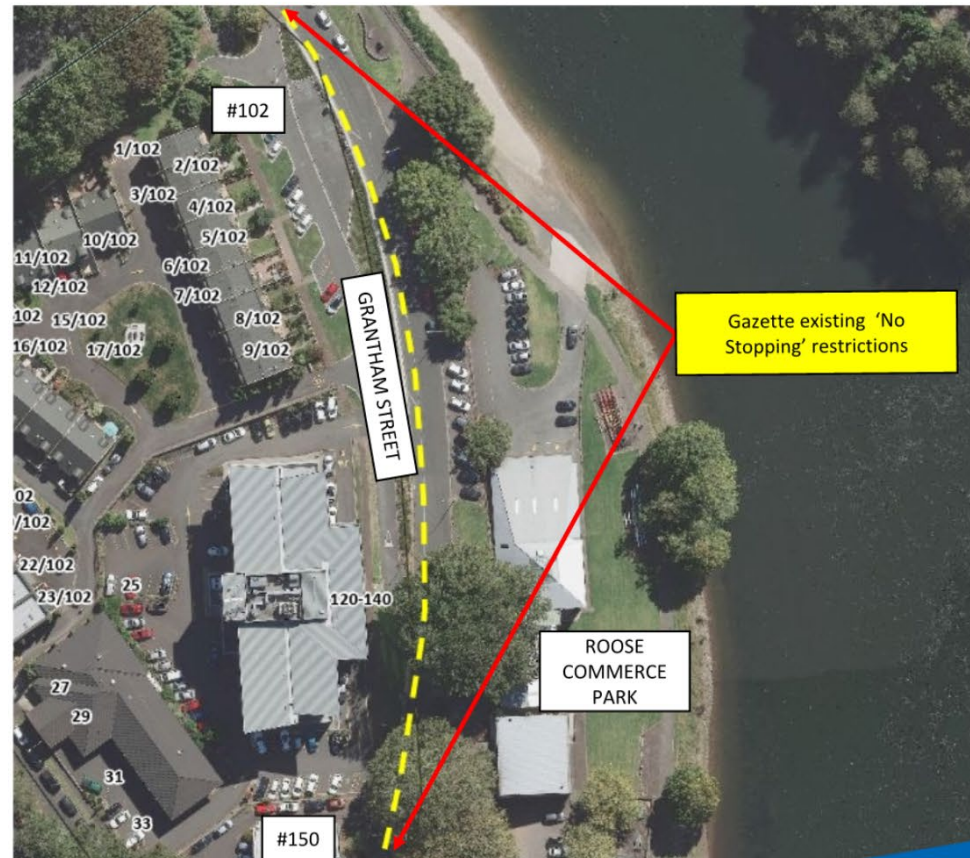
Gazette existing Parking Restriction – Bleakley Place



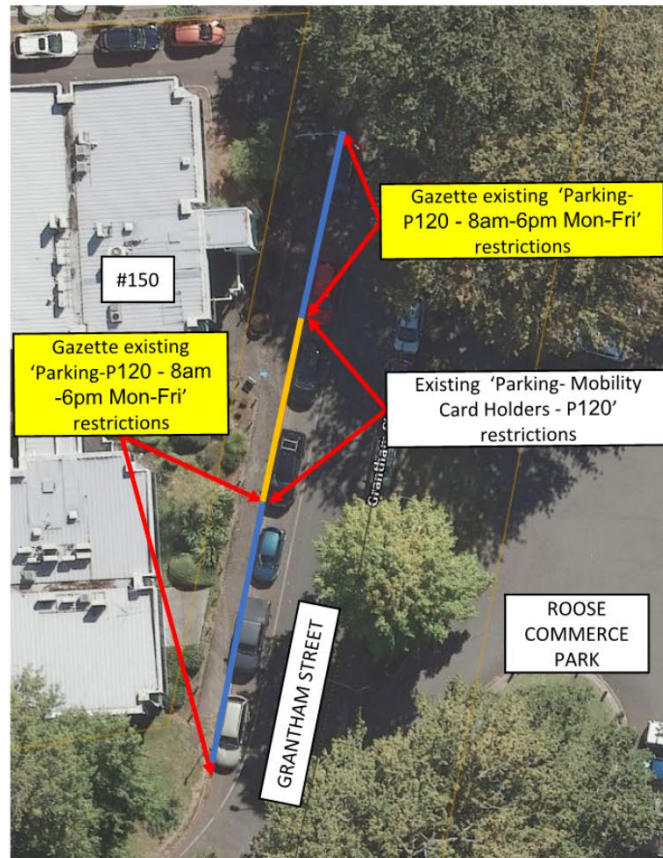
Rescind bus stop – Grandview Road



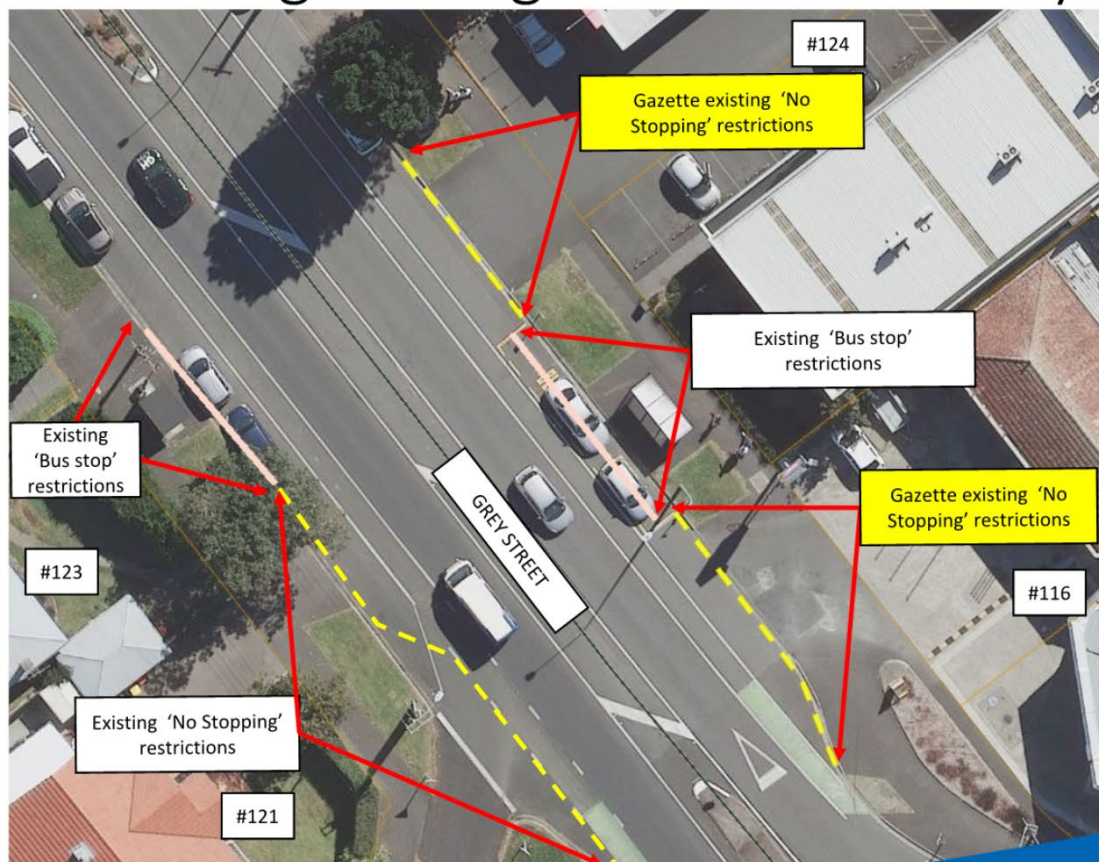
Gazette existing Parking Restriction – Grantham Street

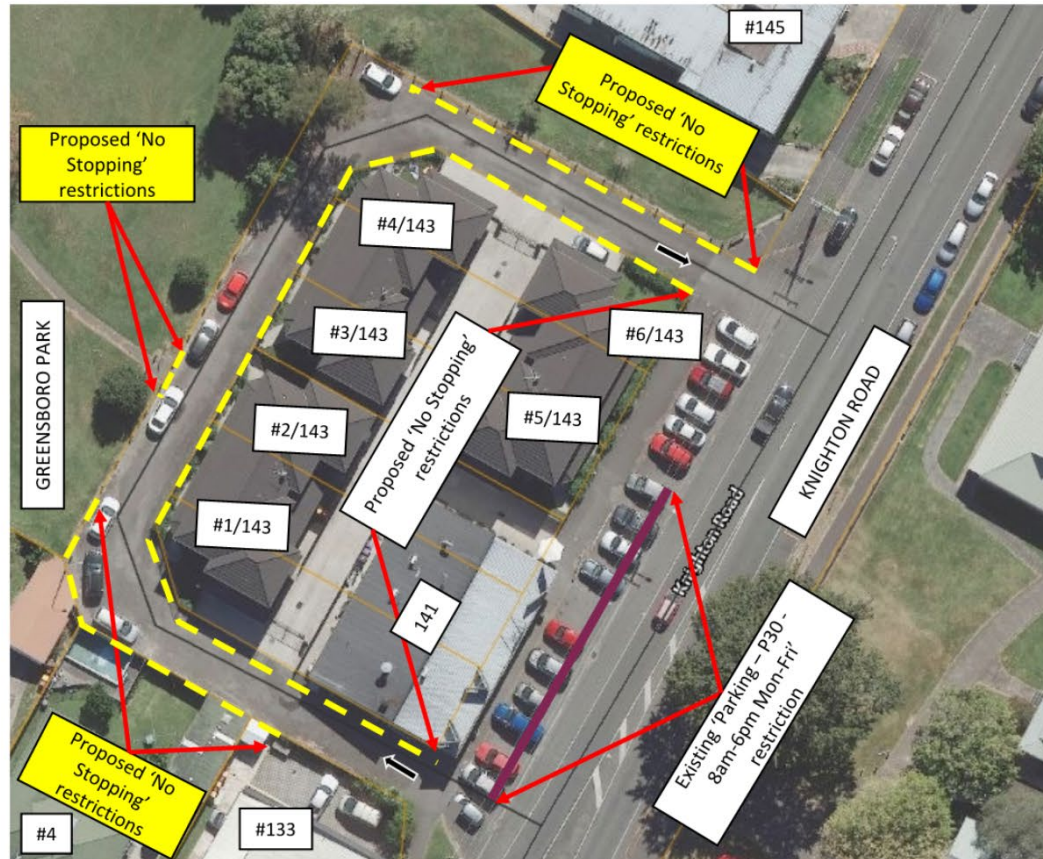


Gazette existing Parking Restriction – Grantham Street

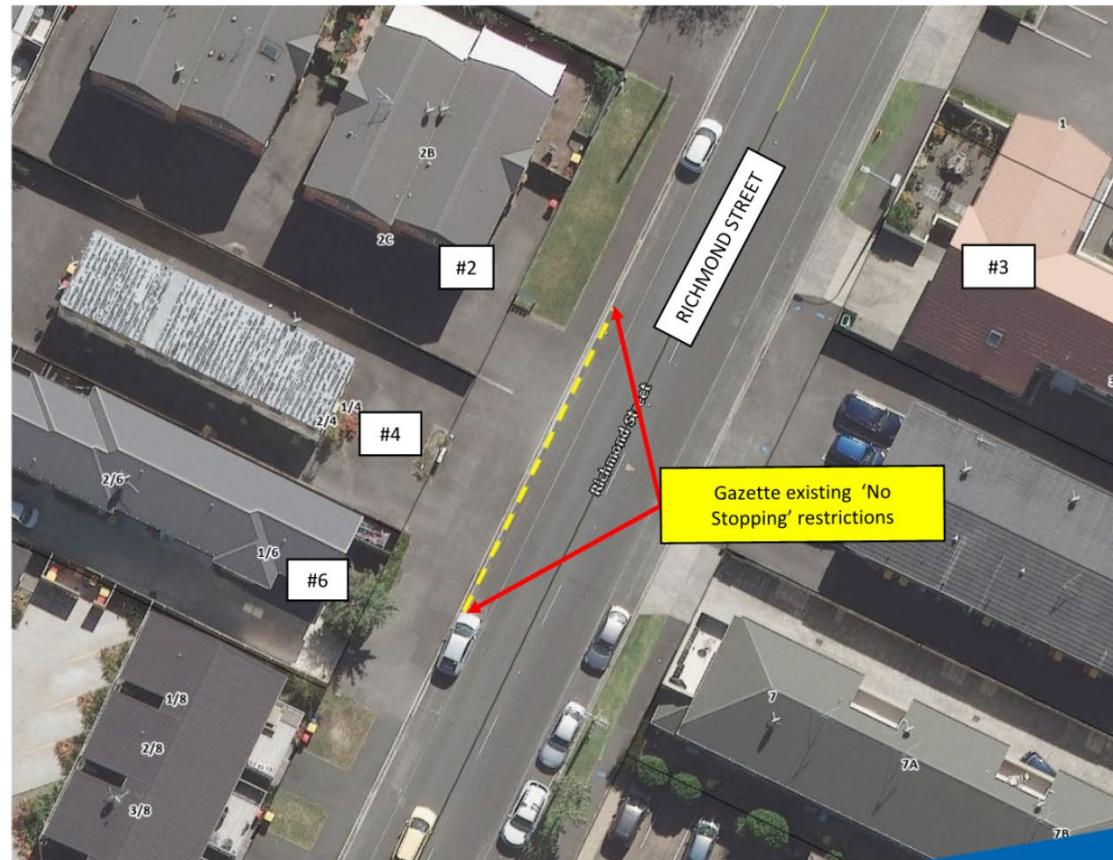


Gazette existing Parking Restriction – Grey Street

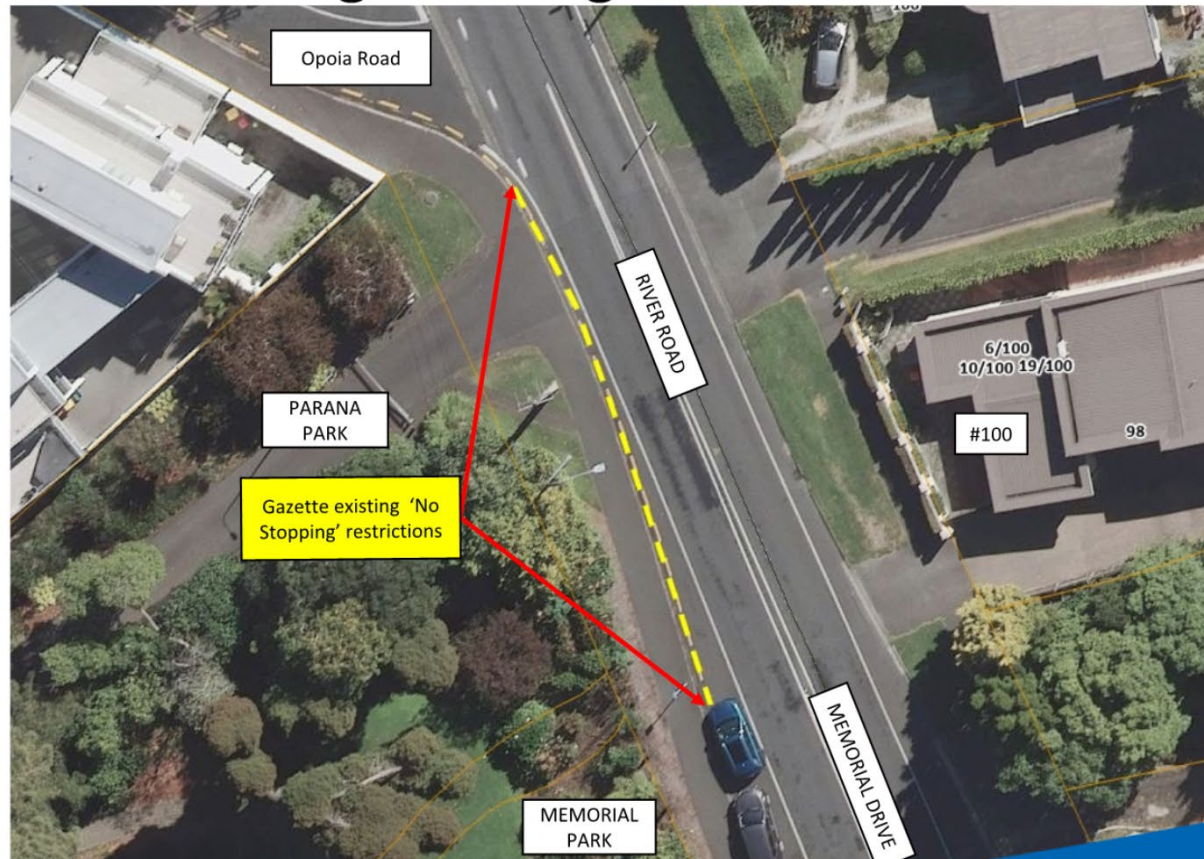




Gazette existing Parking Restriction – Richmond Street



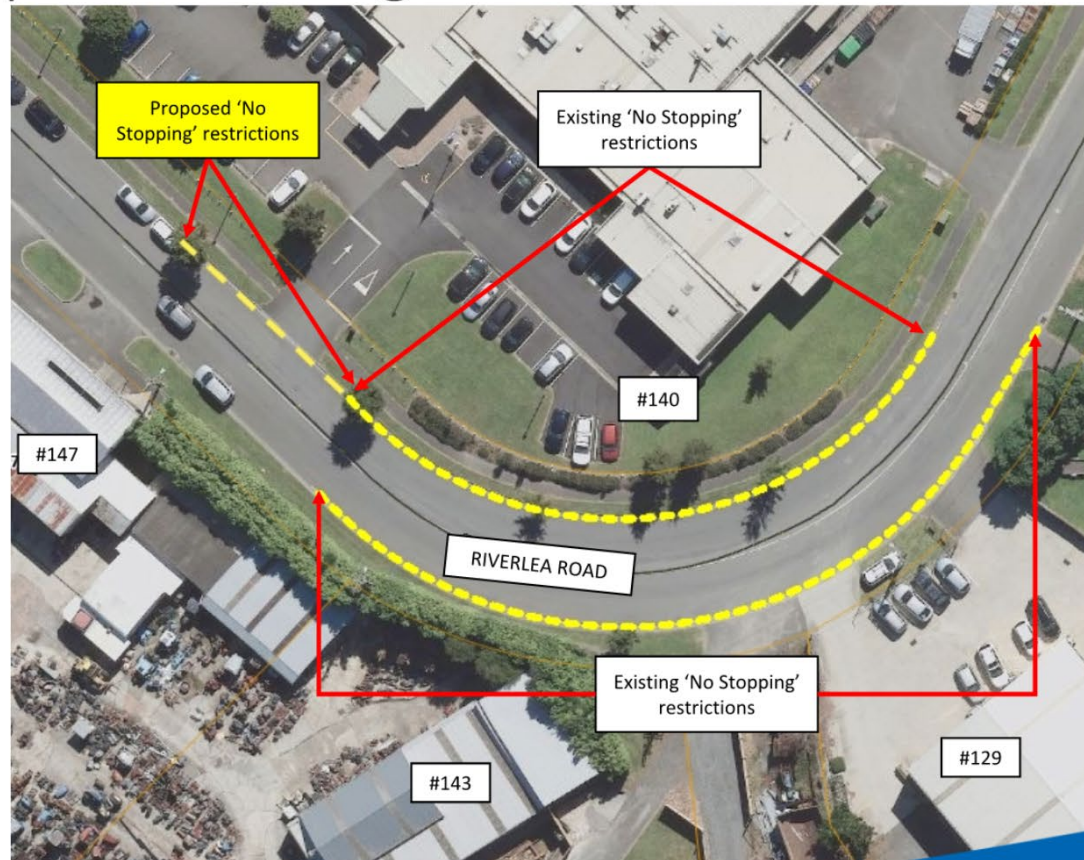
Gazette existing Parking Restriction – River Road



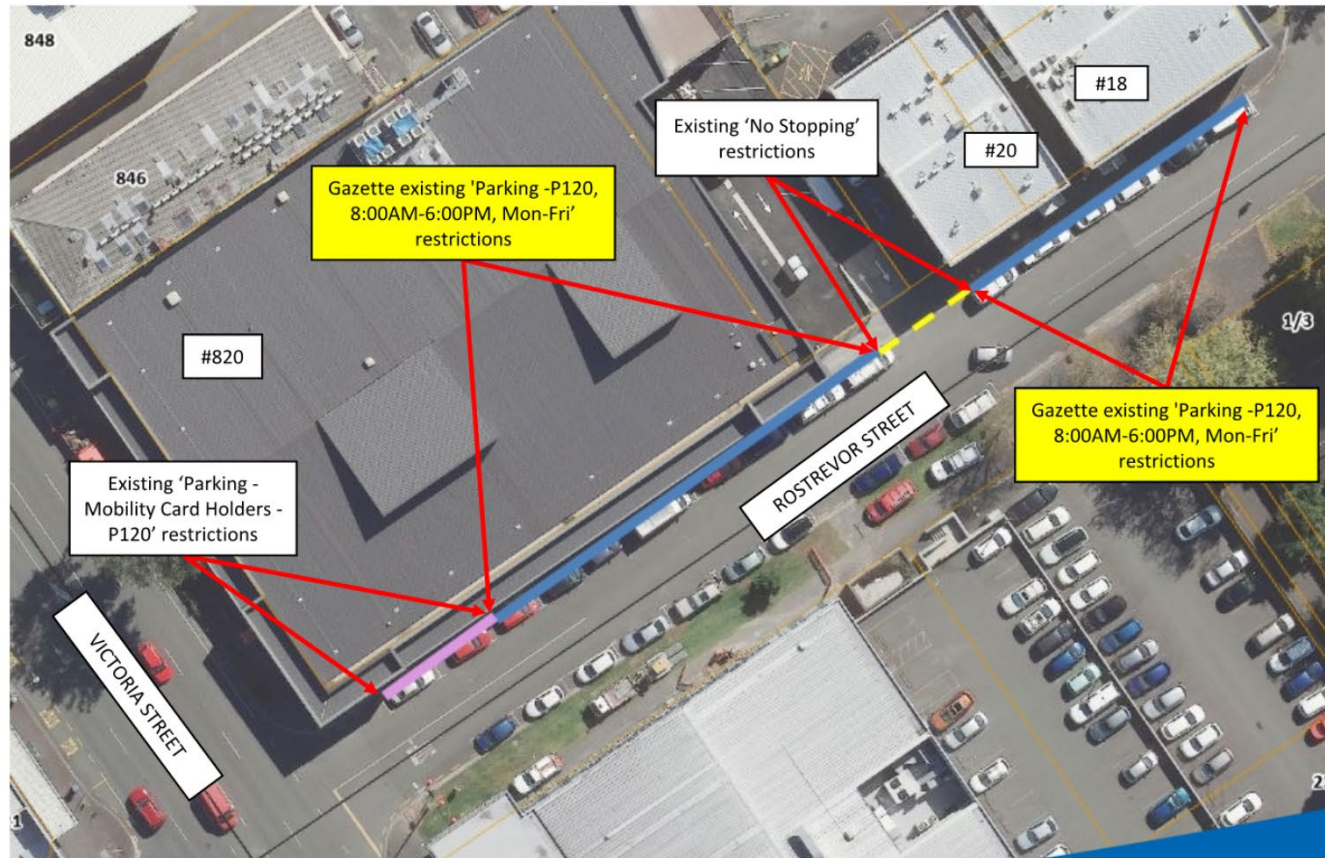
D-5121200

Attachment 1 - Illustrations of proposed parking restriction
changes for TSL&RC Hearings Panel – March 2024

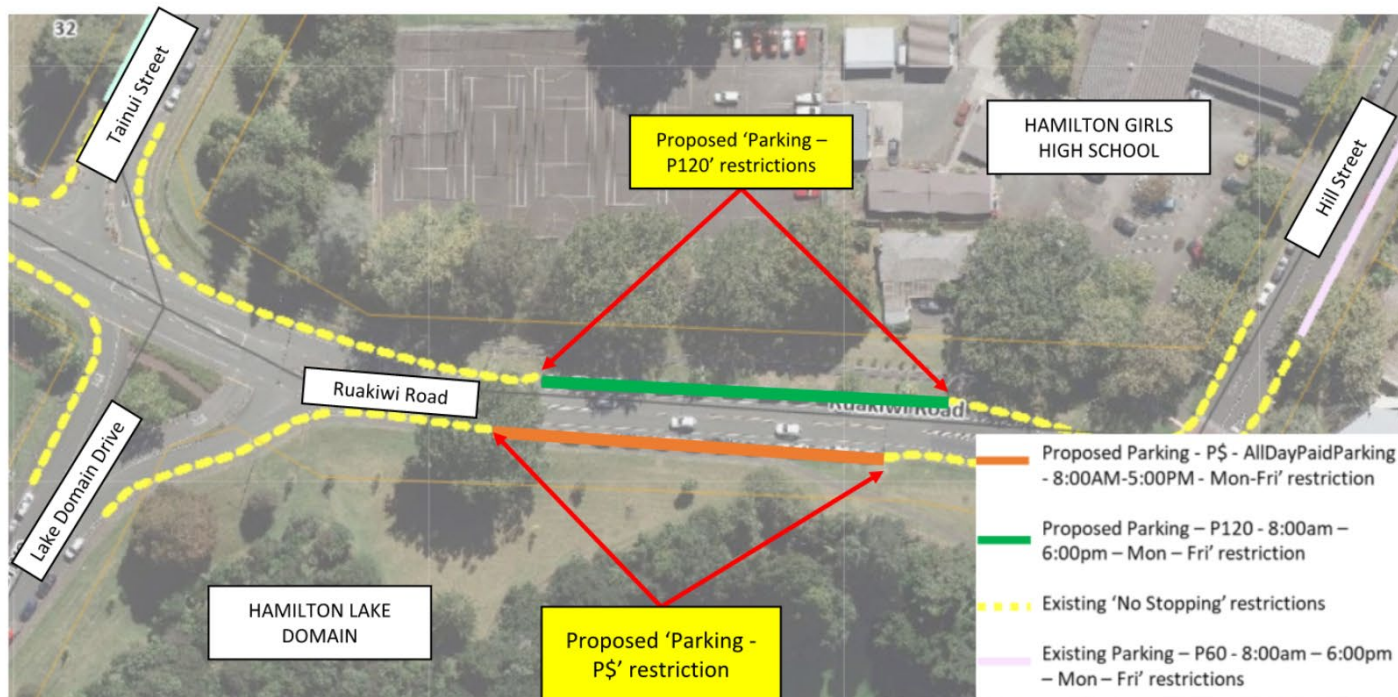
Proposed Parking Restriction – Riverlea Road



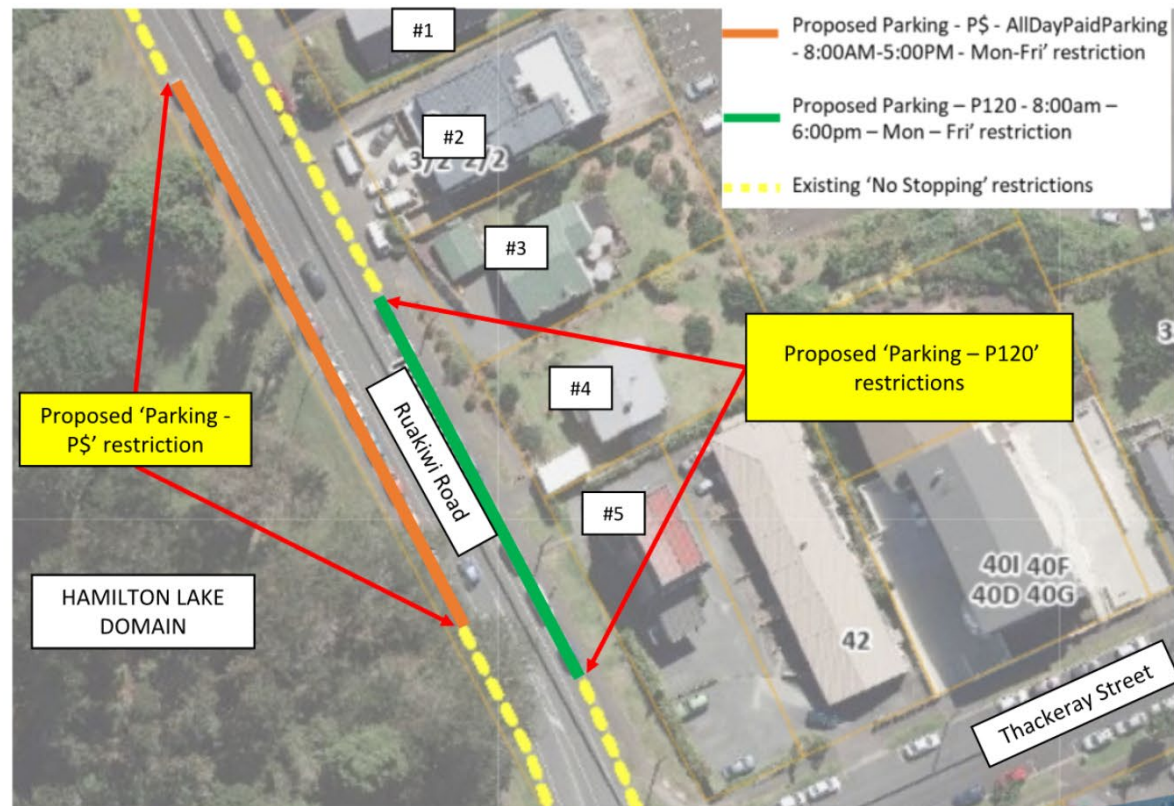
Gazette existing Parking Restriction – Rostrevor Street



Proposed Parking Restriction – Ruakiwi Road



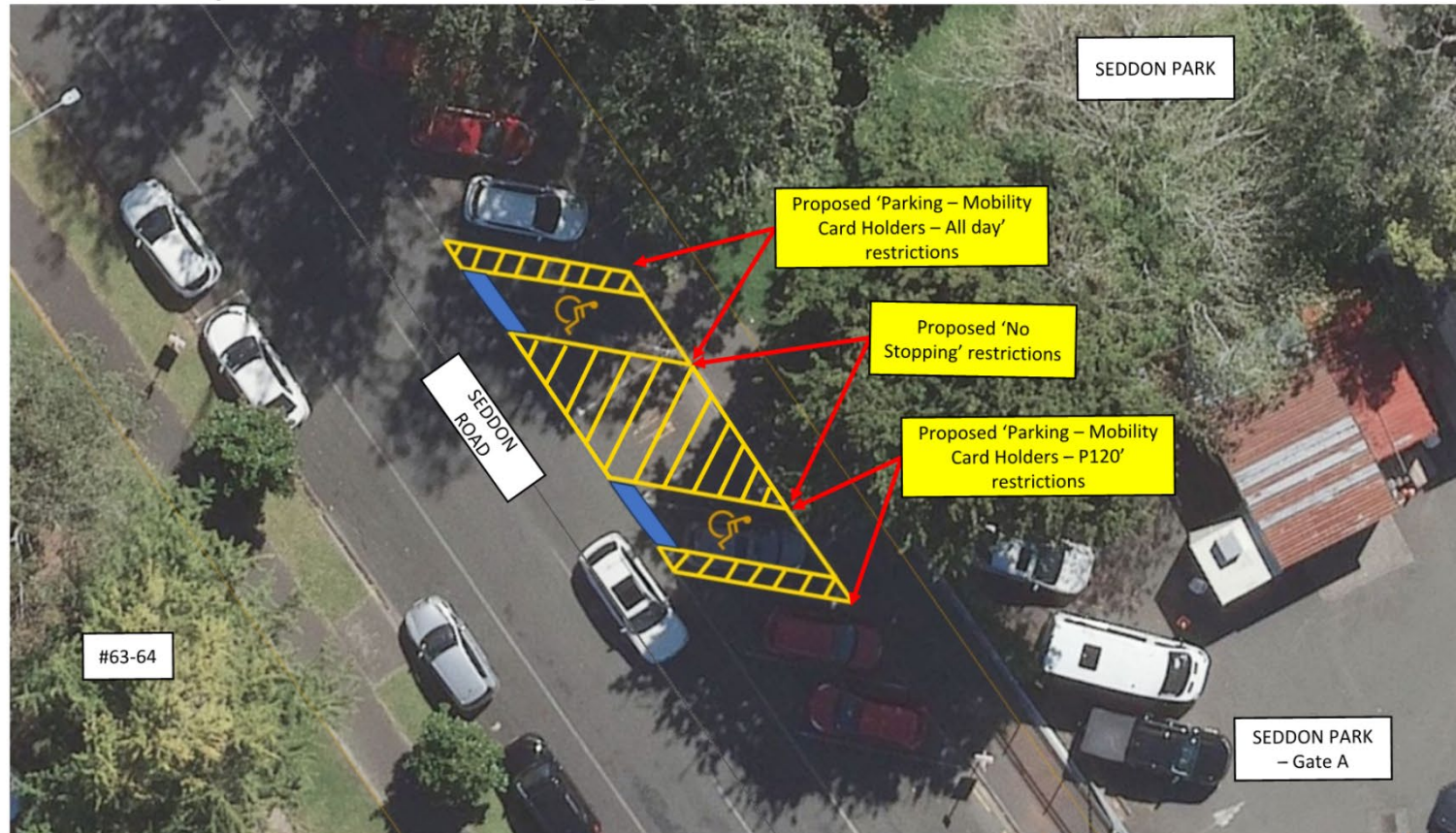
Proposed Parking Restriction – Ruakiwi Road



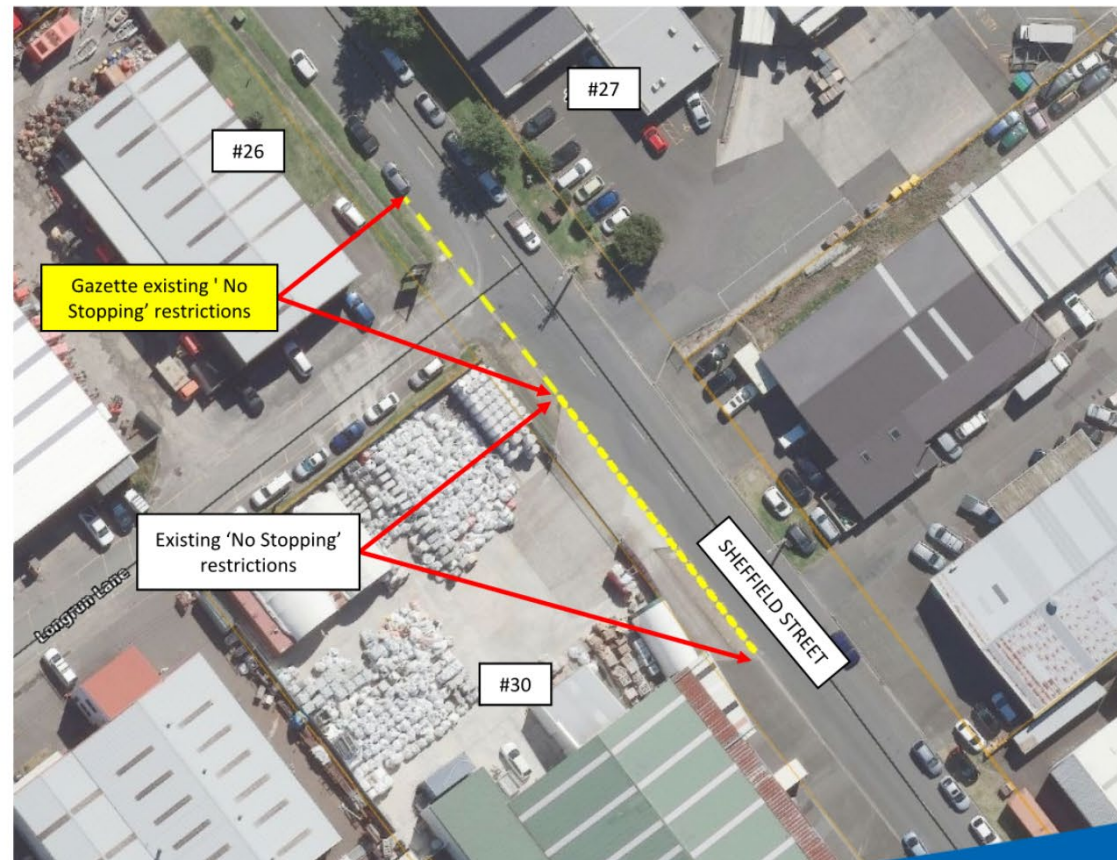
Proposed Parking Restriction – Seddon Road



Proposed Parking Restriction – Seddon Road



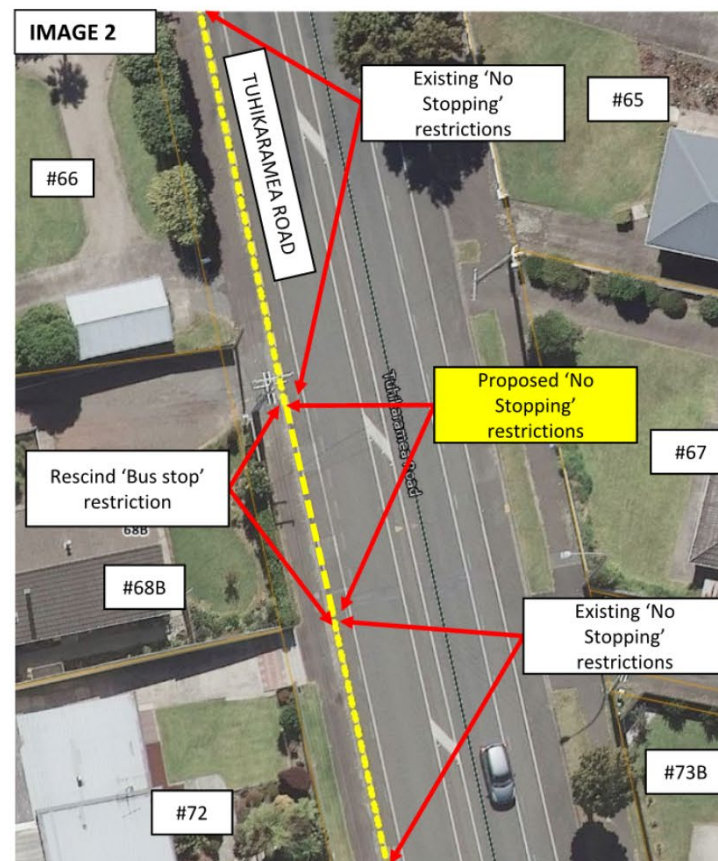
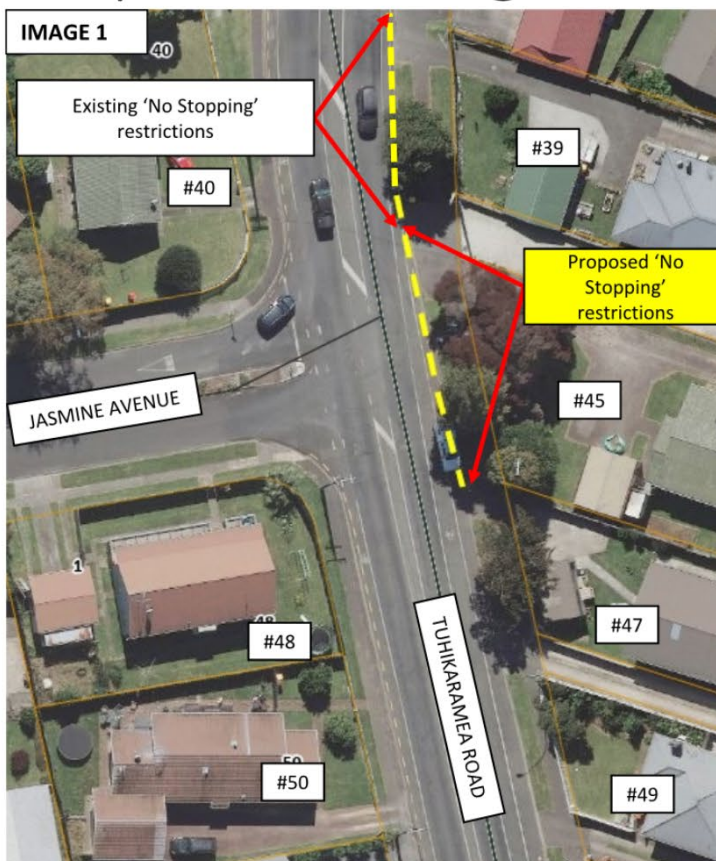
Gazette existing Parking Restriction – Sheffield Street



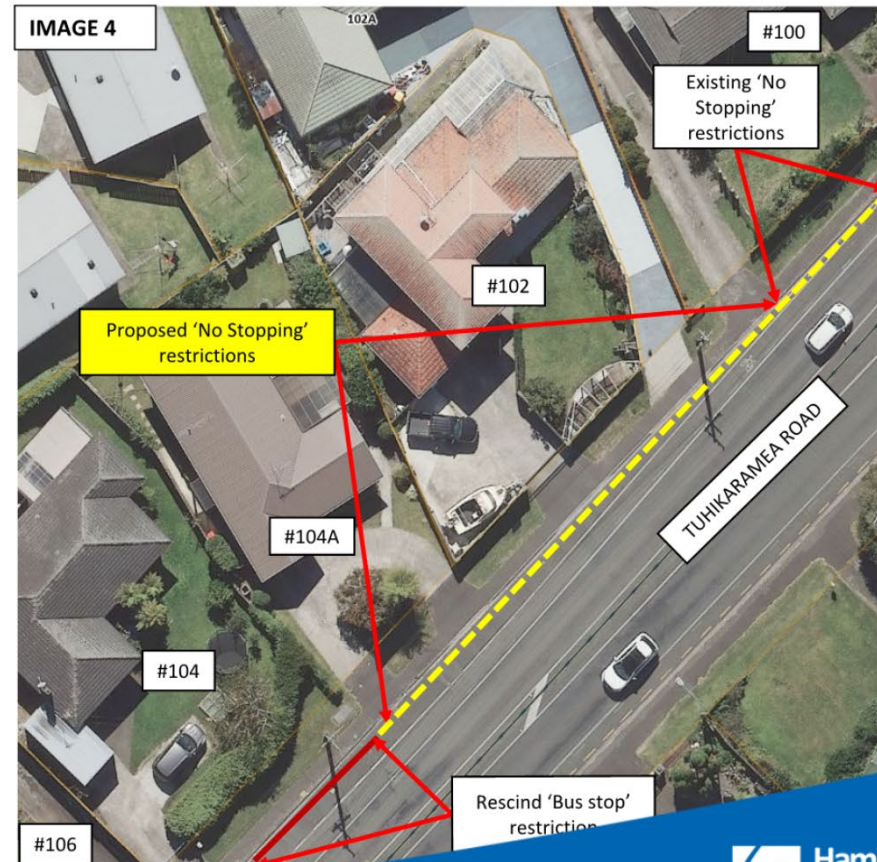
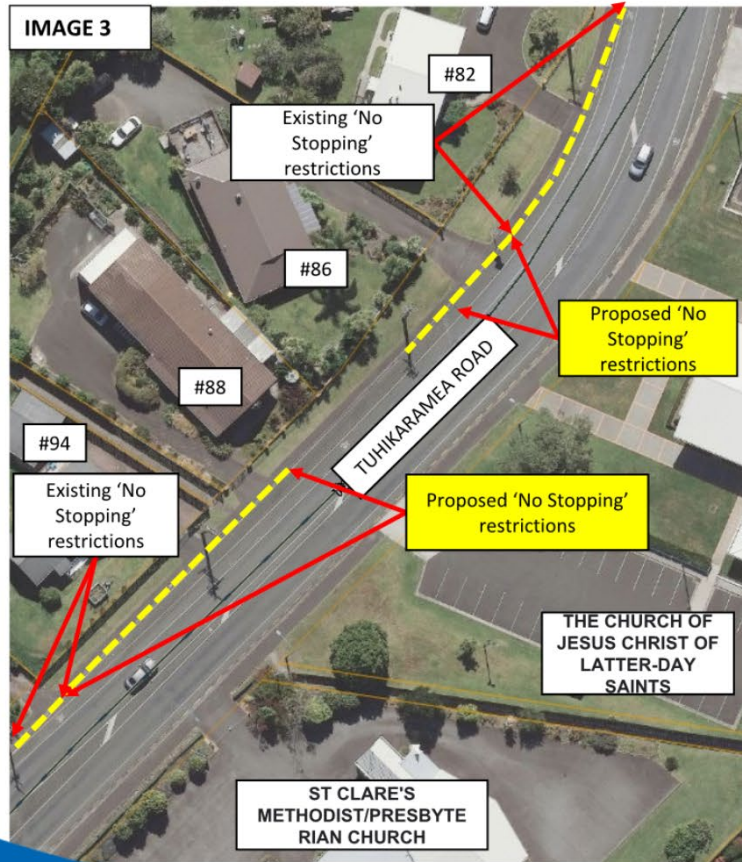
Proposed Parking Restriction – Storey Avenue



Proposed Parking Restriction –Tuhikaramea Road



Proposed Parking Restriction –Tuhikaramea Road



Proposed Parking Restriction –Tuhikaramea Road



Proposed Parking Restriction – Wellington Street



Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Bleakley Place	CTU	Gazette records as per existing parking restrictions on road	1. Installation of 130m 'No stopping' restriction starting outside #48D Helena Road and ending outside #11 Bleakley Place.
Grantham Street	CTU	Gazette records as per existing parking restrictions on road	1. Installation of 185m 'No Stopping' restriction between #102 - #150 Grantham Street. 2. Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street. 3. Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.
Grey Street	CTU	Gazette records as per existing parking restrictions on road	1. Installation of 10m 'No Stopping' restriction outside #124 Grey Street. 2. Installation of 15m 'No Stopping' restriction outside #116 Grey Street.
Knighton Road (service lane)	Customer	Provide unrestricted access to properties via rear service lane.	1. Installation of 120m 'No Stopping' restriction starting outside #141 Knighton Road and ending outside #6/143 Knighton Road, progressing along #1/143 - #4/143 Knighton Road. 2. Installation of 40m 'No Stopping' restriction between starting outside #133 Knighton Road and ending opposite #1/143 Knighton Road. 3. Installation of 5m 'No Stopping' restriction opposite #2/143 Knighton Road, outside Greensboro Park. 4. Installation of 40m 'No Stopping' restriction starting opposite #4/143 and ending opposite #6/143 Knighton Road.
Richmond Street	Customer	Gazette records as per existing parking restrictions on road	1. Installation of 25m 'No Stopping' restriction between #2 - #6 Richmond Street.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024

River Road	CTU	Gazette records as per existing parking restrictions on road	1. Installation of 30m 'No Stopping' restriction on River Road opposite #100 River Road, starting outside Parana Park and ending outside Memorial Park.
Riverlea Road	Customer	Improve safety and traffic operations by increasing sight distances and provide unrestricted access to property.	1. Installation of 100m 'No Stopping' restriction outside #140 Riverlea Road.
Rostrevor Street	CTU	Gazette records as per existing parking restrictions on road	1. Installation of 45m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction outside #820 Victoria Street. 2. Installation of 30m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #20 Rostrevor Street and ending outside #18 Rostrevor Street.
Ruakiwi Road	CTU	To support the rollout of all day paid parking on the opposite side of the road	1. Installation of 80m 'Parking - P120 – 8am -6pm, Mon-Fri' restriction outside Hamilton Girls High School. 2. Installation of 55m 'Parking - P120 – 8am -6pm, Mon-Fri' restriction starting outside #3 Ruakiwi Road and ending outside #5 Ruakiwi Road.
Seddon Road	Customer	To improve Parking for Mobility Permit Holders in the vicinity of Seddon Park.	1. Installation of 5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road. 2. Installation of 5m 'Parking – Mobility Card Holders – P120' outside Seddon Park Gate – A, Seddon Road. 3. Installation of 5m 'Parking – Mobility Card Holders – All day' outside Seddon Park. 4. Installation 5m 'No Stopping' restriction outside Seddon Park.
Sheffield Street	Customer	Gazette records as per existing parking restrictions on road	1. Installation of 70m 'No Stopping' restriction outside #26 - #30 Sheffield Street.
Storey Avenue	CTU	Support the infrastructure improvements in safer speed area	1. Installation of 20m 'No Stopping' restriction outside #5 - #7A Storey Avenue. 2. Installation of 20m 'No Stopping' restriction outside #4 - #6 Storey Avenue.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024

			<ol style="list-style-type: none"> 3. Installation of 20m 'No Stopping' restriction outside #10 - #12 Storey Avenue. 4. Installation of 25m 'No Stopping' restriction outside #27 - #29 Storey Avenue.
Tuhikaramea Road	CTU- Reseal	Improve safety and traffic operations.	<ol style="list-style-type: none"> 1. Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road. 2. Installation of 310m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road. 3. Installation of 130m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road. 4. Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road. 5. Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road. 6. Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. 7. Installation of 510m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.
Wellington Street	Customer	Provide unrestricted access to property	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #22 Wellington Street.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024

CHANGES TO BUS STOPS			
Location	Requested By	Reason	Description
Grandview Road	CTU	Gazette records as per existing restriction on road	1. Rescind 12m ‘bus stop’ restriction outside #116 Grandview Road.
Tuhikaramea Road	CTU	To reflect removal of existing bus stops.	1. Rescind 12.5m ‘bus stop’ restriction outside #68B Tuhikaramea Road. 2. Rescind 12m ‘bus stop’ restriction outside #104 Tuhikaramea Road. 3. Rescind 12m ‘bus stop’ restriction outside #150 Tuhikaramea Road.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024

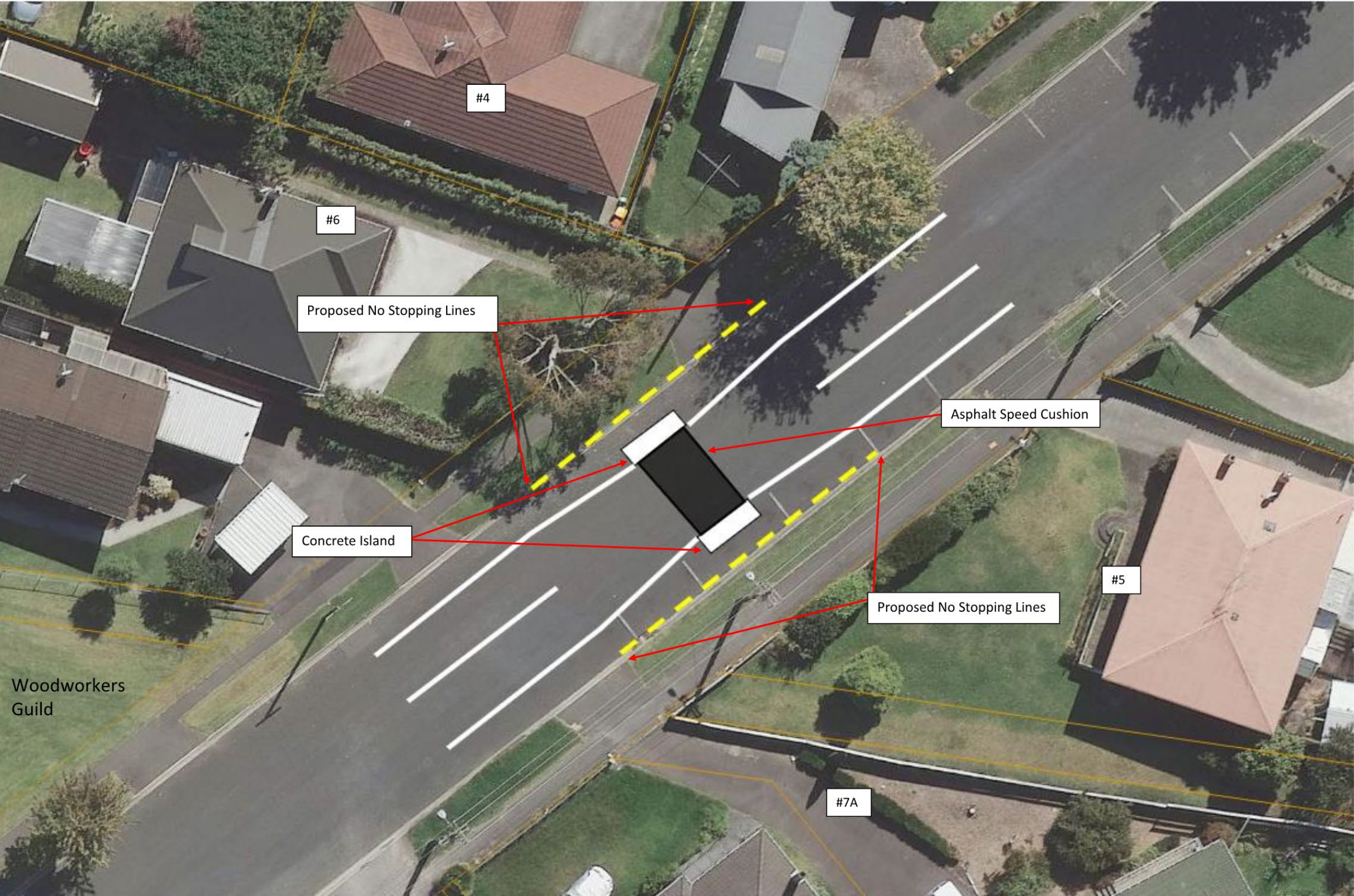
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Bleakley Place	CTU	Gazette records as per existing parking restrictions on road	1. Rescind 114m 'No stopping' restriction starting outside #48D Helena Road and ending outside #13 Bleakley Place.
Grantham Street	CTU	Gazette records as per existing parking restrictions on road	2. Rescind 50m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.
Grey Street	CTU	Gazette records as per existing parking restrictions on road	1. Rescind 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street.
Riverlea Road	Customer	Improve safety and traffic operations by increasing sight distances and provide unrestricted access to property.	1. Rescind 73 m 'No Stopping' restriction outside #140 Riverlea Road.
Rostrevor Street	CTU	Gazette records as per existing parking restrictions on road	1. Rescind 90m of time restricted 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. 2. Rescind 6m 'Parking - Mobility Card Holders - P120' restriction outside #820 Victoria Street, duplicate record.
Seddon Road	Customer	Improve Parking for Mobility Permit Holders in Central City.	1. Rescind 10.5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.
Sheffield Street	Customer	Gazette records as per existing parking restrictions on road	1. Rescind 40.5 m 'No Stopping' restriction outside #30 Sheffield Street.
Tuhikaramea Road	CTU	Improve safety and traffic operations.	1. Rescind 160m 'No Stopping' restriction outside #19 - #39 Tuhikaramea Road. 2. Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – March 2024

			<div>3. Rescind 126m ‘No Stopping’ restriction outside #68B - #82 Tuhikaramea Road.</div> <div>4. Rescind 51m ‘No Stopping’ restriction outside #94 - #100 Tuhikaramea Road.</div> <div>5. Rescind 83m ‘No Stopping’ restriction outside #134B - #150 Tuhikaramea Road.</div> <div>6. Rescind 41m ‘No Stopping’ restriction outside #150 - #152 Tuhikaramea Road.</div> <div>7. Rescind 30m ‘No Stopping’ restriction outside #143 - #159 Tuhikaramea Road.</div> <div>8. Rescind 503m ‘No Stopping’ restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.</div>
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Attachment 3a - Storey Avenue - Proposed speed cushions



Minutes

Storey Avenue Speed Cushions

TIME AND DATE:	24 th January 2024 at 11:00 am
VENUE:	8 Storey Avenue, Waikato Woodworkers Guild Community Hall
IN ATTENDANCE:	Luke Mason (Resident), Grant Taylor (Club President), Kevin Macdonald (Club Member), Ross Kennedy (Club Member), Rodney Haynes (Club Member) Richard Teeuwen (HCC), Mathew Leach (HCC)

1) Explanation from Council staff of the proposed changes

The two proposed speed cushions on Storey Avenue are to achieve lower vehicle speeds. Previous changes including lowering the speed limit to 40km/h and upgrading the two roundabouts on Storey Avenue have proven to be ineffective, resulting in undesirable vehicle speeds for a 40km/h speed environment.

Staff acknowledged the previous chicane design took away a lot of on street parking directly outside the community hall. Staff assured the members the two proposed locations for the speed cushions are not directly outside of the community hall. The two locations are proposed to be either side of the hall allowing members to use the on-street parking directly in front of the hall.

Staff acknowledged the known “rat running” through Storey Avenue, as this was a contributing factor to the undesirable vehicle speeds. The two proposed speed cushions may act as a deterrence to those who “rat run” through Storey Avenue.

Staff proposed to the Waikato Woodworkers Guild alterations to their current vehicle accessways. Alterations included removal of the accessway onto the lawn area by the hall to create an extra on street carpark and widening the accessway closest to the hall entrance for ease of access to the lawn area.

2) Excessive vehicle speeds witnessed by Storey Avenue resident

Luke expressed his concerns over excessive vehicle speeds that occur regularly on Storey Avenue. As a resident, Luke has witnessed multiple incidents of poor driver behaviour and supports the proposed speed cushions as an option to reduce vehicle speeds. Luke mentioned the changes would benefit the local community, including nearby school kids. Luke acknowledged the speed cushions reduced on-street parking for the Woodworkers Guild but considers safety to be the priority. The Guild was not opposed to improving safety.

3) Issues raised by the Waikato Woodworkers Guild

The Woodworkers Guild provided Council staff information about the challenges they face. Many members are elderly and carry heavy tools/boxes with equipment from their cars to the hall. A couple of members have mobility issues where walking long distances is challenging. The Guild have handicapped groups using the hall at least three time a week who need appropriate access.

The Guild are concerned the two proposed speed cushions would remove valuable on street carparking. On club nights they can expect 20-35 members or more who need to find a place to park. The Guild told Council staff they also hire out the hall to other community groups, such as kids’ karate, disability group

Minutes

and other community groups and feel responsible for providing adequate parking for these community groups.

The option to park on site is limited as members are only advised to park on the lawn during dry months to ensure they do not ruin the grass and ruin the lawn during the wet months. There is also a drainage channel running at the back of the property that members have been instructed not to park near due to the potential to damage the stormwater pipe.

The Guild were strongly opposed to Council staff's proposal to widen one of the accessways and remove the other to gain one extra on street carpark. Members mentioned both accessways are used for ease of use when vehicles arrive with trailers and would not work with their current parking arrangements on site. Councils plan to change the accessway would add unnecessary costs to Council.

The Guild proposed five alternative solutions to the speed cushions:

- 1) Closing the intersection of Te Rapa Road and Storey Avenue due to how dangerous it is to pull out of Storey Avenue onto Te Rapa Road. Closing the intersection would prevent "rat running" and excessive vehicle speeds on Storey Avenue.
- 2) Installing one speed cushion on Storey Avenue, as planned preferably near Te Rapa Road.
- 3) Relocating the second speed cushion to be installed midblock between Steele Road and Garnett Avenue
- 4) Installing bolt down rubber speed bumps on the approach heading towards Te Rapa Road where vehicles have straight-lined the roundabout of Steele Road and Storey Avenue at excessive speed.
- 5) Council to provide adequate all weather parking for the community hall as Council is the owner of the land

Staff agreed to consider these options and come back to the meeting attendees with an update.

Attachment 3c – Storey Avenue Closure at Te Rapa Road Report

Investigation into possible closure of Storey Avenue at Te Rapa Road.**Summary:**

Staff have investigated closing the intersection of Storey Avenue at Te Rapa Road and do not recommend it as an option.

Closing the intersection of Storey Avenue at Te Rapa Road does eliminate the problem of thru traffic and excessive vehicle speed on Storey Avenue. However, there will be implications on the wider transport network and will have additional costs involved to address these in addition to the cost of the closure itself.

Data:

To understand how traffic moves through Storey Avenue, a trip analysis was completed to understand how motorists are using Storey Avenue. Data has been collated from AddInsight (Bluetooth sensors), TomTom, SCATS (at traffic lights) and Tube Counts has been used. The AddInsight and TomTom data provide a sample which is then scaled by a multiplier based on analysis of other key data sets gathered within the city such as tube counts and SCATS.

- **Vehicles moving into and out of Storey Avenue at Te Rapa Road**

Storey Avenue sees an average of 1,280 vehicles travelling **westbound** (from Te Rapa Road towards Garnett Avenue) during a weekday. During the morning peak (8:00am and 9:00am) there are approximately 110 vehicles turning into Storey Avenue from Te Rapa Road, and approximately 180 vehicles during the afternoon peak (4:30pm and 5:30pm). This is shown in **Figure 1** below:

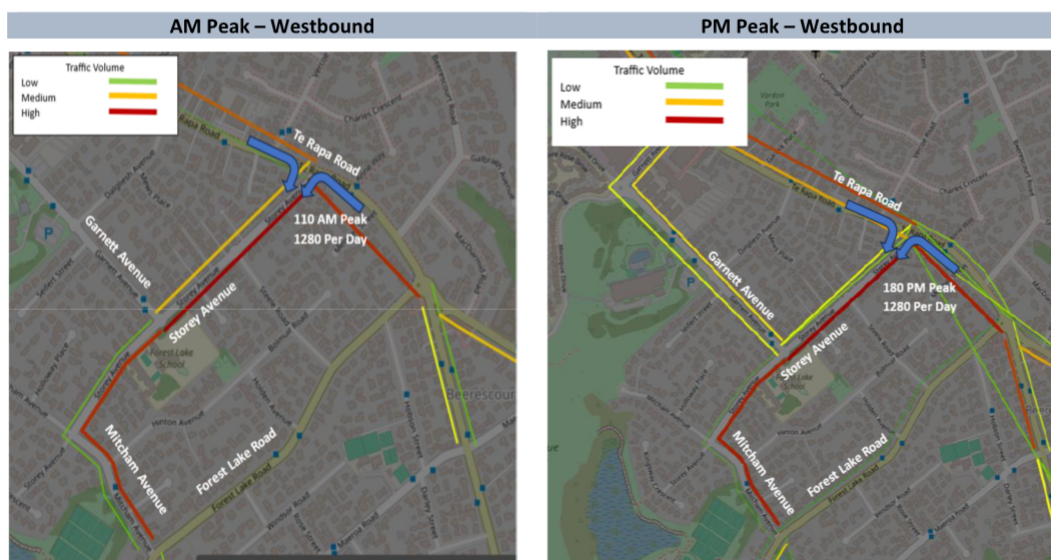


Figure 1: Westbound Peak Time Trips (AddInsight data)

Attachment 3c – Storey Avenue Closure at Te Rapa Road Report

Approximately 800 vehicles per weekday travel **eastbound** (from Garnett Avenue to Te Rapa Road) on Storey Avenue. During the morning peak (8:00am and 9:00am) there are approximately 84 vehicles turning onto Te Rapa from Storey Avenue and approximately 80 vehicles during the afternoon peak (4:30pm and 5:30pm). This is shown in **Figure 2** below:

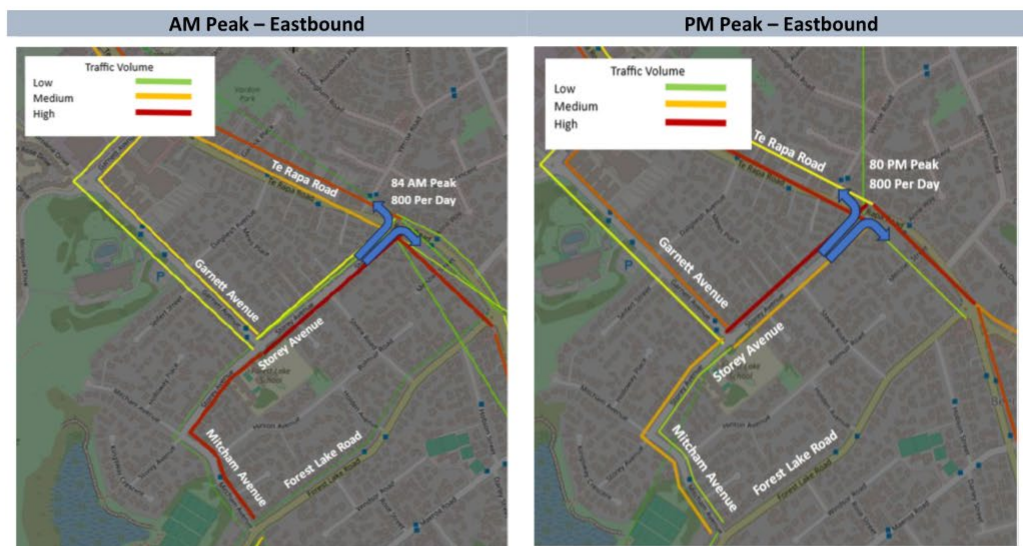


Figure 2 Westbound Peak Time Trips (AddInsight)

- Trips distribution in the Storey Avenue Area

Data captured from TomTom shows the **destination of vehicles who travel westbound on Storey Avenue** shown in **figure 3**. The distribution of vehicle trips is shown as a percentage. The blue line represents the 'capture point' for all vehicles travelling westbound on Storey Avenue. Approximately 11% of vehicles heading westbound on Storey Avenue are travelling to Waterworld and 7% have travelled to Forest Lake School. Approximately 36% of vehicles continue onto the wider network.



Figure 3 Trip Distribution for vehicles Westbound on Storey Avenue (TomTom data)

Figure 4 below shows the trip origin of those vehicles travelling eastbound on Storey Avenue. Approximately 98% of vehicles who travel eastbound on Storey Avenue through the blue 'capture point' exit onto Te Rapa Road. The majority of vehicles (approximately 42%) come from the wider network, approximately 16% have started their trip from Waterworld, 6% have come from Forest Lake School, the rest of the trips have started in the local area.

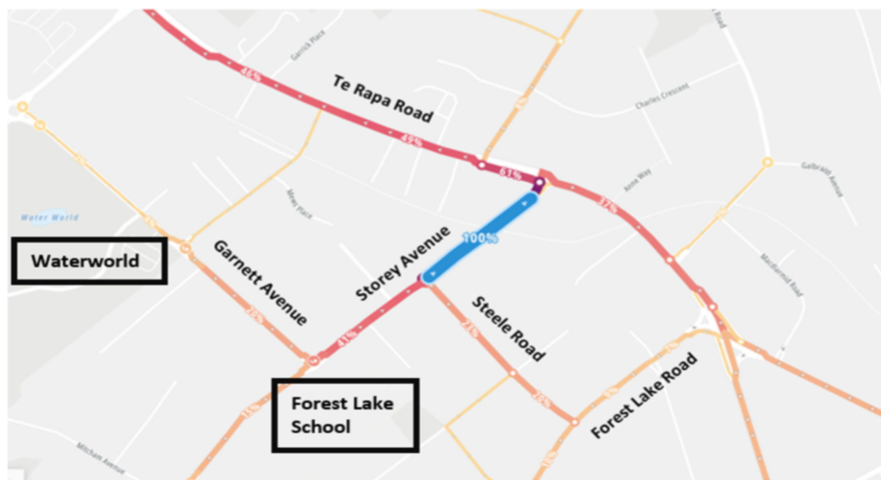


Figure 4: Trip Origin for vehicles eastbound on Storey Avenue (TomTom data)

Figure 5 shows the route used by vehicles who are heading south on Te Rapa Road and driving through the Storey Avenue area and do not stop within the area are commonly referred to as 'rat running'.

Attachment 3c – Storey Avenue Closure at Te Rapa Road Report

Most drivers stay on Te Rapa Road and use the Forest Lake signals however those drivers who do rat run appear to be using Te Rapa -> Garnett -> Storey -> Mitcham -> Forest Lake. Very few drivers turn right off Te Rapa Road to head along Storey Avenue.

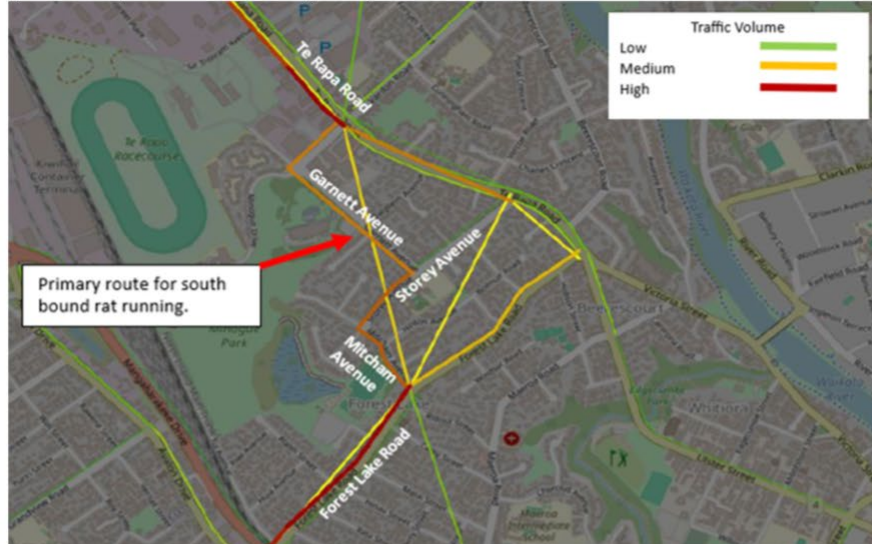


Figure 5 Southbound vehicles rat running through Storey Avenue area (AddInsight data)

The image below shows the rat running route which drivers heading north on Forest Lake Road are performing. There is an even split of drivers using the Forest Lake signals and drivers turning into Mitcham Avenue. Those who are using Mitcham Avenue are rat running using Mitcham -> Storey -> Garnett -> Te Rapa. Again, there aren't many drivers who use the intersection of Storey Avenue/Te Rapa Road.



Figure 6: Northbound Rat Running (AddInsight data)

- **Implications on the wider network if Storey Avenue was closed at Te Rapa Road**

If the intersection of Storey Avenue at Te Rapa Road was closed, drivers would be forced to use alternative intersections to gain access into this area:

- Forest Lake Road/Te Rapa Road then via Steele Road
- Garnett Avenue/Te Rapa Road.

The image below shows the current right turning volume from Te Rapa Road into Garnett Avenue. An estimated 1,700 vehicles a day already make the right turn, with approximately 135 vehicles during both morning and evening peak times.



Figure 7: Right Turn Into Garnett Avenue (AddInsight data)

Staff are concerned about the extra volume of cars turning right at the Garnett Avenue/Te Rapa Road signals that would be created by closing the Storey Avenue/Te Rapa Road intersection. Currently during peak times, vehicles on Te Rapa Road waiting to turn right into Garnett Avenue can spill out into the straight through southbound lane. This results in straight through traffic being blocked as shown in **Figure 7**.

Attachment 3c – Storey Avenue Closure at Te Rapa Road Report

Te Rapa/ Garnett Intersection

**Figure 7 Right Turn Bay Vehicle Stacking at Te Rapa Road and Garnett Avenue intersection**

It is estimated that there could be up to 90 additional right turning vehicles at the Te Rapa/ Garnett intersection vehicles during PM peak times if Storey Avenue is closed at Te Rapa Road. This would increase the frequency of vehicles blocking the straight through southbound lane on Te Rapa Road. While traffic signal phasing could be adjusted to allow more vehicles through under the right turn, this would create longer wait times for southbound traffic on the Te Rapa Road which is the priority route.

Staff are also concerned about the smaller streets around Storey Avenue such as Steele Road and Dalglish Avenue. Closing the Storey Avenue at Te Rapa Road may only push drivers to these smaller streets where speeding may still be an issue – prompting the need for additional speed calming infrastructure.

Closing the intersection of Storey Avenue and Te Rapa Road will increase emergency response times for reaching Storey Avenue. Emergency response vehicles travelling southbound on Te Rapa Road would need to travel an estimated 350m further, with northbound vehicles needing to travel an additional 220m. This increases southbound response times by 21 seconds and northbound response times by 13 seconds (assuming consistent speeds of 60km/h). The red lines in figure 8 shows the route emergency services would need to take if the intersection of Storey Avenue and Te Rapa were closed. The green line indicates the route emergency services would currently use.



Figure 8: Alternative Access Routes to Storey Avenue

There are several infrastructure requirements which would need to be carried out to safely close Storey Avenue at Te Rapa Road. This would include:

- advanced warning signage of closure (Temporary)
- removing the right turn bay on Te Rapa Road
- providing an adequate end of street treatment that clearly discourages drivers turning into Storey Avenue and allows for U turn for vehicles such as rubbish trucks that would still need to operate the full length of Storey Avenue
- appropriate drainage solutions
- no exit signage on Storey Avenue
- relocating destination signage for Waterworld
- Updating maps eg. Google
- Upgrades to other intersections eg Garnett Avenue/Te Rapa Road & Steele Rd/ Forest Lake Rd

Cost implications to Council are unknown until further investigations are carried out, but it is highly likely that costs would be significantly higher than the proposed speed cushions.

Consultation would also be required within the wider community area including nearby streets, Forest Lake School, Waterworld and emergency services. We would expect opposition to the closure of Storey Avenue at Te Rapa Road as the result of any consultation process – which risks continuing to delay the implementation of changes to reduce vehicle speeds on Storey Avenue.

Attachment 3d - Luke Manson Storey Avenue Crash





Attachment 3d - Luke Manson Storey Avenue Crash



Attachment 3e - Woodworkers Guild Parking Photos



Item 6

Attachment 3

Attachment 3e - Woodworkers Guild Parking Photos



Richard Teeuwen

From: Ian Kindred
Sent: Wednesday, 28 February 2024 5:01 pm
To: Robyn Denton; Richard Teeuwen; Matthew Leach
Cc: Ian Kindred; Luke + Holly
Subject: Ongoing Dangerous Traffic Speeds on Storey Avenue
Attachments: Storey Ave Safer Speeds Feb 2023.01.pdf; Storey Ave Safer Speeds Feb 2023.02.pdf; Storey Ave Safer Speeds Feb 2023.03.pdf
Categories: Important

Dear Hamilton City Council Involved Staff,
This email is updated views and information for the attention of Hamilton City Council and in particular the members of the Traffic, Speed Limits and Road Closures Hearing Panel and the Council elected representative decision makers.
I am writing as a resident of Storey Avenue and a representative of other residents who also occupy dwellings on Storey Avenue, in particular between TeRapa Road and the Steele Road roundabout.
It is clear that Storey Avenue is being used as a 'Rat Run' by the majority of vehicles wanting to cross the area between upper TeRapa Road and the suburbs to the west. There is clear indication that traffic is traveling at well above posted speed limits of 40km/h and often cars travel at dangerously high speeds as is confirmed by tube speed monitoring surveys carried out for the Council. According to the latest survey of the speeds of vehicles carried out in August/ September 2023, 84% of vehicles are travelling at above the 40km/h limit and 34% are travelling at speeds above 50km/h. In addition it is observed that there are serious numbers of drivers who feel it is some sort of right to drive their cars with maximum acceleration either down from Te Rapa Rd to the Steel Rd roundabout or up from the roundabout to Te Rapa. All of these speeding drivers using this cross town route along Storey Avenue have no care for the possibility of losing control and hitting a pedestrian, cyclist or another car or property along the road. If the police had sufficient staff available they would have a field day in issuing speeding tickets and dangerous driving notices. Sadly, it is clear that there is insufficient staff for this to happen.
The Council has conceded that the project carried out on reshaping the Garnett Road and Steele Rd roundabouts on Storey Ave has done nothing at all to slow traffic down to safer speeds.
It is understood that what is proposed currently by the Council is for two speed humps to be installed on the road between the Steel Rd roundabout and Te Rapa Rd. This has been objected to by members of the Waikato Woodworkers Guild as they are not prepared to accept any loss of car park spaces on the road for their members. It seems to residents of Storey Avenue that more attention is being paid by the Council to members of the Woodworkers, who are not even residents or rate payers of Storey Avenue, than to local residents. Surely, this is a road safety issue which should always be of higher priority than loss of a few parking spaces. The parking issue is of no real significance and could be easily sorted.
We residents of the Te Rapa Road end of Storey Ave are not interested in any private disagreements or friction between the Council and the Woodworkers. We are concerned only with lowered speeds of vehicles travelling on Storey Ave and a safer and quieter neighbourhood. The residents of this area have united together and want the Council to hear and implement what we want as the resolution to the traffic problem we live with. None of us see the installation of speed humps (cushions) as a desirable solution as it is a continuing irritation to motorists and like the roundabout upgrade, may not have the desired effect.

Attachment 3f - Storey Avenue Road Closure Email & Signatures

The residents of this end of Storey Ave have united together and unanimously agreed that the only acceptable way to reduce traffic speeds is to close off the intersection of Storey Ave and Te Rapa Rd to all motorised traffic. This has been endorsed by the signing of the 'Storey Avenue Safer Speeds Petition' which was circulated by Luke Mason (No.10) and me (No.12) going door to door. No approached residents declined to add their signature. I did speak with Grant Taylor of the Woodworkers Guild and his signature of support is included on the petition.

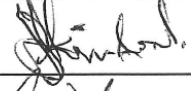
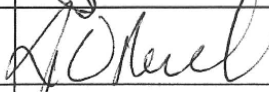
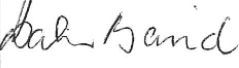
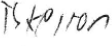
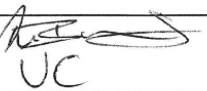
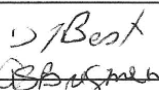
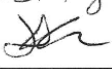
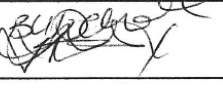
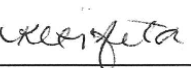



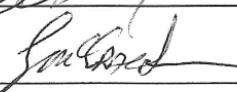

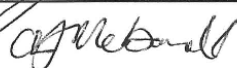
We request that this closure be implemented urgently before another serious accident occurs. This could be set up as a trial for 3-6 months in anticipation of it being gazetted and made permanent.

We request that the Council listen to the residents of this negatively affected section of Storey Ave and support the plan by taking action to make it go ahead.

Yours sincerely
Ian Kindred

STOREY AVENUE SAFER SPEEDS

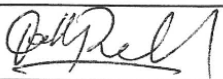


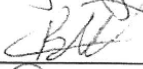

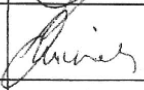

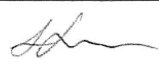
We, the undersigned, are residents on Storey Avenue, Hamilton and are seriously concerned regarding the high speeds and dangerous driving of vehicles along Storey Avenue. We request that to successfully lower speeds and to prevent cross town 'Rat running,' the Storey Avenue/ Te Rapa Road intersection must be closed off to all motorised traffic.

DATE	NAME	ADDRESS	SIGNATURE
12/02/24	Ian Kindred	12 Storey Ave	
12.2.24	Trisha O'Neill	21 ^a Storey Ave	
12.2.24	Dale Baird	11 B Storey Ave	
12.2.24	Tyler Skilton	7 Storey Avenue	
12/2/24	David Brierley & Vera Chen	3 Storey Ave	
12.2.24	Don Best Adele Bregmen BREGMEN	5 Storey Ave	
12.2.24	John Brodie	9 Storey Ave	
12.2.24	Blanca Davies Armoni MITA	19 Storey Ave	
12.2.24	Kulishina Fifita	17 Storey Ave Forest Lake	
12.02.24	Pete McKenzie	15 STOREY AVE	
12/2/24	Lionel Clark	29 Storey Ave	
12/2/24	Andrew Armstrong	29B Storey Ave	
14/2/24	G McCracken	31 Storey Ave	
14/2/24	Uis McCracken	31 Storey Ave	
14/2/24	Ally McDonald	20 Steele Road	

Attachment 3f - Storey Avenue Road Closure Email & Signatures

STOREY AVENUE SAFER SPEEDS

We, the undersigned, are residents on Storey Avenue, Hamilton and are seriously concerned regarding the high speeds and dangerous driving of vehicles along Storey Avenue. We request that to successfully lower speeds and to prevent cross town 'Rat running,' the Storey Avenue/ Te Rapa Road intersection must be closed off to all motorised traffic.

DATE	NAME	ADDRESS	SIGNATURE
13/2/24	HOLLY DUGGLEBY	10 STOREY AVE	
13/2/24	Janet Hainsworth	6A Storey Ave	
15/2/24	John Jones	6A Storey	
23/2/24	Blair Nicholson	6 STOREY	
13/2/24	Kim Gardner	4 Storey Ave	
17/2/24	Dudie Mitchell	14 Storey Ave	
17/2/24	Justin Mielles	14 Storey Ave	
24/2/24	Luke Mason	10 Storey Ave	

Attachment 3

*

[illegible]

