

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 5 December 2023
Time: 9.30am
Meeting Room: Committee Room 1 and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Te Pae mo ngaa take Huarahi

OPEN AGENDA

Membership

Chairperson Cr Mark Donovan
Heamana

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

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance Lead

27 November 2023

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Purpose

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

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

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 05 December 2023

Author: Arnold Andrews

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 17 October 2023

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

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 17 October 2023 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 17 October 2023 .

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 the Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 17 October 2023 at 9.30am.

PRESENT

Chairperson	Cr Mark Donovan
Heamana	
Members	Deputy Mayor Angela O'Leary Cr Anna Casey-Cox Cr Ewan Wilson Cr Louise Hutt Cr Maxine van Oosten
In Attendance	Eeva-Liisa Wright – Executive Director Infrastructure Operations Gordon Naidoo - City Transport Unit Director Martin Parkes - Public Transport & Urban Mobility Manager John Purcell - Parking Team Leader Aditya Mitta - Operations Engineer Richard Teeuwen - Transport Engineer – Safety
Governance Staff	Amy Viggers - Governance Lead Arnold Andrews - Governance Advisor

1. **Apologies – *Tono aroha***
Resolved: (Cr Donovan/Cr Wilson)
 That the apology for absence from Cr Taylor are accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Wilson/Cr Casey-Cox)
 That the agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipanga***
 No members of the Committee declared a Conflict of Interest.

Cr van Oosten and Cr Hutt joined the meeting (9:32am) during the discussion of the above Item.

4. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 8 August 2023**
Resolved: (Cr Wilson/Cr Casey-Cox)
 That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 8 August 2023 as a true and correct record.

5. Parking Restrictions and Traffic Bylaw Changes

Djuanne Rusden spoke to her submission and read her letter (Appendix 1) to the panel. She summarised the decisions from previous Traffic, Speed Limit and Road Closure Hearings Panel meeting with regards to the Liverpool St parking and thanked staff for their support and communication. She answered questions in relation to metered parking in Liverpool Street, status quo, availability of car parks outside the Low-vision building, salon capacity, peak salon hours and staff parking for salon.

Liverpool Street Parking Update: Staff took the report as read and informed the Elected Members about the previous decision to consult with the community regarding all-day parking in Liverpool Street. Staff responded to questions from Elected Members in relation to all-day parking available close to Liverpool Street, survey/engagement results, all-day and metered parking turnover statistics, potential revenue loss, increase in business occupancy/retail space, current cost of metered parking per hour and effects of retaining status quo.

Climate Emergency Response Fund (CERF) Projects: Staff took the report as read. Staff responded to questions from Elected Members in relation to project progress and consultation responses from residents.

Resolved: (Cr Donovan/Cr Hutt)

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

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

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

	<ul style="list-style-type: none"> • Installation of 7m P60 Mobility Parking restriction outside #241 Peachgrove Road. • Installation of 40m P60 time restriction parking restriction outside #241 Peachgrove Road. • Rescind 15m 'Bus Stop' restriction opposite #32 Brooklyn Road. • Rescind 15m 'Bus Stop' restriction outside #32 Brooklyn Road. • Rescind 15m 'Bus Stop' restriction outside #1 Gillies Avenue. • Rescind 15m 'Bus Stop' restriction opposite #14 Brooklyn Road. • Rescind 15m P10 time restriction parking outside #2E Brooklyn Road. • Rescind 10m P10 time restriction parking outside #2D Brooklyn Road.
Clyde Street	<p>Improve safety and traffic operations for bus stop outside #82 Clyde Street by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction starting outside #82 and ending outside #86 Clyde Street.
Cunningham Road	<p>Improve safety and sight distance for pedestrian crossing outside primary school by:</p> <ul style="list-style-type: none"> • Gazetting of 35m existing 'No Stopping' restriction starting outside Vardon Primary School at #36 and ending outside #46 Cunningham Road. • Gazetting of 25m existing 'No Stopping' restriction starting outside #41 and ending outside #43 Cunningham Road.
Higgins Road	<p>Support Transport Improvement Low Cost Low Risk (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 20m 'No stopping' restriction outside #352 on Higgins Road. • Installation of 20m 'No stopping' restriction outside #355 on Higgins Road. • Installation of 20m 'No stopping' restriction starting outside #357 Higgins Road. • Installation of 15m 'Bus Stop' restriction outside #1/87 Higgins Road. • Installation of 10m 'No stopping' restriction outside #1/87 Higgins Road. • Installation of 20m 'No stopping' restriction starting outside #1/87 and ending outside #3/87 Higgins Road. • Installation of 10m 'No stopping' restriction outside #4/87 Higgins Road. • Installation of 15m 'No stopping' restriction outside #5/87 Higgins Road. • Installation of 20m 'P5 - 8:00AM-6:00PM - Mon-Sun' time restriction parking starting outside #3/87 and ending outside #5/87 Higgins Road.

	<ul style="list-style-type: none"> • Rescinding 12m 'Bus Stop' restriction outside #3/87 Higgins Road. • Rescinding 6.5m 'No Stopping' lines outside #2/87 Higgins Road. • Rescinding 6.5m 'No Stopping' lines outside #4/87 Higgins Road.
Hooker Avenue	<p>Improve access to a pumpstation for maintenance and during emergencies by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #51 Hooker Avenue.
Houchens Road	<p>Improve bus service by:</p> <ul style="list-style-type: none"> • Rescinding of 12m 'Bus Stop' restriction outside #43 Houchens Road. • Installation of 15m 'Bus Stop' restriction outside #53 Houchens Road. • Installation of 10m 'No Stopping' restriction outside #49 - #53 Houchens Road. • Installation of 15m 'No Stopping' restriction outside #53 - #55 Houchens Road.
Hudson Street	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #67 - #73 Hudson Street. • Installation of 60m 'No Stopping' restriction outside #66 - #76 Hudson Street. • Installation of 15m 'Bus Stop' restriction outside #28 - #30 Hudson Street. • Rescind 15m 'Bus Stop' restriction outside #26 - #28 Hudson Street. • Installation of 100m 'No Stopping' restriction outside #5 - #19 Hudson Street. • Installation of 60m 'No Stopping' restriction outside #8 - #14 Hudson Street. • Installation of 30m 'No Stopping' restriction outside #1 - #3 Hudson Street.
Hukanui Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction opposite #371 Hukanui Road. • Installation of 15m 'Bus Stop' restriction outside #375 Hukanui Road. • Rescind 15m 'Bus Stop' restriction outside #371 Hukanui Road. • Rescind 15m Bus Stop' restriction opposite #373 Hukanui Road.
Jellicoe Drive	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p>

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

	<ul style="list-style-type: none"> • Installation of 15m 'No Stopping' restriction on the western side of Lake Domain Drive near Gallagher Hockey Centre, as indicated in the illustrations. • Installation of 15m 'No Stopping' restriction on the eastern side of Lake Domain Drive near Gallagher Hockey Centre, as indicated in the illustrations.
Lancaster Street	<p>Improve bus service by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction outside #33 Lancaster Street. • Rescinding of 15m 'Bus Stop' restriction outside #4 Salmond Place.
Lorne Street	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m bus stop outside #36 Lorne Street • Installation of 15m bus stop outside #39 Lorne Street
Plunket Terrace	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 40m 'No Stopping' restriction outside #1 Plunket Terrace. • Installation of 40m 'No Stopping' restriction starting outside #2 Plunket Terrace and ending outside #23 Jellicoe Drive. • Installation of 'P120 Mobility Parking' restriction outside #1 Plunket Terrace.
Queens Avenue	<p>Improve access to property by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #58 Queens Avenue.
Rifle Range Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 'Mobility Parking, At all times' restriction opposite #120 Rifle Range Road. • Rescind 15m 'Bus Stop' restriction outside #96 Rifle Range Road. • Rescind 15m 'Bus Stop' restriction opposite #104 Rifle Range Road.
River Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction starting outside #1 Glen Lynne Avenue and ending outside #984 River Road. • Installation of 45m 'No Stopping' restriction outside #975 - #979 River Road. • Installation of 30m 'No Stopping' restriction outside #1086 River Road. • Installation of 30m 'No Stopping' restriction opposite #1086 River Road.
Riverlea Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 50m 'No Stopping' restriction outside #49 -

	<p>#51 Riverlea Road.</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #1 Hudson Street. • Installation of 10m 'No Stopping' restriction outside #2 Hudson Street.
Rotokauri Road	<p>Support Climate Emergency Response Fund (CERF) – Transport Choices project by:</p> <ul style="list-style-type: none"> • Installation of 15m 'Bus Stop' restriction outside #134 Rotokauri Road • Rescind 15m 'Bus Stop' restriction outside #78 Rotokauri Road • Installation of 220m 'No Stopping' restriction outside #80 - #134 Rotokauri Road • Installation of 250m 'No Stopping' restriction starting outside #2 Baverstock Road and ending outside #109 Rotokauri Road.
Sandwich Road	<p>Improve safety and sight distances at a new pedestrian crossing by:</p> <ul style="list-style-type: none"> • Installation of 5m 'No Stopping' restriction outside #202 Sandwich Road. • Installation of 5m 'No Stopping' restriction outside #210 Sandwich Road. • Installation of 15m 'No Stopping' restriction outside #210 Sandwich Road.
Tokerau Drive	<p>Improve safety and traffic operations by increasing sight distances through:</p> <ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction starting outside #18 and ending outside #20 Tokerau Drive.
Peacockes Road	<p>Improve traffic operations and safety for a new capital development by:</p> <ul style="list-style-type: none"> • Installation of 135m 'No Stopping' restriction on the East side of Peacockes Road starting in front of #261 Peacockes progressing South towards #269 Peacockes Road. • Installation of 120m 'No Stopping' restriction on the West side of Peacockes starting in front of #266 Peacockes Road and progressing North toward the roundabout and terminating 15m from the roundabout limit line. • Installation of 15m in-lane 'bus stop' restriction outside #269 Peacockes Road. • Installation of 15m in-lane 'bus stop' restriction outside #300 Peacockes Road.
Western Lea Drive	<p>Traffic operations and safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 5m 'Mobility Parking' restriction outside of #27 Weston Lea Drive. • Installation of 285m 'No Stopping' restriction on the north side of Weston Lea starting in outside #221 Peacockes progressing east to #27 Weston Lea Drive. • Installation of 20m 'No Stopping' restriction on the north

	<p>side of Weston Lea starting outside of #27 Weston Lea Drive and ending outside #27 Weston Lea Drive.</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping' restriction on the south side of Weston Lea from Peacockes Road to Weston Lea Drive courtesy crossings. • Installation of 10m 'No Stopping' restriction on the south side of Weston Lea starting from courtesy crossing adjacent to #221 Peacockes Road progressing East. • Installation of 10m 'No Stopping' restriction on the south side of Weston Lea Drive starting outside #36 Weston Lea Drive and progressing east toward courtesy crossing. • Installation of 55m 'No Stopping' restriction on the south side of Weston Lea Drive starting outside #36 Weston Lea Drive after the courtesy crossing and progressing east toward end of cul-de-sac. • Installation of 175m 'No Stopping' restriction starting outside #46 Weston Lea Drive progressing around the cul-de-sac to #55 Weston Lea Drive. • Installation of 60m 'No Stopping' restriction on the West side of Weston Lea starting outside #46 Weston Lea Drive progressing South. • Installation of 130m 'No Stopping' restriction on the West side of Weston Lea starting outside #64 Weston Lea Drive progressing south to #70 Weston Lea Drive. • Installation of 50m 'No Stopping' restriction on the West side of Weston Lea starting outside #70 Weston Lea Drive progressing South. • Installation of 35m 'No Stopping' restriction on the West side of Weston Lea starting outside #70 Weston Lea Drive progressing South. • Installation of 125m 'No Stopping' restriction on the East side of Weston Lea starting outside of #55 Weston Lea Drive progressing South. • Installation of 50m 'No Stopping' restriction on the West side of Weston Lea starting outside of #55 Weston Lea Drive progressing South. • Installation of 45m 'No Stopping' restriction on the West side of Weston Lea starting outside of #71 Weston Lea Drive progressing South.
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c) approves the following changes to the Traffic Bylaw 2021 registers:

i. Cycle Path Register

Location	Description	Priority
<u>Bader Street</u>	(i) <u>Cycle Path on the north side of Bader Street from intersection with Normandy Ave, progressing 30m in East direction to #23 Bader Street.</u>	<u>Cyclists</u>
<u>Brooklyn</u>	(iii) <u>Cycle Path on the eastern side of Brooklyn Road starting from</u>	<u>Nil</u>

<u>Road</u>	Five Cross Roads roundabout, progressing 140m south. (iv) <u>Cycle Path on the western side of Brooklyn Road starting from Five Cross Roads roundabout, progressing 40m south.</u>	
<u>Higgins Road</u>	(i) <u>Cycle Path on the west side of Higgins Road from the intersection with Kahikatea Drive, progressing 25m in North direction.</u> (ii) <u>Cycle Path west side of Higgins Road from the intersection with Kahikatea Drive, progressing 25m in south direction.</u> (iii) <u>Cycle Path on the east side of Higgins Road from the intersection with Kahikatea Drive, progressing 20m in north direction.</u> (iv) <u>Cycle Path on the east side of Higgins Road from the intersection with Kahikatea Drive, progressing 50m in north direction.</u>	<u>Nil</u>
<u>Howell Avenue</u>	(i) <u>Cycle Path on the southern side of Howell Avenue, starting at the intersection with Geoffrey Place and progressing 150m east to the intersection with Louise Place.</u>	<u>Nil</u>
<u>Kahikatea Drive</u>	i. <u>Cycle Path on the southern side of Kahikatea Drive from the intersection of Ohaupo Road, progressing 1837 metre west to the intersection of Greenwood Street.</u> (i) <u>Cycle Path on the northern side of Kahikatea Drive from the intersection with Higgins Road, progressing 25m in west direction.</u> (ii) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection with Higgins Road, progressing 25m in west direction.</u> (iii) <u>Cycle Path on the northern side of Kahikatea Drive from the intersection with Higgins Road, progressing 20m in east direction.</u> (iv) <u>Cycle Path on the southern side of Kahikatea Drive from the intersection with Higgins Road, progressing 20m in east direction.</u>	<u>Nil</u>
<u>Lorne Street</u>	(i) <u>Cycle Path on the south side of Lorne Street from intersection with Ohaupo Road, progressing 65m in east direction.</u> (ii) <u>Cycle Path on the south side of Lorne Street from intersection with Normandy Avenue, progressing 20m in west direction.</u>	<u>Nil</u>
<u>Riverlea Street</u>	(i) <u>Cycle Path on the western side of Riverlea Road, starting at the intersection with Hudson Street and progressing 270m south.</u>	<u>Nil</u>
<u>Rotokauri Road</u>	(i) <u>Cycle Path on the north side of Rotokauri Road, starting at the intersection with Baverstock Road and progressing 220m west.</u>	<u>Nil</u>
<u>Tristram Street</u>	(i) <u>Cycle Path on the south side of Tristram Street, starting at the intersection with Cobham Drive and progressing 135m west to the intersection with Clarence Street.</u> (ii) <u>Cycle Path on the north side of Tristram Street, starting outside #33 Clarence Street and progressing 40m west.</u>	<u>Nil</u>
<u>Peacockes Road</u>	(i) <u>Installation of 95m cycle path on the west side of Peacockes Road, starting outside of #266 Peacockes Road and progressing north to the roundabout underpass.</u> (ii) <u>Installation of 20m cycle path on the intersection of Peacockes Road and Weston Lea Drive in front of #309 Peacockes Road.</u> (iii) <u>Installation of 80m cycle path on the east side of Peacockes Road, starting outside #261 Peacockes Road and progressing north to roundabout underpass.</u>	<u>Nil</u>
<u>Western Lea Drive</u>	(i) <u>Installation of 350m Shared Path on the North Side of Weston Lea Drive, starting outside #221 Peacockes Road and progressing East past #27 Weston Lea Drive.</u>	<u>Nil</u>

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

Location	Description
<u>Bader Street</u>	(i) <u>Bidirectional cycle lane on north side of Bader Street starting from #23 Bader Street, progressing 240m in east direction.</u>
<u>Brooklyn Road</u>	<p>(i) Southbound cycle lane starting at 40m from Five Cross Roads roundabout on Brooklyn Road, progressing 550m and progressing to 30m north of intersection of Brooklyn Road and Gillies Ave. Southbound cycle lane on Brooklyn Road starting from #38 Brooklyn Road, progressing 930m south to the intersection with Heaphy Terrace.</p> <p>(ii) Westbound cycle lane starting from #2 Brooklyn Road progressing 100m to the intersection with Heaphy Terrace. Northbound cycle lane on Brooklyn Road starting from intersection with Heaphy Terrace, progressing 950m north to #21 Brooklyn Road.</p>
<u>Killarney Road</u>	<p>(i) Eastbound Bidirectional cycle lane from #101 Killarney Road, progressing 620 metres to the intersection with Queens Avenue.</p> <p>(ii) Westbound cycle lane from the intersection with Queens Avenue, progressing 620 metres to #101 Killarney Road.</p>
<u>Lorne Street</u>	(i) <u>Bidirectional cycle lane on south side of Lorne Street from #12 Lorne Street, progressing 440m to the intersection with Normandy Avenue.</u>
<u>Peacockes Road</u>	<p>(i) <u>Installation of 415m southbound cycle lane starting outside of #261 Peacockes Road, progressing south to the intersection of Peacockes Road and Weston Lea Drive.</u></p> <p>(ii) <u>Installation of 250m southbound cycle Lane starting at the intersection of Peacockes Road and Weston Lea Drive, outside of #309 Peacockes Road and progressing south towards #337 Peacockes Road.</u></p> <p>(iii) <u>Installation of 230m southbound cycle lane starting outside of #337 Peacockes Road, progressing south towards #461 Peacockes Road.</u></p> <p>(iv) <u>Installation of 360m northbound cycle lane starting at the intersection of Peacockes Road and Peacockes Lane progressing north to #300 Peacockes Road.</u></p> <p>(v) <u>Installation of 470m northbound cycle lane starting outside of #362B Peacockes Road progressing north to the corner of Peacockes Road and Peacockes Lane outside #15 Peacockes Lane.</u></p> <p>(vi) <u>Installation of 20m cycle lane starting outside #261 Peacockes Road, progressing south along Peacockes Road.</u></p> <p>(vii) <u>Installation of 50m cycle lane starting outside #266 Peacockes Road, progressing south along Peacockes Road.</u></p>
<u>Western Lea Drive</u>	<p>(i) <u>Installation of 50m cycle lane on western side of Weston Lea Drive starting outside #70 Weston Lea Drive progressing south to intersection of Peacockes Road and Weston Lea Drive.</u></p> <p>(ii) <u>Installation of 45m cycle lane on eastern side of Weston Lea Drive starting outside #309 Peacockes Road progressing south to intersection of Peacockes Road and Weston Lea Drive.</u></p>

Resolved: (Cr Wilson/Cr van Oosten)

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

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

Liverpool Street	Improve safety and access to property by: <ul style="list-style-type: none">Installation of a 5m 'Motorcycle Only' parking restrictions outside #24 Liverpool Street.
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b) notes that as part of the Long Term Plan process, the parking management including pricing will be considered.

Deputy Mayor O'Leary joined the meeting (9:56am) during the discussion of the above Item.

6. Hamilton City Speed Limit Changes

Staff took the report as read. Staff responded to questions from Elected Members in relation to cost of change of signage and process for changing speeds and what is included in that cost, Sandwich Road speed limit, Road to Zero funding.

Staff Action: Staff to include additional financial details within in future reports.

Resolved: (Cr Donovan/Cr Hutt)

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
NA	40	Adzebill Court	Overton Street to cul-de-sac	Upon vesting of road with Hamilton City Council.
NA	40	Anker Close	Chilman Terrace to end	Upon vesting of road with Hamilton City Council.
NA	40	Anurangi Rise	Taahunui Rise to Aotahi Terrace	Upon vesting of road with Hamilton City Council.
NA	40	Aotahi Terrace	Anurangi Rise to Takurua Rise	Upon vesting of road with Hamilton City Council.
NA	40	Bannerman Crescent	Halley Drive to end	Upon vesting of road with Hamilton City Council.
NA	40	Barrance Avenue	Kimbrae Drive to Borman Rd	Upon vesting of road with Hamilton City Council.
NA	40	Chilman Terrace	Earp Crescent to Halley Drive	Upon vesting of road with Hamilton City Council.

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

NA	40	Tepuna Drive	Timatanga Road/Temepara Drive to the future road connecting to Tuhikaramea Road	Upon vesting of road with Hamilton City Council.
NA	40	Wetland Rise	Kawariki Drive to Cityview Terrace	Upon vesting of road with Hamilton City Council.
NA	40	Whakatipu Street	Temepara Drive to Tepuna Drive	Upon vesting of road with Hamilton City Council.

7. Temporary road closures for Pacific Nations Cup Final 2023

Staff took the report as read. Staff responded to questions from Elected Members in relation to community consultation and cost.

Resolved: (Cr van Oosten/ Cr Hutt)

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

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

8. Temporary road closures for the Freestyle Kings event at FMG Stadium

Staff took the report as read.

Resolved: (Cr Wilson/ Cr Casey-Cox)

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

- a) receives the report;
- b) approves the closure of the following roads to accommodate the Freestyle Kings event on 19 November 2023 between 1pm and 7pm and on 20 November 2023 (rain day) between 3.30pm and 10.00pm:
 - i. Tristram Street (between Rostrevor Street and Abbotsford Street),
 - ii. Abbotsford Street (between Tristram Street and Willoughby Street)
 - iii. Seddon Rd (from Goldsmith Street to Norton Road)
 - iv. Mill St (from Norton Road to Willoughby Street)
 - v. Liverpool Street (from Tristram Street to Vialou Street).
- c) approves the issue of a Notice of Decision stating Council's decision to close the following roads to accommodate the Freestyle Kings event on 19 November 2023 between 1pm and 7pm and on 20 November 2023 (rain day) between 3.30pm and 10.00pm:
 - i. Tristram Street (between Rostrevor Street and Abbotsford Street),
 - ii. Abbotsford Street (between Tristram Street and Willoughby Street)
 - iii. Seddon Rd (from Goldsmith Street to Norton Road)
 - iv. Mill St (from Norton Road to Willoughby Street)
 - v. Liverpool Street (from Tristram Street to Vialou Street).

The meeting was declared closed at 10:53am.

Appendix 1

Attention to – Elected members of the Traffic, Speed-limit, and Road Closure Hearing Panel Tuesday 17th October**Re: Proposed changes to parking in Liverpool St**

We were all extremely excited when receiving the Council's proposal in September to return all the All-Day parking in Liverpool St back to metered parks.

Firstly, we want to thank the council for listening to us and understanding our frustrations. I understand this process has been long, taking up staffs' time and the cost. Also, to acknowledge that we are all working towards the same outcome, to have parking that is fit for purpose.

Speaking on behalf of the businesses in Liverpool St, we really appreciate all the effort that has been taken. I would like to personally thank Deputy Mayor Angela O'Leary, Robyn Denton and John Purcell for their communications and support.

Before you the Elected Members vote on Tuesday 17th Oct, we wanted to re-present the results of our survey done in August to reiterate what the businesses in Liverpool Street are requesting.

SUMMARY OF SURVEY

- 19 businesses were talked to
- 16 were **NOT happy about the current parking (84%)**
- 16 **want the parking changed (84%)**
- All 19 businesses were **willing to vote for and support businesses that did need the change in parking (that means every business 100%)**

There will be a number of us there of the 17th to show our united stand for this change.

We are requesting two things from the Hearing Panel

1. That you the elected members vote supporting that proposal from Council
2. That it is carried out with the same urgency it was removed if possible, so that we have more available parking for our customers with Christmas only 10 weeks away.

We appreciate this has been a long drawn-out process from July 2022. Thank you for your engagement, consideration, and time. We are delighted to have gotten to this day where this can finally be voted in support of this reversal. This will make a huge difference to the businesses in Liverpool street.

Thank you.

Council Report

Item 5

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 05 December 2023

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Network Operations Engineer

Position: Executive Director
Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

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

Staff Recommendation - Tuutohu-aa-kaimahi

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

	Location	Amendments to current restrictions
i.	Anglesea Street	Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by: <ul style="list-style-type: none"> Installation of 15m 'bus stop' restriction outside #392 Anglesea Street. Installation of 115m 'No Stopping' restriction outside #373 - #413 Anglesea Street. Rescinding 30m 'CBD zone Parking 8am -8pm Mon-Sat' outside #392 - #404 Anglesea Street. Rescinding 70m 'CBD Zone Parking 8am -8pm Mon-Sat' outside #383 - #413 Anglesea Street. Rescinding 16m 'No Stopping' restriction outside #409 - #413 Anglesea Street. Rescinding 30m 'No Stopping' restriction outside #373 - #383 Anglesea Street. Rescinding 15m 'bus stop' restriction outside #370 Anglesea Street.
ii.	Anson Avenue	Improve traffic safety at intersection by: <ul style="list-style-type: none"> Installation of 5m 'No Stopping' restriction outside #32 Anson Avenue.
iii.	Caro Carpark,	Support HCC Business Services team, to improve Fleet Services by:

Item 5

	Caro Street	<ul style="list-style-type: none"> • Installation of 7m 'P60 – At All Times' restriction • Rescinding 'P60 – At All Times' restriction • Rescinding 'Carshare – At All Times' restriction
iv.	Collins Road	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 35m 'No stopping' restriction starting outside #6 Collins Road (Melville School) and ending outside #20 Collins Road (Gallagher Aquatics Centre).
v.	Ellicott Road	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 230m 'No stopping' restriction starting outside #66 Ellicott Road and ending outside #88 Ellicott Road. • Rescinding 16m 'P120 - Mon - Fri' time restriction parking starting outside #74 Ellicott Road and ending outside #76 Ellicott Road. • Rescinding 121m 'no stopping' parking restriction outside #88 Ellicott Road and ending outside #76 Ellicott Road. • Rescinding 92m 'no stopping' parking restriction outside #66 Ellicott Road and ending outside #74 Ellicott Road.
vi.	Hillcrest Road	<p>Support TRANSPORT IMPROVEMENT LOW-COST LOW RISK (LCLR) project and improve safety and traffic operations by:</p> <ul style="list-style-type: none"> • Installation of 65m 'Bus Stop' restriction outside #85 Hillcrest Road (St Johns College). • Installation of 20m 'No Stopping' restriction outside #85 Hillcrest Road (St Johns College). • Installation of 25m 'No Stopping' restriction outside #85 Hillcrest Road (St Johns College). • Installation of 10m 'No Stopping' restriction outside #85 Hillcrest Road (St Johns College). • Installation of 30m 'No Stopping' restriction starting outside #86 and ending outside #90 Hillcrest Road. • Installation of 20m 'Bus Stop' restriction starting outside #86 and ending outside #90 Hillcrest Road. • Installation of 10m 'No Stopping' restriction starting outside #90A and ending outside #90 Hillcrest Road. • Installation of 20m 'Bus Stop' restriction outside #92 Hillcrest Road. • Installation of 20m 'No Stopping' restriction starting outside #94 and ending outside #96 Hillcrest Road. • Rescinding 94.5m 'Bus Stop Only' restriction between #85 Hillcrest Road (ST JOHN'S COLLEGE). • Rescinding 30m 'Bus Stop Only' restriction between #96 - #98 Hillcrest Road. • Rescinding 30m 'No Stopping' restriction between #85 Hillcrest Road (ST JOHN'S COLLEGE). • Rescinding 80m 'No Stopping' restriction outside #84E and #96 Hillcrest Road.

vii.	Horsham Downs Road	Support CLIMATE EMERGENCY RESPONSE FUND (CERF) – TRANSPORT CHOICES project by: <ul style="list-style-type: none"> Installation of 15m 'Bus Stop' restriction outside #44 Horsham Downs Road. Installation of 15m 'Bus Stop' restriction outside #55 - #57 Horsham Downs Road. Installation of 15m 'Bus Stop' restriction outside #44 Horsham Downs Road.
viii.	Kairokiroki Drive	Gazette restrictions resulting from a new Capital Development Project by: <ul style="list-style-type: none"> Installation of 175m 'No Stopping' restriction starting outside #230 Peacockes Road, at Kairokiroki Drive/Peacockes Road Roundabout, and ending outside #138 Peacockes Road. Installation of 295m 'No Stopping' restriction starting outside #266 Peacockes Road and ending outside #274B Peacockes Road.
ix.	Masters Avenue	Improve Meteor Bus services by: <ul style="list-style-type: none"> Installation of 15m bus stop outside #63 Masters Avenue.
x.	Te Ipukura Street	Improve traffic operations and safety for a new road vested with council, resulting from a Private Development project by: <ul style="list-style-type: none"> Installation of 1150m 'No Stopping' restriction, on starting outside #300 Ruakura Road and ending at the cul-de-sac end of Te Ipukura Street. Installation of 1150m 'No Stopping' restriction, on starting opposite #300 Ruakura Road and ending at the cul-de-sac end of Te Ipukura Street.
xi.	Te Rapa Road	Provide unrestricted access to a property and improve sight distance by: <ul style="list-style-type: none"> Installation of 20m 'No Stopping' restriction outside #711 - #721 Te Rapa Road.

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

i. Cycle Path Register

Location	Description	Priority
Collins Road	(ii) <u>Cycle path on north side of Collins Road, starting outside Melville High School and progressing 30m east.</u> (iii) <u>Cycle path on south side of Collins Road, starting outside #25 Collins Road and progressing 30m east.</u>	Nil
Ellicott Road	(ii) <u>Cycle path on North side of Ellicott Road, starting outside #74 Ellicott Road and progressing 35m west.</u> (iii) <u>Cycle path on South side of Ellicott Road, starting outside #73 Ellicott Road and progressing 35m west.</u>	Nil
Horsham Downs Road	i. Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 60m <u>230m</u> North. ii. Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 70m <u>170m</u> North.	Nil
<u>Kairokiroki Drive</u>	i. <u>Cycle Path on the East Side of Kairokiroki Drive, starting 150m South of Cobham Drive intersection. Progressing 350m in South direction.</u> ii. <u>Cycle Path on the West Side of Kairokiroki Drive, starting at the intersection with Cobham Drive and progressing 510m in South direction.</u>	<u>Nil</u>

	<ul style="list-style-type: none"> iii. <u>Cycle Path on the South Side of Kairokiroki Drive, starting outside #261 Peacockes Road and progressing 70m West to Peacockes Road underpass.</u> iv. <u>Cycle Path on the North Side of Kairokiroki Drive, starting outside of #245 Peacockes Road and progressing 90m West to the Peacockes Road underpass.</u> v. <u>Cycle Path on North side of Kairokiroki Drive, starting outside #230 Peacockes Road progressing 80m in West direction.</u> vi. <u>Cycle Path on South side of Kairokiroki Drive starting outside #266 Peacockes Road progressing 80m in West direction.</u> 	
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ii. Special Vehicle Lanes Register – Part 1: Cycle Lanes Register

Location	Description
<u>Kairokiroki Drive</u>	<ul style="list-style-type: none"> i. <u>Southbound direction Cycle Lane from the intersection with Cobham Drive, progressing 150m on Kairokiroki Drive in South direction.</u> ii. <u>Northbound direction Cycle Lane starting at a point 120m South of intersection with Cobham Drive and finishing at the intersection of Cobham Drive.</u> iii. <u>Bi-Directional Cycle Lane starting outside #245 Peacockes Road, progressing 420m along Kairokiroki Drive in North Direction.</u> iv. <u>Bi-Directional Cycle Lane starting outside #261 Peacockes Road, progressing 470m along Kairokiroki Drive in North Direction.</u> v. <u>Bi-Directional Cycle Lane on North side of Kairokiroki Drive, starting 80m West of the roundabout, outside of 230 Peacockes Road progressing 130m West towards 138 Peacockes.</u> vi. <u>Bi-Directional Cycle Lane on South side of Kairokiroki Drive, starting 80m West of the roundabout, outside of 266 Peacockes Road progressing 130m West.</u>

iii. Special Vehicle Lanes Register – Part 2: Bus Lanes Register

Location	Description
<u>Kairokiroki Drive</u>	<ul style="list-style-type: none"> i. <u>'Bus Lane At All Times' on Kairokiroki Drive progressing 900m in Northbound direction starting outside #245 Peacockes Road and ending at the intersection with Cobham Drive.</u> ii. <u>'Bus Lane At All Times' on Kairokiroki Drive progressing 770m in Southbound direction starting at the intersection with Cobham Drive and ending outside #261 Peacockes Road.</u>

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


Executive Summary - Whakaraapopototanga matua

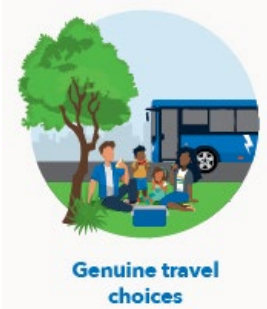

3. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping and time restrictions and bus stops; and

- ii. changes to a register of the Traffic Bylaw:
 - a) Cycle Path Register; and
 - b) Special Vehicle Lanes Part 1: Cycle Lanes Register.
 - c) Special Vehicle Lanes Part 2: Bus Lanes Register.
- 5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
- 6. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Council's commitment to road safety and provision of genuine travel choices in its eight objectives.
- 7. Targeted consultation has been completed for all proposed changes and generally there is support for these. Where negative feedback has been received, further information is provided in the report.
- 8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - Koorero whaimaarama

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

	<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>
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 <p>Genuine travel choices</p>	<p>Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking.</p>
 <p>Inclusivity</p>	<p>Providing a range of transport options to make access to and within the city available for all is important, if everyone in our city is to meet their needs and thrive.</p>

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

Parking Restriction Changes

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

Resolutions from previous meetings - Storey Avenue - Traffic Calming & Speeds

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 area but Storey Avenue in particular.
19. To support the reduced speed limit, infrastructure improvements were proposed. Two variants 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. 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.

Update

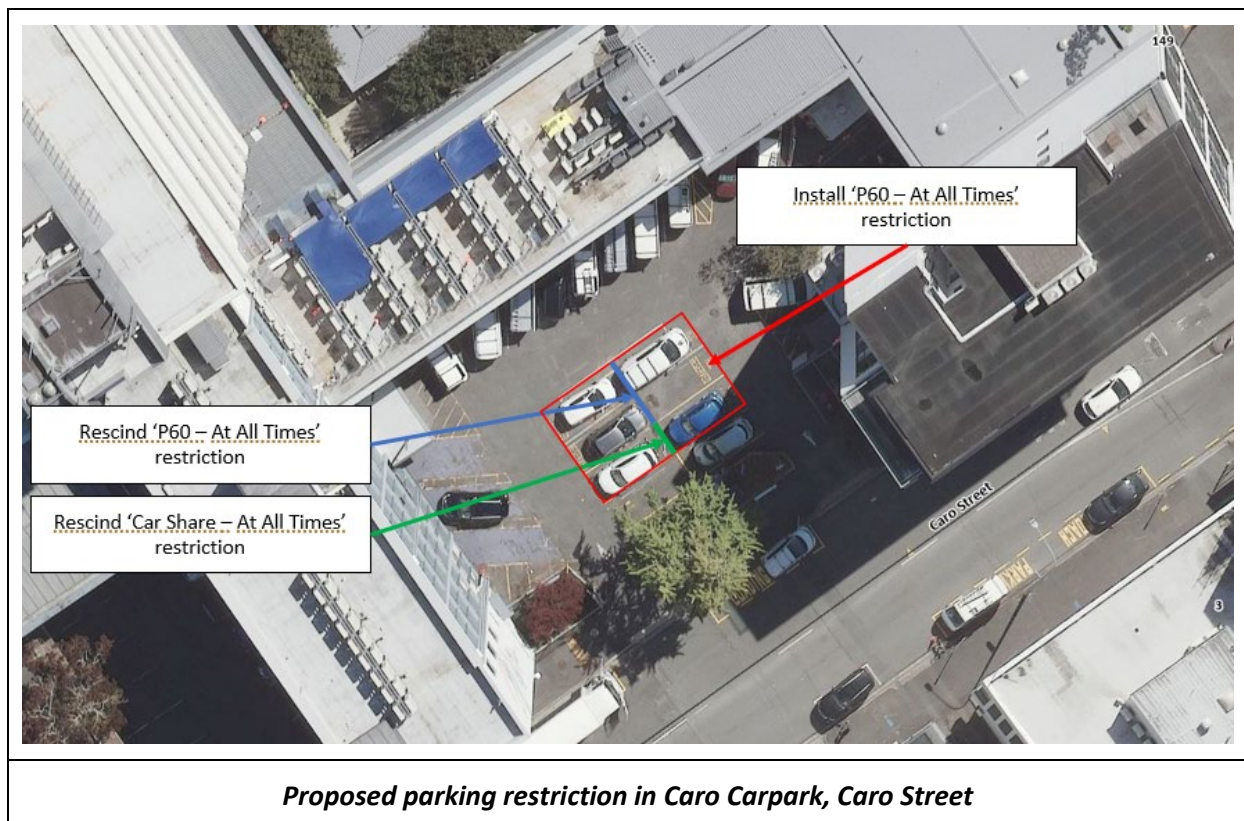
24. Staff decided that there would be value in waiting for the completion of the upgrades of the two roundabouts before investigating alternative options for traffic calming. The upgrades to the roundabouts were completed on 30 June 2023.
25. Tube counts were deployed on 8 September 2023 for a week to 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)
7 Storey Avenue	48km/h	45 km/h	47 km/h
42 Storey Avenue	43km/h	44km/h	42 km/h

27. Ian Kindred (resident of 12 Storey Avenue) has recently written to council expressing his concerns about the speeding which is continuing to occur since the upgrade to the roundabouts.
28. Ian mentions the main cause is “hoons” who come off Te Rapa Road and race down Storey Avenue towards the Steele Road roundabout.
29. Staff will be considering different designs options for traffic calming in this area and will consult with the residents of Storey Avenue and meet with the Woodworkers Guild Community Group to discuss parking options.
30. A recommendation for improvements and results of consultation will be presented at the next Panel meeting.

Parking restrictions: Caro Carpark – Carshare Changes.

31. The MoU assigned from Anglesea Car Rentals Limited to Mevo on 31 March 2021 and subsequently extended to 30 April 2023 has expired and a review of the carshare parking provision is being undertaken.
32. The Caro Street carpark had 2 carshare carparks and as part of the Hamilton City Council Fleet Services have been utilised as an option for staff business travel.
33. The Fleet Manager is continuing to have carshare operations for Hamilton City Council fleet services and is looking to establish parking for this activity in the carpark on the corner of Caro Street and Anglesea Street instead.
34. It is therefore proposed that the 2 carshare carparks in the Caro Street carpark will be changed to P60 at all times and be made available for use by the public and contractors visiting the Municipal Building.
35. Image below shows the proposed restriction changes:



36. Approval of proposed parking restrictions as shown in the plan above is recommended {Recommendation 2 b) iii}.

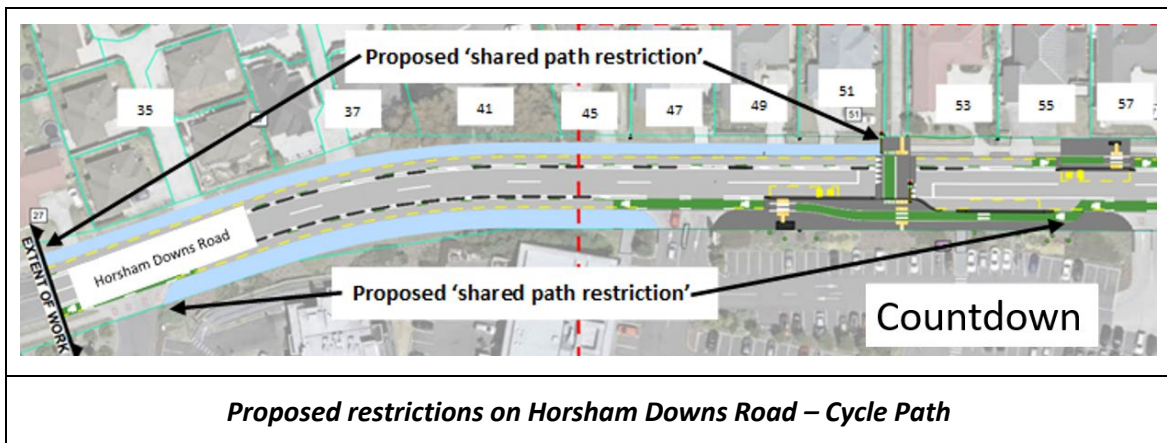
Climate Emergency Response Fund (CERF) Transport Choices Programme

37. In 2021, the Government announced establishment of the 'Climate Emergency Response Fund' (CERF). This fund was set up with an initial \$4.5 billion 'down payment' for Aotearoa New Zealand's climate spending, proportional to the proceeds of the Emissions Trading Scheme. Amongst other initiatives, this programme is providing a 'Transport Choices' package that has been offered to Councils to assist them in providing safe, convenient and accessible travel choices for all residents.
38. Staff have identified 29 different Walking, Cycling and Public Transport projects and secured an average of 90% funding through CERF to deliver these projects to reduce Transport Emissions by 2035. The CERF funding program allows delivery of these projects to be brought forward and implemented in the financial year 2023-24.
39. These 29 transport projects were reported to the [7 March 2023](#) Infrastructure and Transport Committee, with an Elected Members workshop held on the 14 March 2023.
40. A formal agreement has been signed between Hamilton City Council and Waka Kotahi for each individual project.
41. The projects have been developed to help with the delivery of the following strategies:
 - i. **Access Hamilton** sets the vision for the future of transport in Hamilton.
 - ii. **Road to Zero** utilising the 'Safe System' approach to road safety which aims to create a forgiving road environment to reduce harm when people make mistakes.
 - iii. **Our Climate Future**: Te Pae Tawhiti o Kirikiriroa Council is committed to responding to, and planning for climate change
 - iv. **Hamilton Parking Policy** – setting the guiding principles for the development of area-specific parking management plans, and site and land use specific parking management.
42. The CERF Transport Choices projects have been approved and monitoring reports are presented to the Infrastructure and Transport Committee. The Access Hamilton Working Group is delegated to monitor the delivery of the CERF Transport Choices programme.
43. The projects presented in this report were approved by the Infrastructure and Transport Committee on [20 July 2023](#).
44. Changes to the CERF programme were reported to the Infrastructure and Transport Committee on the [9 November 2023](#) resulting from a request from Waka Kotahi to reduce the programme by 10%. The following project is not affected by this process.

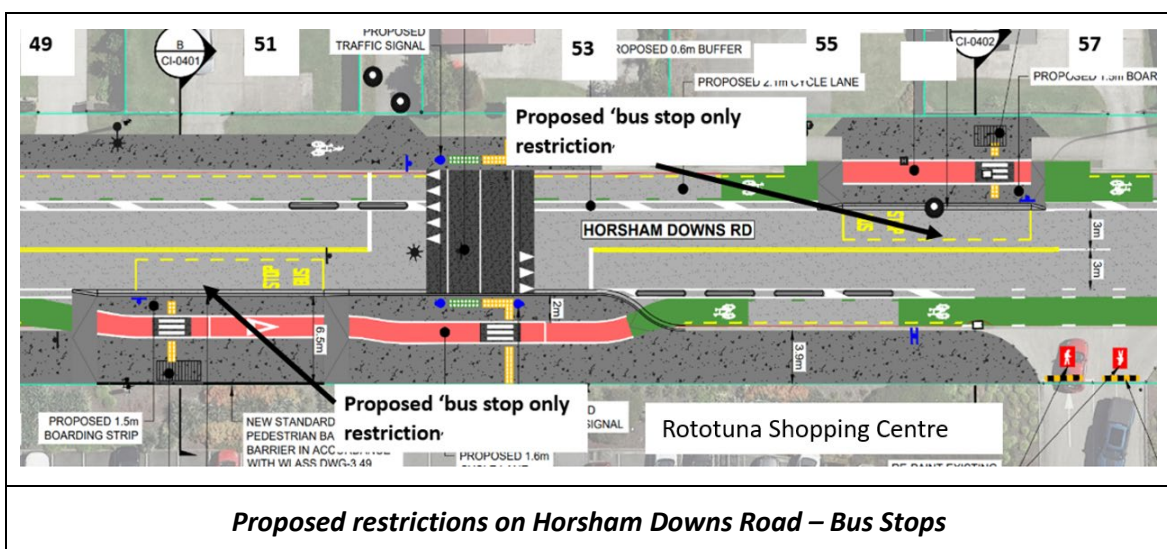
CERF Transport Choices – Horsham Downs Road – Proposed Shared Path and Bus Stop Improvements (Project # 21)

45. The cost of this project is \$1,500,000 and 90% of the funding is support by Waka Kotahi. Construction is scheduled to begin in January 2024 but is dependent on final funding confirmation.
46. Horsham Downs Road is strategic cycling corridor in the Biking and Micro Mobility plan and provides connection to Eastern Pathways School Link.
47. The Rototuna Bus service currently travels through and stops within the Rototuna Shopping Centre Carpark. This creates safety issues and reduces the efficiency and reliability of the service.
48. To overcome these issues, new bus stops outside the Shopping Centre are proposed on Horsham Downs Road. The proposal is supported by Waikato Regional Council and is aligned with their long-term network planning.

49. The Rototuna Rocket will start servicing the Rototuna area within the next two years. The proposed improvements to the bus infrastructure are key to the success of this service. The Rototuna Rocket will be a high frequency services for residents of Rototuna similar to the recently launched Meteor Service.
50. Improvements from this project will include:
 - i. safety for pedestrians and cyclists by installation of a signalised pedestrian and cyclists zebra crossing on Horsham Downs Road near the Rototuna Shopping Centre.
 - ii. accessibility for cyclists by installation of shared path on Horsham Downs Road outside Rototuna Shopping Centre.
 - iii. accessibility by improving bus stops at the following locations on Horsham Downs Road near the Rototuna Shopping Centre:
 - a) Opposite #51 Horsham Downs Road.
 - b) Outside #57 Horsham Downs Road.
51. A copy of the proposed traffic restriction changes is shown below:
 - i. Proposed restrictions on Horsham Downs Road – Cycle Path



- ii. Proposed restrictions on Horsham Downs Road – Bus Stops



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

#	Feedback received	Staff response
i.	Waikato Regional Council support the project. They expressed the proposed bus stops avoids health and safety concerns with the buses operating inside the Rototuna Shopping Centre.	Staff acknowledge feedback received.
ii.	<p>Four businesses provided feedback on the proposed changes.</p> <p>One supports, moving the bus infrastructure out of the shopping centre and three oppose this proposal, due to concerns around traffic disruption.</p> <p>Initial conversation with Auckland Property Management, who own the Rototuna Shopping Centre, showed support for the removal of the bus infrastructure inside the shopping centre and agreed with safety concerns. However, did not show any support for the solutions presented.</p> <p>A concern expressed in opposition to the project was the impact on congestion and traffic flow of the project from the in-lane bus stops on Horsham Downs Road.</p>	<p>Staff acknowledge feedback received.</p> <p>Due the competing needs for the space, there are limited options for public transport improvements and staff where unable to reach any common ground with Auckland Property Management.</p> <p>Statistical analysis undertaken in conjunction with Waikato Regional Council examining boarding and alighting times on the Comet bus service route indicate on average, the delay is no more than five seconds per passenger.</p> <p>It also aligns with international research on this subject. Therefore, it is not expected that the bus stops will create congestion.</p>
iii.	Safety audit identified that the recess bus stop provided no safe 'landing area' for pedestrians getting off the bus.	<p>The design was revised to address this risk by removing a bus stop and a timing point for the bus service.</p> <p>An existing bus away from this site would be used for the timing point.</p> <p>The size of the landing area was increased from a width of 1m to 1.5m at the two new bus stops which will be constructed in this project to comply with Waka Kotahi guidelines.</p>
iv.	<p>CCS Disability assisted with the Safety Audit to ensure a disability view was taken during the safety audit process. They expressed the following concerns:</p> <p>a. Presence of a narrow boarding landing area on both the north and south bus stop.</p>	<p>Staff addressed the concerns identified.</p> <p>a. The design is revised to include a landing with a width of 1.5m which was increased from 1m.</p>

	<p>b. Roadmaking improvements: Missing limit lines on all zebra crossings, and using green instead of the 'warning red'</p> <p>c. Request for an accessible kerb and cross fall</p> <p>d. Control operating speeds at the vehicles crossing to the shopping centre car park.</p> <p>e. Request for the bus seat to have space for a wheelchair.</p>	<p>b. The design is updated to include these line marking improvements.</p> <p>c. both bus stops will have accessible kerbs and the cross fall will be no more than 2%.</p> <p>d. Plastic speed bumps have now been included to slow the speed of vehicles.</p> <p>e. Design of the bus shelter shall address this concern.</p>
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53. No feedback was received from the community about the loss of on-street residential parking on Horsham Downs Road during the feedback period.
54. Changes to the **Cycle Paths Register** are recommended and included in paragraph 115 of the report for approval for the completion of this project.
55. Approval of proposed traffic restrictions are recommended {Recommendation 2 b) vii}.

Low-Cost Low Risk – Public Transport Improvements at Anglesea Street

56. Anglesea Street is a critical public transport corridor for Hamilton and is currently used by several services including the Comet, a high frequency bus service provided by Waikato Regional Council (WRC). The Comet runs every 15 minutes on weekdays between 6.30am and 7.00pm from The Base to Waikato Hospital, with a stop on Anglesea Street opposite the Transport Centre. The service is popular, with over 480,000 passenger trips completed in the 12-month period to June 2023.
57. Hamilton City Council (HCC) and WRC have had multiple complaints from the community, mostly from concerned parents about youth being exposed to sensitive items and information, about the bus stop located on Anglesea Street outside #370 Anglesea Street (Peaches and Cream adult store). The patronage data for this bus stop indicates youth and tertiary students are the majority of bus passengers at this location.
58. Groups of students using the refuge island immediately north of the traffic signals at Bryce Street, located near the bus stop to cross the road during peak traffic hours result in near misses. This safety risk raised at the time of upgrading the Bryce Street / Anglesea Street intersection but was beyond the scope of that project.
59. Elected members have expressed support to address the concerns raised by the community.

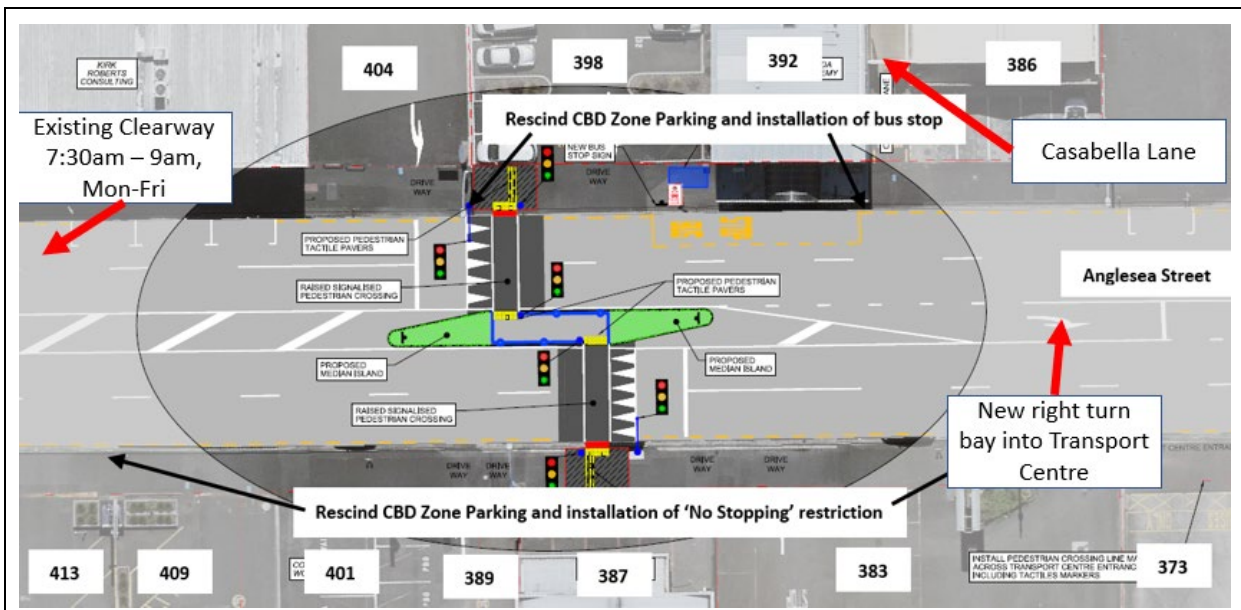


60. The following heat map shows the pedestrian movements in this area and shows that people cross in multiple locations and there is a lot of movement along Anglesea Street on the eastern side:

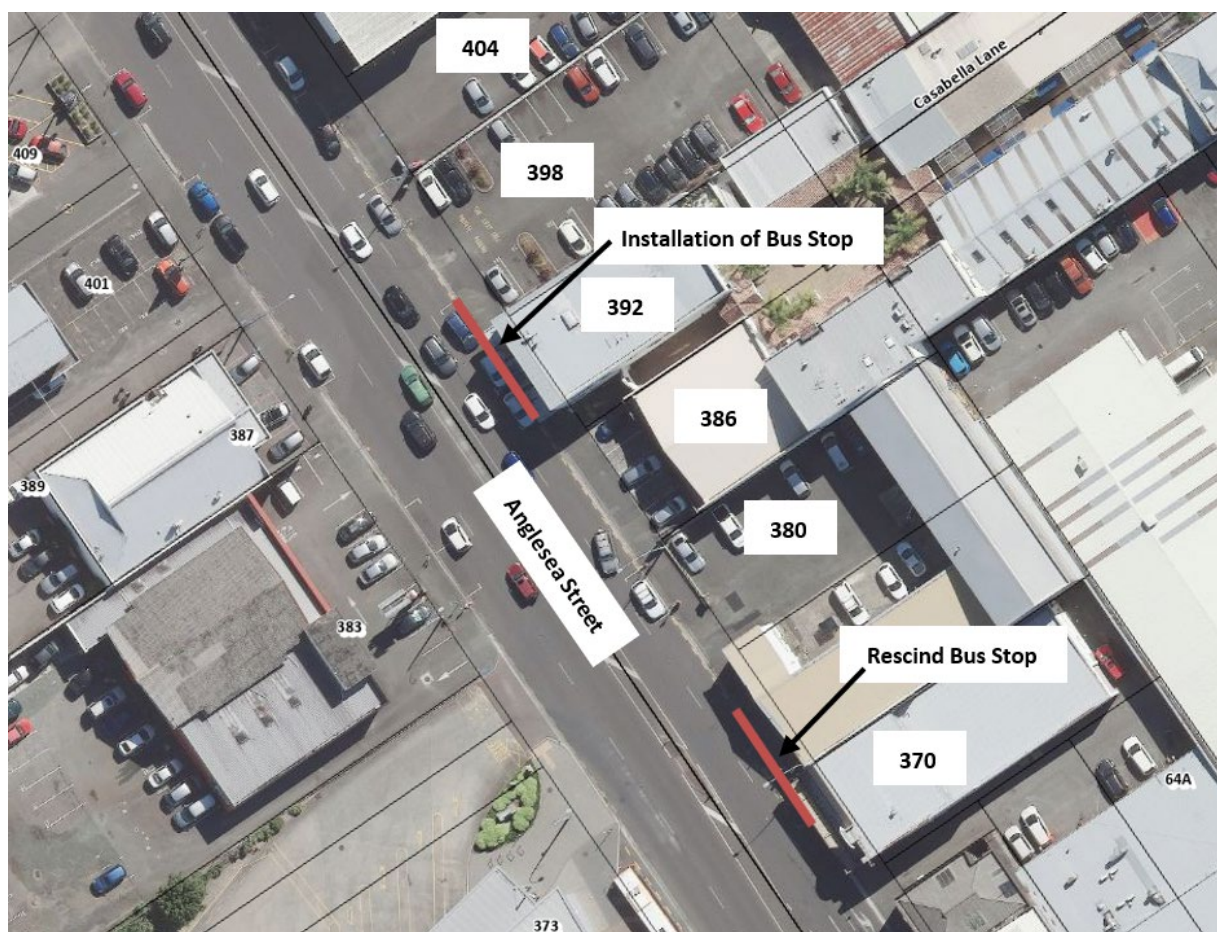


61. Staff have reviewed the existing bus stop outside Peaches and Cream and, to address these issues the following improvements are recommended:
- Relocation of bus stop to outside #392 Anglesea Street (Varda Barber) to provide a more welcoming and friendlier space for bus passengers.
 - Installation of a raised signalised staggered pedestrian crossing mid-block to access the bus stop and Casabella Lane, improving safety and accessibility for pedestrians crossing the street.
 - Installation of bus cage and 'no stopping' restrictions between #392 - #404 Anglesea Street to enforce the bus stop and crossing – removal of 11 on-street parking spaces (two outside Pit Stop, one outside Paterson Burn Optometrists, three outside Copier World, three outside Varda Barber, one outside Kirk Roberts Consulting and one outside private parking between businesses).
62. The proposed layout (with the bus shelter, bus cage and signalised crossing) and location is the only feasible option for this section of Anglesea Street. Staff investigated alternative layouts and locations. The proposed option does not impede on accesses, impact bus operations, or create safety risks.
63. Staff liaised with WRC on the proposal, and WRC expressed their full support of the proposal. WRC have reiterated the need for yellow 'no stopping' lines at this location to stop vehicles parking over and obstructing entry/exit clearance points for buses when accessing the bus stop.

64. A copy of the plan for the proposed traffic restriction changes is shown below:

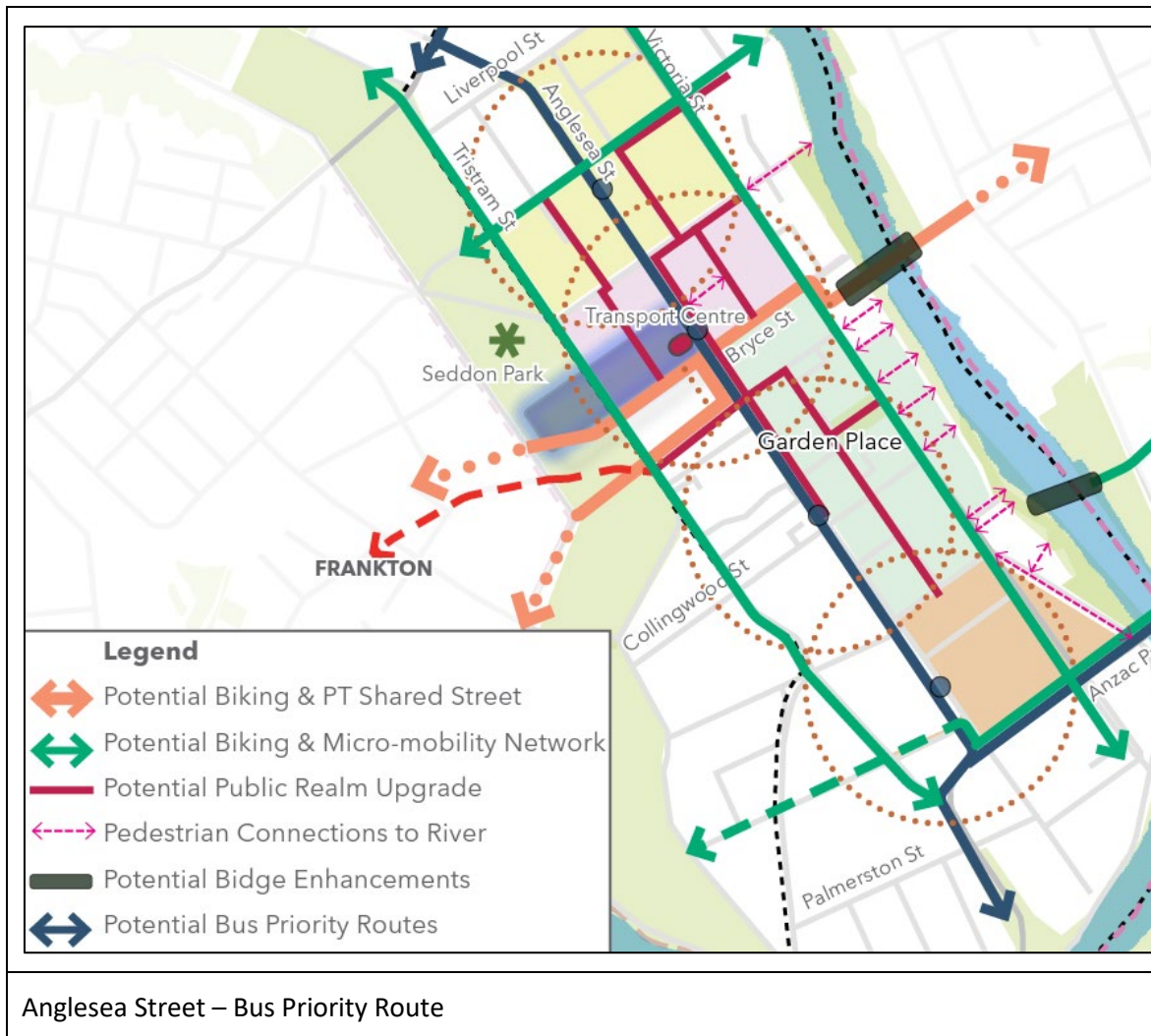


Anglesea Street: Proposed signalised pedestrian crossing and relocated bus stops.



Anglesea Street: Proposed changes to traffic restrictions

65. Anglesea Street is a public transport priority corridor, the “prioritisation of road space” principle from the Hamilton City Parking Policy needs to be considered.



66. The table below from the Parking policy shows that “movement” should generally be given a higher priority over “short to medium stay parking”. The existing patronage for the Comet bus service, and the expected future demand with increasingly higher frequency bus services, supports the removal of on-street parking to give priority to public transport.

Principle Two: Prioritisation of road space

15 Council will use the table below to guide how kerbside road space should be allocated and which uses have priority depending on whether the location is in the central city, shopping centre, residential, or employment areas. Uses with a high priority in the hierarchy would be accommodated first, providing there is demand for that use.

Location	Central city/ commercial	Residential	Employment areas
Overarching priority	Safety		
Priority one	Movement and place	Movement and place	Movement and place
Priority two	Mobility parking spaces	Mobility parking spaces	Mobility parking spaces
Priority three	Bus stops	Bus stops	Loading and servicing
Priority four	Loading and servicing	Residents' parking	Bus stops
Priority five	Biking and micro- mobility parking	Biking and micro- mobility parking	Biking and micro- mobility parking
Priority six	Short to medium stay parking	Short to medium stay parking	Short to medium stay parking
Priority seven	Long-stay/ commuter parking	Long-stay/ commuter parking	Long-stay/ commuter parking

67. Staff consulted with key stakeholders and the feedback received and staff responses are presented in the table below:

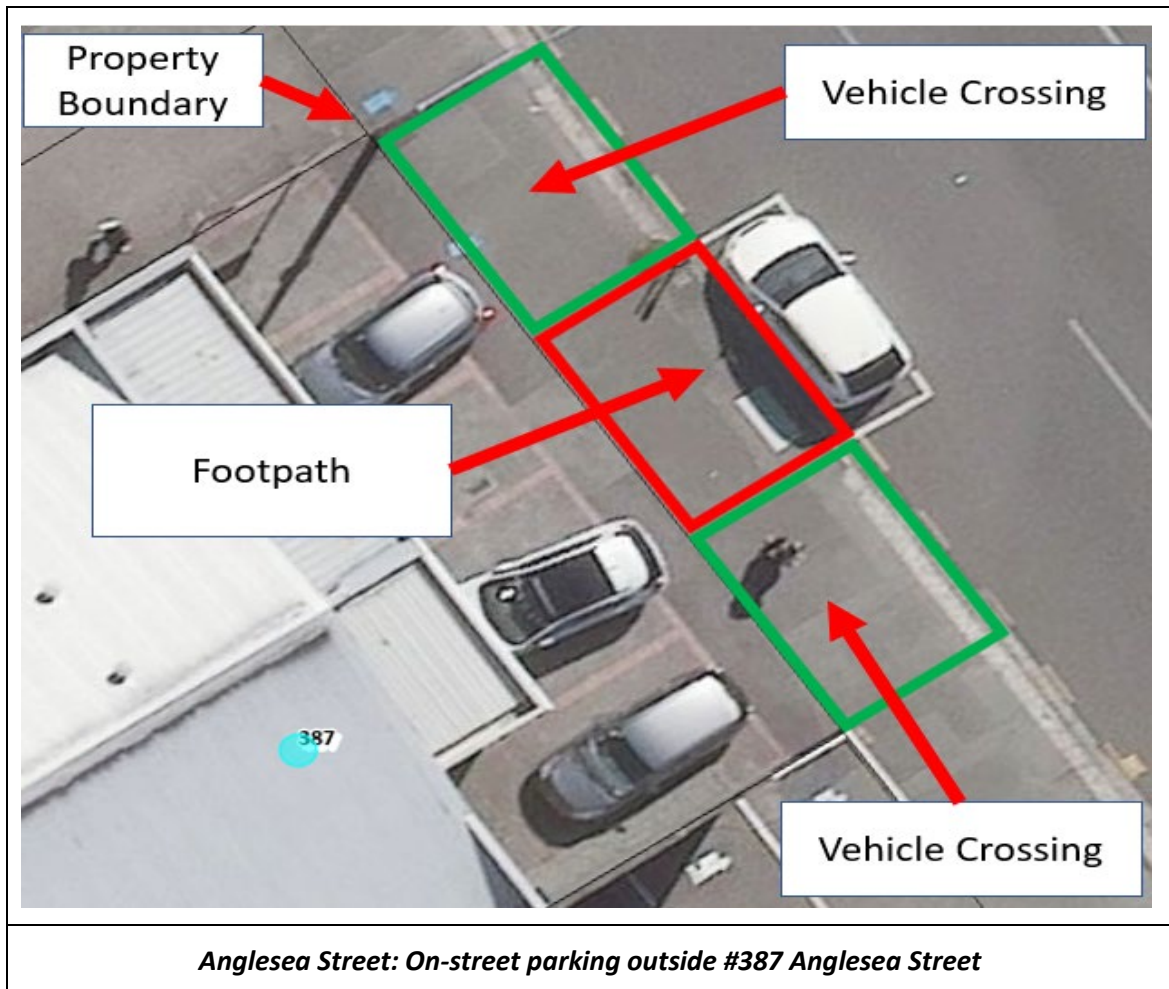
Feedback	Response
Living Streets support the project. "The changes would allow the ... traffic lane to act like a bus lane, giving traffic a clear movement lane and not forcing buses (and other traffic) to change lanes for single unused cars parked in what should be a movement lane". Living Streets requested that the pedestrian guard rails on the median island for the signalised crossing are not excessive to ensure that pedestrians and drivers have sufficient visibility of each other.	Acknowledged support. Feedback about pedestrian guard rails will be taken into consideration as part of detailed design.
CCS Disability Action Waikato support the project.	Acknowledged support.
Parents of Vision Impaired NZ support the project.	Acknowledged support.
Bike Waikato support the project.	Acknowledged support.
National Road Carriers advised they don't see any issues for the freight industry with the project.	Acknowledged feedback.
NZ Police did not have any concerns with the project.	Acknowledged feedback.
Hamilton Central Business Association (HCBA) did not provide any specific comments on the projected. HCBA "overall supports a connected, walkable central city however also sees the need for it to	Acknowledged feedback.

be a moveable city to ensure the economic viability of the business community, its customers and the commuting workforce”.	
<p>Fire and Emergency NZ expressed concern about the closeness of the raised platforms to the raised intersection (Bryce Street) as Anglesea Street is a main thoroughfare heading north out of Hamilton Fire Station.</p> <p>Fire and Emergency NZ have provided Hamilton City Council with a copy of the “Traffic calming and effective response speeds” report produced for them by MRCagney. The report concludes that “There is a lack of robust evidence in the literature, as outlined in this report, regarding the impacts of speed humps on emergency services” and there is “Limited robust evidence in the literature regarding the impacts of raised tables on emergency services”.</p>	<p>Staff advised that Anglesea Street is a public transport priority corridor within the Central City Transformation Plan and explained how that may provide opportunities in the future that enable the prioritisation of both public transport and emergency services. No further response was received from Fire and Emergency NZ at the time of writing this report.</p> <p>The raised safety platform and ramp style will be constructed to produce the desired 30km/h speed outcome with minimal disruption and discomfort for emergency vehicles. The parking removal along this corridor will future proof for bus priority which emergency services can utilise. In the interim it will serve as an additional traffic lane, providing more space for emergency response vehicles to manoeuvre through traffic.</p>

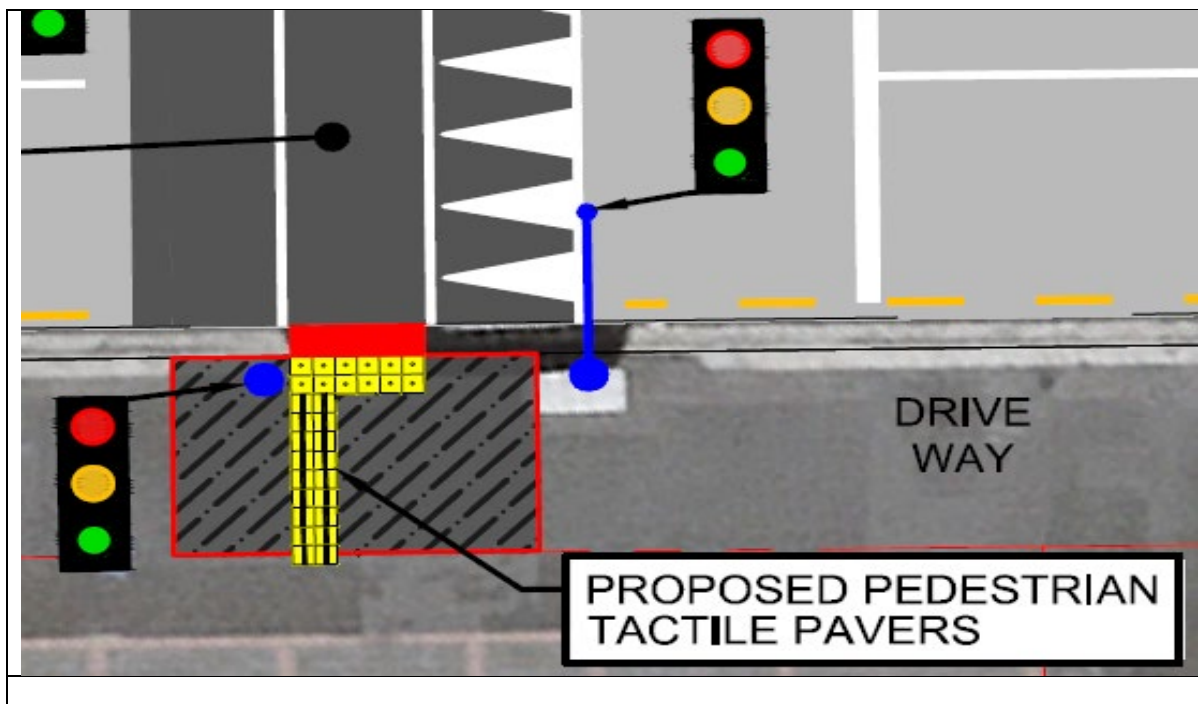
68. Concerns were expressed about the proposal by the tenant (Canon) and property owner for #408 Anglesea Street, the tenant (Varda Barber) and the property owner for #392A Anglesea Street, the tenant (Paterson Burn Optometrists) and the property owner for #389 Anglesea Street, and the Body Corporate Manager for owners and tenants of Casabella Lane.

Feedback	Staff Response
<p>The tenant (Paterson Burn Optometrists) and the property owner for #389 Anglesea Street that Paterson Burn Optometrists that over 30% of their patients are over 70 years old and they offer their services to stroke victims and disabled people. Some of their patients have difficulty walking and depend on using car parking.</p> <p>The key concern expressed was that the impact on off-street and on-street parking would significantly impact the business and reduce accessibility for some of their patients.</p>	<p>Staff acknowledged that the loss of 11 on-street parking spaces on this section of Anglesea Street may be unwelcome for some businesses with how they currently operate, however staff have taken into consideration that Anglesea Street is identified as the north-south bus priority route in the Central City Transformation Plan.</p>

69. Staff consider the impact on the off-street parking for Paterson Burn Optometrists to be minimal. The image below provides an overview of the off-street parking within the private property for Paterson Burn Optometrists. Since the vehicle crossings provide legal access to the property, the expectation is that drivers would continue to be able to access the off-street parking spaces that align with the vehicle crossings (which would appear to be enough for two vehicles on each side).



70. The proposed signal poles and pedestrian tactile pavers would be placed within the footpath space represented by the red square. Since it is illegal to drive along the footpath, this doesn't impact on the off-street parking as it is already not possible to angle park in the middle without driving along the footpath from the road.



71. The tenant (Varda Barber) and property owner of 392A Anglesea Street are strongly opposed to the project. Below is a summary of their key concerns and the response from staff:

Feedback	Staff Response
Installing a bus stop will cause major congestion on the footpath outside Varda Barber, particularly when approximately 30 students are waiting to enter the building in the morning.	The proposed bus shelter is to side of the building. We would expect people to wait there for the bus rather than outside the windows of the business. A higher number of people waiting would be irregular and temporary as bus service is every 15 minutes.
Concerned about vandalism and personal safety. More than 50% of Varda Barber's 153 learners are under the age of 18 and many are not equipped to deal with abuse – which has been an issue from people waiting at the bus stop outside Peaches and Cream.	Staff are aware that unwanted activity spills over from the Transport Centre. Changes are currently being worked through to refresh the Transport Centre to make it safer. We are not aware of any evidence that well-designed bus stops cause increases in undesirable activity in an area. The proposed bus shelter would have lighting and the central city is a busy place that offers plenty of passive surveillance.
Our clients expect privacy, easy access, comfort and peace. We cannot have people waiting for buses peering into the window.	The proposed bus shelter is to the side of the building. People would have to walk past the windows of the business to get on the bus, but movement of people in front of the windows already occurs with the pedestrian movements along Anglesea Street.
Bus stops are noisy. Students, tutors, and clients should be able to operate in an environment that is comfortable and conducive to learning.	This would not be like the Transport Centre where you get large groups of people waiting for multiple buses. Staff accept that there may be more noise around 3pm with students leaving from Hamilton Girls High. More generally, any bus stop location within the central city will inevitably be near a business due to the density of the central city.
One of the reasons we chose this building for our business was the access to street parking.	As outlined above, the proposal aligns with the Central City Transformation Plan and Parking Policy. The business has off-street parking.
Send the bus through the Transport Centre instead.	The Comet doesn't stop in the Transport Centre as it is a high frequency bus service and WRC have plans to increase the frequency. Sending the Comet through the Transport Centre and traffic lights to get back onto Anglesea Street would result in delays to the bus service.
Put the bus stop on the left side of the Casabella Lane carpark and put the bus stop where crossing is proposed.	The suggested alternative would result in buses blocking driveways when picking up and dropping off bus passengers.

72. The tenant (Canon) and property owner for 408 Anglesea Street oppose the signalised crossing. Below is a summary of their key concerns and the response from staff:

Feedback	Staff Response
The signalised crossing would prevent right turn movements in/out of their carpark.	Staff acknowledge that the expectation is that turning movements would be left in/out only.
There is already a crossing at the signalised intersection for pedestrians to use.	Moving the bus stop for a popular bus service away from the intersection will result in more people attempting to cross four lanes of traffic with a 50km/h speed limit. Even with the existing bus stop, many people don't use the crossing at the signalised intersection. This appears to be due to the amount time people must wait at the intersection before crossing.
The project lacks any long-term thinking as tenants for properties on Anglesea Street are subject to change.	See above comments, stop is being relocated due to safety concerns for people crossing the road, not just the business adjacent to the current bus stop.
Expectation of compensation if the project goes ahead due to the restricted access to the property.	Staff have explained there is no intention to provide compensation.

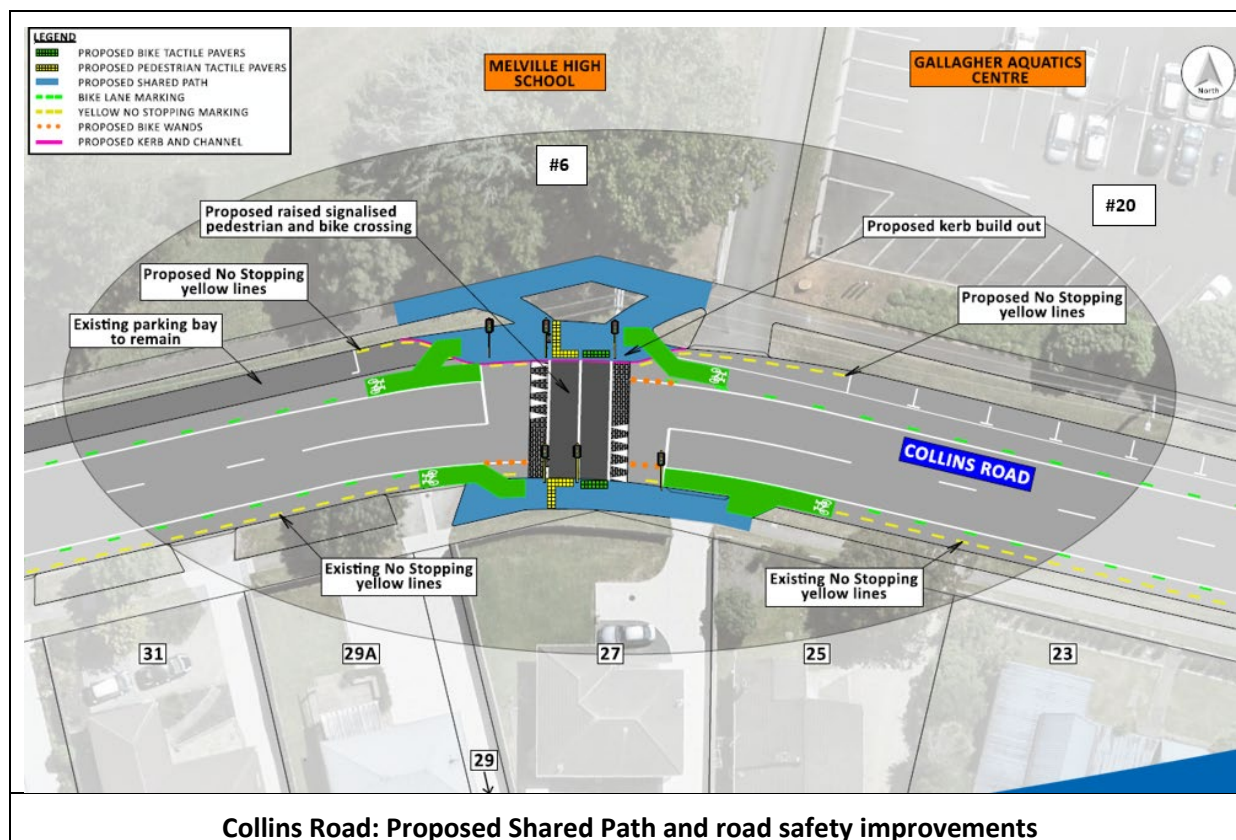
73. The Body Corporate Manager for Casabella Lane outlined general concerns about safety, potential vandalism, and loss of on-street parking on behalf of some of the business owners and tenants. The concerns, and responses from staff, are consistent with what is outlined above.
74. The Anglesea Trust owns an apartment above 392A Anglesea Street. The apartment has access through a doorway on the northern wall of the Varda Barber overlooking the off-street car park. The trustees expressed concern about the potential for the bus shelter location to block access to the doorway from the footpath. Staff have confirmed with the trustees that the bus shelter length and position will still enable access to the doorway from the footpath.
75. Construction works for this project are scheduled to start in April 2024.
76. Approval of proposed changes to parking restrictions and traffic registers is recommended (Recommendation 2 b) i).

LCLR – Safety Improvements at the Collins Road – Proposed Shared Path

77. Safety improvements are proposed on Collins Road to help make the area more accessible and safer for pedestrians and cyclists. The planned changes align with a proposed reduction in the speed limit from 50km/h to 30km/h (variable speeds) during school drop off and pick up times from April 2024.
78. The key safety issues identified outside Melville High School relate to:
 - a. Lack of facilities for pedestrians and cyclists crossing the Collins Road near the school.
 - b. Trend of vehicles approaching at undesirable speeds near the school entrance.
79. These works provide a safer crossing point for students from Melville High School and Deanwell Primary. These improvements will reduce operating speeds in the school zone, allowing drivers to safely watch for pedestrians and cyclists, resulting in fewer crashes and injuries.
80. Improvements included in the project works are:
 - i. Installation of a new raised crossing with traffic lights outside #27 Collins Road for pedestrians and cyclists.
 - ii. Installation of a new shared path near #27 Collins Road for pedestrians and cyclists.
 - iii. Installation of cycle ramps for cyclists to access the new shared path.

- iv. Installation of cycle wands at the new raised road crossing.
- v. Installation of tactile pavers on the footpath to improve safety for pedestrians with impaired vision.

81. A copy of the consultation plan for the proposed improvements is below:



82. Staff consulted in October and November 2023 for these proposed changes to traffic restrictions with affected property and business owners and the following feedback was received, which is presented in the table below:

#	Feedback received	Staff response
i	Melville High School expressed their support for the project and proposed an alternate location for the raised pedestrian and cyclist crossing closer to Ohaupo Road.	<p>Staff identified the proposed location as the desired location based on the observation from a site visit.</p> <p>The alternate location suggested by the school was not preferred by staff because of the following reason:</p> <ol style="list-style-type: none"> proximity (within 100m) to an existing signalised crossing at Ohaupo Road. Distance from the residential area Reduced speed calming in the school variable speed limit area than the desired outcome. Proximity to Gallagher Pools.
ii	Feedback supporting the proposal was received from key stakeholders including:	Acknowledged support received from these stakeholders.

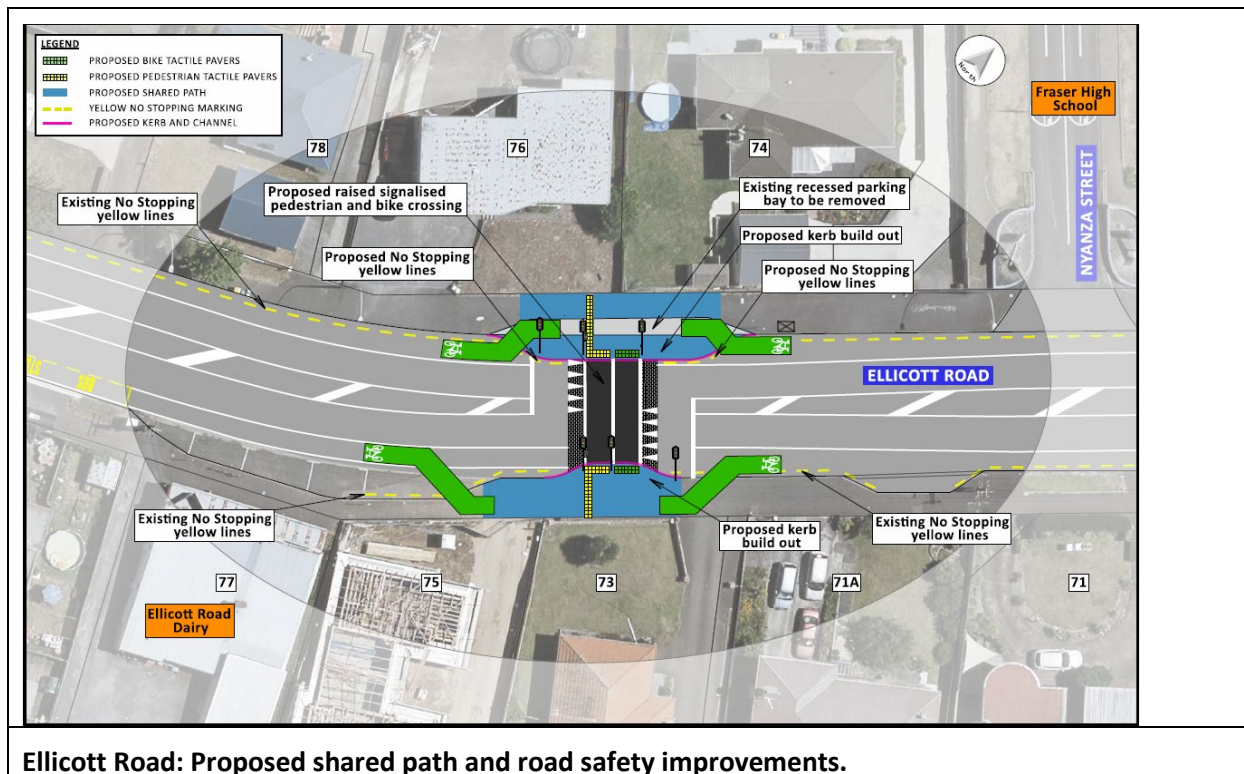
	<ul style="list-style-type: none"> - Living Streets Aotearoa Inc - Fire and Emergency - Go Eco - NZ Police - Parents of Vision Impaired - Bike Waikato - CCS Disability Action Waikato - Waikato Regional Council 	
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83. Construction works for this project are scheduled to start in early 2024.
84. Changes to the **Cycle Paths Register** are recommended and included in paragraph 115 of the report for approval for the completion of this project.
85. Approval of proposed changes to parking restrictions and traffic registers is recommended {Recommendation 2 b) iv}.

LCLR – Safety Improvements at Ellicott Road – Proposed Shared Path

86. Safety improvements are proposed on Ellicott Road to help make the area more accessible and safer for pedestrians and cyclists. The proposed improvements will reduce operating speeds in a school zone, allowing drivers to safely watch for pedestrians and cyclists, resulting in fewer crashes and injuries.
87. These works will provide a safe crossing for pedestrians, including students, from Fraser High School and for local businesses. The proposed changes to traffic restriction support a proposed reduction in the speed limit from 50km/h to 30km/h (variable speeds) during school drop off and pick up times, from April 2024.
88. The key safety issues identified are:
- i. Lack of safe crossing facilities for pedestrians and cyclists near the school.
 - ii. Trend of vehicles approaching at undesirable speeds near school.
89. Included in the project works are:
- i. Installation of a new raised signalised crossing for pedestrians and cyclists outside #73 Ellicott Road.
 - ii. Installation of cycle ramps to enable cyclist to safely move between the road and the new shared path.
 - iii. Installation of tactile pavers on the footpath to improve safety for pedestrians with impaired vision crossing the street.

90. A copy of the consultation plan for the proposed improvements is below:



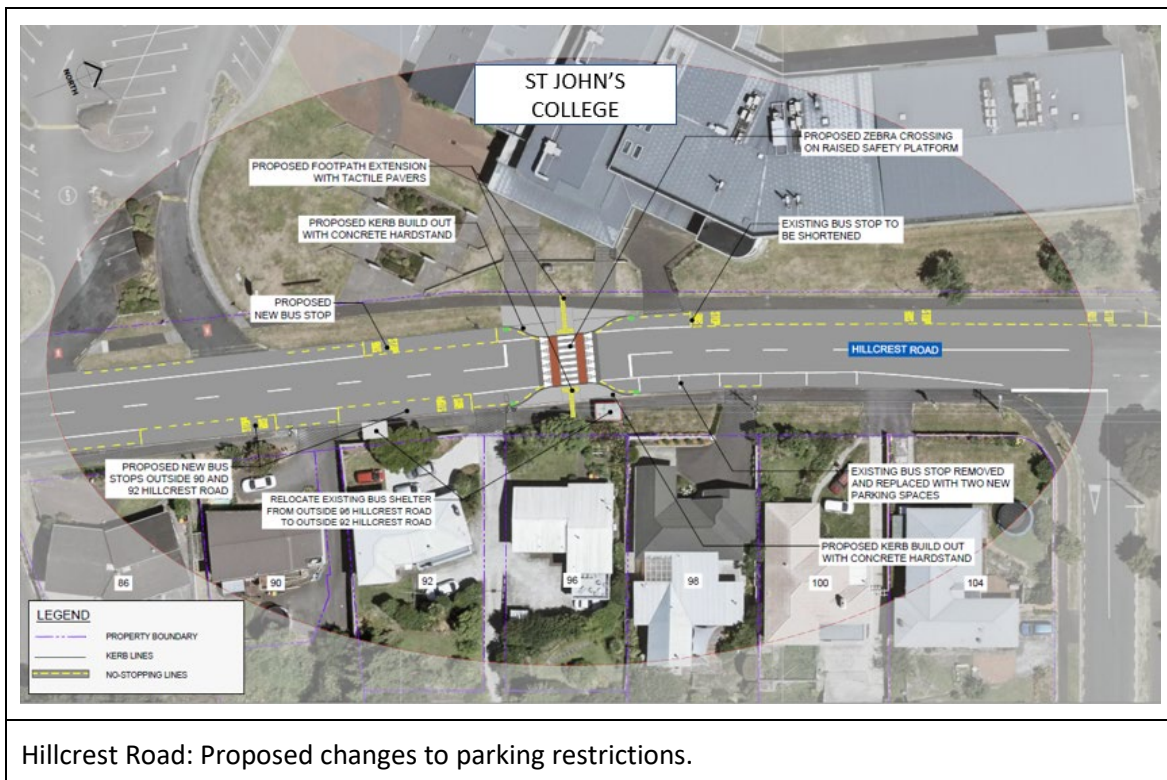
91. Staff consulted on the proposed changes to traffic restrictions with affected property owners in October and November 2023. Following feedback was received and is presented in the table below:

#	Feedback received	Staff response
i	Parents of Vision Impaired support the crossing and advised to educate students to use the crossing.	Transport education team work with school to educate students where necessary.
ii	Waikato Regional Council informed regarding movement of double decker bus along Ellicott Road and advised to design pedestrian crossing considering larger and heavier vehicles.	Proposed crossing will accommodate heavy vehicles including double decker buses.
iii	Feedback supporting the proposal was received from key stakeholders such as <ul style="list-style-type: none"> - Living Streets Aotearoa Inc - Fire and Emergency - Go Eco - NZ Police - Parents of Vision Impaired - Bike Waikato - CCS Disability Action Waikato - Waikato Regional Council 	Acknowledged support received from these stakeholders.

92. Construction works for this project are scheduled to start in early 2024.
93. Changes to the **Cycle Paths Register** are recommended and included in paragraph 115 of the report for approval for the completion of this project.
94. Approval of proposed changes to parking restrictions and traffic registers is recommended {Recommendation 2 b) v}.

LCLR – Safety Improvements at Hillcrest Road – Proposed improvements to Public Transport

95. Safety improvements are proposed on Hillcrest Road to help make the area more accessible and safer for pedestrians. These improvements will provide a safer crossing point outside St John's College.
96. The key safety issues identified are:
 - i. lack of facilities for pedestrians and cyclists crossing the road near the school.
 - ii. trend of vehicles approaching at undesirable speeds near school.
97. The proposed improvements will reduce operating speeds in the school vicinity, allowing drivers to safely watch for pedestrians and cyclists, resulting in fewer accidents and injuries.
98. The project works include the following improvements:
 - i. Installation of a new raised pedestrian crossing outside St John's College on Hillcrest Road.
 - ii. Installation of bus stops adjacent to the raised pedestrian crossing outside St John's College.
 - iii. Installation of a new raised pedestrian crossing, and changes to parking restrictions outside St John's College to improve visibility for pedestrians and other road users.
 - iv. Installation of tactile pavers on the footpath to improve safety for pedestrians with impaired vision crossing the street at the new raised pedestrian crossing.
99. A copy of the consultation plan for the proposed improvements is below:



100. Staff consulted on the proposed changes to traffic restrictions with affected properties in October 2023.

101. The feedback received and staff response is presented in the table below:

#	Feedback received	Staff response
i	A resident expressed their support to the proposed improvements and enquired if a bus shelter will be installed outside St Johns college.	Acknowledged support received. Staff responded to the property residents that a bus shelter outside St Johns College is not included in the scope of this project but will be added to our list of requests.
ii	Living Streets raised their concerns about the sight distance available at the proposed crossing facility in comparison with an existing crossing facility outside #89 Discovery Drive.	Staff responded to the query explaining this project site is not comparable with the location at #89 Discovery Drive. The sight distances for the proposed crossing comply with New Zealand standards.
iii	Bike Waikato, Parents of Vision Impaired expressed their support for the proposed changes.	Staff acknowledged the support received.

102. Construction works for this project are scheduled to start in early 2024.

103. Changes to the **Cycle Paths Register** are recommended and included in paragraph 115 of the report for approval for the completion of this project.

104. Approval of proposed changes to parking restrictions and traffic registers is recommended {Recommendation 2 b) vi}.

Parking restrictions to support Peacocke Development Capital works:

105. The Peacocke Waikato River Bridge and Strategic Services Project is jointly funded by the Housing Infrastructure Fund and Hamilton City Council along with Waka Kotahi NZ Transport funding assistance. The project was identified in the Peacocke Network Infrastructure Programme as a gateway project to connect and urbanise Peacocke. This project was approved by the Strategic Growth Committee on [20 August 2020](#).

106. The new Ring Road extension from the Wairere Drive / Cobham Drive intersection (Kairokiroki Drive) will provide safe, accessible, and direct connection to Hamilton East with off-road pedestrian & cyclist facilities as well as Bus lanes.

107. The upgraded Peacockes Road and Weston Lea Drive (2 sections, split by Kairokiroki Drive) have pedestrian and cycling facilities as well as on-street parking and in-lane bus stops. Traffic restrictions for these roads was approved by Traffic, Speed Limits and Road Closures Hearings Panel on [17 October 2023](#).

108. Image below shows an overview plan with the new road layout.

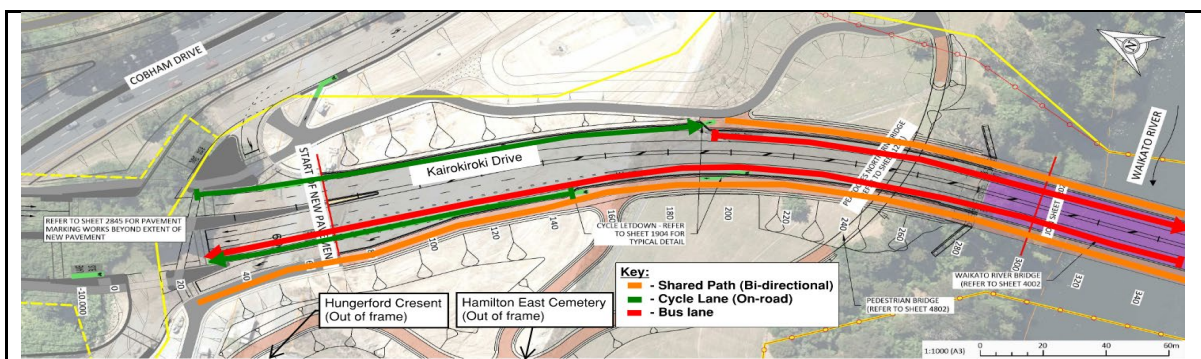


Project overview plan

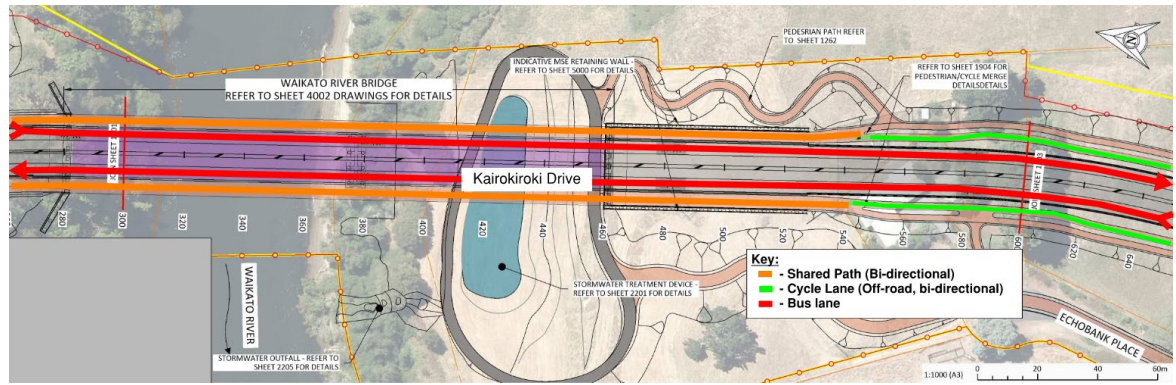
109. Facilities created on Kairokiroki Drive include:

- i. cycle lanes.
- ii. shared paths.
- iii. bus lanes.
- iv. Crossing facilities for pedestrians and cyclists.

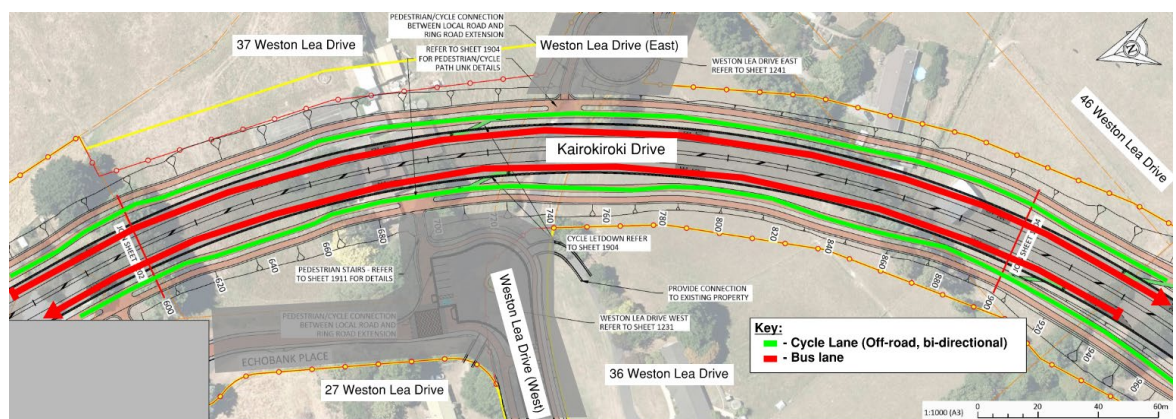
110. A copy of the proposed traffic restriction changes in Kairokiroki Drive are shown below:



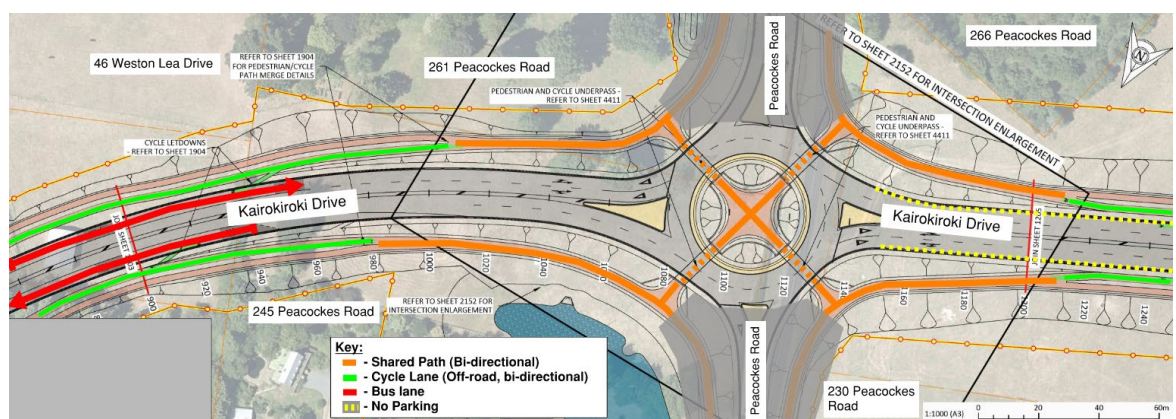
Proposed restrictions on Kairokiroki Drive – Section 1



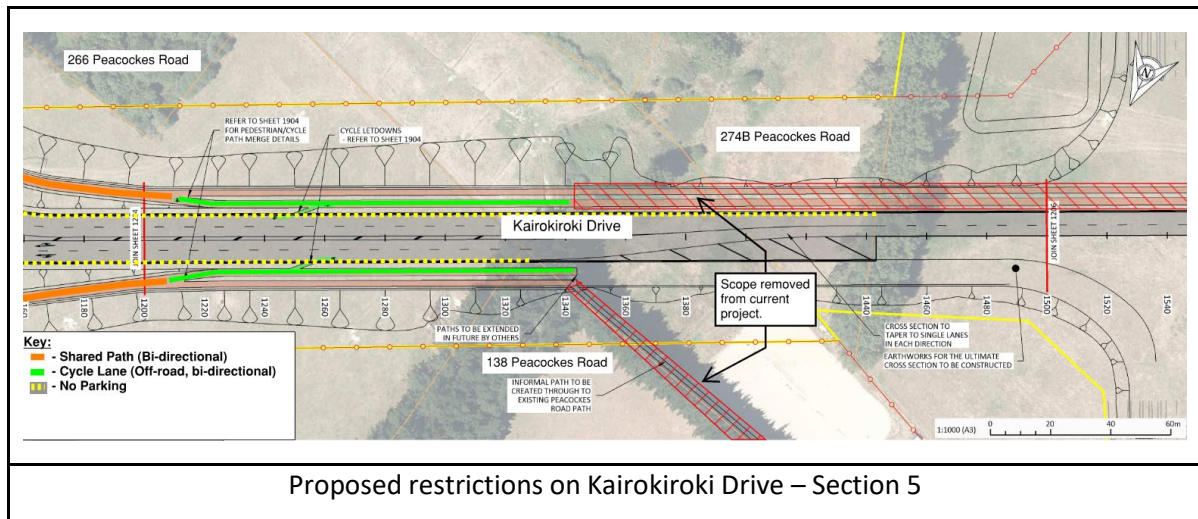
Proposed restrictions on Kairokiroki Drive – Section 2



Proposed restrictions on Kairokiroki Drive – Section 3



Proposed restrictions on Kairokiroki Drive – Section 4



111. Changes to the **Cycle Paths Register**, **Cycle Lanes Register** and **Bus Lanes Register** are recommended and included in paragraph 115, paragraph 118 and paragraph 121 of the report for approval for the completion of this project.
112. Approval of proposed changes to parking restrictions and traffic registers is recommended {Recommendation 2 b) viii}.

Traffic Bylaw Changes

113. 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).
114. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- Cycle Path Register; and
 - Special Vehicle Lanes – Part 1: Cycle Lanes Register
 - Special Vehicle Lanes – Part 2: Bus Lanes Register

Cycle Paths Register

115. 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’.
116. The following projects works result in changes to the register:
- LCLR – Collins Road (Road Safety Improvements)
 - LCLR – Ellicott Road (Road Safety Improvements)
 - CERF – Horsham Downs Road (Project # 21)
 - Peacocke Development works

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

Location	Description	Priority
Collins Road	(ii) <u>Cycle path on north side of Collins Road, starting outside Melville High School and progressing 30m east.</u> (iii) <u>Cycle path on south side of Collins Road, starting outside #25 Collins Road and progressing 30m east.</u>	Nil
Ellicott Road	(ii) <u>Cycle path on North side of Ellicott Road, starting outside #74 Ellicott Road and progressing 35m west.</u> (iii) <u>Cycle path on South side of Ellicott Road, starting outside #73 Ellicott Road and progressing 35m west.</u>	Nil
Horsham Downs Road	i. Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 60m <u>230m</u> North. ii. Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 70m <u>170m</u> North.	Nil
<u>Kairokiroki Drive</u>	i. <u>Cycle Path on the East Side of Kairokiroki Drive, starting 150m South of Cobham Drive intersection. Progressing 350m in South direction.</u> ii. <u>Cycle Path on the West Side of Kairokiroki Drive, starting at the intersection with Cobham Drive and progressing 510m in South direction.</u> iii. <u>Cycle Path on the South Side of Kairokiroki Drive, starting outside #261 Peacockes Road and progressing 70m West to Peacockes Road underpass.</u> iv. <u>Cycle Path on the North Side of Kairokiroki Drive, starting outside of #245 Peacockes Road and progressing 90m West to the Peacockes Road underpass.</u> v. <u>Cycle Path on North side of Kairokiroki Drive, starting outside #230 Peacockes Road progressing 80m in West direction.</u> vi. <u>Cycle Path on South side of Kairokiroki Drive starting outside #266 Peacockes Road progressing 80m in West direction.</u>	<u>Nil</u>

Special Vehicle Lanes – Part 1: Cycle Lanes Register

118. 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).
119. The following projects works result in changes to the register:
- Peacocke Development works
120. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description
<u>Kairokiroki Drive</u>	<ol style="list-style-type: none"> <u>Southbound direction Cycle Lane from the intersection with Cobham Drive, progressing 150m on Kairokiroki Drive in South direction.</u> <u>Northbound direction Cycle Lane starting at a point 120m South of intersection with Cobham Drive and finishing at the intersection of Cobham Drive.</u> <u>Bi-Directional Cycle Lane starting outside #245 Peacockes Road, progressing 420m along Kairokiroki Drive in North Direction.</u> <u>Bi-Directional Cycle Lane starting outside #261 Peacockes Road, progressing 470m along Kairokiroki Drive in North Direction.</u> <u>Bi-Directional Cycle Lane on North side of Kairokiroki Drive, starting 80m West of the roundabout, outside of 230 Peacockes Road progressing 130m West towards 138 Peacockes.</u> <u>Bi-Directional Cycle Lane on South side of Kairokiroki Drive, starting 80m West of the roundabout, outside of 266 Peacockes Road progressing 130m West.</u>

Special Vehicle Lanes – Part 2: Bus Lanes Register

121. 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).
122. The following projects works result in changes to the register:
- Peacocke Development works
123. The Cycle Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description
<u>Kairokiroki Drive</u>	<ol style="list-style-type: none"> <u>'Bus Lane At All Times' on Kairokiroki Drive progressing 900m in Northbound direction starting outside #245 Peacockes Road and ending at the intersection with Cobham Drive.</u> <u>'Bus Lane At All Times' on Kairokiroki Drive progressing 770m in Southbound direction starting at the intersection with Cobham Drive and ending outside #261 Peacockes Road.</u>

Financial Considerations - Whaiwhakaaro Puutea

124. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- 2023/24 City Transportation Operations and Parking Activity budgets for general changes.

- ii. 2023/24 Low Cost Low Risk Programme – Road to Zero and Walking & Cycling improvements for the projects listed below:
 - a) LCLR – Anglesea Street (Road Safety Improvements)
 - b) LCLR – Collins Road (Road Safety Improvements)
 - c) LCLR – Ellicott Road (Road Safety Improvements)
 - d) LCLR – Hillcrest Road (Road Safety Improvements)
- 125. Funding for the implementation of the approved CERF Climate Emergency Response Fund (CERF) - Transport Choices programme is included in the 2023/24 Annual Plan for the projects listed below:
 - i. Improvements on Horsham Downs Road (Project # 21)
- 126. Funding for the implementation of the proposed traffic changes associated with Peacocke development included in the 'Peacocke Waikato River Bridge and Strategic Services Project' which is jointly funded by the Housing Infrastructure Fund, Hamilton City and Waka Kotahi NZ Transport Agency.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Climate Change Impact Statement

- 128. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
- 129. 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

- 130. 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').
- 131. 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.
- 132. The recommendations set out in this report are consistent with that purpose.

Social

- 133. 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

- 134. 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

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

Cultural

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

Risks - *Tuuraru*

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

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

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

Significance & Engagement Policy - Kaupapa here whakahira/anganui

Significance

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

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

Engagement

141. 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 changes to parking restrictions changes.

Traffic, Speed Limit and Road Closure Hearings Panel

Proposed Parking Restriction Changes

December 2023

D 4090712

Attachment 1 - Illustrations of proposed parking restriction



Proposed Parking Restriction Changes

- Anson Avenue
- Te Rapa Road
- Caro Carpark
- Grange Avenue
- Masters Avenue
- Horsham Downs Road (CERF)
- Anglesea Street (LCLR)
- Collins Road (LCLR)
- Ellicott Road (LCLR)
- Hillcrest Road (LCLR)
- Kairokiroki Drive (Ring Road Extension, Peacocke)
- Te Ipukura Street (Ruakura - Private Development)

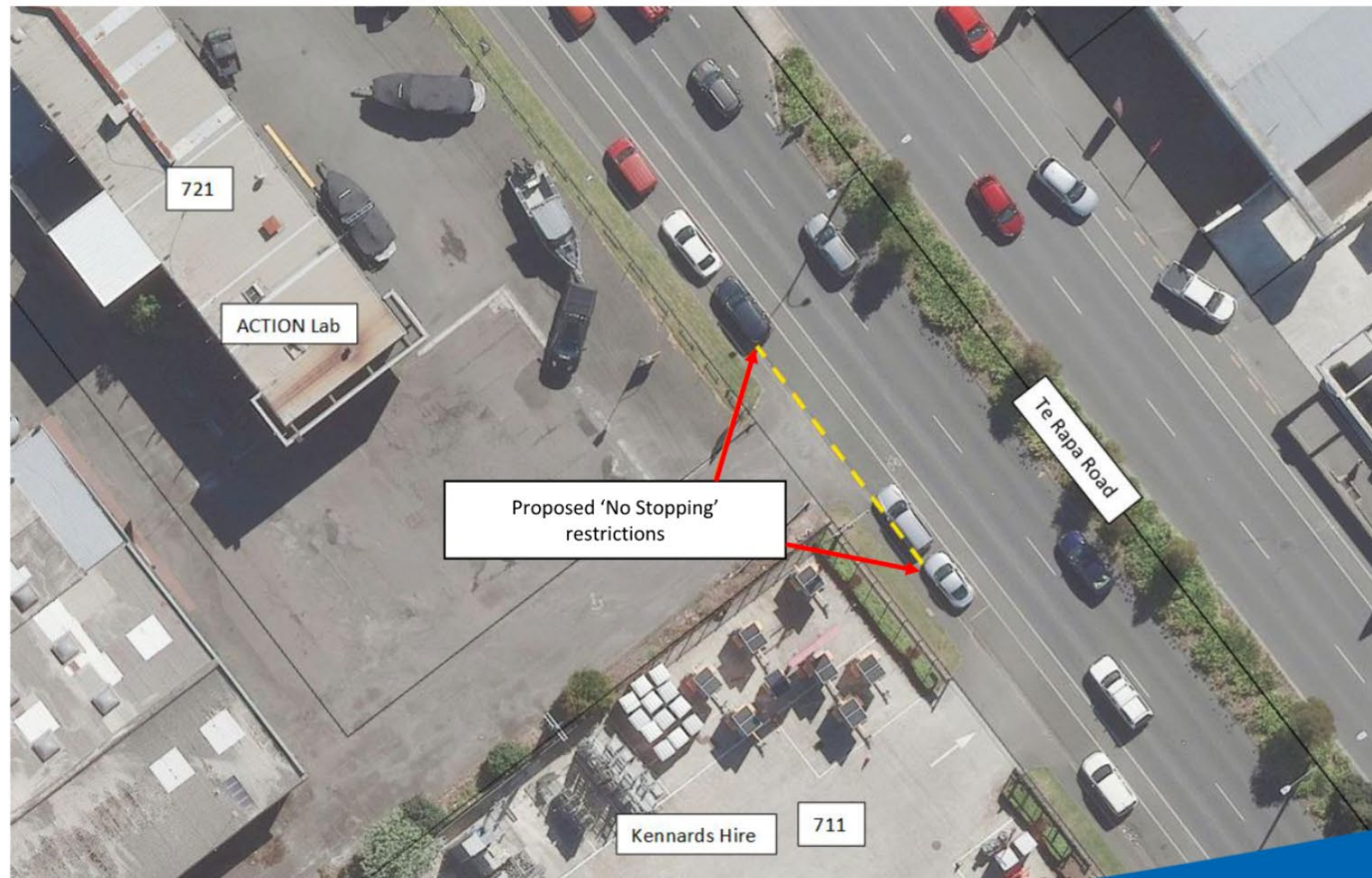
Proposed Parking Restriction – Anson Avenue



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Attachment 1

Proposed Parking Restriction – Te Rapa Road



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Caro Carpark



Item 5

Attachment 1

Proposed Parking Restriction – Grange Avenue



Proposed Parking Restriction – Masters Avenue



Attachment 1 - Illustrations of proposed parking restriction

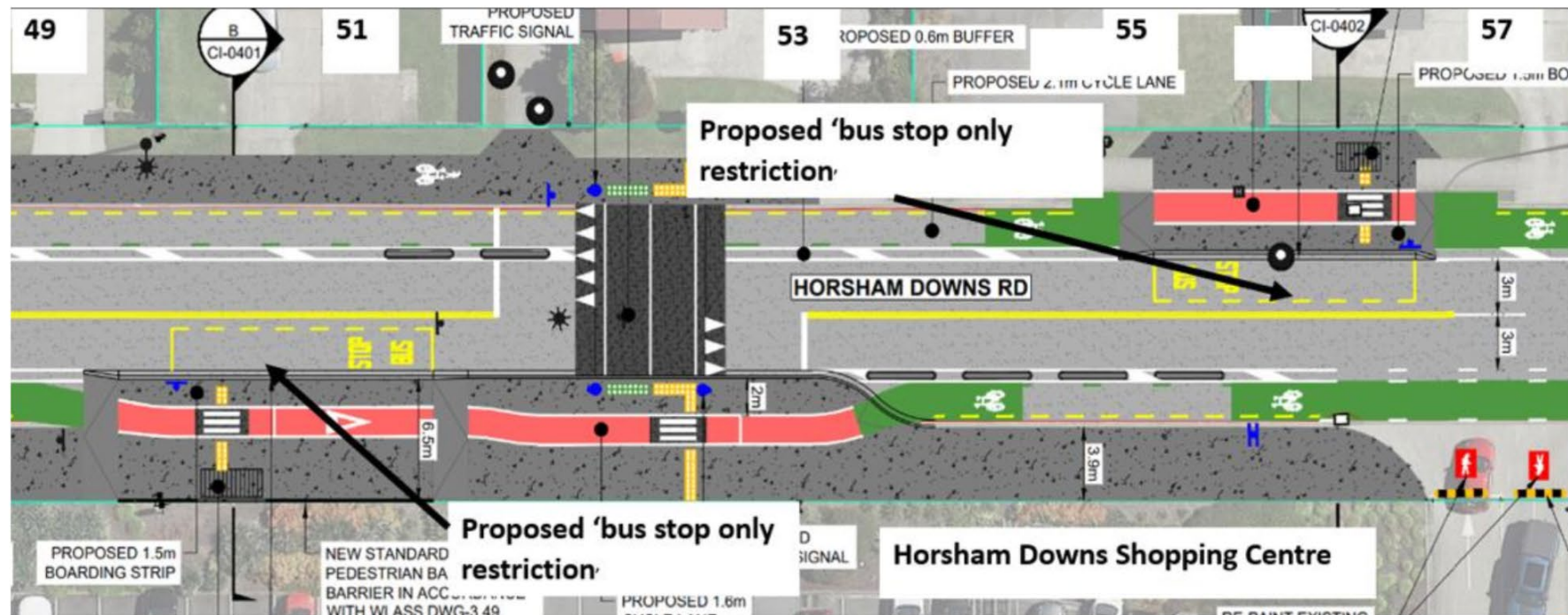
Proposed Parking Restriction Changes

CERF Projects

- Project #21 – Horsham Downs Road



Proposed Parking Restriction – Horsham Downs Road (CERF)



Item 5

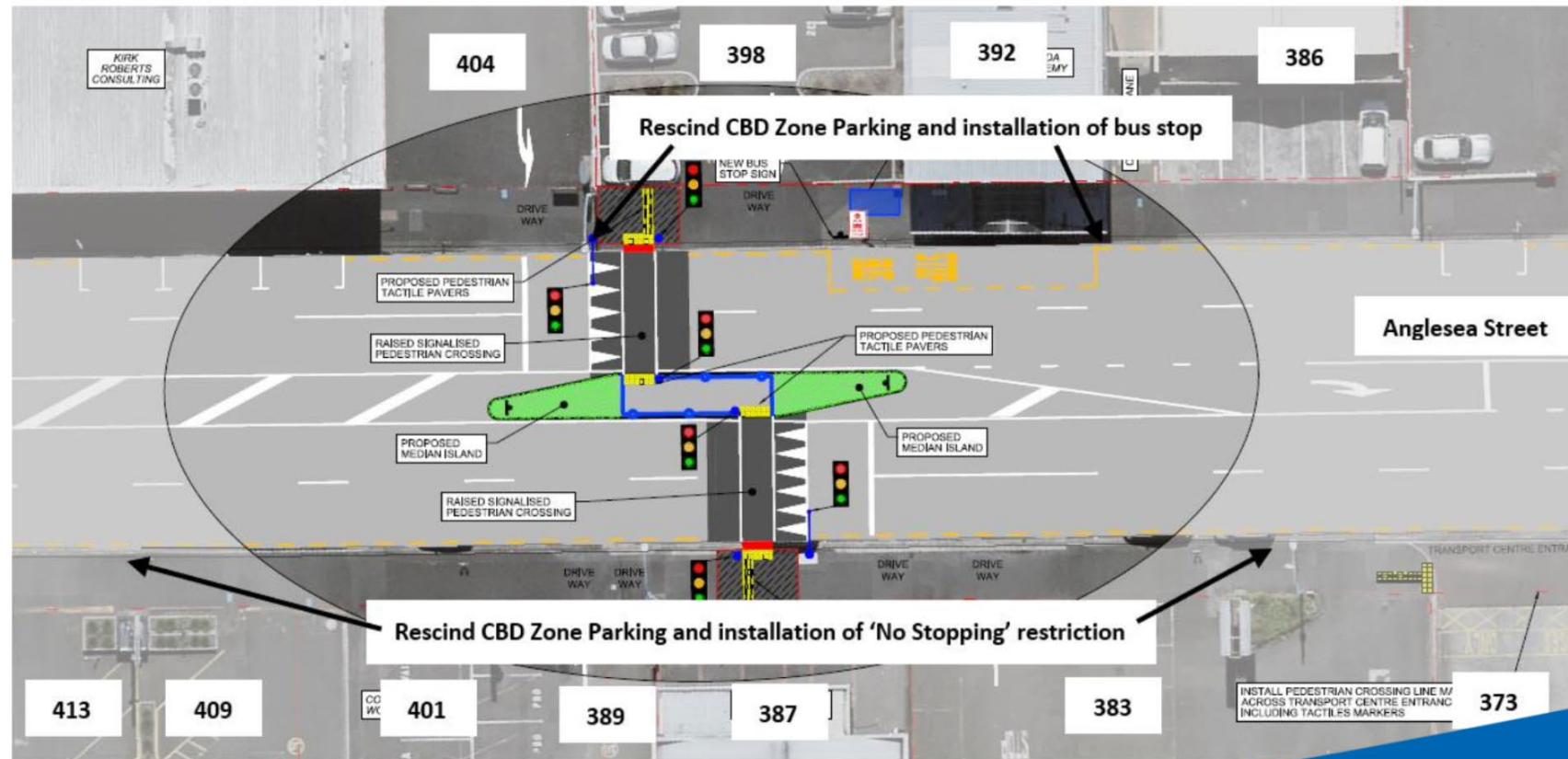
Attachment 1

Proposed Parking Restriction Changes

LCLR Projects

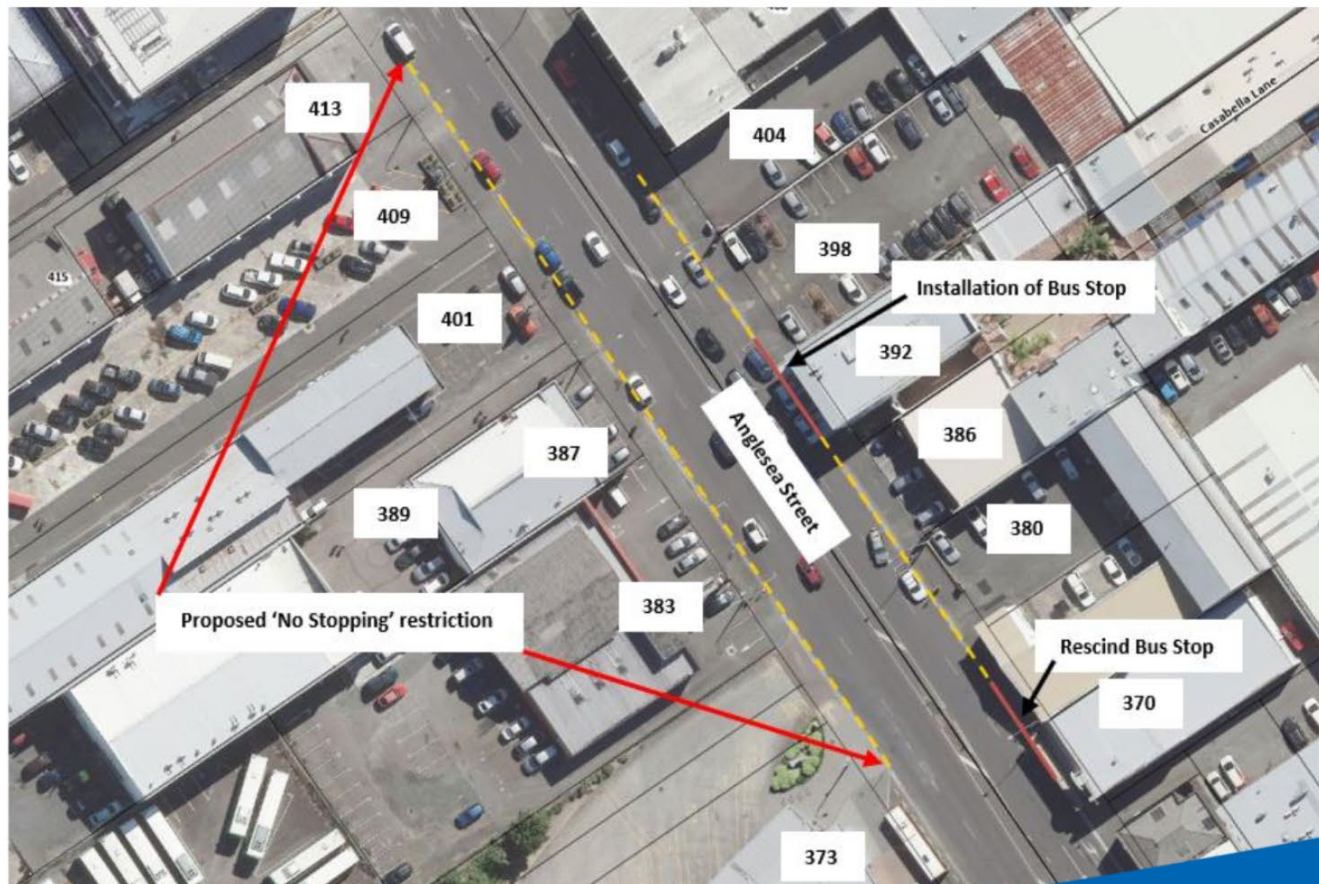
- Anglesea Street (LCLR Safety Improvements)
- Collins Road (LCLR Safety Improvements)
- Ellicott Road (LCLR Safety Improvements)
- Hillcrest Road (LCLR Safety Improvements)

Proposed Parking Restriction – Anglesea Street (LCLR project)



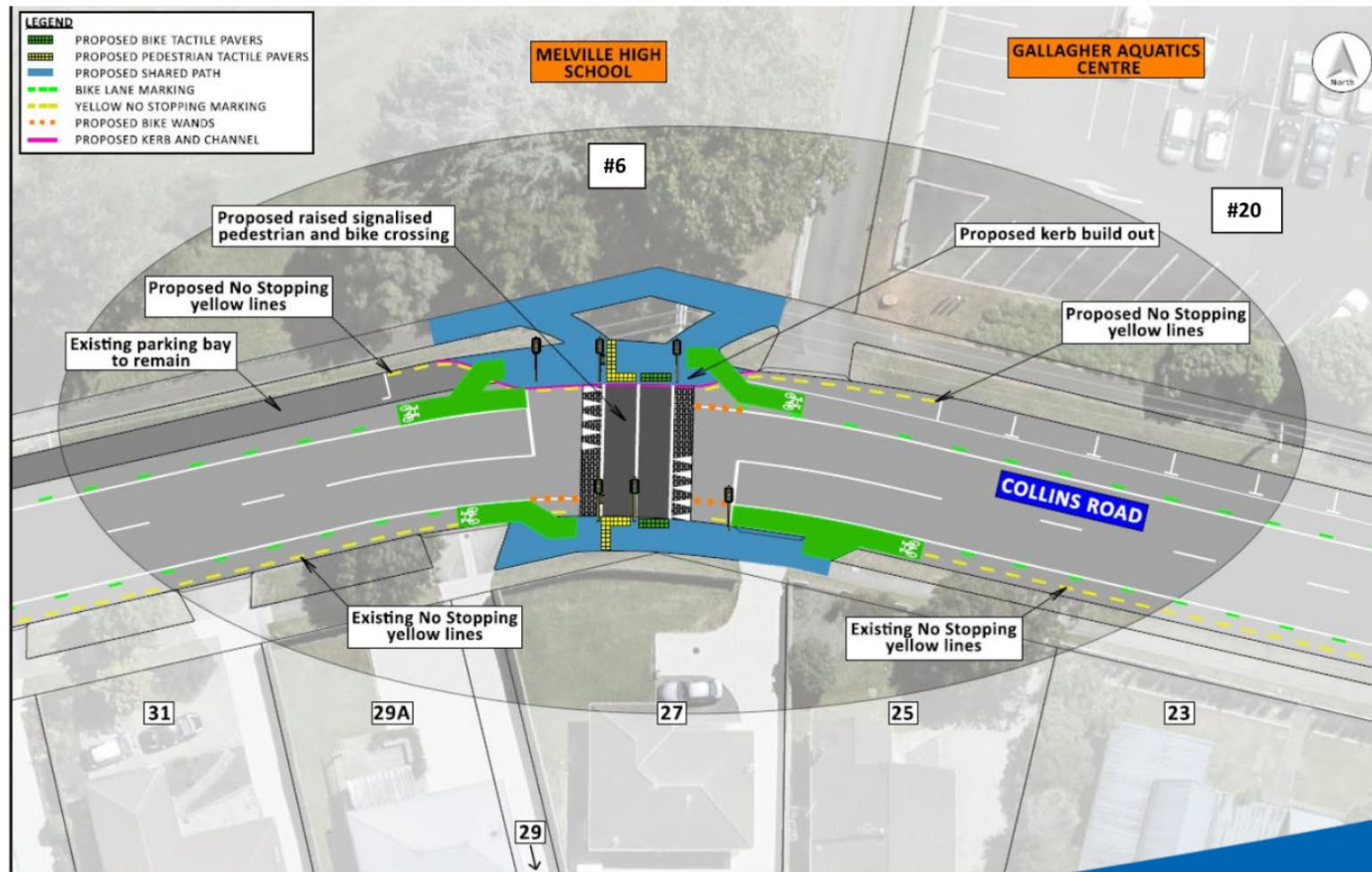
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Anglesea Street (LCLR project)



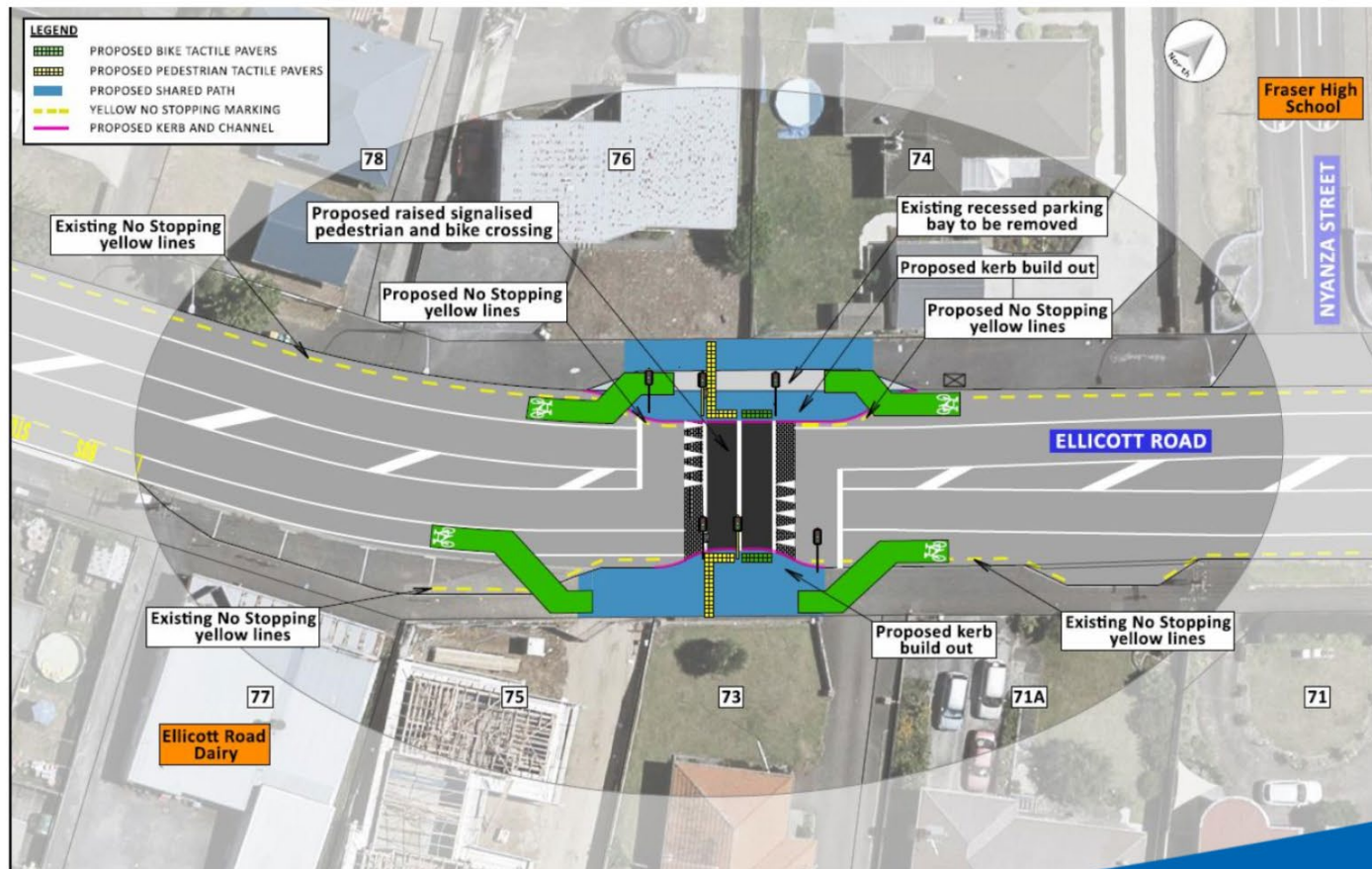
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Collins Road (LCLR project)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Ellicott Road (LCLR project)

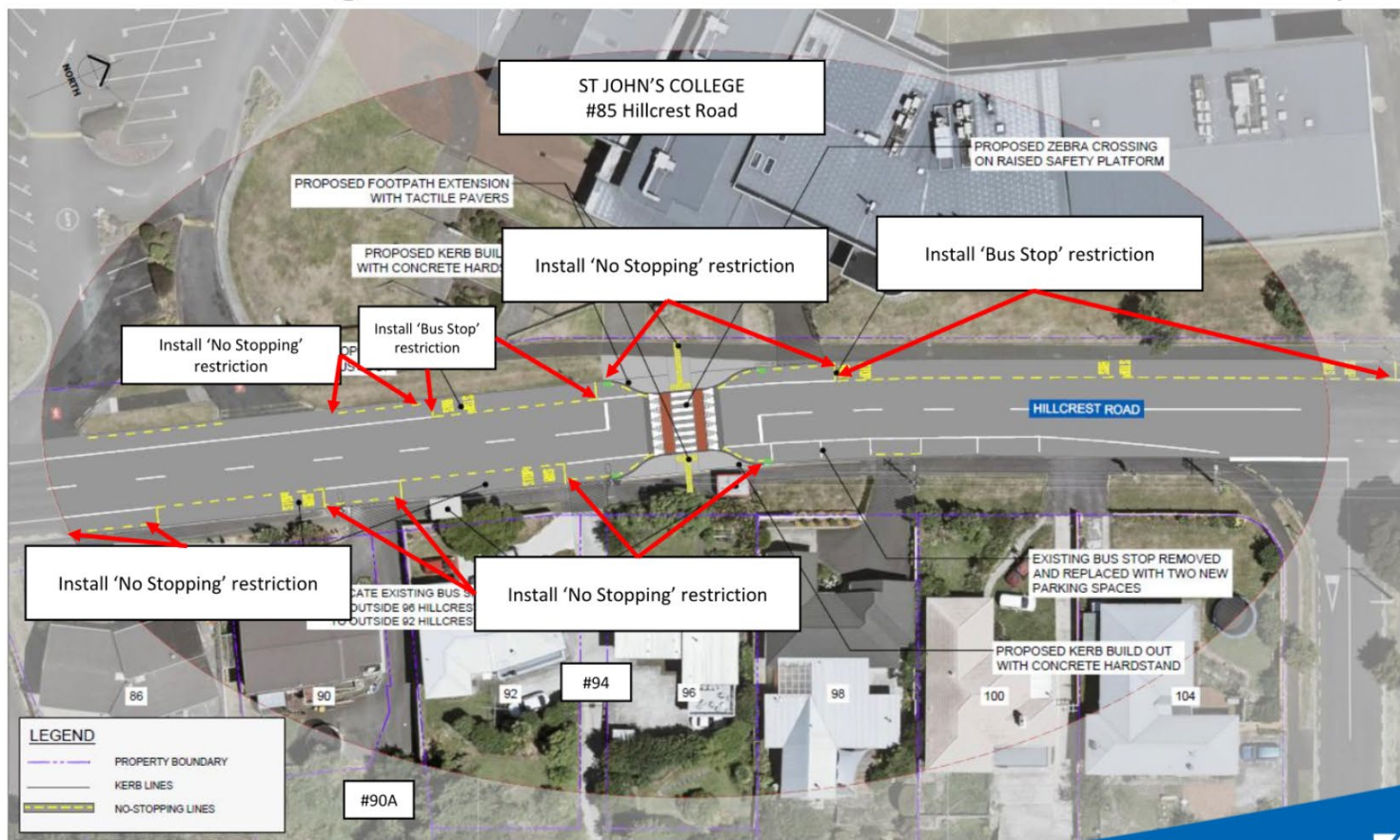


Attachment 1



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Hillcrest Road (LCLR project)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction – Hillcrest Road (LCLR project)

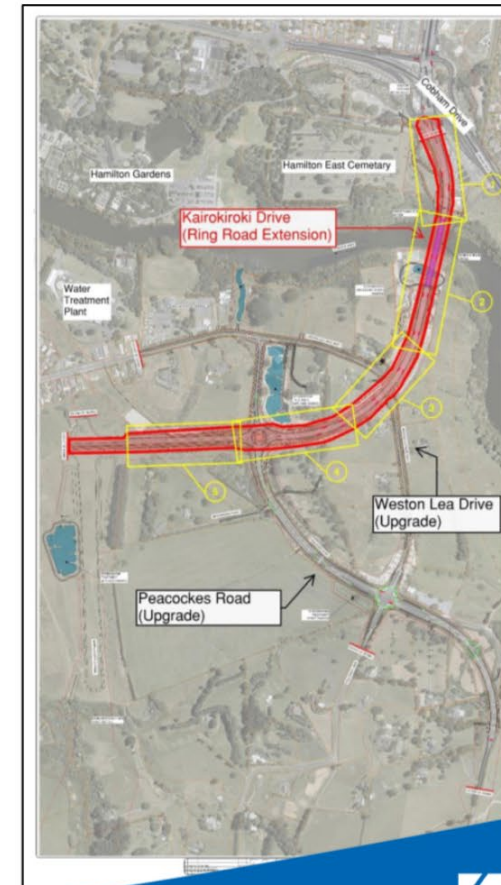


Attachment 1 - Illustrations of proposed parking restriction

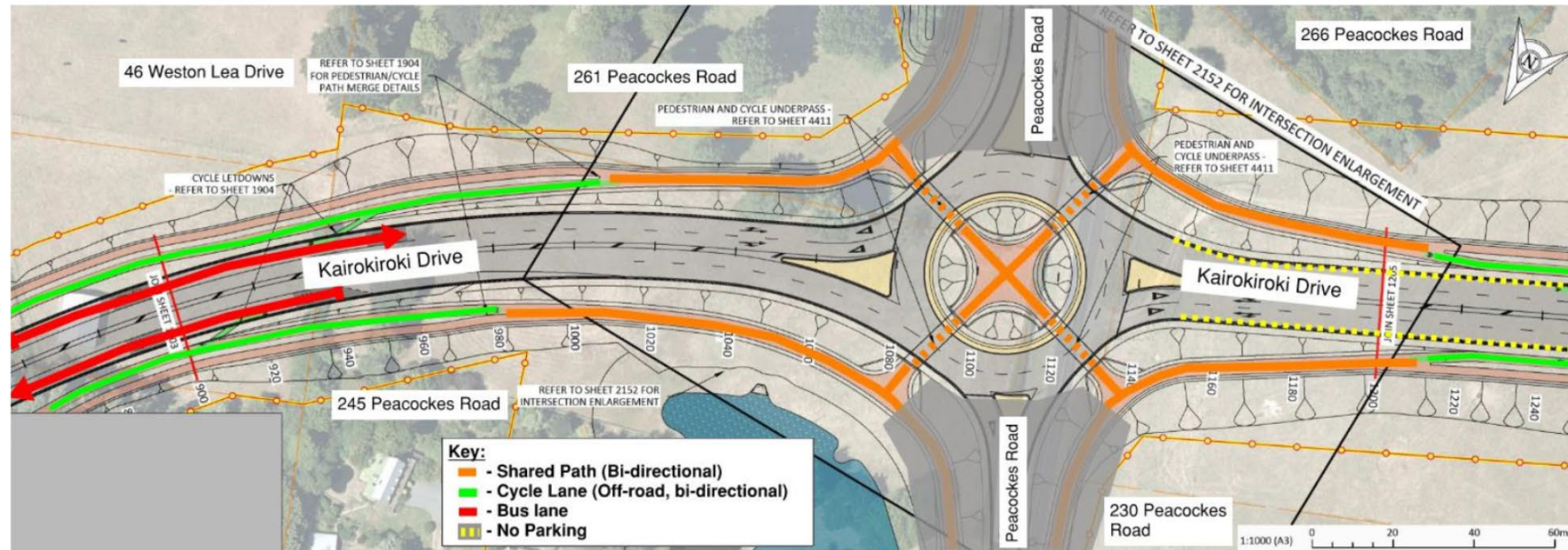
Proposed Parking Restriction Changes

Capital Projects & Developments

- Kairokiroki Drive



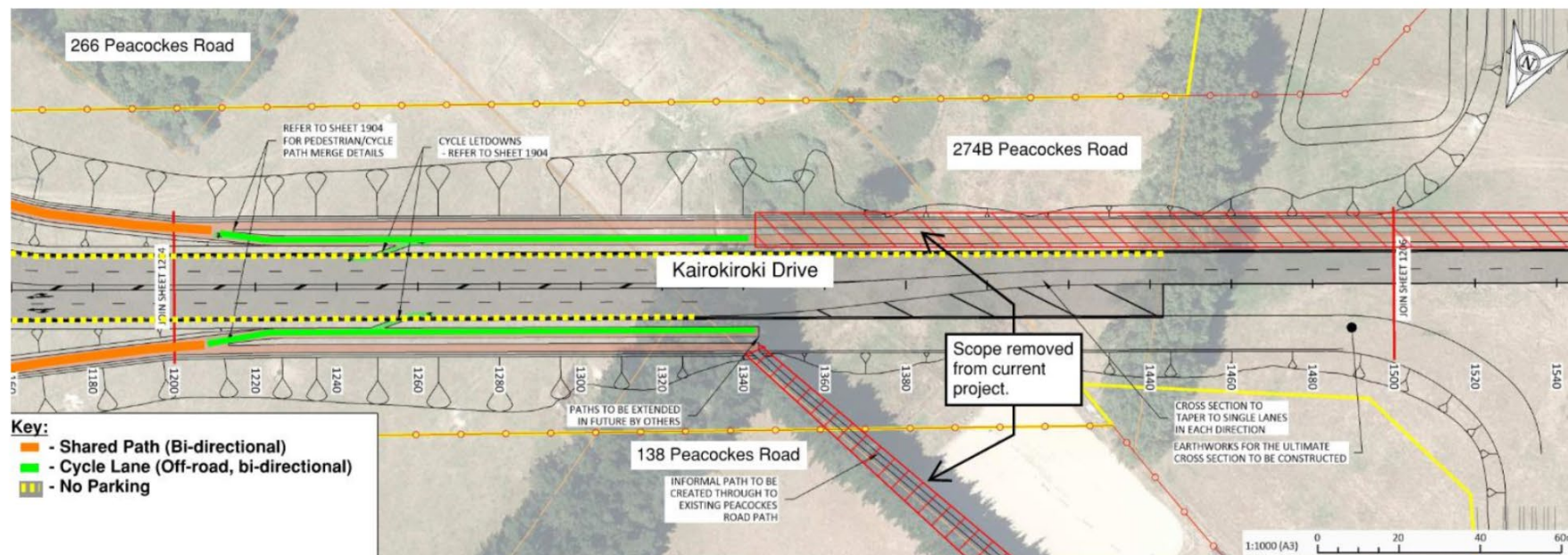
Proposed Parking Restriction – Kairokiroki Drive



Item 5

Attachment 1

Proposed Parking Restriction – Kairokiroki Drive



Proposed Parking Restriction – Te Ipukura Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Traffic Bylaw Register Updates



Proposed Traffic Bylaw Register Changes

Item 5

CERF Projects

- Project #21 – Horsham Downs Road

Attachment 1



Proposed Traffic Register changes – Horsham Downs Road (CERF)



Attachment 1 - Illustrations of proposed parking restriction

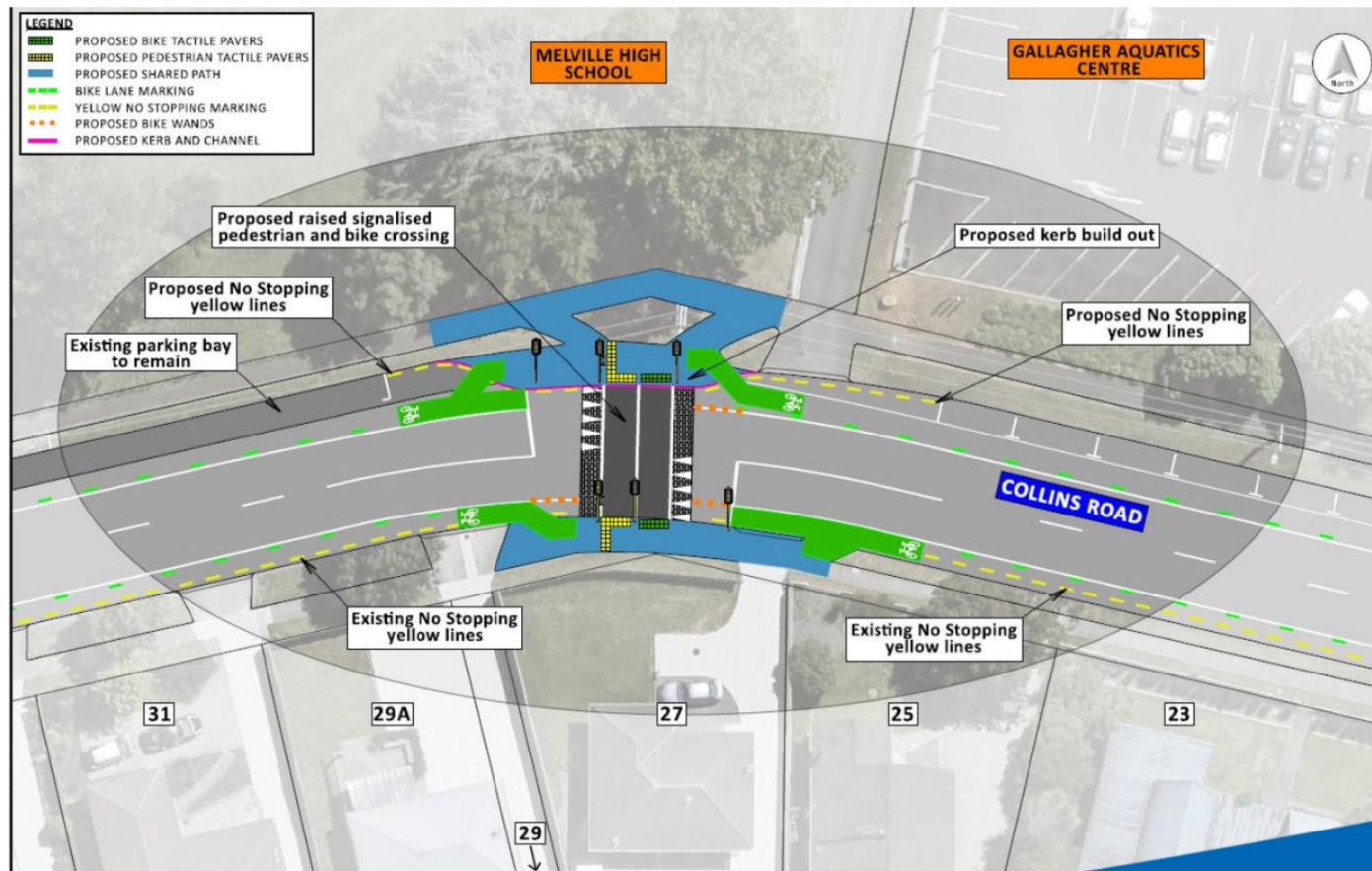
Proposed Traffic Bylaw Register Updates

LCLR Projects

- Collins Road (LCLR Safety Improvements)
- Ellicott Road (LCLR Safety Improvements)

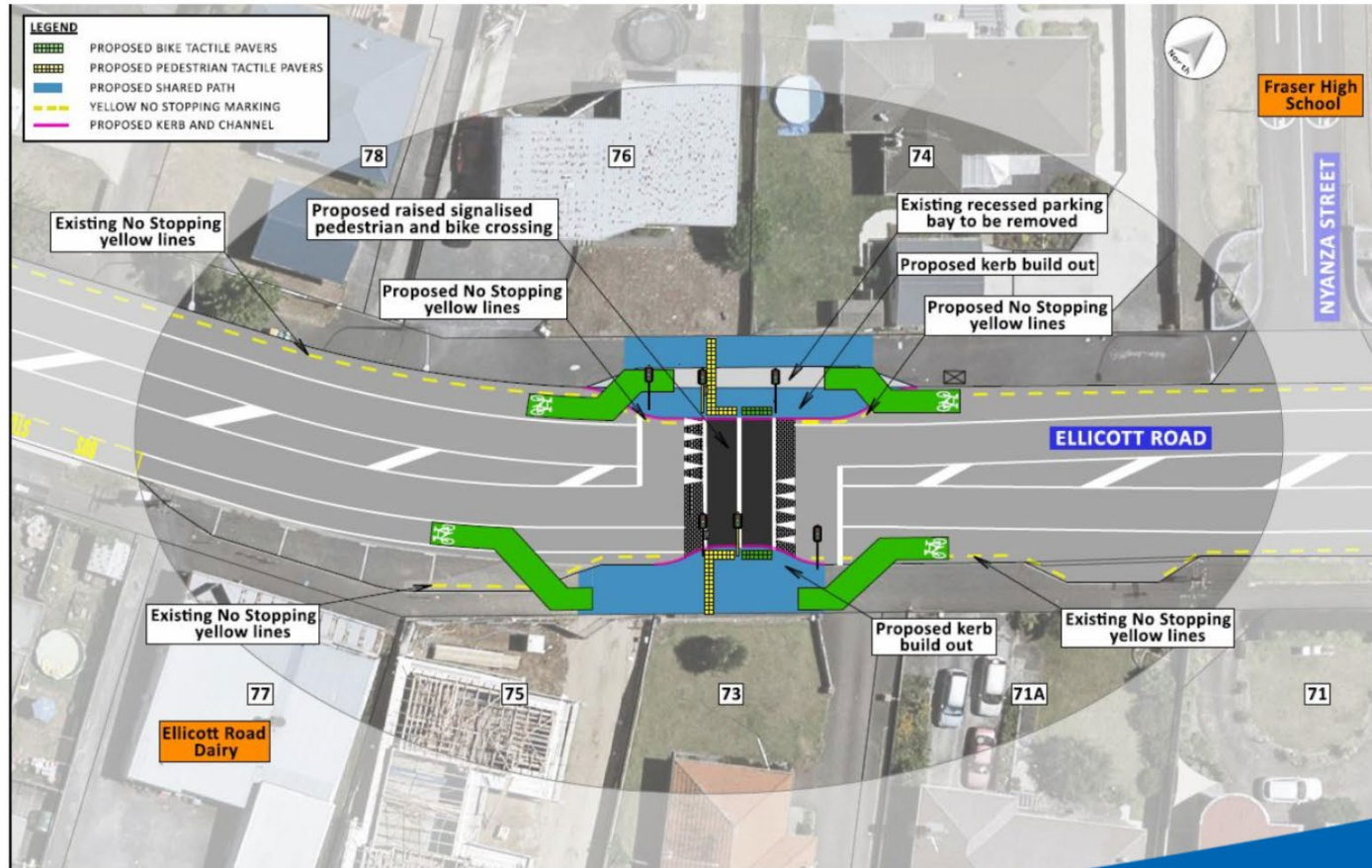


Proposed Traffic Register changes – Collins Road (LCLR project)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Traffic Register changes – Ellicott Road (LCLR project)

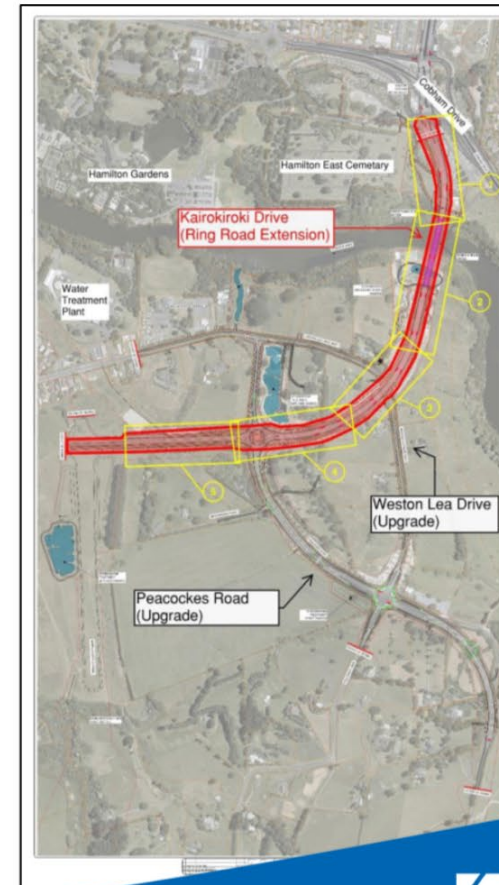


Attachment 1 - Illustrations of proposed parking restriction

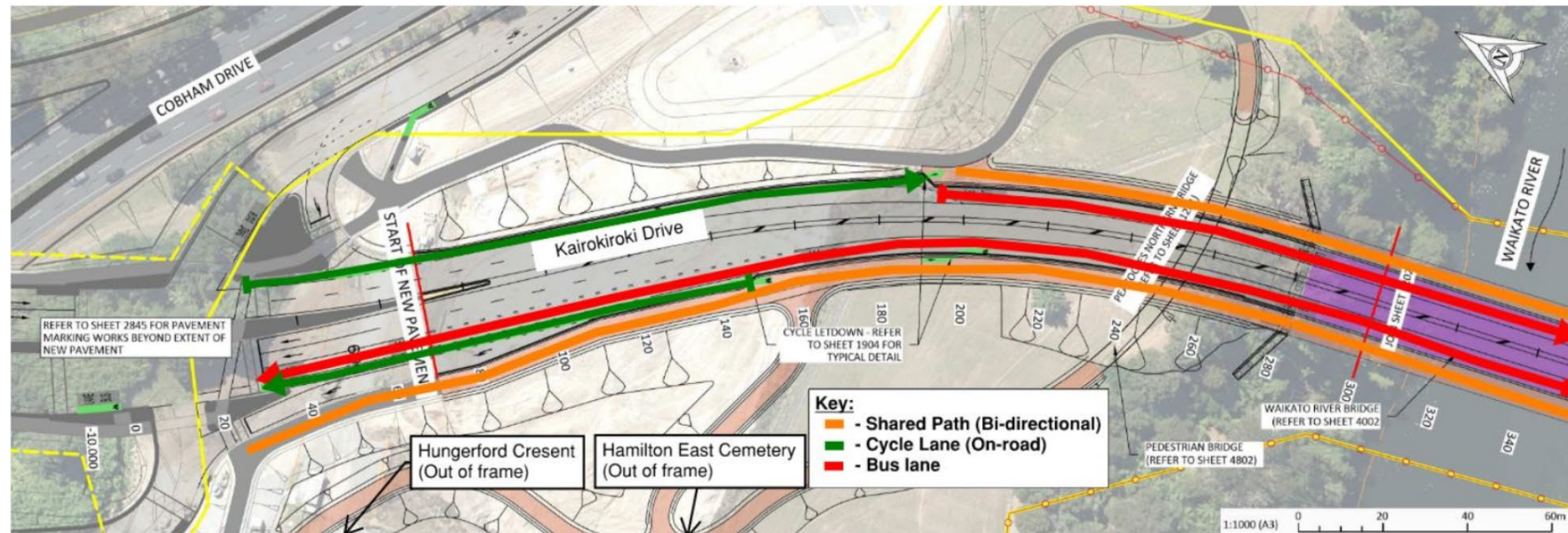
Proposed Traffic Register Updates

Capital Projects & Developments

- Kairokiroki Drive



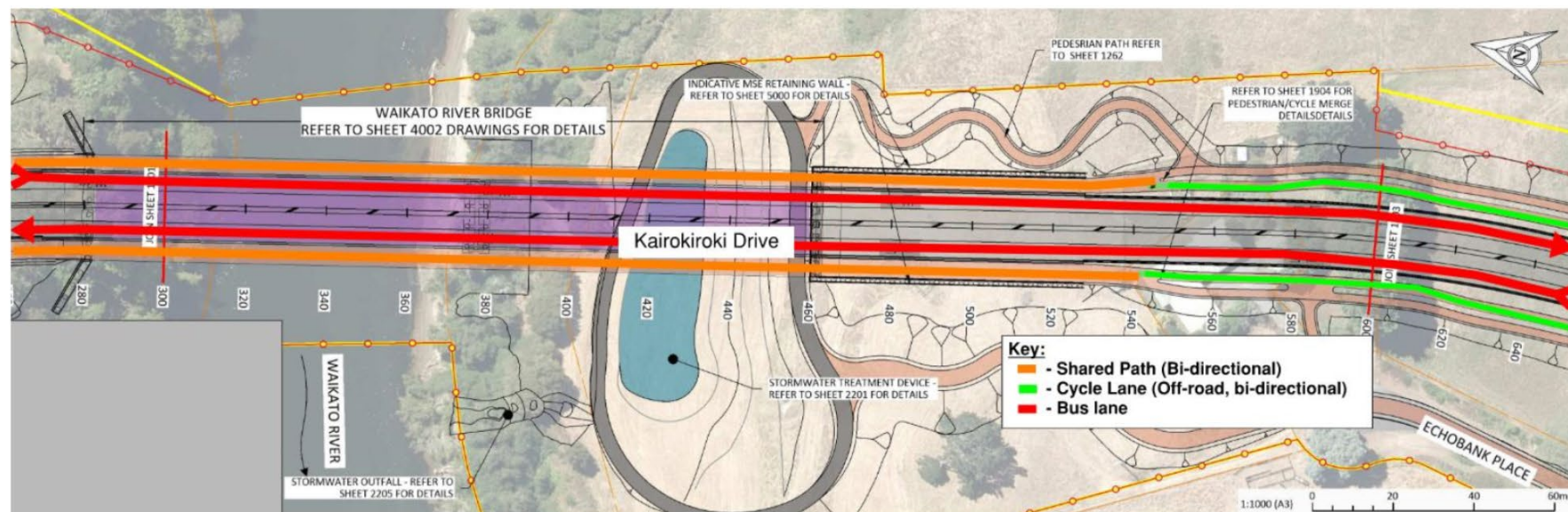
Proposed Traffic Register changes – Kairokiroki Drive



Item 5

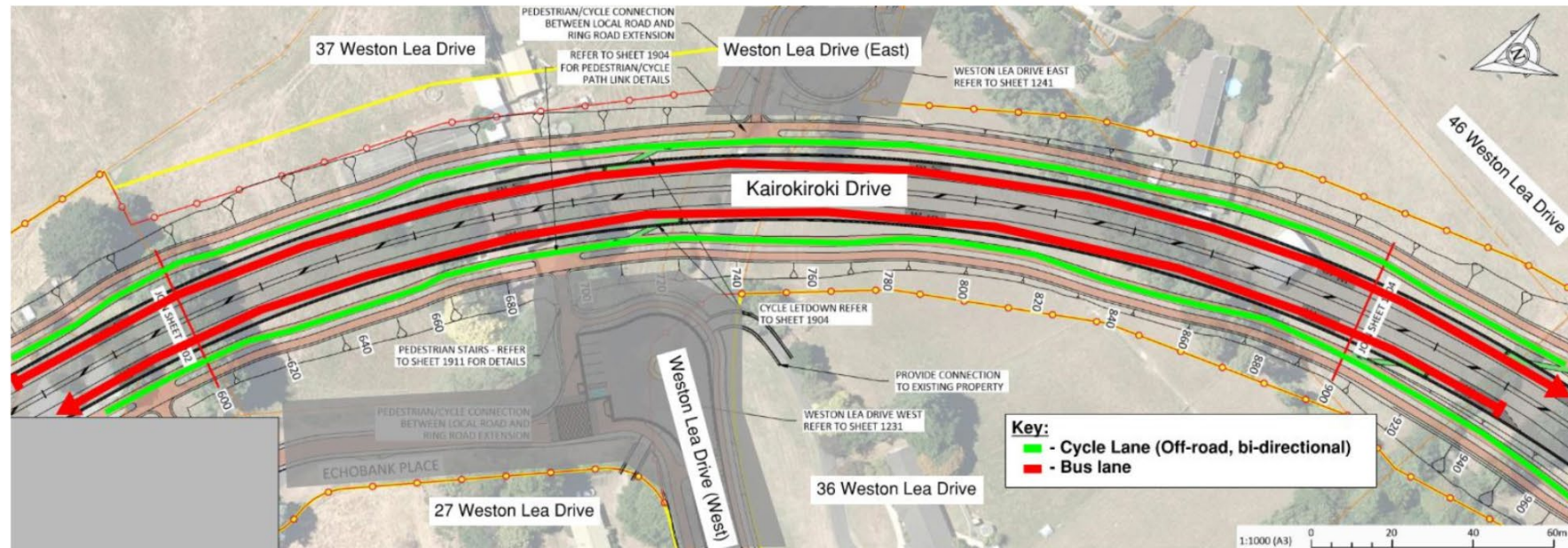
Attachment 1

Proposed Traffic Register changes – Kairokiroki Drive



Attachment 1 - Illustrations of proposed parking restriction

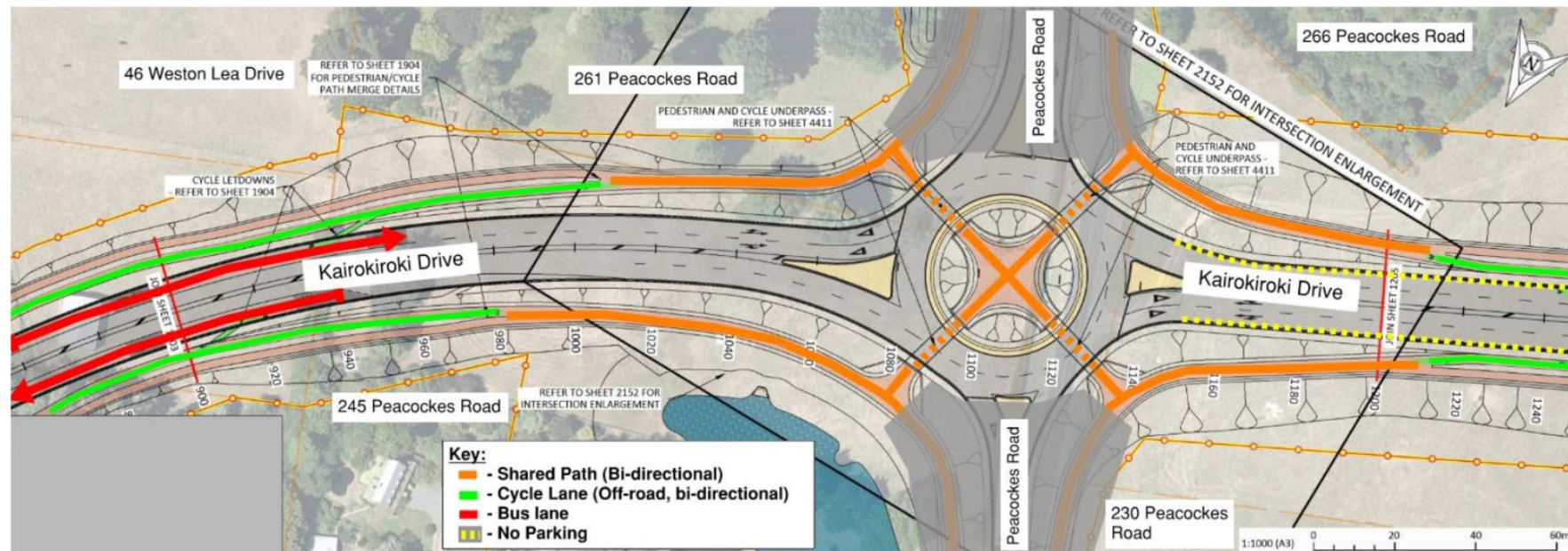
Proposed Traffic Register changes – Kairokiroki Drive



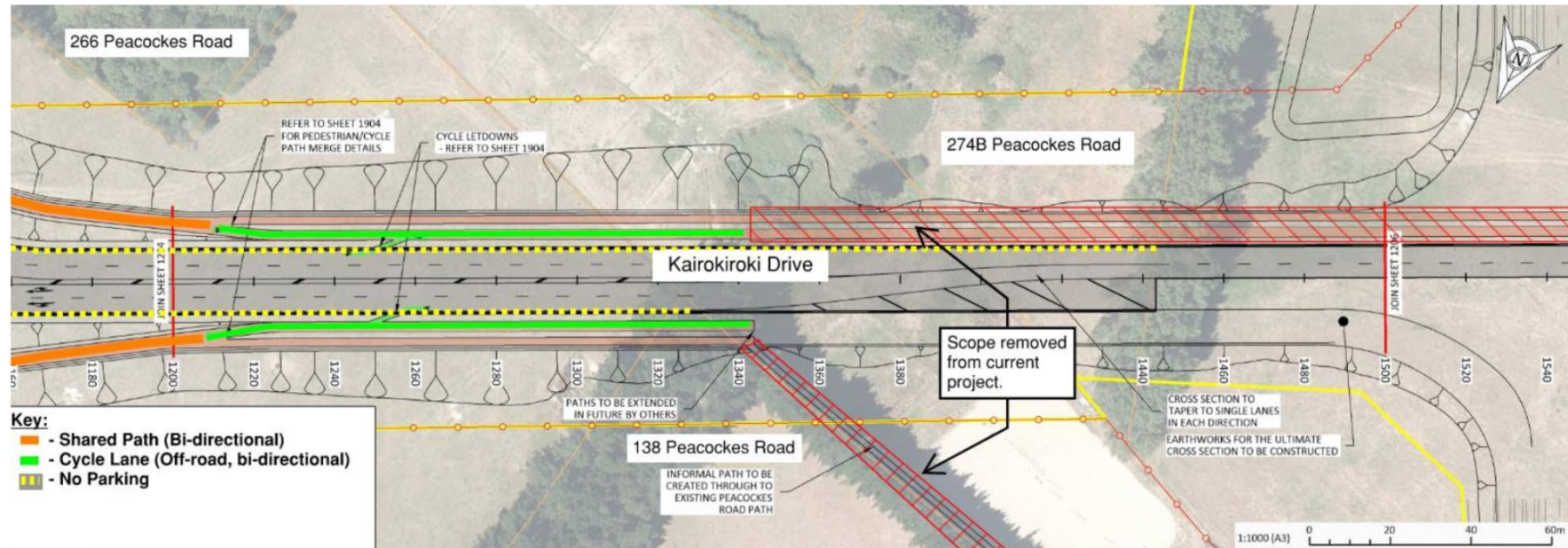
Item 5

Attachment 1

Proposed Traffic Register changes – Kairokiroki Drive



Proposed Traffic Register changes – Kairokiroki Drive



Item 5

Attachment 1

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 05 December 2023

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network and Systems Operations Manager

Position: Executive Director Infrastructure Operations

Report Name: Hamilton City Speed Limit Changes

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. 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
NA	60	Kairokiroki Drive	Between Wairere Drive and to the end of Kairokiroki Drive.	Upon completion of construction works
60	40	Peacockes Lane	Between Peacockes Road to #15 Peacockes Lane	Upon completion of construction works
60	40	Peacockes Road	Between #211 Peacockes Road and #361 Peacockes Road.	Upon completion of construction works
NA	40	Te Ipukura Street	Full length	Upon completion of construction works
60	40	West Brooke Place	Full length	Upon completion of construction works
60	40	Western Lea Drive	Full length	Upon completion of construction works

Executive Summary - *Whakaraapopototanga matua*

3. On [29 June 2022](#) Council repealed the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022 following a recommendation from the 31 May 2022 Infrastructure Operations Committee meeting.
4. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by Waka Kotahi NZ Transport Agency in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022. The proposed changes to the speed limits in this report will be recorded in the NSLR.
5. The Hamilton City Speed Management Plan (approved at the [18 August 2022 Council meeting](#)) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
6. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Council's commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
7. Speed limit changes proposed in this report generally support the speed management plan and changes to the physical road environment to support the reduced speed limits. The speed limits will be adopted upon completion of physical works.
8. The proposed speed limit changes support safer speeds for road users on the following roads:
 - i. Kairokiroki Drive
 - ii. Peacockes Lane
 - iii. Peacockes Road
 - iv. Te Ipukura Street
 - v. West Brooke Place
 - vi. Western Lea Drive
9. The Peacocke Waikato River Bridge and Strategic Services Project is jointly funded by the Housing Infrastructure Fund and Hamilton City Council along with Waka Kotahi NZ Transport Agency funding assistance. The project was identified in the Peacocke Network Infrastructure Programme as a gateway project to connect and urbanise Peacocke area and received an approval at the [20 August 2020](#) Strategic Growth Committee.
10. The remaining speed limit changes are incorporated into the construction costs paid for by the Developers.
11. Staff consider that the decisions in this report have low significance under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

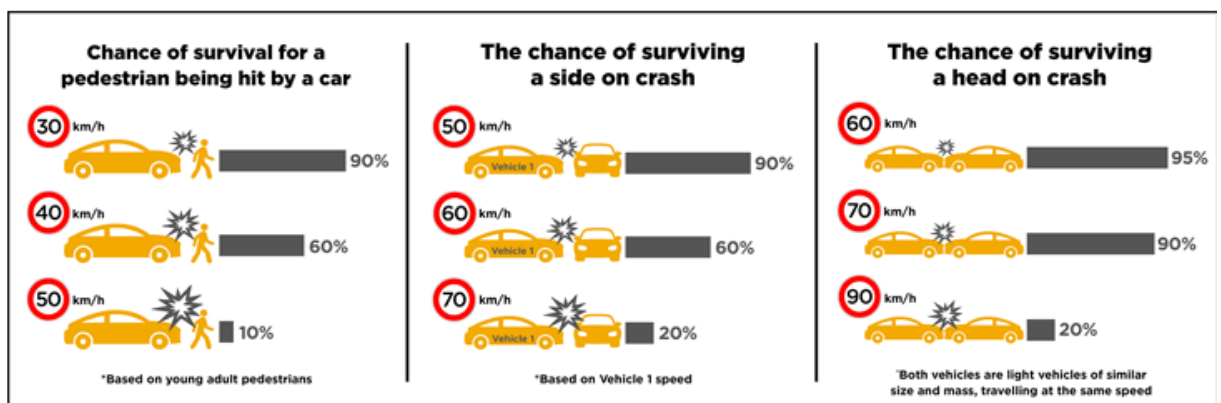
12. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious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



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

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

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



17. The 2019 Speed Management Plan for Hamilton City has been reviewed and refreshed and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council at its 18 August 2022 meeting.
18. The following key stakeholders were consulted in the development of the 2022 Speed Management Plan:
 - i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. New Zealand Police
 - iii. The Automobile Association (AA)
 - iv. The Road Transport Association (RTA)
 - v. Bike Waikato
 - vi. NZ Foundation for the Blind
 - vii. Generation Zero
 - viii. Living Streets
 - ix. Age Concern Hamilton
19. The 2022 Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.
20. The 2022 Speed Management Plan has reconfirmed the principles or priorities developed for the previous version of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.

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

Proposed Speed Limit Changes

29. The speed limit change proposed for Peacocke area were included in the 2022 Hamilton City Speed Management Plan.
30. Details of the specific changes to speed limits are detailed below:

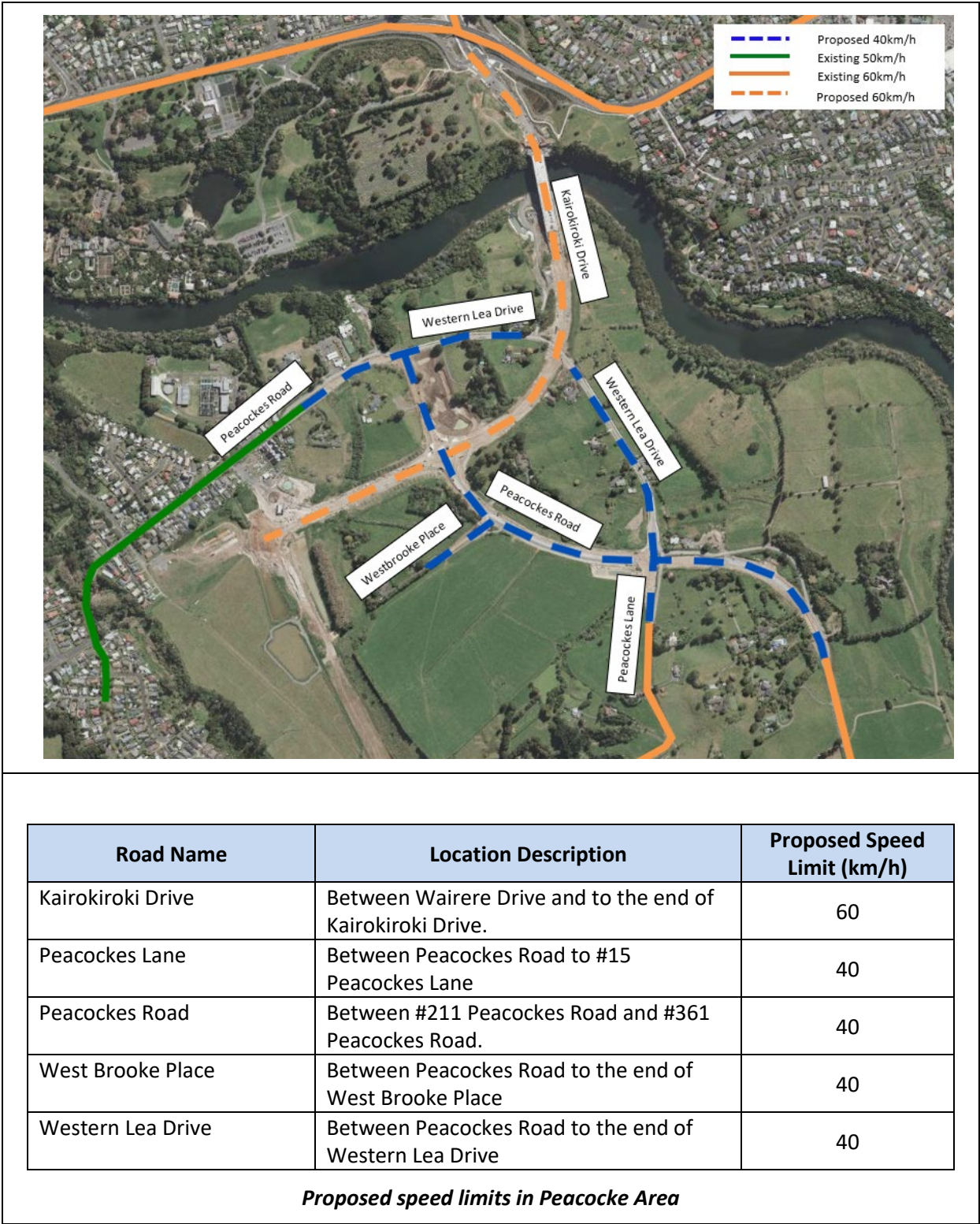
Road Name	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Principles (ref. clause 20 above)
Kairokiroki Drive	NA (new road)	60	iv, vii
Peacockes Lane	60	40	vi
Peacockes Road	60	40	v, vi
Te Ipukura Street	NA (new road)	40	iv, vii
West Brooke Place	60	40	v, vi
Western Lea Drive	60	40	v, vi

Peacocke Development – Proposed Speed Limit Changes.

31. The proposed speed limits align with our Speed Management principles

- *Residential local roads will be constructed for a 40km/h environment*
- *new roads will be constructed appropriate to the function and to create a safe and appropriate environment;*
- *existing roads may be upgraded, appropriate to the function, and to create a safe and appropriate environment;*

32. The images below show the extent of proposed speed limit changes for newly vested roads:

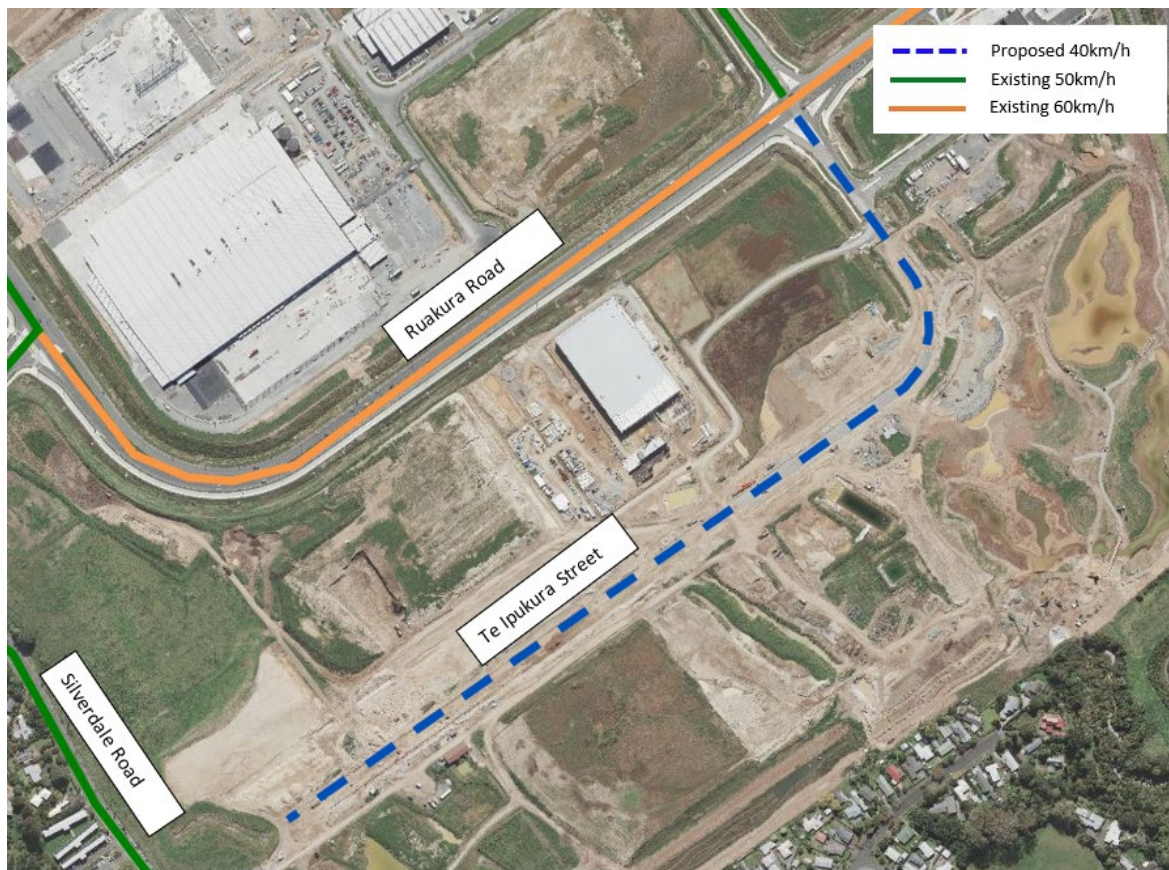


Ruakura Development – Proposed Speed Limits.

33. The proposed speed limit aligns with our Speed Management principle:

- *new roads will be constructed appropriate to the function and to create a safe and appropriate environment*

34. The images below show the extent of proposed speed limit changes for newly vested roads:



Road Name	Location Description	Proposed Speed Limit (km/h)
Te Ipukura Street	Full length	40

Proposed speed limit for newly vested road in Ruakura Road

Financial Considerations - *Whaiwhakaaro Puutea*

35. The funding sources for the costs associated with the speed limit changes are as follows:

Location	Funding Source
Peacocke Development i. Kairokiroki Drive ii. Peacockes Lane iii. Peacockes Road iv. West Brooke Place v. Western Lea Drive	The Peacocke Waikato River Bridge and Strategic Services Project is jointly funded by the Housing Infrastructure Fund and Hamilton City Council along with Waka Kotahi funding assistance.
Ruakura Development vi. Te Ipukura Street	The funding for the costs associated with speed limit changes for newly vested roads are incorporated in the construction costs paid for by the Developers.

36. Staff costs for the preparation of this report and oversight of the speed limits changes in NSLR are covered from within existing Transport Operational budgets.

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

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

Climate Change Impact Statement

38. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
39. 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*

40. 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').
41. 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.
42. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

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

Environmental

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

Cultural

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

Risks – *Tuuraru*

47. There are risks associated with negative feedback from the community if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.

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

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report. .

Council Report

Item 7

Committee: Traffic, Speed Limit and Road Closure Hearings Panel
Date: 05 December 2023
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network and Systems Operations Manager
Position: Executive Director Infrastructure Operations
Report Name: Hamilton City Safer Schools Speed Limit Changes

Report Status	Open
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Purpose - *Take*

1. To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel of the proposed changes to the speed limits contained within the National Speed Limit Register around schools in accordance with the 2022 Hamilton Speed Management Plan.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel
 - a) receives the report; and
 - b) approves the changes to speed limits listed in Attachment 1 of this report for schools within Hamilton City be reflected in the National Speed Limits Register to come into effect on 29 April 2024.

Executive Summary - *Whakaraapopototanga matua*

3. On [29 June 2022](#) Council repealed the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by Waka Kotahi in accordance with the requirements of the 'Land Transport Rule: Setting of Speed Limits 2022.' The proposed changes to the speed limits in this report will be recorded in the NSLR.
4. The 2022 Hamilton City Speed Management Plan (approved at the [18 August 2022 Council meeting](#)) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
5. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Council's commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
6. The speed limit changes proposed in this report are all associated with schools and a reduction of speed limits to 30km/h in these locations in accordance with the 2022 Speed Management Plan and requirements of the Land Transport Rule: Setting of Speed Limits 2022.
7. While most of the speed limit changes are proposing permanent 30km/h speed limits, there is still locations where variable speed limits are proposed. These locations will have the 30km/h

limit in place at the beginning and end of the school day and for the remainder of the time will existing underlying speed limit will remain. A full list of the streets that have speed limit changes proposed can be found in Attachment 1 to this report.

8. Consultation on the proposed speed limit changes was completed between 12 September to 13 October 2023 and primarily utilised a Social Pinpoint map to capture feedback on the proposed speed limits.
9. During the consultation period we received a total of 293 pins, posted by 177 respondents.
10. Results of the consultation are summarised in the 'Safer Streets for Students: Engagement and Insight Report,' which is included as Attachment 2 to this report.
11. Changes to the physical road environment to support the reduced speed limits have been delivered via the Low Cost Low Risk – Road to Zero programme in the 2023/24 year and an ongoing focus on safety improvements to the crossing facilities for the schools is proposed for the 2024/27 Long-Term Plan.
12. The work receives 51% co-investment from Waka Kotahi NZ Transport Agency.
13. Staff propose the speed limit change to come into effect on 29 April 2024 to coincide with the start of Term 2 of the school calendar.
14. Staff consider that the decisions in this report have low significance under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

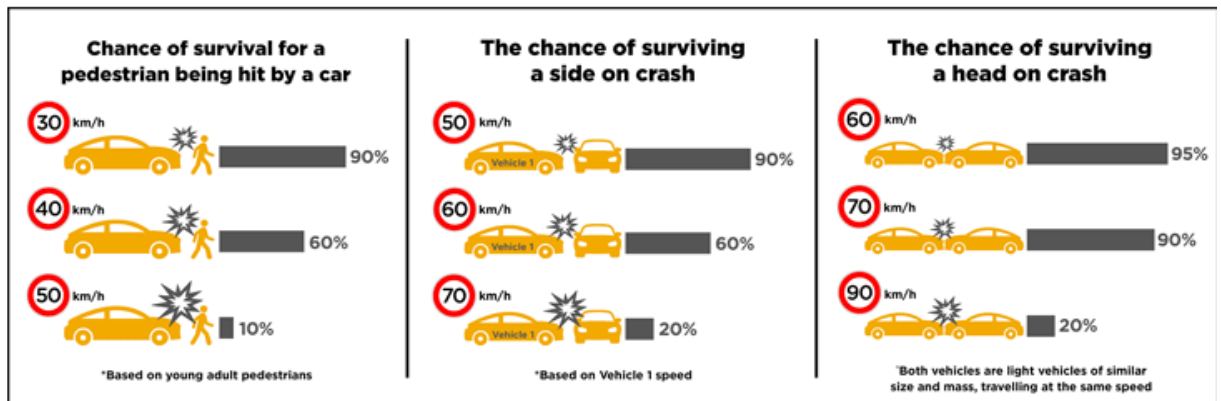
15. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious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



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

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

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



20. The 2019 Speed Management Plan for Hamilton City has been reviewed and refreshed and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council at its 18 August 2022 meeting.
21. The following key stakeholders were consulted in the development of the 2022 Speed Management Plan:
 - i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. New Zealand Police
 - iii. The Automobile Association (AA)
 - iv. The Road Transport Association (RTA)
 - v. Bike Waikato
 - vi. NZ Foundation for the Blind
 - vii. Generation Zero
 - viii. Living Streets
 - ix. Age Concern Hamilton
22. The 2022 Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.
23. The 2022 Speed Management Plan has reconfirmed the principles or priorities developed for the previous version of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
24. The following **principles** guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times at the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.

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

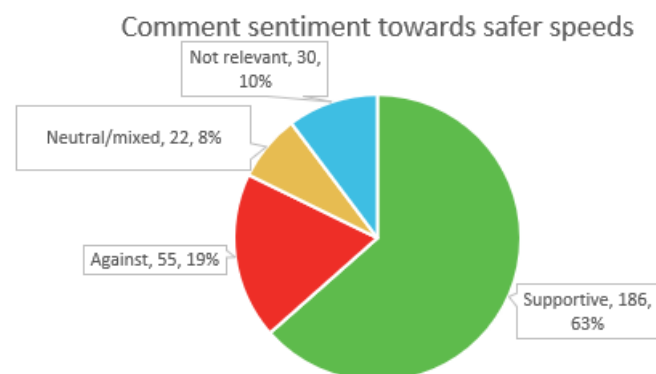
Proposed Speed Limit Changes

33. The Land Transport Rule: Setting of Speed Limits 2022 sets out the following expectations for speed limits around schools:

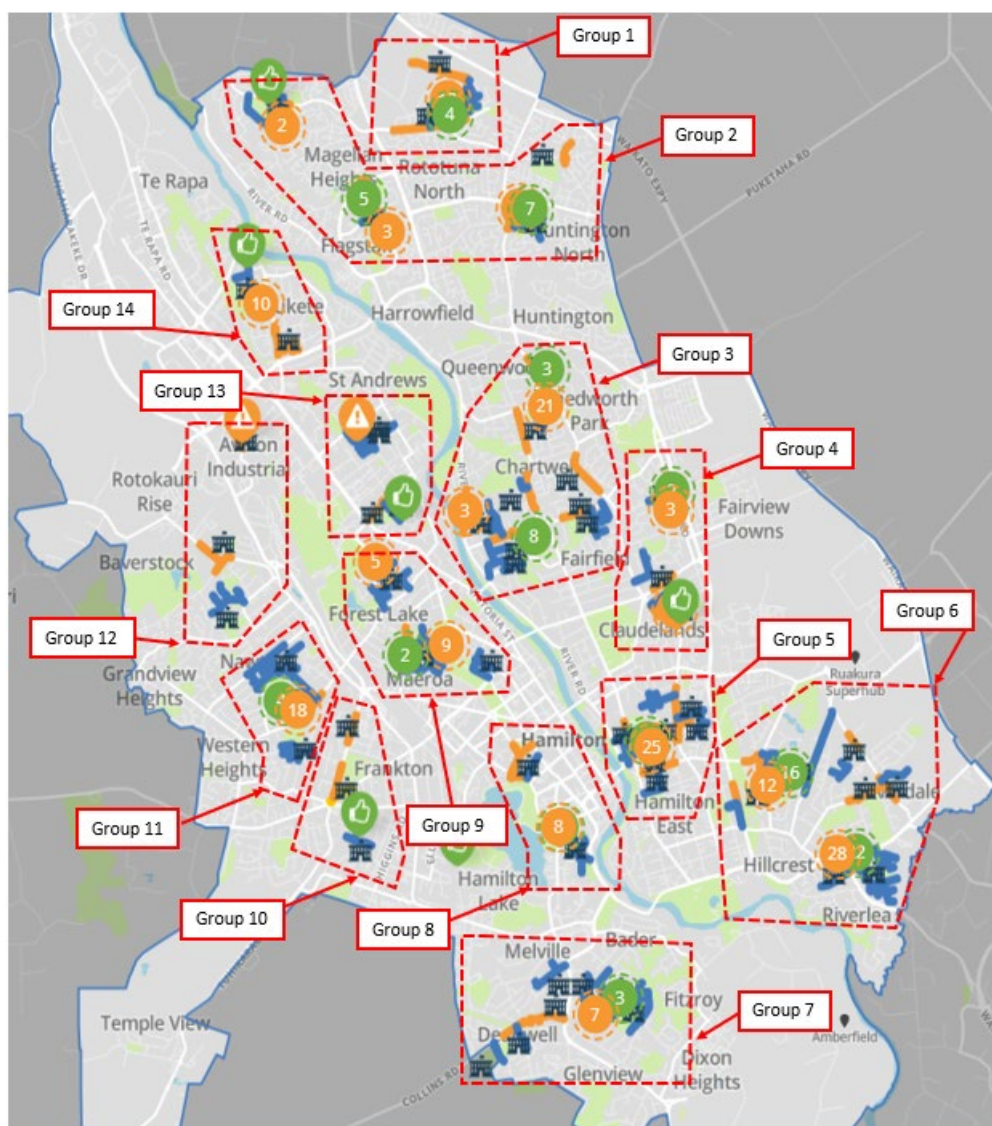
5.2	Maximum permitted speed limits outside schools
(1)	When setting a speed limit for a road outside a school, a road controlling authority must have regard to any guidance provided by the Agency about speed limits outside schools.
(2)	A road controlling authority must set the speed limit for a road outside a category 1 school as—
(a)	a permanent speed limit of 30 km/h; or
(b)	a variable speed limit where 30 km/h is the speed limit in force during school travel periods.
5.4	Implementation of new speed limits around schools
	A road controlling authority must—
(a)	use reasonable efforts that, for at least 40% of the schools directly accessed from roads under its control, speed limits for roads outside schools that comply with Section 5 are set by 30 June 2024; and
(b)	use reasonable efforts that all roads under its control have speed limits that comply with Section 5 set by 31 December 2027.

34. This information was used to inform the development of 2022 Speed Management Plan which included a list of proposed works to be completed in the current 2021-24 Long Term Plan.
35. The proposal for speed limit changes to be completed for schools in Hamilton City is in accordance with the following principles included in the 2022 Speed Management Plan:
- i. the speed environment around schools at school times the start and end of the school day will be 30km/h;*
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;*
 - vi. a logical, area-based approach will be used for the implementation of speed management;*
36. It was felt that there were benefits to changing the speed limits for all of the schools in one tranche of work primarily including:
- i. Ease of communications at time of engagement, consultation and implementation,
 - ii. A single process and therefore reduced costs,
 - iii. Ability to access for funding assistance from Waka Kotahi NZ Transport Agency specifically associated with the physical works costs associated with the changes in speed limits and the introduction of bi-lingual Kura School signage.
37. Early engagement on the proposal, the extent of speed limit changes and the types of speed limits (fixed or variable) was undertaken which each of the schools. This provided an opportunity to better understand the entrances that the schools were using (as some had been closed during COVID 19) and any safety concerns that the schools had for crossing of pedestrians and cyclists in vicinity of the school.

38. Formal engagement and consultation was undertaken from 12 September to 13 October 2023.
39. The purpose of this engagement was to ask our community for feedback around the proposed locations for, and extent of, speed reductions around Hamilton's schools. Due to the focus on location-based feedback, we used an interactive digital map on the Social Pinpoint platform which showed the school locations and the proposed changes to speed limits around schools.
40. The interactive digital maps also included an indication of which speed limits were proposed to be permanent/fixed limits vs those which were proposed to be variable speed limits.
41. The link to the digital map was provided to Hamilton's schools for distribution with the wider school community, to residents on affected streets, and to property owners of houses on affected streets. The link was also posted on social media later during the consultation window.
42. Social Pinpoint allows for respondents to provide location-specific feedback using a map tool. For this engagement, the Social Pinpoint page provided respondents with a digital map of Hamilton which outlined the proposed speed changes. Respondents could place pins anywhere on the map - either green "looks good" pins (thumbs up) or orange "not quite right" pins (danger symbol). When respondents placed a pin on the map, they were able to leave a comment explaining their thoughts. Also on this page, respondents were asked to fill out a brief demographic survey.
43. During the consultation period we received a total of 293 pins placed posted by 177 respondents. 63% (186) of comments were supportive of speed reductions around schools, and 19% (55) opposed speed reductions, the remaining 18% (52) comments were neutral, mixed or did not speak to safer speeds.



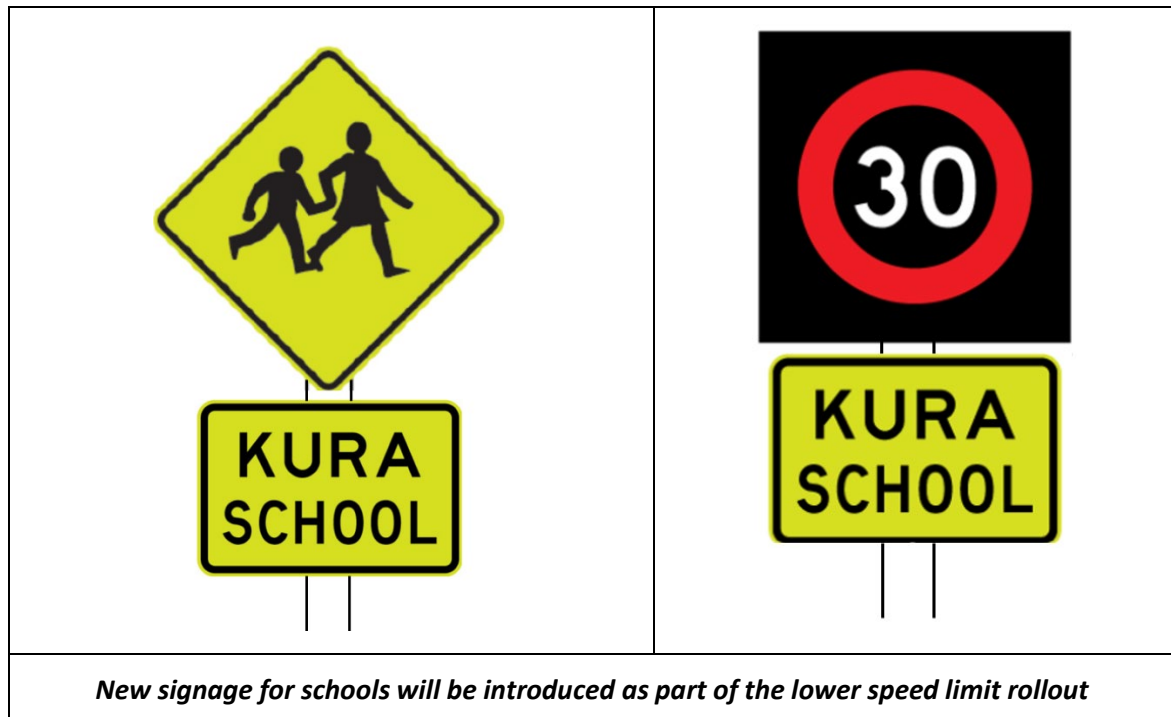
44. Results of the consultation are summarised in the 'Safer Streets for Students: Engagement and Insight Report' which is included as Attachment 2. To see all responses and the map used, please go to the survey's Social Pinpoint page [here](#).
45. The following map is an excerpt from the Social Pinpoint app which shows the locations of the various schools throughout the city including primary, intermediate, and secondary schools. The schools were grouped to assist analysis of the feedback received.



Excerpt from Social Pinpoint showing location and grouping of schools

46. Of the 293 pins placed, 38% were green “looks good” pins, and 62% were orange “not quite right” pins. However, it is worth noting that 63% of comments attached to pins were supportive of speed reductions around schools; this means that an orange pin does not always mean that the respondent was against speed reductions.
47. The most common suggestions from the comments provided were:
 - i. 55 comments asked for speed reduced zones to be extended
 - ii. 49 comments suggested changing the permanence of proposed speed reduced areas
 - a. 35 comments suggested changing proposed permanent speed reduction zones to variable ones
 - b. 14 comments suggested changing proposed variable speed zones to permanently reduced speed zones
 - iii. 28 comments mentioned adding more speed calming measures, such as speed bumps
 - iv. 26 comments described the need for increased enforcement of speed limits
 - v. 18 comments suggested adding or improving pedestrian crossings
 - vi. 12 comments mentioned investing in traffic education, for both students and drivers.
48. 19 respondents indicated that they wished to provide a verbal presentation to the Traffic, Speed Limit and Road Closure Hearings Panel.

49. Currently all but one school in the city have 40km/h speed limits in place on the local (Hamilton City Council controlled) roads. These are a mixture of fixed/permanent speed limits which are in place 24/7 and variable speed limits which have electronic signage that operates at the start and end of the school day.
50. The variable speed limits operate:
 - i. 35 minutes before the start of school until the start of school;
 - ii. 20 minutes at the end of school beginning no earlier than 5 minutes before the end of school;
 - iii. 10 minutes at any other time when child cross the road or enter/leave vehicles at the roadside, eg school trips.
51. In developing the proposed rollout of 30km/h speed limits for schools we have reviewed the locations of the existing variable speed limits. These are generally used on the roads where the surrounding speed limits are 50km/h and the school entrance is not within an existing or proposed Safer Speed Area that has a permanent 40km/h speed limit in place.
52. A renewals programme has been underway for the electronic variable signs over the past couple of years as the equipment has been operational for many years. This has enabled update of the technology making it easy to change the signs to read 30 rather than the current 40. The signs are able to be managed remotely and don't require the school to manually activate the signs at the beginning and end of the day. The signs are also able to alert our maintenance contractor if they have a fault.
53. Based on the feedback received there were minor changes made the extent of the proposed speed limits for some schools. These were generally a tidy up of the extent of the proposed restriction to incorporate intersections or the full extent of cu-de-sacs which were not clearly set out in the Social PinPoint Maps. The updated maps for each of the schools can be found as Attachment 3 to this report.
54. There are four schools that have frontages which are State Highways and therefore the speed limits are controlled by Waka Kotahi NZ Transport Agency. These are:
 - i. Frankton Primary School – SH23 Massey Street
 - ii. Berkley Normal Middle School – SH26 Morrinsville Road
 - iii. Hillcrest Normal School – SH1C Cambridge Road
 - iv. Ohaupo Primary School – SH3 Ohaupo Road
55. The Waka Kotahi is planning for changes to be made for the first three schools in this financial year as set out in the [Interim State Highway Speed Management Plan 2023-2024](#). A copy of the Hamilton City Council submission on the Interim State Highway Speed Management Plan 2023-24 can be found [here](#).
56. Following consultation in late 2021, a change to the signage requirements around schools via an amendment to the Land Transport Rule: Traffic Control Devices came into force on 5 April 2022.
57. The change requires the existing SCHOOL signs used by Road Controlling Authorities such as Hamilton City to be replaced with KURA SCHOOL when existing signs on the network need to be replaced or new signs are introduced to the network.



58. This change will be completed at the same time as the changes to the speed limits.
59. Waka Kotahi NZ Transport Agency has approved the changes to all signage being claimed under the Low Cost Low Risk: Road to Zero funding stream with a 51% co-investment being provided.
60. An education and awareness campaign will be run in the weeks leading up and following the speed limit changes to ensure that there is a good understanding of the changes to speed limits to schools throughout the city. This will include working closely with the schools and utilising their communication channels through to parents and care givers alongside general public notifications such as radio advertising, bus back advertising and school gate events.

Financial Considerations - *Whaiwhakaaro Puutea*

61. The funding sources for the costs associated with the roll out of these speed limit changes area:
 - i. 2023/24 Low Cost Low Risk – Road to Zero programme for signage changes estimated to be \$470,000.
 - ii. Road Safety Education budget (Safe Speeds and School Road Safety) for education and awareness campaign \$50,000 budgeted
62. Staff costs for the preparation of this report and oversight of the speed limits changes in NSLR are covered from within existing Transport Operational budgets.

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

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

Climate Change Impact Statement

- 64. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
- 65. 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.
- 66. The proposed lower speed limits support people walking and biking safely in their local community and thereby reduce the short trips taken in vehicles currently.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 67. 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').
- 68. 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.
- 69. The recommendations set out in this report are consistent with that purpose.

Social

- 70. The proposed speed limit changes improve safety for all road users but especially for students moving to and from school who are walking and biking in the community.

Economic

- 71. No specific economic considerations were identified in the development of this report in relation to the proposed changes to speed limits.
- 72. Variable speed limits are proposed for arterial routes to ensure cater for the increased traffic demand in these areas while balancing the need for lower speed limits at the times where there are an increased number of children moving to and from school.

Environmental

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

Cultural

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

Risks – *Tuuraru*

- 75. There are risks associated with negative feedback from the community if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.

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

Significance

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

Engagement

77. Specific consultation has been completed for the proposed speed limit changes has been completed and the result of this work is included in the 'Safer Streets for Students: Engagement and Insight Report' which is included as Attachment 2.
78. Community and key stakeholder views and preferences are also known to the Council through the Special Consultative Process that was undertaken in the development of the 2022 Speed Management Plan.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Updated speed limit maps for each school

Attachment 2 - Safer Streets for Students: Engagement and Insight Report

Attachment 3 - Updated maps for school speed limits .

Safer School Speed Limits – Schedule of Streets

Aberdeen School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Courtney Avenue	Full length
40	30	Aberdeen Drive	Maple Ave to #37 Aberdeen Drive
40	30	Thomson Avenue	Aberdeen Drive to #35 Thomson Avenue
40	30	Michael Avenue	Aberdeen Drive to #29 Michael Avenue

Bankwood Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40/50 variable	30/50 variable	Bankwood Road	#179 Bankwood Road to #127 Bankwood Road
40	30	Bellmont Avenue	35 Belmont Avenue to Comries Road
40	30	Lamont Street	#3 Lamont Street to Belmont Avenue
40	30	Freemont Street	#4 Freemont Street to Belmont Avenue
40	30	Egmont Street	#4 Egmont Street to Belmont Avenue

Berkley Normal Middle School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Mullane Street	Full length
40	30	Gordon Street	Full length
40	30	Berkley Avenue	Full length
40	30	Eton Drive	Full length
40	30	Beverley Crescent	Full length
40	30	Piccadilly Lane	Full length
40	30	Earls Court	Full length
40	30	Cranwell Place	Full length
40	30	Lysander Place	Full length
40	30	Linthorpe Place	Full length

Crawshaw Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40/50 variable	30	Crawshaw Drive	Lloyd Drive to Breckons Avenue
50	30	Pringle Place	Full length
50	30	Aileen Place	Full length

50	30	Stable Lane	Full length
50	30	Reuben Place	Full length

Deanwell School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40/50 variable	30	Deanwell Avenue	Collins Road to Rosalind Street
50	30	Rhonda Avenue	Collins Road to Margaret Place
40/50 variable	30/50 variable	Collins Road	#101 Collins Road to #61 Collins Road

Endeavour School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Endeavour Avenue	#65 Endeavour Avenue to #104 Endeavour Avenue
50	Variable 30/50	Discovery Drive	#72 Discovery Drive to #97 Discovery Drive
50	Variable 30/50	Tuirangi Street	#4 Tuirangi Street to Discovery Drive

Fairfield College

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	College Place	Full length
Variable 40/50	Variable 30/50	Bankwood Road	#19 Bankwood Road to #75 Bankwood Road

Fairfield Intermediate School & Fairfield Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Kenny Crescent	Clarkin Road to #19 Kenny Crescent
40	30	Douglas Crescent	Clarkin Road to Kenny Crescent
40	30	McPherson Place	Full length
40	30	Hockin Place	Full length
Variable 40/50	Variable 30/50	Clarkin Road	#207 Clarkin Road to #284 Clarkin Road

Forest Lake School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Storey Avenue	#37 Storey Avenue to Kingsway Crescent
40	30	Garnett Avenue	#3 Garnett Avenue to Storey Avenue
40	30	Christie Place	Full length
40	30	Holloway Place	Full length
40	30	Mitcham Avenue	Full length
40	30	Kingsway Crescent	Full length
40	30	Westney Place	Full length
40	30	Holden Avenue	Full length
40	30	Hinton Avenue	Full length
40	30	Bolmuir Road	Holden Avenue to Steele Road

Frankton School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Rifle Range Road	Massey Street to #122 Rifle Range Road

Fraser High School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Ellicott Road	#89 Ellicott Road to #52 Ellicott Road
Variable 40/50	30	Waimarie Street	Full length

Glenview School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	30	Bruce Avenue	#44B Bruce Avenue to northern end
50	30	Jeanette Street	Full length
50	30	Gwendoline Place	Full length
50	30	Garden Heights Avenue	#66 Garden Heights to Bruce Avenue
50	30	Splitt Avenue	#6 Splitt Avenue to Lewis Street
Variable 40/50	30	Lewis Street	43 Lewis Street to northern end
50	30	Keitha Place	Full length

Hamilton Boys High School, Peachgrove Intermediate and Patricia Avenue School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Peachgrove Road	Wilson Street to #98 Peachgrove Road
50	Variable 30/50	Kingsford Mews	Full length
40	30	Scott Ave	Full length
50	30	Frances Street	Full length
50	30	Bond Street	James Street to Hamilton Boys High
50	30	Argyle Street	#20 Argyle Street to Hamilton Boys High
50	30	Armagh Street	Full length
40	30	Patricia Avenue	Full length
40	30	Robert Grigg Place	Full length

Hamilton Christian School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Borman Road	90m West of North City Road to 222 Borman Road
40	30	Chesham Street	Full length
40	30	Chadwick Place	Full length
40	30	Chatham Place	Full length
40	30	Johnnybro Place	Full length
Variable 50/40	Variable 30/50	Moonlight Drive	#73 Moonlight Drive to Borman Road

Hamilton East School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Grey Street	Beale Street to 614 Grey Street
50	30	Beale Street	Full length
Variable 40/50	30	Puutikitiki Street	Full length
Variable 40/50	30	Dawson Street	Full length

Hamilton Girls High School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Tainui Street	Full length
Variable 40/50	Variable 30/50	Seddon Road	30m North of Marama Street to Tainui Street

Variable 40/50	Variable 30/50	Ward Street	Tristram Street to Tainui Street
50	Variable 30/50	Ruakiwi Road	40m North of Collingwood Street to 35m West of Tainui Street
40	30	Hill Street	Full length
50	Variable 30/50	Lake Domain Drive	50m South of Ruakiwi Road to Ruakiwi Road

Hamilton Junior High School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Heath Street	Bryant Road to #58 Heath Street
40	30	Croall Crescent	Full length
40	30	Gudex Court	Full length
40	30	Jamieson Crescent	Full length

Hamilton North School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Warwick Ave	Full Length

Hamilton West School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
50	Variable 30/50	Pembroke Street	80m North of Ruakiwi Road to 80m South of Ruakiwi Road
50	Variable 30/50	Ruakiwi Road	70m West of Pembroke Street to Pembroke Street
50	30	Fow Street	Full length
Variable 30/40	30	Hammond Street	#21A Hammond Street to Horne Street
40	30	Park Terrace	Full length
40	30	Valley Terrace	Full length
Variable 30/40	30	Horne Street	#26 Horne Street to Hammond Street

Hillcrest High School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Masters Avenue	Silverdale Road to Defoe Avenue
50	30	Carrington Avenue	#32 Carrington Avenue to #70 Carrington Avenue

50	30	Vesty Avenue	#25 Vesty Avenue to Carrington Avenue
50	30	Gazeley Avenue	Full length

Hillcrest Normal School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	McCracken Avenue	Full length

Hukanui Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Hukanui Road	#267 Hukanui Road to #208 Hukanui Road
Variable 40/50	Variable 30/50	Pickering Crescent	Rutherford Street to Hukanui Road
Variable 40/50	Variable 30/50	Rutherford Street	#42 Rutherford Street to Pickering Crescent

Insoll Ave School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Tramway Road	#242 Tramway Road to #194 Tramway Road
Variable 40/50	30	Insoll Avenue	Tramway Road to #75 Insoll Avenue
50	Variable 30/50	Alderson Road	Full length

Knighton Normal School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
60	Variable 30/60	Wairere Drive	200m North of Cambridge Road to 275m South of Clyde Street
Variable 40/50	Variable 30/50	Knighton Road	#25 Knighton Road to #92 Knighton Road
Variable 40/50	Variable 30/50	Clyde Street	#246 Clyde Street to Knighton Road
Variable 40/50	Variable 30/50	Page Place	Full length
40	30	Henry Street	Full length
40	30	Dey Street	#159 Dey Street to #105 Dey Street

Maeroa Intermediate

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Maeroa Road	#212A Maeroa Road to #145 Maeroa Road
Variable 40/50	Variable 30/50	Matai Street	#2 Matai Street to Maeroa Road
Variable 40/50	Variable 30/50	Carey Street	#2 Carey Street to Maeroa Road
Variable 40/50	Variable 30/50	Denz Street	Full length
50	30	Churchill Avenue	Full length
50	30	Stokes Crescent	Full length
50	30	Rimu Street	#84 Rimu Street to Goldsmith Street
50	30	Goldsmith Street	Full length
50	30	Seddon Road	62m East of Goldsmith Street to Goldsmith Street

Marian Catholic School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Clyde Street	#110 Clyde Street to Grey Street

Melville High School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Collins Road	#61 Collins Road to Ohaupo Road
40	30	Mountview Road	#63 Mount View Road to Ohaupo Road
40	30	Vivian Street	58 Vivian Street to Mount View Road
40	30	Heather Place	Full length

Melville Primary School & St Pius

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Ulrich Avenue	#46 Ulrich Avenue to Pine Avenue
40	30	Pine Avenue	#53 Pine Avenue to Ulrich Avenue
40	30	Pollen Crescent	Full length

Nga Taiatea Wharekura

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
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Variable 40/50	Variable 30/50	Rotokauri Road	Mooney Street to #190 Rotokauri Road
Variable 40/50	Variable 30/50	Baverstock Road	#17 Baverstock Road to Rotokauri Road

Nawton Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	30	Livingstone Avenue	#40 Livingstone Avenue to Holmes Street
Variable 40/50	30	Holmes Street	Full length
50	30	Arkle Place	Full length
Variable 40/50	30	Grandview Road	#91A Grandview Road to #50 Grandview Road
50	30	Norman Street	Full length
50	30	Durham Street	#6 Durham Street to Holmes Street

Pukete School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Pukete Road	80m North of Wairere Drive to #118 Pukete Road
Variable 40/50	Variable 30/50	Pohutukawa Drive	#87 Pohutukawa Drive to Pukete Road
Variable 40/50	Variable 30/50	Sherwood Drive	#6 Sherwood Drive to Pukete Road
Variable 40/50	Variable 30/50	Cullimore Street	#16 Cullimore Street to Pukete Road
Variable 40/50	Variable 30/50	Frost Place	Full length
Variable 40/50	Variable 30/50	Camden Place	Full length

Rhode Street School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 30/40	30	Rhode Street	Full length

Rototuna Jnr/Senior High School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Kimbrae Drive	Bourn Brook Avenue to Hector Drive

Rototuna Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Thomas Road	#93 Thomas Road to Hukanui Road
Variable 40/50	Variable 30/50	Hukanui Road	#412 Hukanui Road to Thomas Road
40	30	Strathmore Drive	Full length
40	30	Lockhart Place	Full length
40	30	Glengoyne Place	Full length
40	30	Maccallum Court	Full length
40	30	Coleraine Drive	#52 Coleraine Drive to Rototuna Primary School

Sacred Heart Girls College

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Cook Street	#42 Cook Street to Grey Street
40	30	Firth Street	#13 Firth Street to Clyde Street

Silverdale Normal School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Silverdale Road	#84 Silverdale Road to Ashbury Avenue
50	30	Barrie Crescent	Full length
50	30	Dalesford Road	#3 Dalesford Street to Barrie Crescent

Southwell School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Peachgrove Road	Bailey Avenue to Enderley Avenue
40	30	Enderley Avenue	John Street to Peachgrove Road

St Columba's Catholic School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Rifle Range Road	#82B Rifle Range Road to #42 Rifle Range Road

St Johns College

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	30	Hillcrest Road	Edinburgh Road to Silverdale Road
50	30	Bleakley Place	Full length
50	30	Liston Crescent	Full length
50	30	Helena Road	Edinburgh Road to Knighton Road
50	30	Kawakawa Place	Full length

St Joseph's Catholic School & Woodstock School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Clarkin Road	Dalethorpe Avenue to #100 Clarkin Road
40	30	Strowan Avenue	Full length
40	30	Dalethorpe Avenue	Full length
40	30	Woodstock Road	Full length
Variable 40/50	30	Fairfield Road	#21 Fairfield Road to #60 Fairfield Road
Variable 40/50	30	Anson Avenue	#30 Anson Avenue to Fairfield Road

St Pauls Collegiate

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Hukanui Road	Kensington Place to #78 Hukanui Road

St Peter Chanel School & Vardon School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Vardon Road	#2 Vardon Road to #54 Vardon Road
Variable 40/50	30	Cunningham Road	#17 Cunningham Road to Vardon Road
50	30	Alanbrooke Place	Full length
50	Variable 30/50	Hampton Place	Full length

Te Ao Marama Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Borman Road	Maia Place to 115m East of Hare Puke Drive
Variable 40/50	30	Hare Puke Drive	Highview Court to #82 Hare Puke Drive
50	30	Meadowfield Street	Full length
50	30	Roy Hilton Drive	#4 Roy Hilton Drive to Meadowfield Street

Te Kopuku Highschool

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
50	Variable 30/50	Foreman Road	80m South of Tasman Road to 330m South of Tasman Road

Te Kura Kaupapa Māori o Te Ara Rima

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Fifth Avenue	John Street to #17 Fifth Avenue
40	30	Tennyson Road	Peachgrove Road to #73A Tennyson Road
40	30	Dryden Road	Full length

Te Kura Kaupapa Māori o Toku Mapihi Maurea

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Silverdale Road	Carrington Avenue to 300m West of Carrington Avenue

Te Rapa School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
50	30	Ashurst Avenue	#41 Ashurst Avenue to Moreland Avenue
50	30	Moreland Avenue	40m West of Ashurst Avenue to 45m East on Ashurst Avenue
50	30	Minnie Place	Full length

Te Totara Primary School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	Borman Road	
Variable 30/40	30	Hector Drive	#3 Hector Drive to Kimbrae Drive
40	30	Piwakawaka Court	Full length
Variable 30/40	30	Raupo Place	Full length
40	30	Keerangi Place	Full length
40	30	Kowaro Street	Kimbrae Drive to Keerangi Place

Waikato Diocesan School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Variable 40/50	Variable 30/50	River Road	#649 River Road to #720 River Road
40	30	McNicol Street	Full length
40	30	Rumney Street	Full length
40	30	Martin Street	Full length

Waikato Warldorf School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	Variable 30/40	Barrington Drive	#57 Barrington Drive to #93 Barrington Drive
40	30	The Ford	#3 The Ford to Barrington Drive

Whitiora School

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
40	30	Willoughby Street	#40 Willoughby Street to Mill Street
40	30	Abbotsford Street	#34B Abbotsford Street to Tristram Street
40	30	Tristram Street	Abbotsford Street to Mill Street



SAFER STREETS FOR STUDENTS: ENGAGEMENT AND INSIGHT REPORT

Report prepared by:
Piper Shields, Research and Insights Advisor
Rexine Hawes, Communication and Engagement Advisor
October 2023.

Report reviewed by:
Tegan Andrews; Senior Research and Insights Advisor; Partnerships, Communication and Maaori
Dan Silverton; Communication and Engagement Manager; Partnerships, Communication and
Maaori
October 2023.

SUMMARY OF INSIGHTS

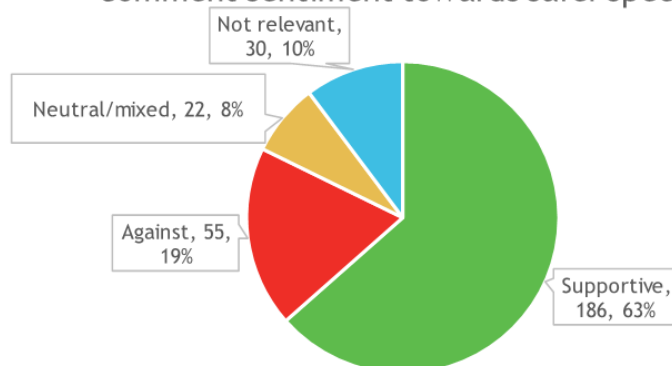
Hamilton City Council is proposing to change speeds around Hamilton's schools. From 29 April 2024 (the start of the second school term) Hamilton City Council are planning to reduce speeds to 30km/h around Hamilton's 59 primary, intermediate, and high schools. Council wants to increase safety around all schools and keep our students safe. Reducing speeds aligns with our Hamilton Speed Management Plan 2022 and Council's Vision Zero goal where there are no serious injuries or death on our roads. This proposed change is guided by the Land Transport Rule – Setting the Speed Limits 2022. Council consulted on the concept of 30km/h speeds outside schools within its revisions to the Speed Management Plan 2022.

The purpose of this engagement was to ask our community for feedback around the proposed locations for, and extent of, speed reductions around Hamilton's schools. Due to the focus on location-based feedback, we used an interactive digital map on the Social Pinpoint platform which showed the school locations and the proposed changes around schools. The link to this digital map was provided to Hamilton's schools for distribution with the wider school community, to residents on affected streets, and to property owners of houses on affected streets. The link was also posted on social media later during the consultation window.

This engagement was live from 12 September to 13 October. We received a total of 293 comments from 177 respondents.

63% ($n = 186$) of comments were supportive of speed reductions around schools, and 19% ($n = 55$) opposed speed reductions.

Comment sentiment towards safer speeds



Most common suggestions from comments

- 55 comments asked for speed reduced zones to be extended
- 49 comments suggested changing the permanence of proposed speed reduced areas
 - 35 comments suggested changing proposed permanent speed reduction zones to variable ones
 - 14 comments suggested changing proposed variable speed zones to permanently reduced speed zones
- 28 comments mentioned adding more speed calming measures, such as speed bumps
- 26 comments described the need for increased enforcement of speed limits
- 18 comments suggested adding or improving pedestrian crossings
- 12 comments mentioned investing in traffic education, for both students and drivers.

SUBMISSIONS INSIGHTS

PIN DROP RESPONSES

INTRODUCTION

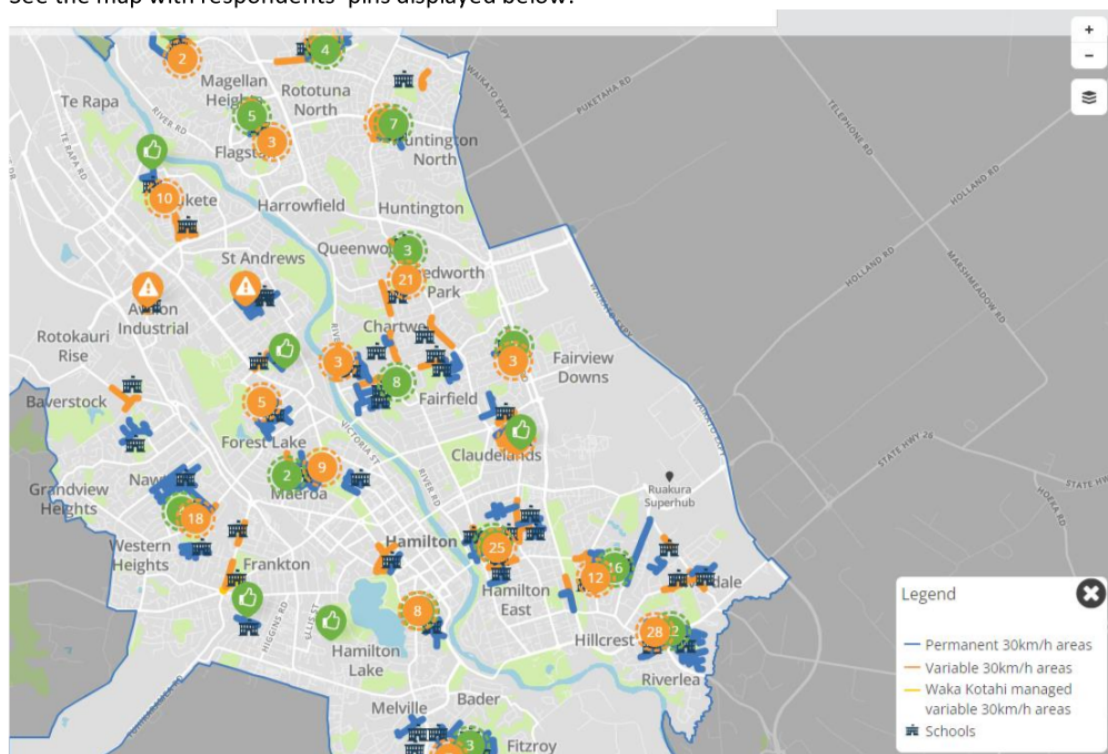
To see all responses and the map used, please go to the survey's Social Pinpoint page [here](#).

This engagement was hosted online on the Social Pinpoint platform, from 12 September to 13 October. We received a total of 293 comments from 177 respondents.

Social Pinpoint allows for respondents to provide location-specific feedback using a map tool. For this engagement, the Social Pinpoint page provided respondents with a digital map of Hamilton which outlined the proposed speed changes. Respondents could place pins anywhere on the map - either green "looks good" pins (thumbs up) or orange "not quite right" pins (danger symbol), and then leave a comment explaining their thoughts. Also on this page, respondents were asked to fill out a brief demographic survey.

Note that each pin dropped correlates to a comment made by a respondent.

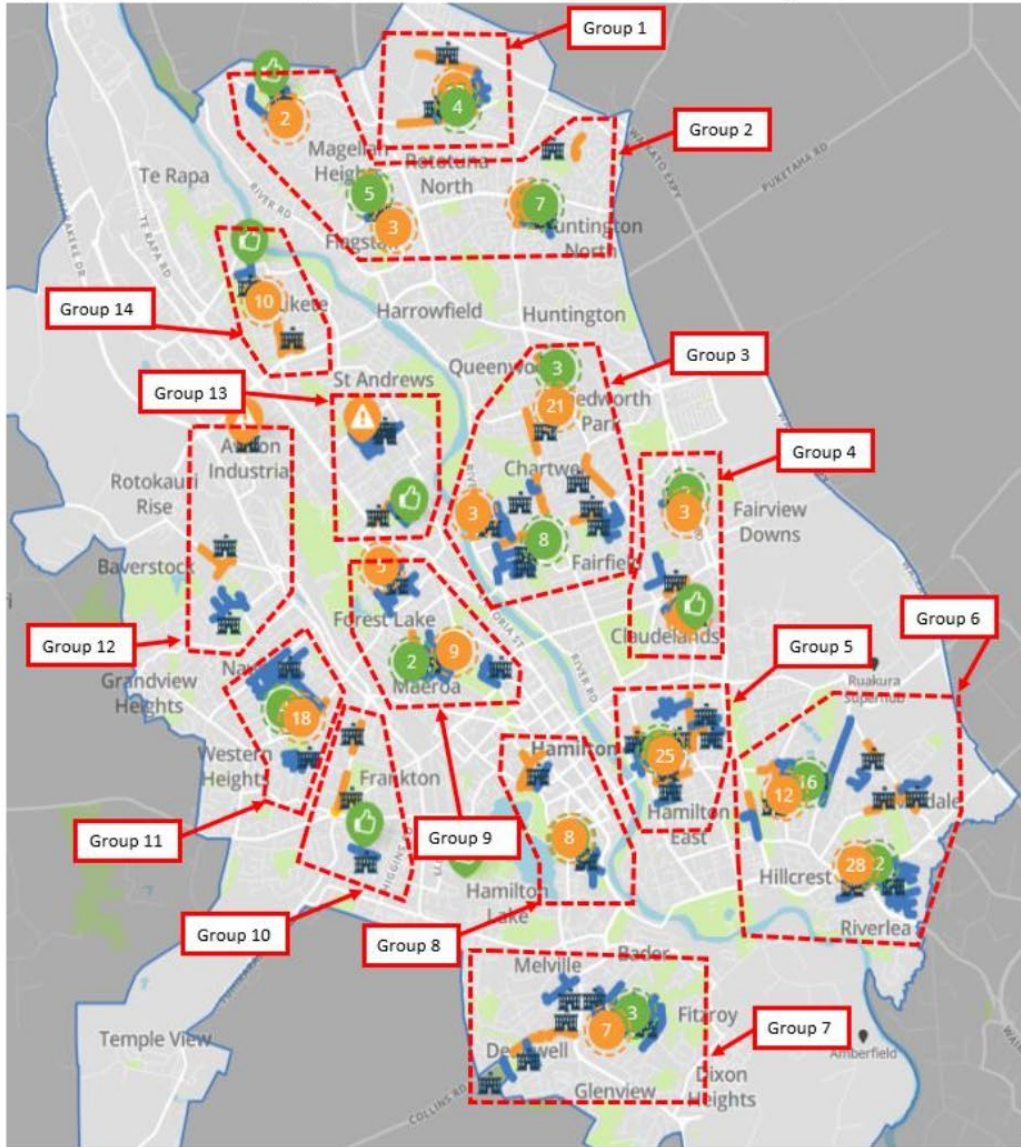
See the map with respondents' pins displayed below:



Of the 293 pins placed, 38% were green "looks good" pins, and 62% were orange "not quite right" pins. However, it is worth noting that 63% of comments were supportive of speed reductions around schools; this means that an orange pin does not always signify that the comment was against speed reductions.

GROUP SYSTEM

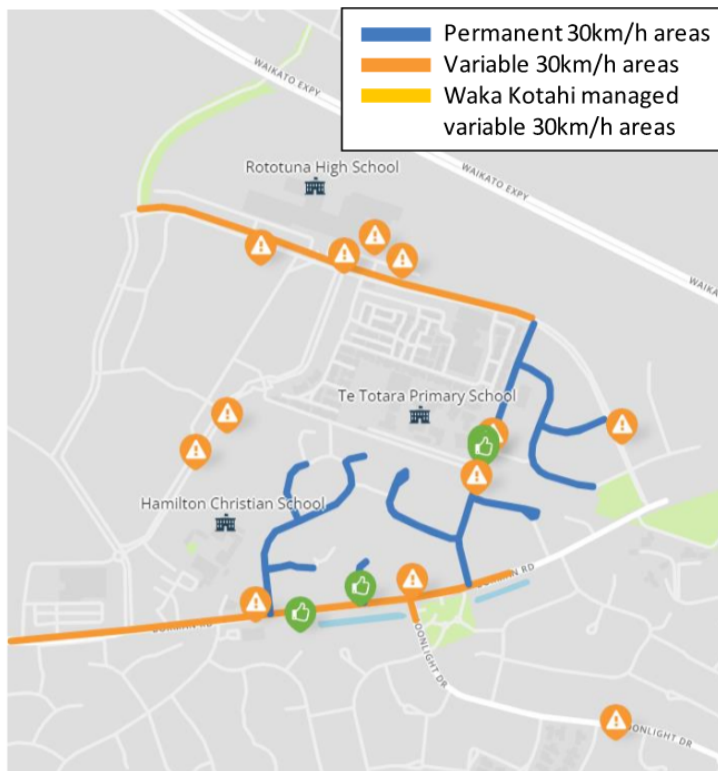
For analysis, Hamilton's schools were compiled into 14 groups, with comments and feedback for each group examined collectively. This grouping technique allows for areas shared between multiple schools to be examined more accurately. It should be noted that the groupings for this report are based on shared general areas, and do not coincide with existing school zones.



To see a full list of which schools are included in which group, please see the 'Schools by Group' section at the end of the 'Submissions Insights' section of this report.

GROUP 1

This group includes Hamilton Christian School, Te Totara Primary School and Rotoruna High School. We received 16 comments in relation to this area, from ten respondents. Of these comments, 13 were supportive of safer speeds, one opposed safer speeds, and two were not relevant to safer speeds.



Four comments recommended extending the reduced speed zone to include:

- Korikori Green (two comments, one suggesting variable speed reduction, one suggesting permanent)
- Moonlight Dr (one comment suggesting variable speed reduction)
- Borman Rd (one comment suggesting variable speed reduction)

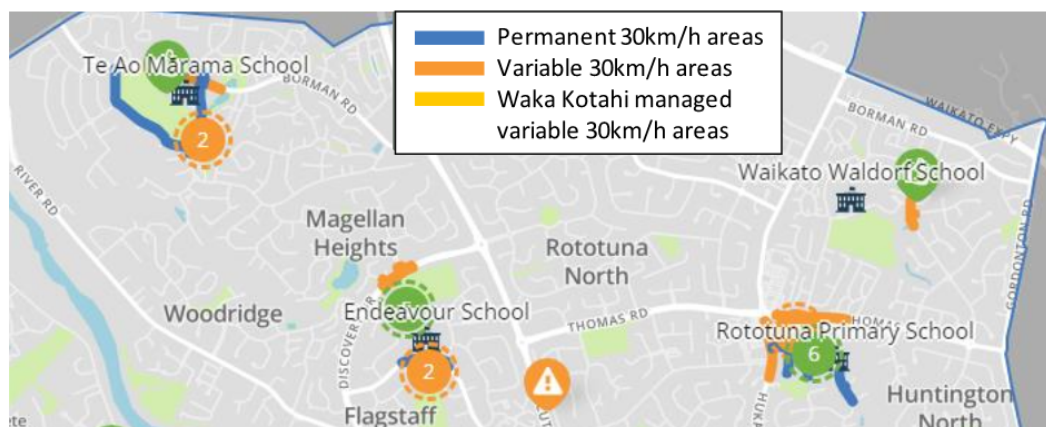
Two comments mentioned they'd prefer if Hector Dr was a variable speed reduction zone, rather than permanent. One of these comments claimed that no road should need to be permanently reduced, and that all speed reductions should be variable instead.

Two comments suggested making the peak of Kimbrae Dr permanently reduced rather than variable, both mentioning the retirement village nearby. One other commentor mentioned they were a resident of this street and preferred a variable speed limit as proposed.

One comment wanted the crossing on the intersection of Borman Rd and Moonlight Dr to be made safer. One comment expressed concern for the high level of speeding and reckless driving they have witnessed along Hector Dr.

GROUP 2

This group includes Endeavour School, Rototuna Primary School, Te Ao Mārama School and Waikato Waldorf School. We received 23 comments relating to this group, from 20 respondents. Of these comments, 16 were supportive of safer speeds, five were opposed and two were not relevant to safer speeds.



Five comments suggested changing proposed permanent speed reduction zones to variable speed reduction zones:

- Hare Puke Dr (2 comments)
- Endeavour Ave (2 comments)
- Coleraine Dr (1 comment)

Four comments suggested changing proposed variable speed zones to permanently reduced.

- Discovery Dr (3 comments)
- Thomas Rd (1 comment)

One comment suggested extending the reduced speed area to whole of Coleraine Dr.

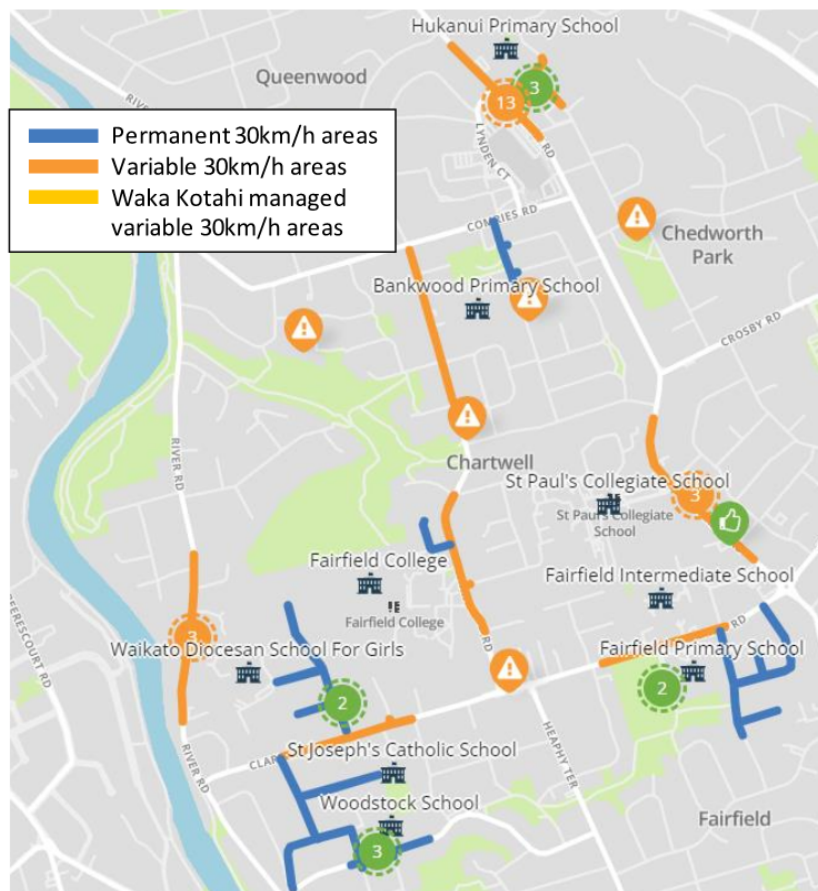
Four comments suggested adding speedbumps to the following roads (one comment per road):

- Meadowfield St
- Discovery Rd
- Barrington Dr
- Coleraine Dr

Two comments mentioned the need for increased enforcement of road rules. One mentioned Barrington Dr, the other mentioned Endeavour Ave. One comment requested the addition of a pedestrian crossing outside of Waikato Waldorf School. One commentor suggested investing in traffic education rather than speed reduction measures.

GROUP 3

This group includes Bankwood School, Fairfield College, Fairfield Intermediate School, Fairfield Primary School, Hukanui School, St Joseph's Catholic School, St Paul's Collegiate, Waikato Diocesan School for Girls and Woodstock School. We received 37 comments for this group, from 26 respondents. 17 of these comments were supportive of safer speeds around schools, 14 were opposed, two were neutral and four were not relevant.



Nine comments were generally supportive of the proposed speed reductions. Eight comments generally opposed the proposal.

Five comments suggested the proposed speed reduction zones be extended. Each suggestion received one comment unless otherwise stated.

- Along all of Bankwood Rd (two comments)
- Down to Ruapehu Cres, to cover Belmont Kindergarten
- All of Rutherford St, at a variable speed
- Around the intersection of Chedworth Ave, Rutherford St, Carlyle Ave and Hukanui Rd

Three comments in this area believed that all permanently reduced speed zones should be variable speed reductions instead. Two of these comments were placed near Hukanui Primary School, one was placed near Bankwood Primary School.

Two comments mentioned that River Rd is not used often by students, and therefore should not be a safer speed zone. One comment requested Hukanui Rd remain a 50km/h zone.

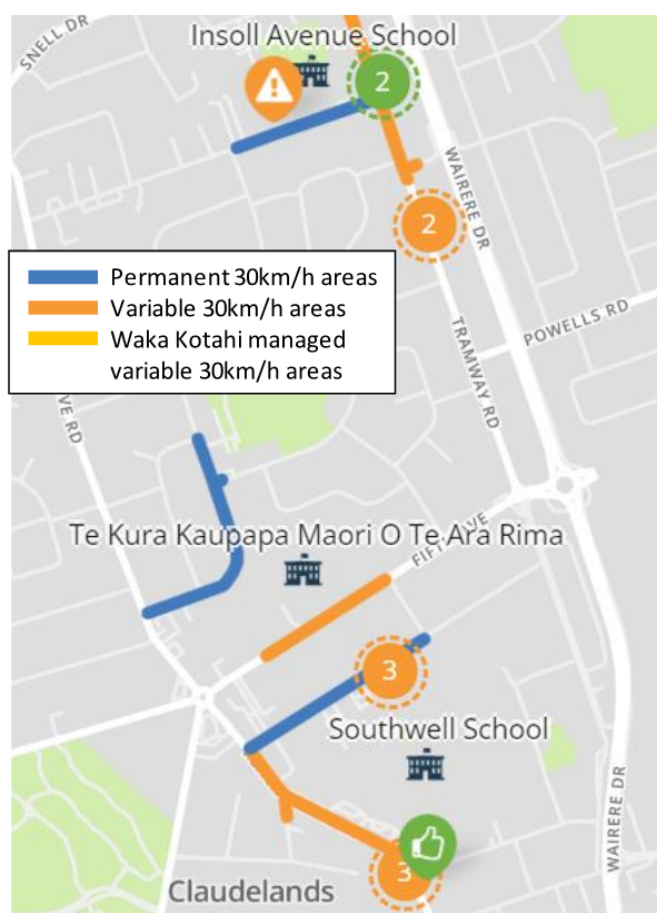
Three comments proposed intersections which could benefit from a pedestrian crossing or other speed control measures. These intersections are:

- Dalethorpe Ave/Clarkin Rd
- McNicol St/Clarkin Rd
- Chedworth Ave/Hukanui Rd

One comment mentioned that the low speeds in Lynden Crt are not easily visible and therefore ignored. Another comment mentioned that variable speed signs can be obscured by trees around Hukanui Primary School.

GROUP 4

This group includes Insoll Ave School, Southwell School and Te Kura Kaupapa Māori o Te Ara Rima. We received 12 comments relating to this group, from 12 respondents. Of these comments, seven were supportive of safer speeds, three were unsupportive, one was neutral towards safer speeds and one comment was not relevant to safer speeds.



Two comments mentioned extending the reduced speed area:

- One asked for reduced speeds to be extended to the entrance of Bailey Avenue
- One asked for all of Tramway Rd to be reduced.

Two comments suggested adding traffic calming measures such as speed bumps.

- One for Tramway Rd
- One for Fifth Avenue

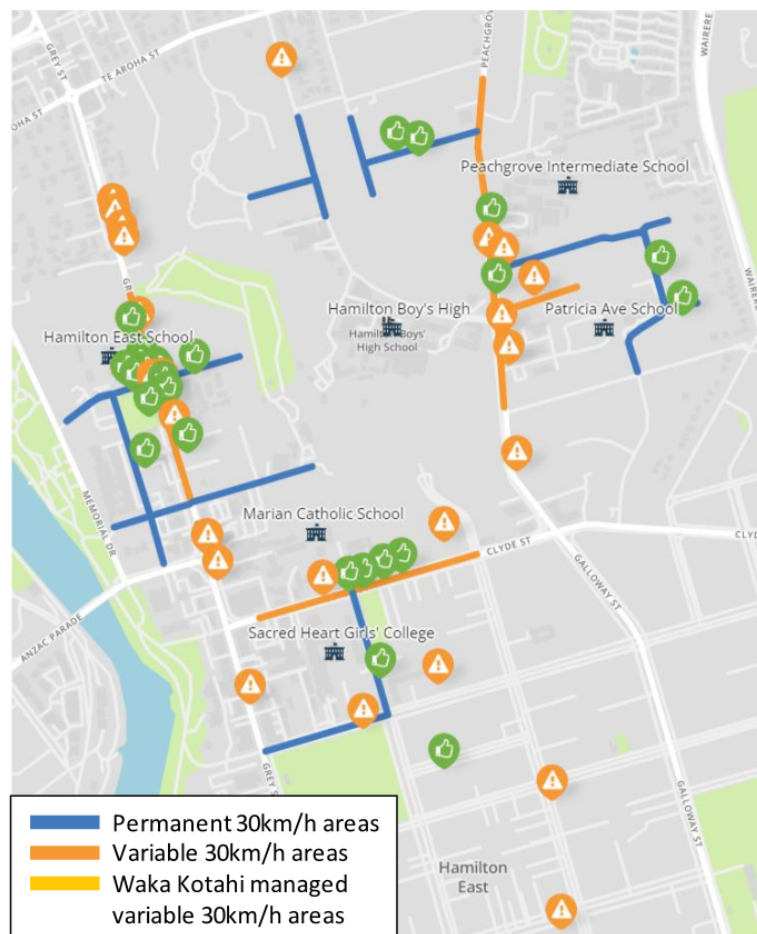
Two comments wanted to change the permanency of speed limit reductions.

- One suggested fulltime reduced speed in Tramway Rd
- One suggested variable reduced speed in Enderley Ave

Two commentators believed road rules in the area need more enforcement, and that people ignore existing speed limits. These comments referred to Enderley Ave and Peachgrove Ave. Three comments suggested investing in traffic education, rather than implementing infrastructure or speed limit changes.

GROUP 5

This group includes Hamilton Boys' High School, Hamilton East School, Marian Catholic School, Patricia Avenue School, Peachgrove Intermediate School and Sacred Heart Girls' College. We received 52 comments in relation to this group, from 37 respondents. Of these comments, 41 were supportive of safer speeds, five were opposed, one was neutral and five were not relevant to safer speeds.



Three comments suggested changing roads from permanent speed reductions to variable:

- Firth St (2 comments)
- Bond St (1 comment)

Two comments suggested changing roads from variable speed reductions to permanent:

- Kingsford Mews (1 comment)
- Grey St (1 comment)

10 comments suggested extending the speed reduction zones (1 comment per road unless otherwise stated):

- Grey St (6 comments)
- The Southern end of Peachgrove Rd
- Argyle St
- Cook St
- Nixon St
- Clyde St
- Galloway St
- Cobham Dr – *note this is a state highway*

Six comments suggested adding speedbumps (1 comment per road unless otherwise stated):

- Frances St (2 comments)
- Grey St (2 comments)
- Nixon St
- Clyde St
- Galloway St
- Cobham Dr
- Peachgrove Rd

Three comments wanted pedestrian crossings added or improved.

- Change the courtesy crossing from Anzac Pde onto Grey St to a full pedestrian crossing
- Add a raised pedestrian crossing at the intersection of Grey St and Dawson St
- Change the courtesy crossings at the Te Aroha St roundabout into zebra crossings

Other feedback from comments include:

- Adding cycling lanes/accommodations (6 comments)
- Increase enforcement of speed limits (3 comments)

GROUP 6

This group includes Berkley Normal Middle School, Hillcrest High School, Hillcrest Normal School, Knighton Normal School, Silverdale Normal School, St John's College, and Tōku Māpihi Maurea Kura Kaupapa Māori. We received 77 comments relating to this area, from 46 respondents. 56 of these comments were supportive of speed reductions, seven were opposed, one was neutral and 12 were not relevant.



Six comments recommended that some roads with proposed permanent speed reductions should be variable. These roads were:

- Barrie Cres
- Helena Rd
- Liston Cres
- McCracken Ave
- Mansel Ave
- Carrington Ave

Three comments recommended that some roads have permanent speed reductions. These roads were:

- Knighton Rd
- Odonoghue St
- McCracken Ave

17 comments mentioned roads which they believe should have reduced speeds. Each suggested road has one comment unless stated otherwise:

- Cambridge Rd between Cobham Dr and Morrinsville Rd (ten comments) – *note this is a state highway*
- Morrinsville Rd (two comments)
- Dey St
- Mansel Ave

- South end of Masters Ave
- Northern end of University of Waikato campus (Knighton Rd, Ruakura Rd, Silverdale Rd)

Seven comments mentioned adding speed bumps or other speed reducing measures to certain streets. Each suggested street has one comment unless stated otherwise :

- Cambridge Rd (two comments)
- Helena Rd
- Wairere Dr
- McCracken Ave
- Berkley Ave
- Morrinsville Rd

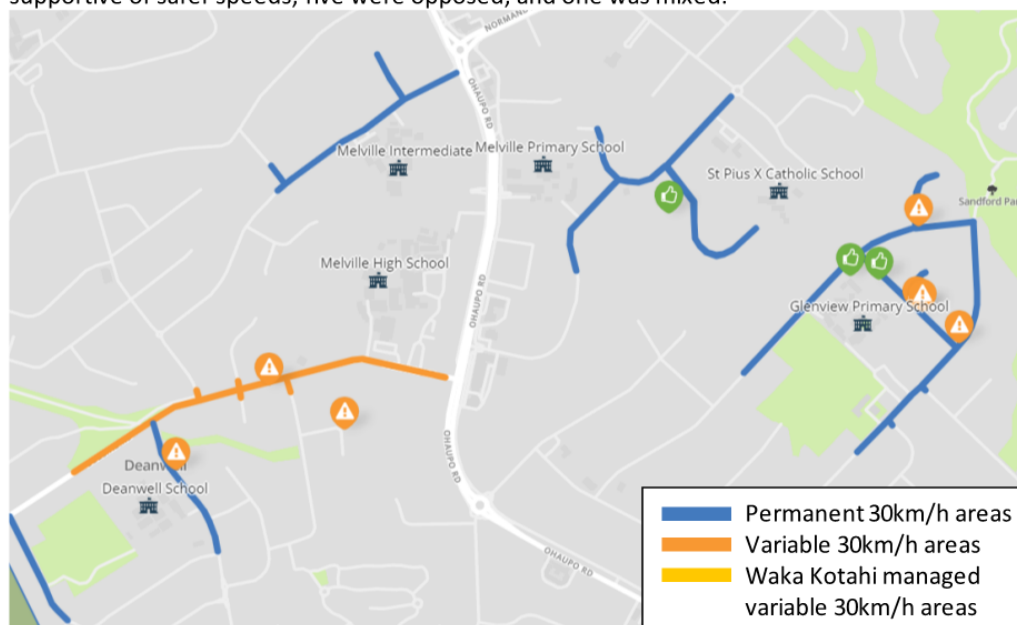
Seven comments asked for pedestrian crossings to be added or improved upon in this area. Five of these comments concerned the intersection between Cambridge Rd and Cobham Dr. One comment mentioned Carrington Ave-Vesty Ave intersection, and another mentioned the Masters Ave-Mansel Ave intersection.

Eight comments expressed concerns that roads in this area need more enforcement of speed limits.

Three comments mentioned that speed limits in this area need to be clearly visible and sign-posted.

GROUP 7

This group includes Deanwell School, Glenview Primary School, Melville High School, Melville Intermediate School, Melville Primary School and St Pius X Catholic School. We received ten comments relating to the schools in this group, from eight respondents. Four of these were supportive of safer speeds, five were opposed, and one was mixed.



One comment suggested that Bruce Ave have a variable speed limit, rather than a permanent speed reduction. The same comment suggested providing better on-street parking for this area to prevent children being hidden between parked cars.

One comment asked for safer speeds to extend to full length of Urlich Ave.

Two comments requested speedbumps along Lewis St, as well as a raised island at the intersection of Lewis St and Jeanette St.

GROUP 8

This group includes Hamilton Girls' High School and Hamilton West School. We received 12 comments relating to these two schools, from nine respondents. Of these comments, seven were supportive of speed reductions, three were opposed, one was neutral and one was not relevant to speed reductions.



Three comments suggested changing proposed permanent speed reductions to variable speed reductions. All three of these comments concerned the speed reduced areas around Hamilton West School.

One comment recommended extending the variable reduced speed area further down Lake Domain Dr.

One comment suggested removing the variable speed limit along Lake Rd/Ruakiwi Rd, as this is a main thoroughfare for traffic.

Three comments noted the need for better enforcement of road rules in this area. Two of these comments specifically expressed concerns with parked cars dangerously obscuring Hammond St.

One comment recommended adding a pedestrian crossing to the intersection of Ruakiwi Rd and Pembroke St.

GROUP 9

This group includes Forest Lake School, Maeroa Intermediate School and Whitiara School. We received 13 comments regarding these three schools, from 12 respondents. Of these comments, six were supportive of safer speeds, six were opposed and one was mixed.



Two comments asked for proposed permanent speed reductions to be variable instead. One left this comment on Forest Lake Rd, but discussed all of the Forest Lake School area. The other comment was left on Rimu St, but referred to all of the Maeroa Intermediate School area.

Three comments suggested extending the proposed reduce speed areas.

- Extend Storey Ave so that the speed reduced zone connects with Mitcham Ave (2 comments)
- Extend to all of Rimu St (1 comment)

One comment asked for speed bumps to be added along Tristram St. One comment suggested making Churchill Ave a one-way street with parking restrictions.

GROUP 10

This group includes Frankton School, St Columba's Catholic School and Rhode Street School. We received eight comments in relation to the proposed changes in this area, from seven respondents. Of these comments, two were supportive of safer speeds, four were opposed and two were mixed.



The majority of these comments expressed either general support ($n = 1$) or opposition ($n = 4$) to safer speeds, without any meaningful feedback.

Two comments recommended introducing a bylaw to prevent heavy vehicles driving close to schools, due to their observations of these vehicles speeding frequently.

One comment requested that a variable speed limit be implemented in Blackburn St, Paterson St and Campbell St. This comment also asked for cycling to be promoted more often as a way to get to school.

GROUP 11

This group includes Aberdeen School, Fraser High School and Nawton School. We received 17 comments in relation to the proposed changes in this area, from ten respondents. Of these, three were supportive of safer speeds, two opposed to safer speeds, two were neutral, eight were mixed or unclear, and two were not relevant to safer speeds.



Seven comments suggested that proposed permanent speed reductions should be variable instead. Six of these comments were identical and posted from the same respondent. The areas which commentators believed should be variable are (1 comment per road unless otherwise stated):

- Grandview Rd (3 comments)
- Waimarie St
- Norman St
- Durham St
- Holmes St

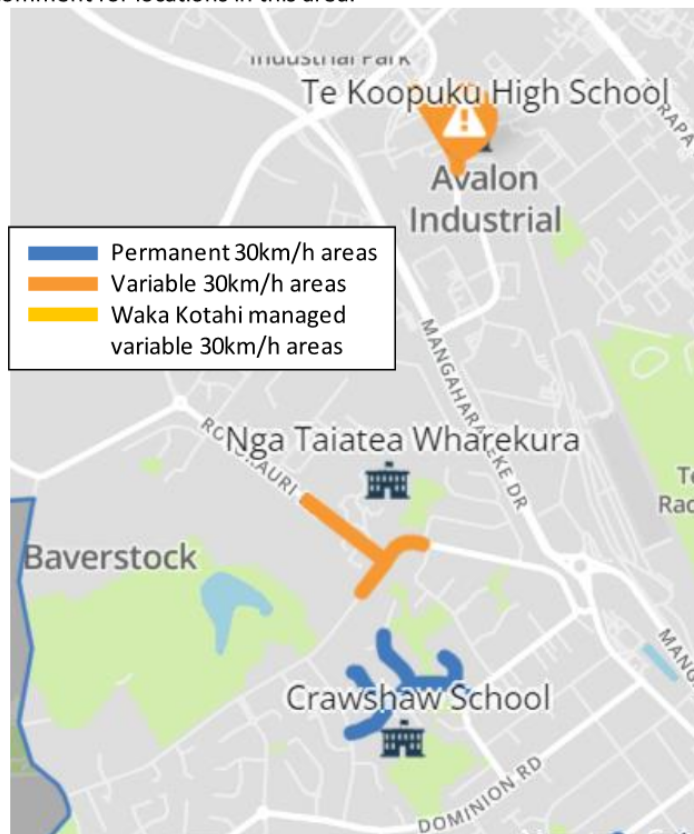
Three comments suggested adding more traffic calming measures, such as speed bumps, along:

- Thomson Ave
- Ellicott Rd
- Grandview Rd

One comment suggested adding a pedestrian crossing on Ellicott Rd, and another suggested a pedestrian crossing on Aberdeen Dr.

GROUP 12

This group includes Crawshaw School, Ngā Taiātea Wharekura and Te Kōpuku High. We only received one comment for locations in this area.



The one comment we received for this area suggested extending the reduced speed zone to all of Foreman Rd. They explain that the high number of large vehicles travelling along this route and increased pedestrian number means that safer speeds should stretch the entire street.

GROUP 13

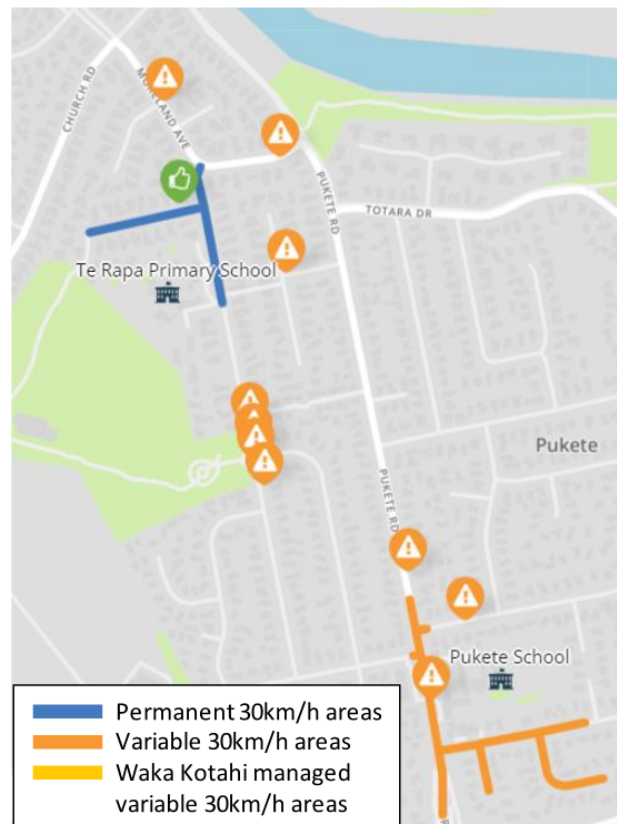
This group includes Hamilton Junior High School, Hamilton North School, St Peter Chanel Catholic School and Vardon School. We received four comments relating to this group, from four respondents. Of these comments, three were supportive of safer speeds, and one was mixed.



Two comments mentioned areas that need better enforcement of speed limits: one comment regarding Heath St and one regarding Vardon Rd. One comment asked for no parking along one side of Cunningham Rd. One comment recommended reducing speeds along Garnett Ave to ensure Waterworld is also protected by safer speeds.

GROUP 14

This group includes Pukete School and Te Rapa Primary School. We received 11 comments relating to this group, from five respondents. Of these comments, ten were supportive of safer speeds and one was not relevant to speed reductions.



Eight comments requested the reduced speed area to be extended.

- Four comments suggested extending reduced speeds down Ashurst Ave to protect Ashurst Park (including one saying this reduction should be permanent)
- Two comments recommend extending reduced speeds up past Te Rapa Primary School along Moreland Ave to Pukete Rd (and that this change should be variable)
- One comment mentioned extending to the intersection of Pohutekawa Dr/Manuka St
- One comment mentioned extending reduced speeds further up Pukete Rd

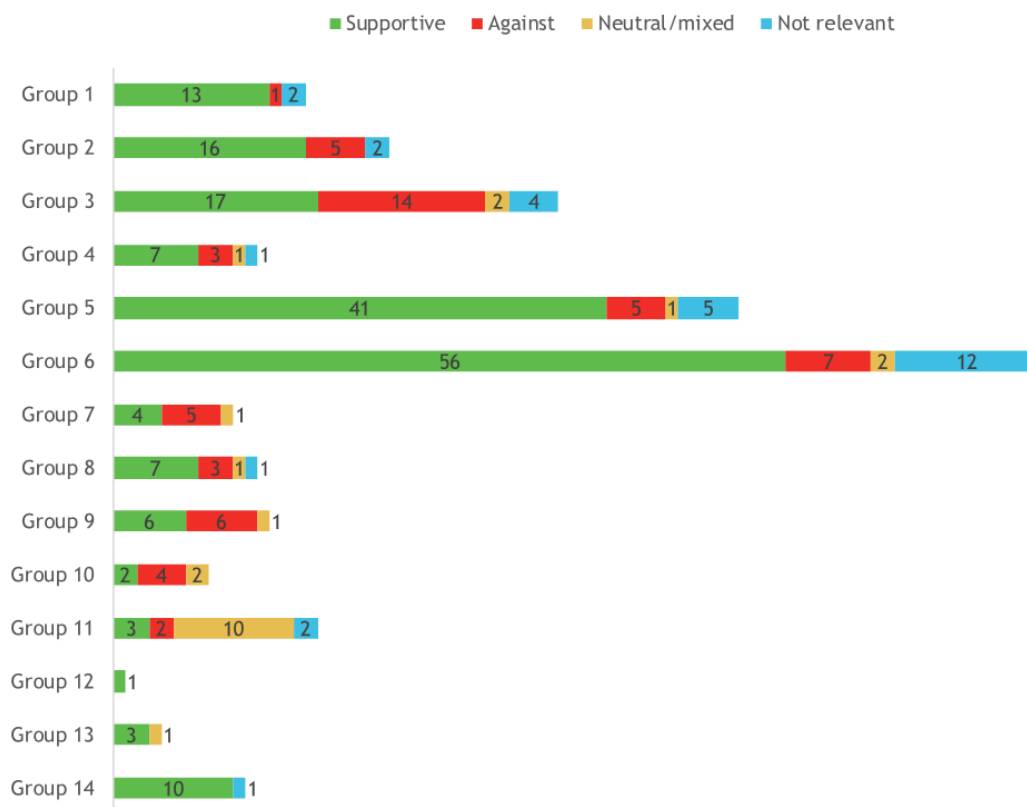
One comment requested variable speed limits outside of Pukete School to instead be permanently reduced. One comment requested parking restrictions along Ronald Crt, to combat traffic caused by after-school parking.

SENTIMENT OF COMMENTS

Although majority of the markers dropped were orange (62%, indicating something was not quite right), 63% ($n = 186$) of comments were supportive of speed reductions around schools, and only 19% ($n = 55$) opposed speed reductions.

Support for safer speeds differs by area. Respondents commenting on Group 5 (Hamilton Boys High School, Hamilton East School, etc.) and Group 6 (Berkley Normal Middle School, Hillcrest High School, etc.) were very supportive of safer speeds. However, comments discussing Group 3 (Bankwood School, Hukanui School, etc.) and Group 11 (Aberdeen School, Fraser High School, etc.) were less supportive.

Comment sentiment towards safer speeds



Comparing the sentiment of different areas indicates which parts of the community are supportive of safer speeds, and which are less so. This gives an indication of where Council would receive the most pushback from the community for speed reductions. Given Council will inform the community about speed changes in the near future, providing this insight to our communications teams could be valuable in shaping their approach to each community, depending on their level of support.

ABOUT THE RESPONDENTS

- Of the 177 respondents, 146 provided their demographics and current transport habits. It is worth noting that each respondent could leave multiple comments (on the same or different locations) while only completing the demographic survey once.
- 31% ($n = 44$) of respondents who told us their age were aged 30-39 years old.
- 24 respondents told us they faced an impairment or disability. Of these, five faced more than one impairment.
- 97% ($n = 141$) of respondents who told us their travel habits listed a car as how they get around Hamilton.
- Two-thirds (67%, $n = 94$) of respondents who told us their demographics lived in a household with dependents. 11 lived alone.

SCHOOLS BY GROUP

Schools which did not receive any direct comments are indicated with an asterisk (*).

GROUP NUMBER	SCHOOLS	NUMBER OF COMMENTS
Group 1	Berkley Normal Middle School Hillcrest High School Hillcrest Normal School Knighton Normal School Silverdale Normal School St Johns College Tōku Māpihi Maurea Kura Kaupapa Māori	77 comments
Group 2	Deanwell School Glenview Primary School Melville High School Melville Intermediate School * Melville Primary School * St Pius X Catholic School	10 comments
Group 3	Bankwood School Fairfield College * Fairfield Intermediate School * Fairfield Primary School Hukanui School St Joseph's Catholic School St Paul's Collegiate School Waikato Diocesan School for Girls Woodstock School	37 comments
Group 4	Hamilton Girls High Hamilton West School	12 comments
Group 5	Forest Lake School Maeroa Intermediate School Whitiora School	13 comments
Group 6	Frankton School St Columba's Catholic School Rhode Street School	8 comments
Group 7	Aberdeen School Fraser High School Nawton School	17 comments
Group 8	Hamilton Boys High School Hamilton East School Marian Catholic School Patricia Avenue School Peachgrove Intermediate School Sacred Heart Girls' College	52 comments
Group 9	Hamilton Christian School Te Totara Primary School Rototuna High Schools	16 comments
Group 10	Hamilton Junior High School Hamilton North School * St Peter Chanel Catholic School* Vardon School	4 comments
Group 11	Endeavour School Rototuna Primary School Te Ao Mārama School Waikato Waldorf School	23 comments
Group 12	Pukete School	11 comments

	Te Rapa Primary School	
Group 13	Insoll Avenue School Southwell School Te Kura Kaupapa Māori o Te Ara Rima *	12 comments
Group 14	Crawshaw School * Ngā Taiātea Wharekura * Te Kōpuku High	1 comment

EMAILS AND PHONE CALLS

We received feedback from seven people via phone or email. These comments were not able to be added to the map but should be treated as an individual comment like those on the map.

Person A:

- Does not support the reduction in speed limits in front of schools.
- Cites reported crash data, and notes that crashes involving young pedestrians during school hours in the proposed reduced speed areas are rare, with only one reported from 2018 to 2022.
- Based on the crash data, submitter believes that the 30 km/h speed limits on Hamilton City Council administered roads would not have made any difference to the safety of students travelling to and from Hamilton schools in the vicinity of those schools.
- Suggests making all proposed speed reductions variable (rather than permanent).
- Believes permanent speed reductions will inconvenience road users significantly, and at worst will result in massive non-compliance and more dangerous/unpredictable driving speeds.

Person B:

- Submission related to Maeroa Intermediate School area.
- Believes 30km/hr is too slow, and speeds should be variable with school hours.
- Suggests a project to widen Churchill Ave and Maeroa Rd to better accommodate car parking spaces and reduce the risks of kids being in traffic during drop off/pick up.
- Suggests finding an alternative pick up/drop off space on the intersection of Churchill Ave and Rimu St.

Person C:

- Submitted via phone call, with key points transcribed.
- Supports the proposed 30km/h speed limits in the Tristram Street area associated with Whitiora School and is hopeful that this will help to slow vehicles down in this area.
- While there are no children living in the street, she does see children coming through from Seddon Rd.

Person D:

- Ngaere Ave should be permanently reduced speed, not variable.
- Extend permanent reduced speed areas to Fend St, St Paul's and Bankwood Rd.

Person E:

- Submission related to Berkley Middle School area.
- Believes speed reductions around Berkley Middle School should be variable, not permanent.
- Issues with permanent speed reduction in the area include:
 - Very few students use Berkley Ave to enter school.

- Accidents are caused by congestion increasing inattention/frustration.
- Lower speeds will make cars drive slower.
- Children are only walking to or from school for a limited time, so reducing speeds permanently is illogical.
- Expresses concern for bus drivers speeding.
- Believes that the side streets off Berkley Ave (Eaton Dr, Beverley Cr, Cranwell Pl, Linthorpe Pl, Lysander Pl, Piccadilly Ln, Earl Ct) should not be reduced as they are dead end streets.

Person F:

- Submission related to Minnie Pl, nearby Te Rapa School.
- Is unsure whether the speed reductions will change anything, as cars crawl down these streets after school anyway.
- Concern for parents parking on the North side of Minnie Pl, causing children to run across the road from behind cars to get to their parents' cars.

Person G:

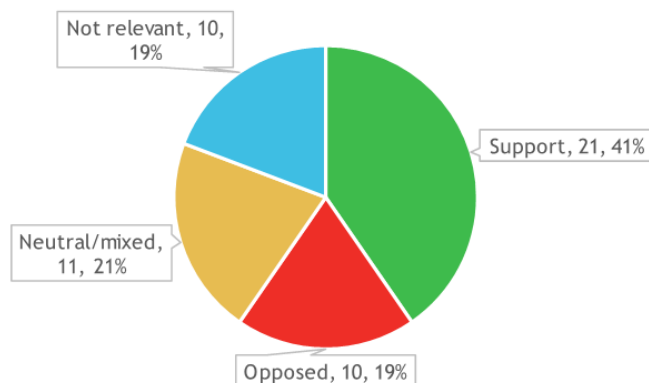
- Made no comments but expressed a desire to make a verbal submission. Left no contact details, so unable to acknowledge.

SOCIAL MEDIA COMMENTS

In addition to analysing formal submissions to the consultation, we also analysed comments made on the Hamilton City Council Facebook post relating to the consultation. There was one generic post, which was posted 6 October 2023. This post received 60 comments, including 26 replies to comments. Of these 60 comments, two were comment replies made by Hamilton City Council.

Across the 58 comments from the community, there was a mixed reaction to safer speeds.

Social media comment sentiment towards safer speeds



The most common themes in these comments were:

- concern for children's safety around roads (10 comments)
- the need for more enforcement of road rules (6 comments)
- the need for road safety education (6 comments)
- the issue is drivers, not speed limits (4 comments)
- speeds should be variable, not permanent (4 comments)
- general opposition to safer speeds (4 comments).

SPEED MANAGEMENT PLAN REVIEW 2023

This community consultation was to understand the community's perceptions of Council's proposed changes to the 2022 Hamilton Speed Management Plan. Council's proposal was to amend the current Speed Management Plan to align it with recent legislative requirements, current best practice, and the long-term vision for Hamilton City.

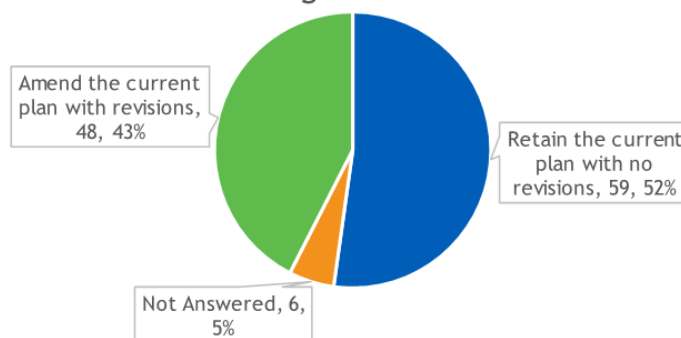
Part of the proposed changes to this plan included progressively implementing 30km/h speed limits around schools over the next three years.

This engagement was live from 7 June to 5 July 2023, and received 113 responses.

The full report can be found [here](#).

Of the 113 respondents, 48 agreed with the Council's proposal to amend the current Speed Management Plan to align it with recent legislative requirements, current best practice, and the long-term vision for Hamilton City (43% of respondents). 59 respondents (or 52%) disagreed with amending the plan, choosing to retain the current plan with no revisions.

Respondent's views on the draft 2024 Hamilton Speed Management Plan



Hearings for this consultation took place at the Traffic, Speed Limit and Road Closure Hearings Panel on 8 August 2023.

On 21 September 2023, the Infrastructure and Transport Committee approved the adoption of the proposed changes.

ENGAGEMENT TACTICS

GOAL

To communicate to all Hamilton primary and intermediate schools and colleges, as well as residents who reside in or own properties in the areas with proposed speed limit changes to ask for feedback on the locations.

OBJECTIVES

- To generate at least 250 responses during our consultation.
- To raise awareness among Hamiltonians of the upcoming proposed changes and show the benefits of reduced speeds around schools.

ENGAGEMENT OUTCOME

We exceeded our goal of 250 responses to Social Pinpoint, receiving a total of 293 responses.

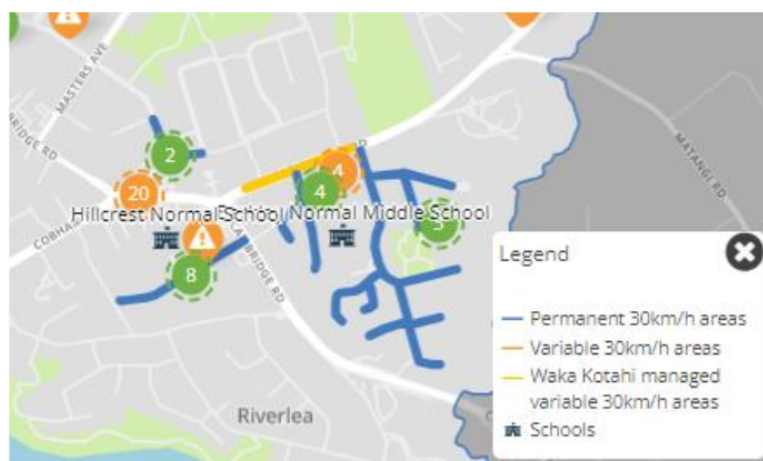
Throughout the campaign, for the reasons outlined in Engagement Campaign Review, we could have raised more awareness of the campaign and the need for the speed limit change and helped change behaviour associated with speeds around schools.

ENGAGEMENT CAMPAIGN REVIEW

Original campaign

Due to the focus on location-based feedback, we used an interactive digital map on the Social Pinpoint platform which showed the school locations and the proposed changes around schools. It did not show existing speeds in the areas.

This allowed for people to choose the school/area they belong to/travel past and, with a provided key, see the locations where we proposed to reduce speed limits and where the proposed speed limits were variable (orange), permanent (blue) and which areas were governed by Waka Kotahi (yellow).



People could interact in the following ways:

- thumbs up – the locations are accurate
- danger symbol – the locations were not quite right
- leave a comment on the map in the area they felt we had locations correct/incorrect to explain why.

In January 2023, letters were emailed to all 59 schools in Hamilton Kirikiriroa asking them how many entrances there were to their schools and how well utilised they were. We also used this

opportunity to gauge their level of support for reducing speed limits around schools and if the extent of speed limits already in place were accurate.

Prior to the campaign launch, Communications felt there was a need for a city-wide campaign, to allow all residents to have their say on the proposed changes. Aside from residents who live in or own properties in the lower speed limit areas, and the school community, we wanted to allow for people who drive past schools for work or recreation, to also have their say on Social Pinpoint. A targeted approach was preferred by the Project Lead.

The communications tactics included:

- letters and maps emailed to 59 of Hamilton's primary and intermediate schools, as well as colleges. We also encouraged schools to share the information on their school Facebook pages and included a suggested post message and a Facebook tile.
- 6540 letters, with associated maps, hand delivered to residents who live in the areas we propose to reduce speed limits
- 1799 letters sent to home-owners who live in/own properties in the areas we proposed to reduce speed limits – posted (30 returned to sender).
- accessible hardcopy engagement forms available at all Council Libraries and the Municipal building on Anglesea Street.

The campaign launch was delayed, which pushed our engagement timeline towards the end of the third school term. Because of these delays, some letters/maps were sent out too close to the end of the third school term, which did not give schools time to add the engagement letter to their school newsletters. This likely impacted the amount of feedback we received and the schools' ability to communicate with their communities in a timely fashion.

Campaign extension

Near the end of the original campaign period, we had received an estimated 127 responses from 60 respondents. The Research and Insights team did not feel we could confidently close the campaign with the low number of responses and respondents.

Therefore, a decision was made to extend the campaign to 13 October 2023 and include a Facebook post to widen the scope of respondents. This included re-contacting the schools at the beginning of the school term 4, informing them the engagement had been extended and asking them to re-share the engagement information. We also offered schools hardcopy forms for their offices/receptions.

Given the low response rate to the engagement was likely due to the limited time/ability for schools to distribute the survey, re-contacting schools was the focus of this campaign extension; thus, residents were not re-contacted. Alongside this, re-delivering the 8,339 letters/maps to residents would have been logistically difficult and costly on our resources, and likely would not have increased our response rate significantly. Thus, only schools were re-contacted in this campaign extension.

During the campaign extension (6 – 13 October), we received:

- 156 additional comments (thumbs up/danger symbols)
- 79 additional survey responses.

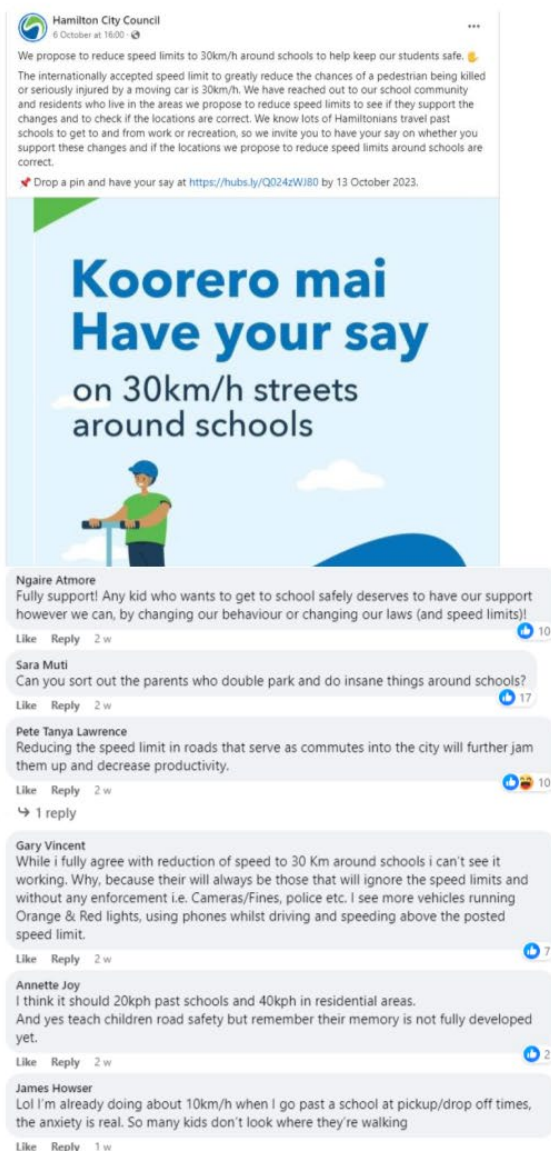
ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

- We received 293 comments from 177 respondents. Alongside this, we received seven hardcopy, emailed or phoned comments.
- We received a total of 1876 visits to the Social Pinpoint page by 533 users
- The average time spent online was five minutes 53 seconds.

SOCIAL MEDIA

- Facebook comments - 60
- Facebook reactions - 60
- Facebook shares - seven



Aberdeen School



Bankwood Primary School



Berkley Normal Middle School



Crawshaw Primary School



Permanent 30km/hr

Deanwell School

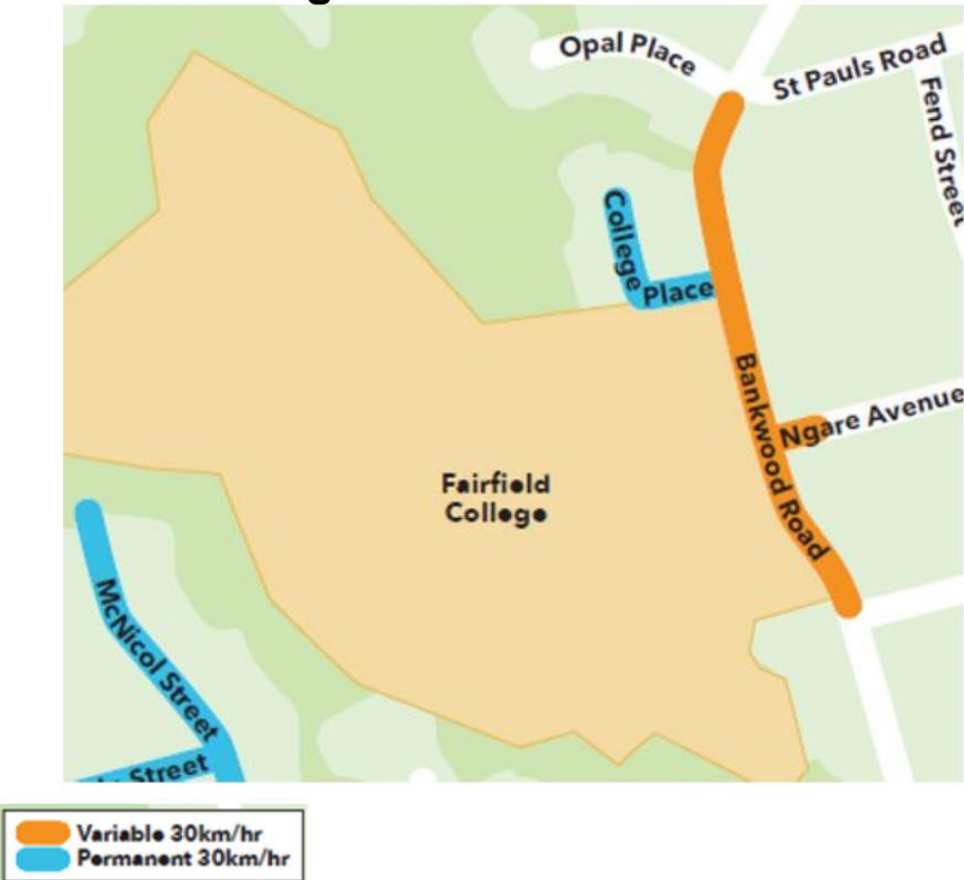


Variable 30km/hr
Permanent 30km/hr

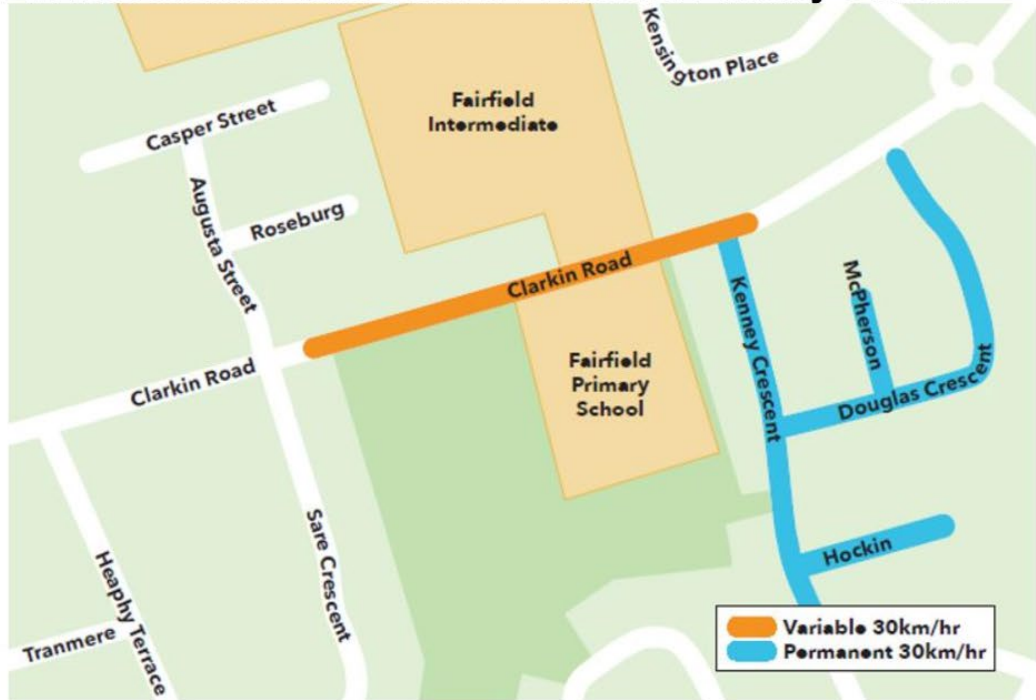
Endeavour School



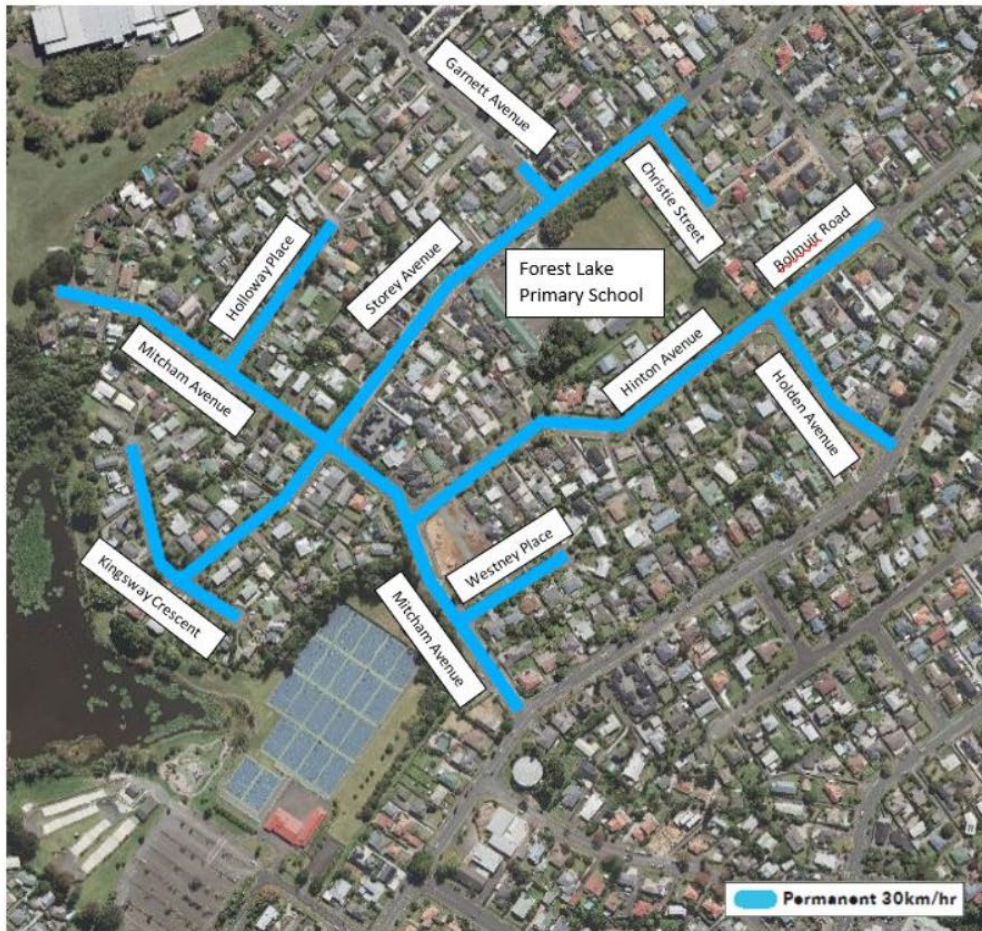
Fairfield College



Fairfield Intermediate School / Fairfield Primary School



Forest Lake School



Frankton School



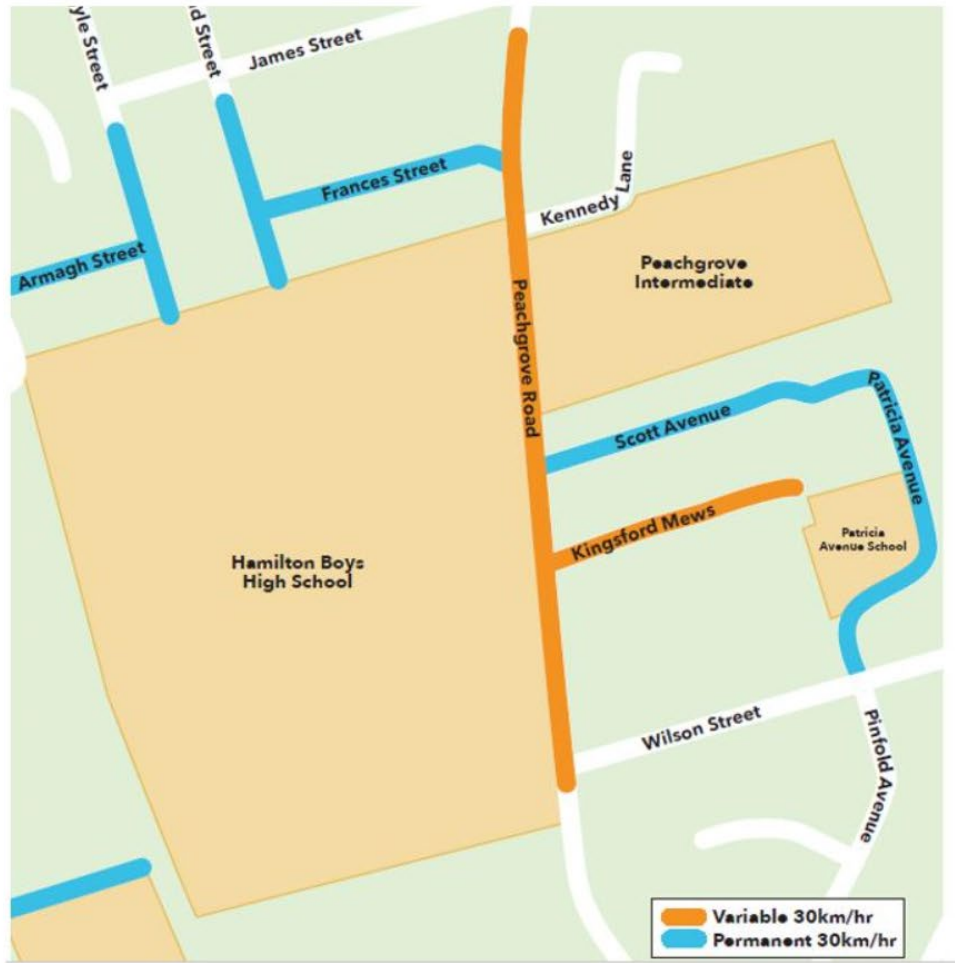
Fraser High School



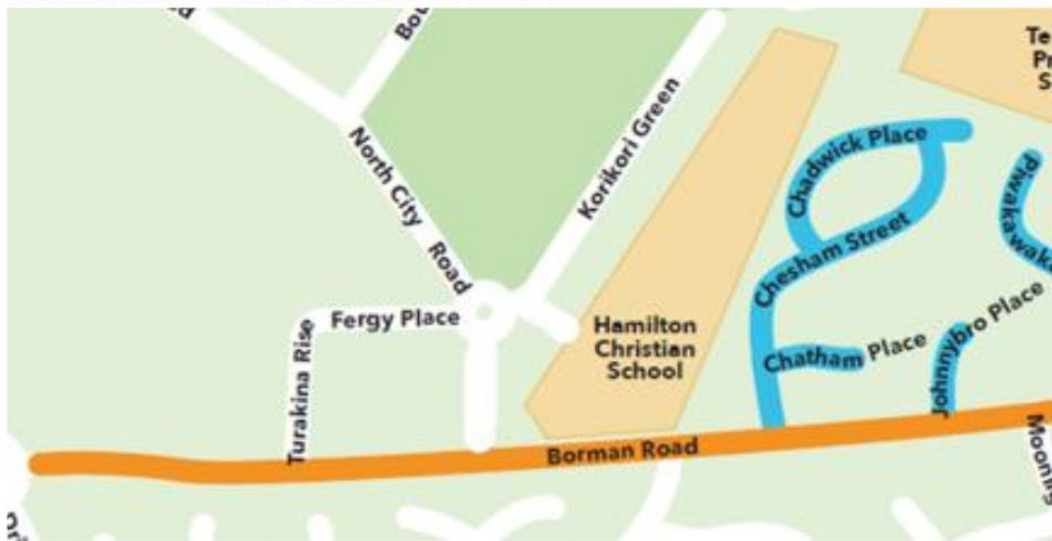
Glenview School



Hamilton Boys High School, Peachgrove Intermediate & Patricia Avenue School



Hamilton Christian School



Hamilton East School



Hamilton Girls High School



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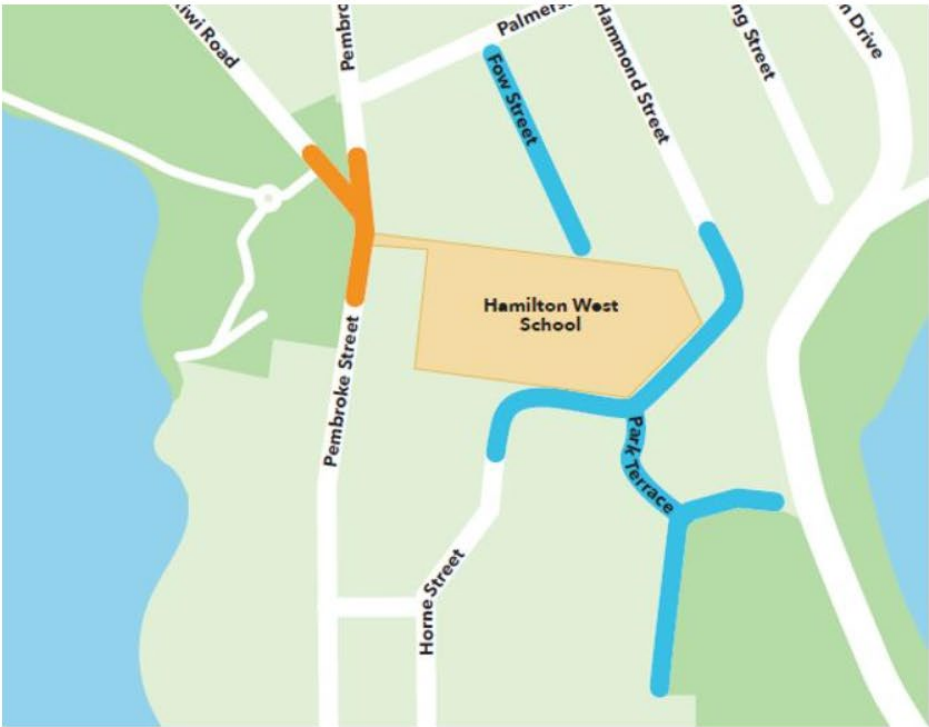
Hamilton Junior High School



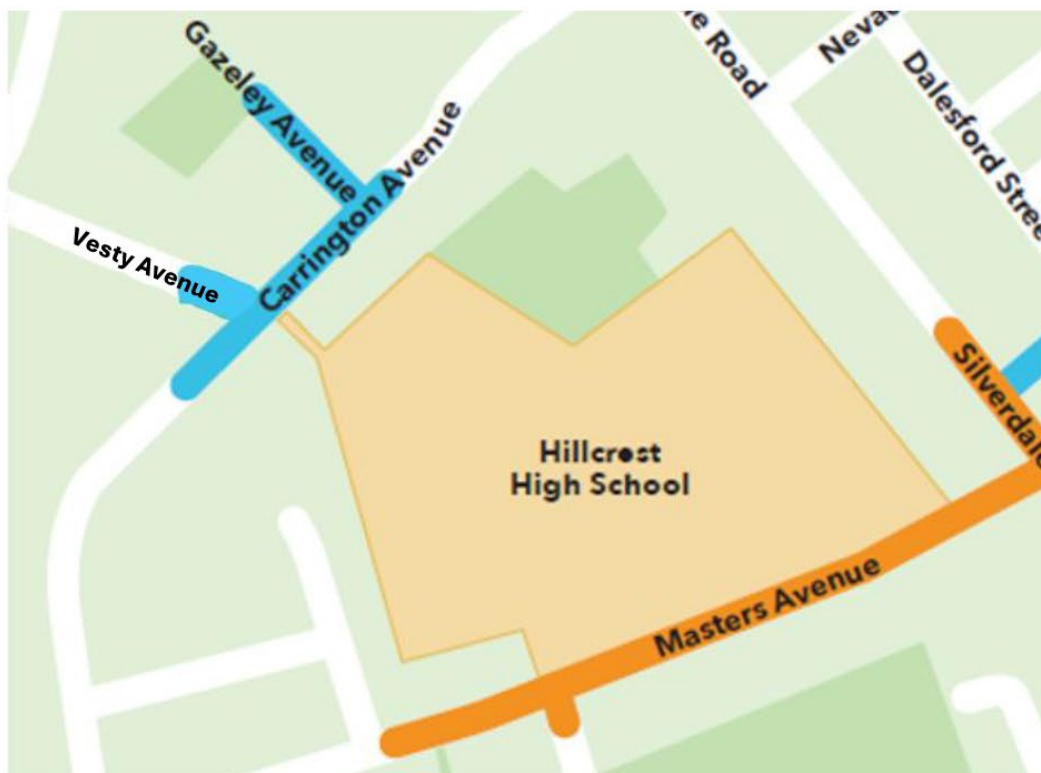
Hamilton North School



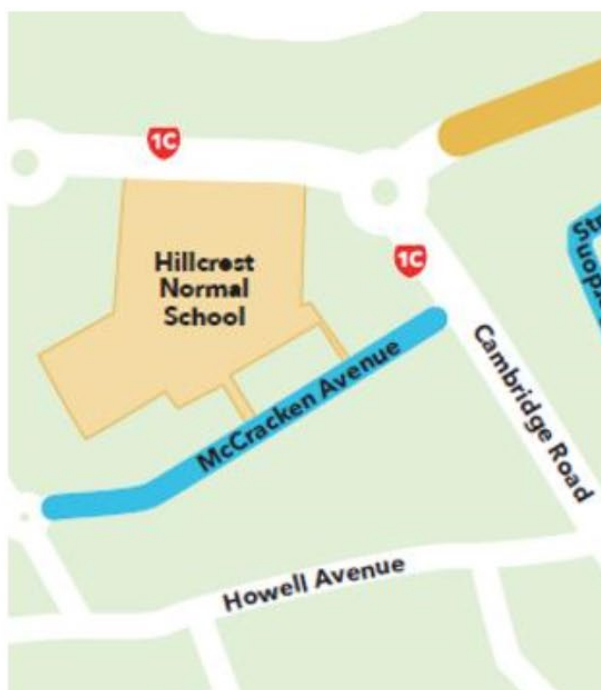
Hamilton West School



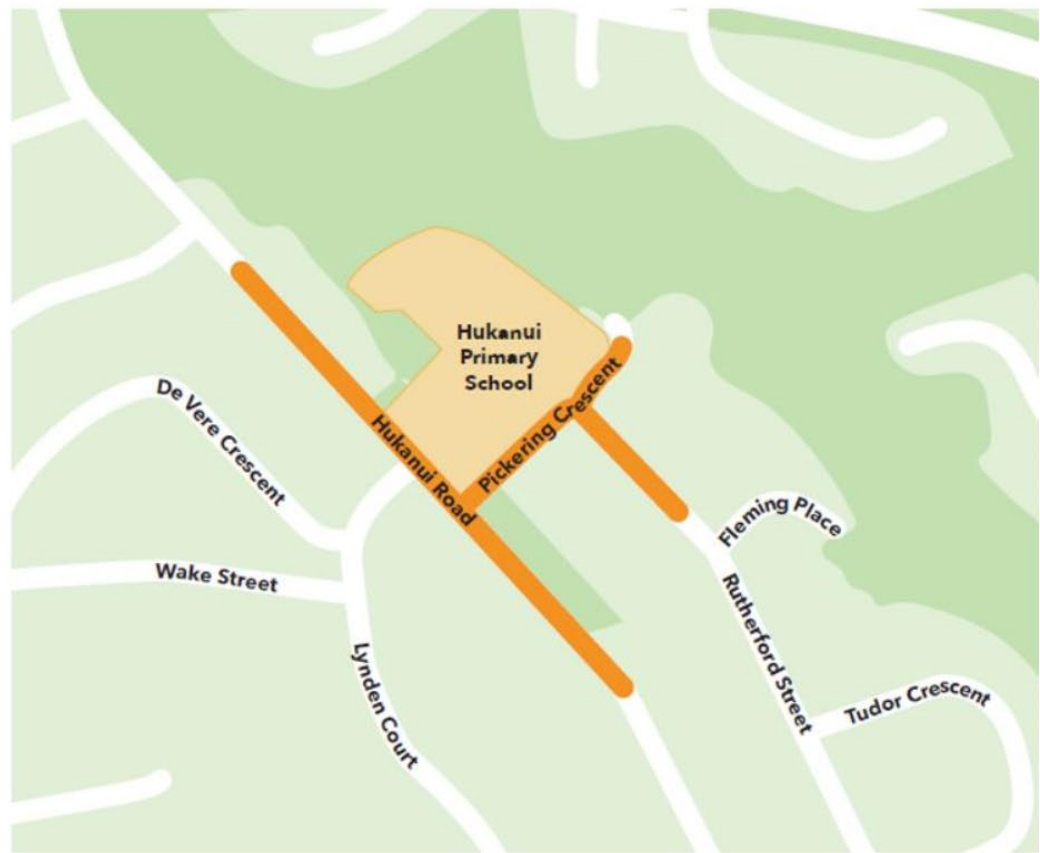
Hillcrest High School



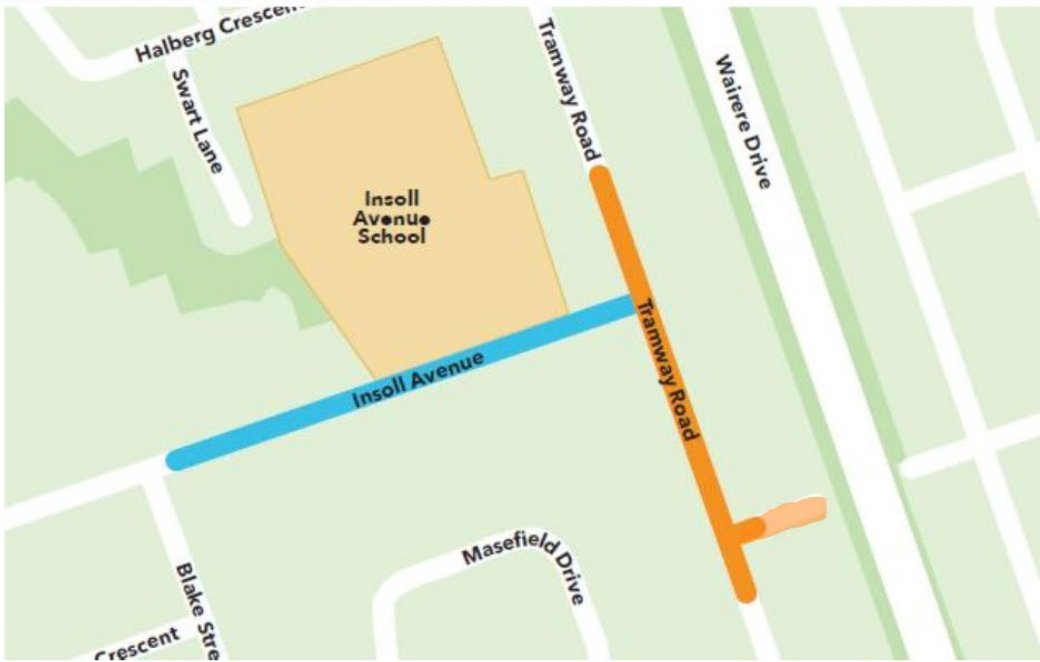
Hillcrest Normal School



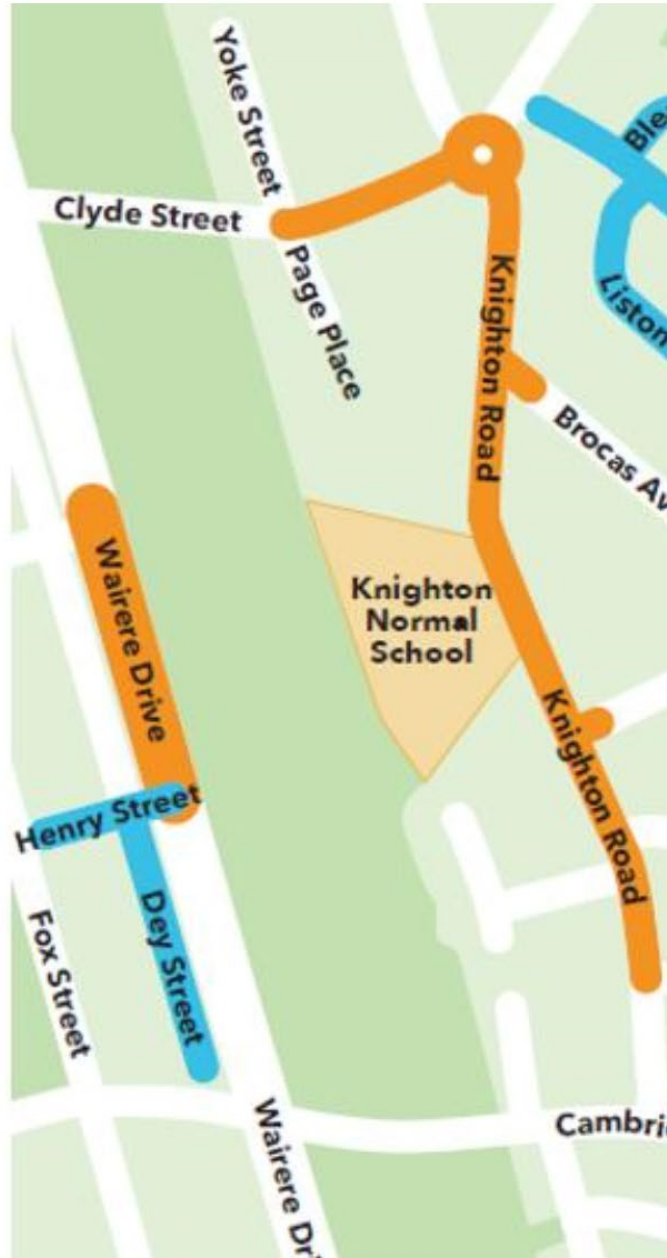
Hukanui Primary School



Insoll Ave School



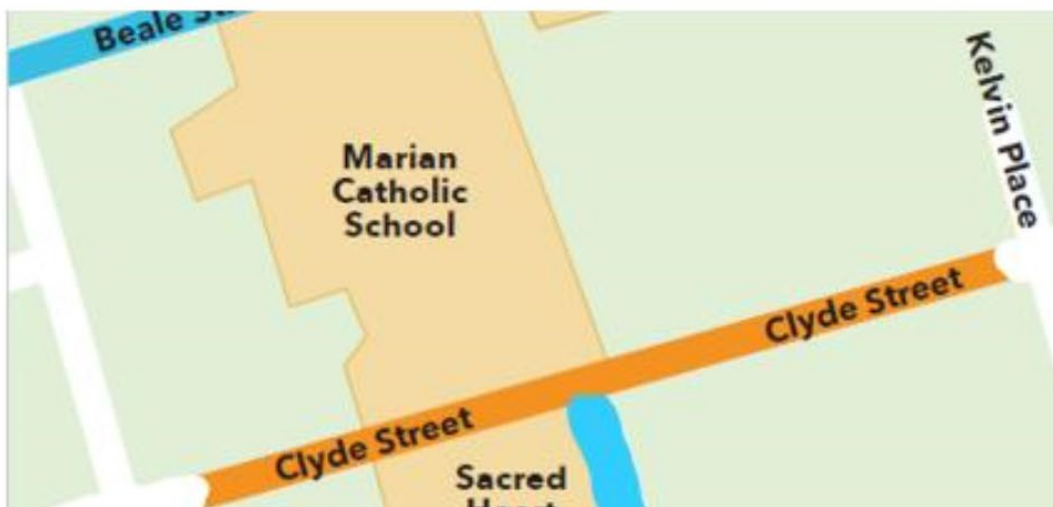
Knighton Normal School



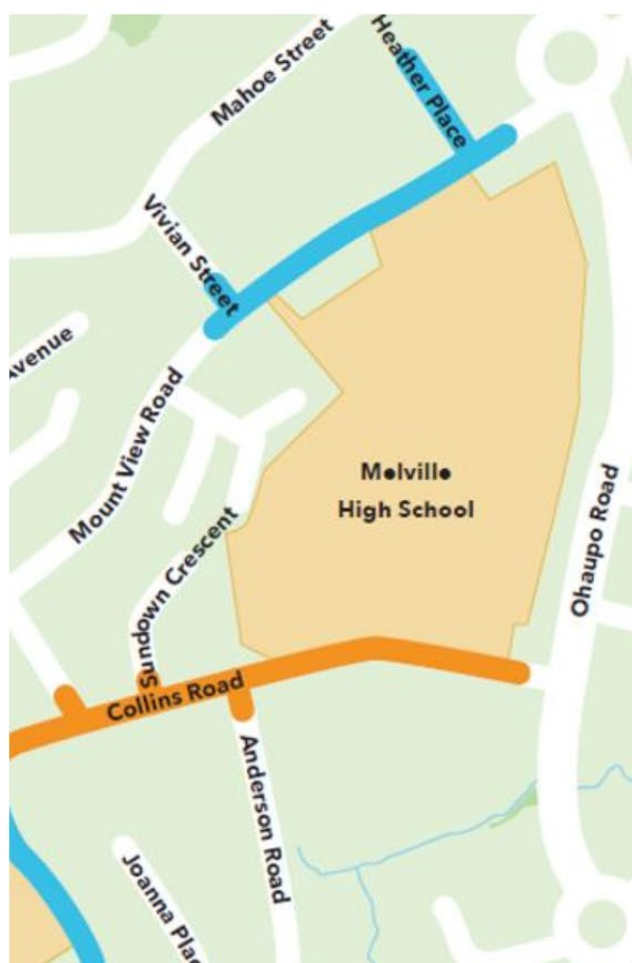
Maeroa Intermediate



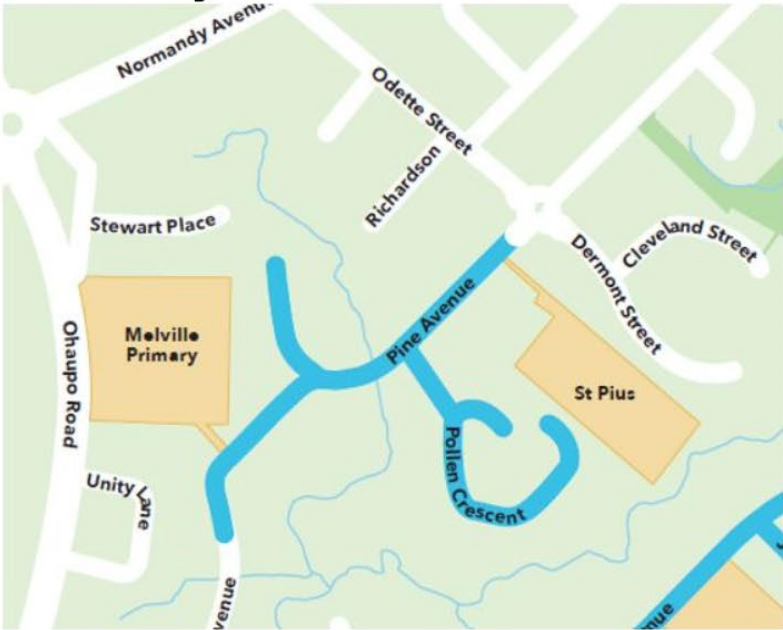
Marian Catholic School



Melville High School



Melville Primary School/ St Pius



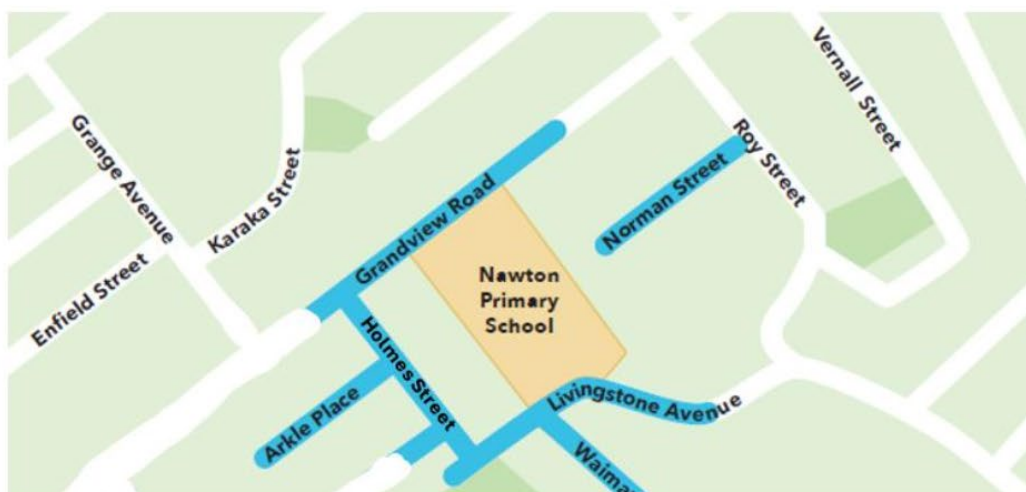
Nga Taiatea Wharekura



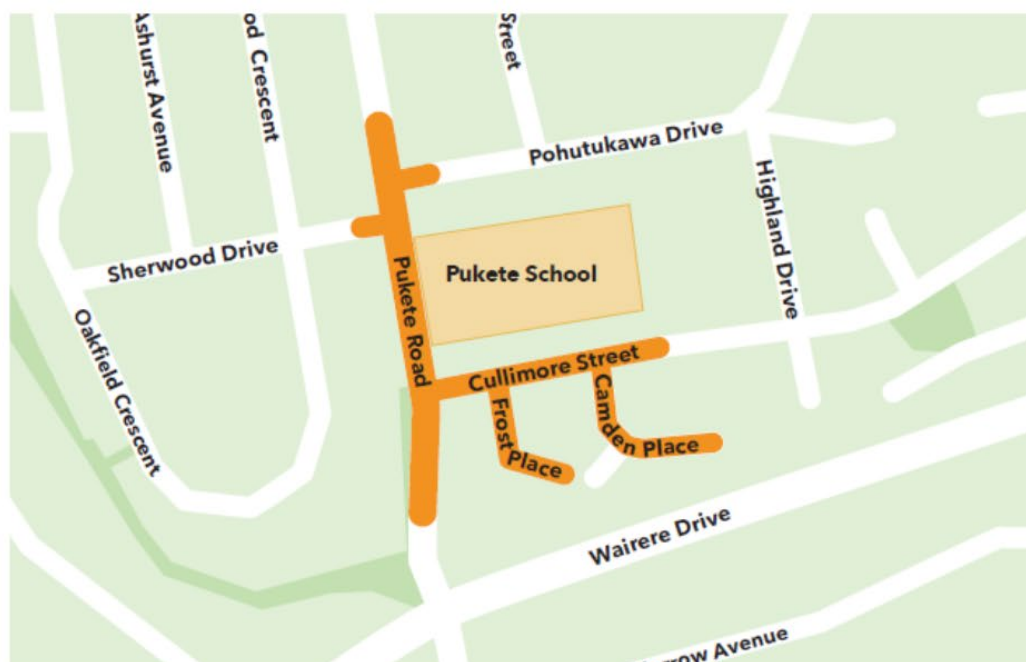
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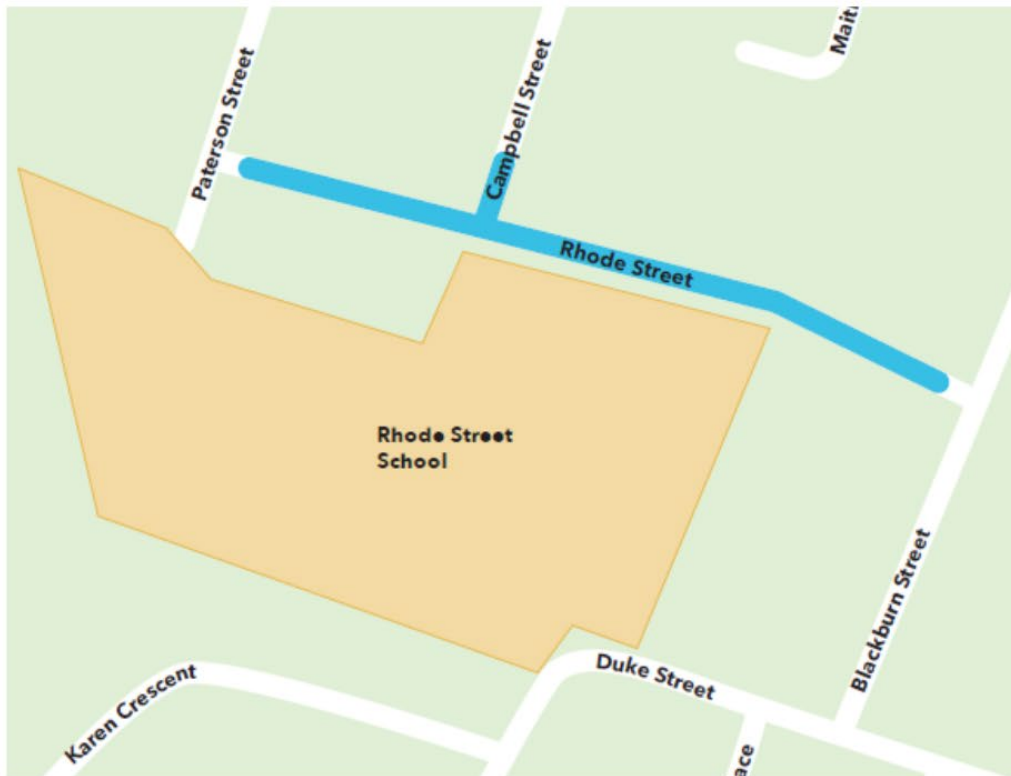
Nawton School



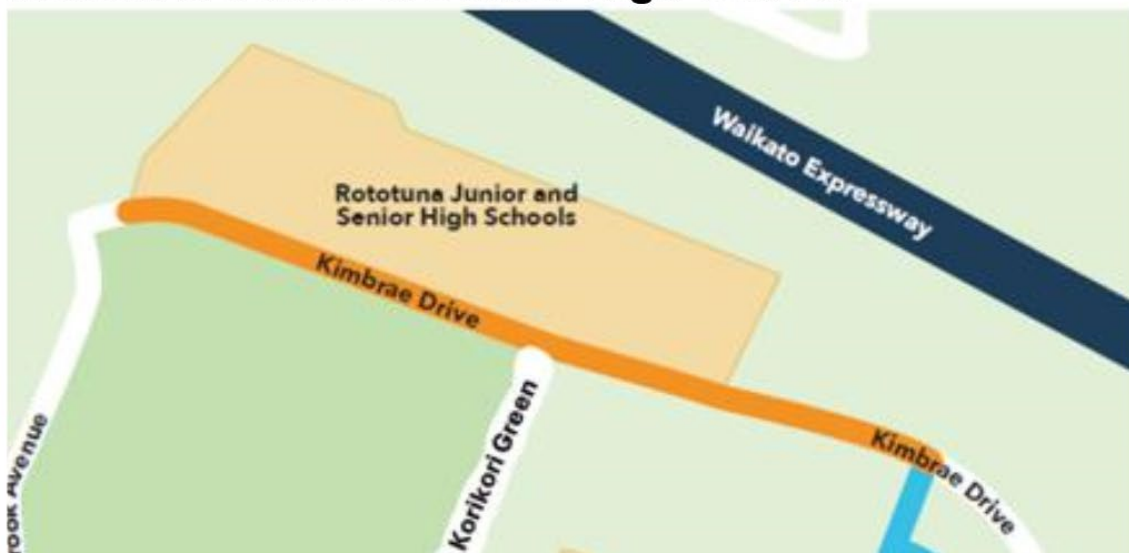
Pukete School



Rhode Street School



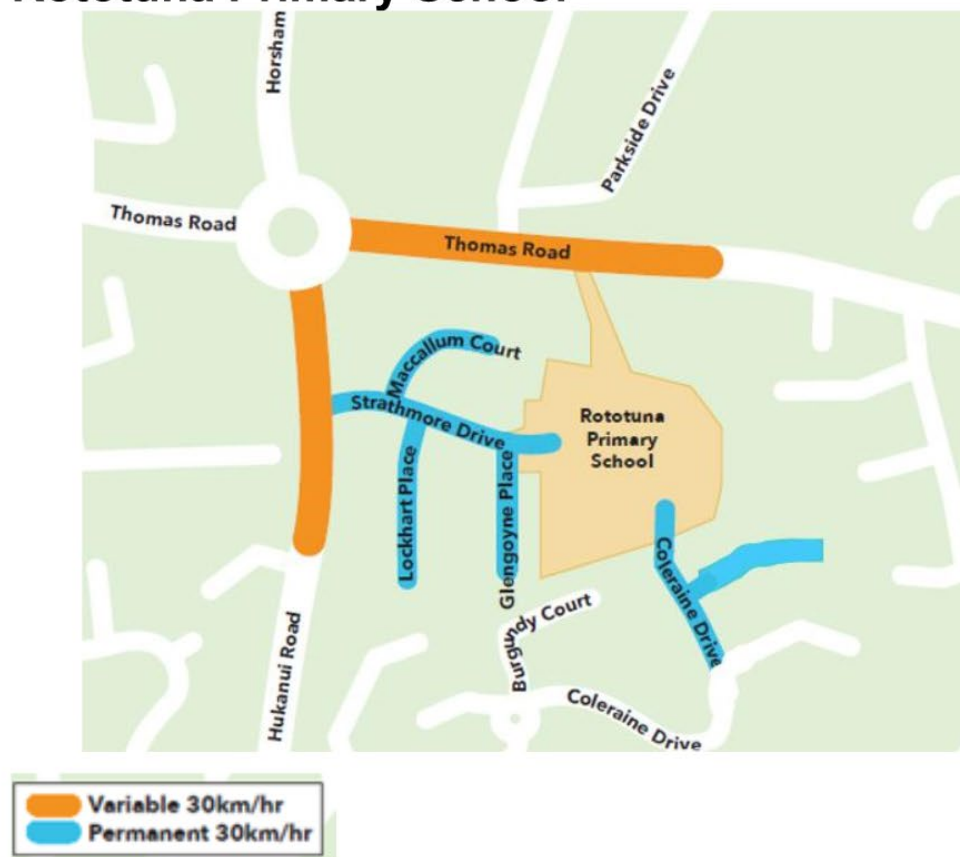
Rototuna Junior & Senior High School



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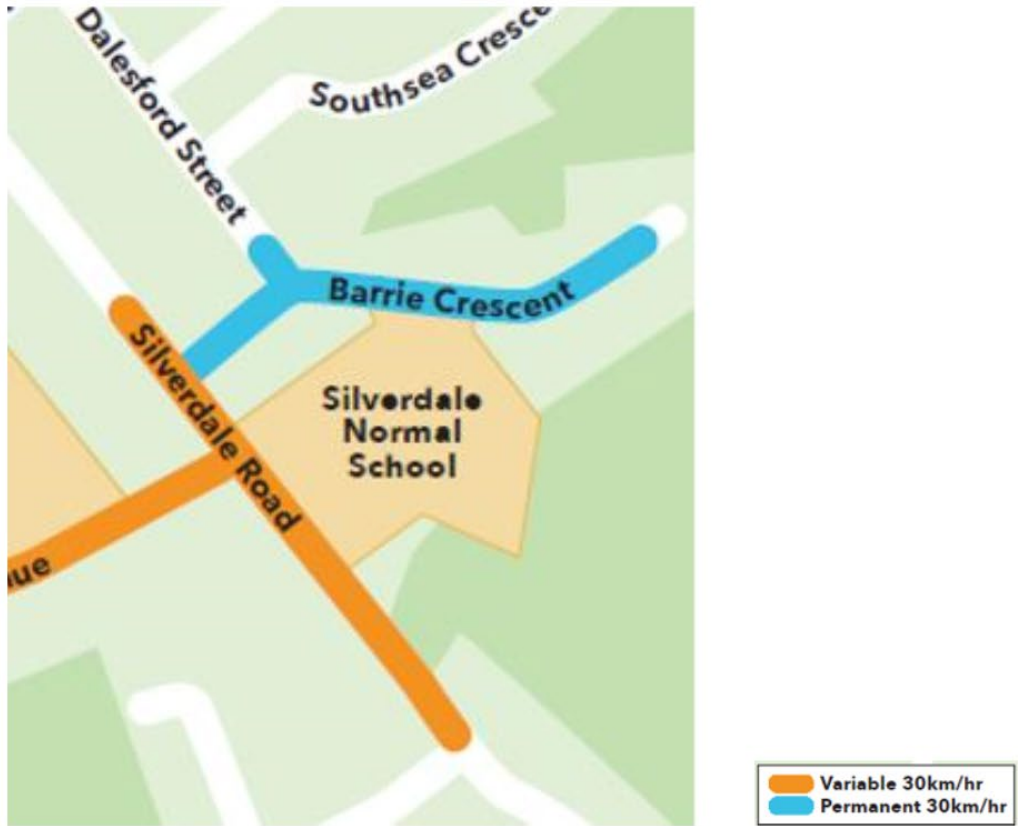
Rototuna Primary School



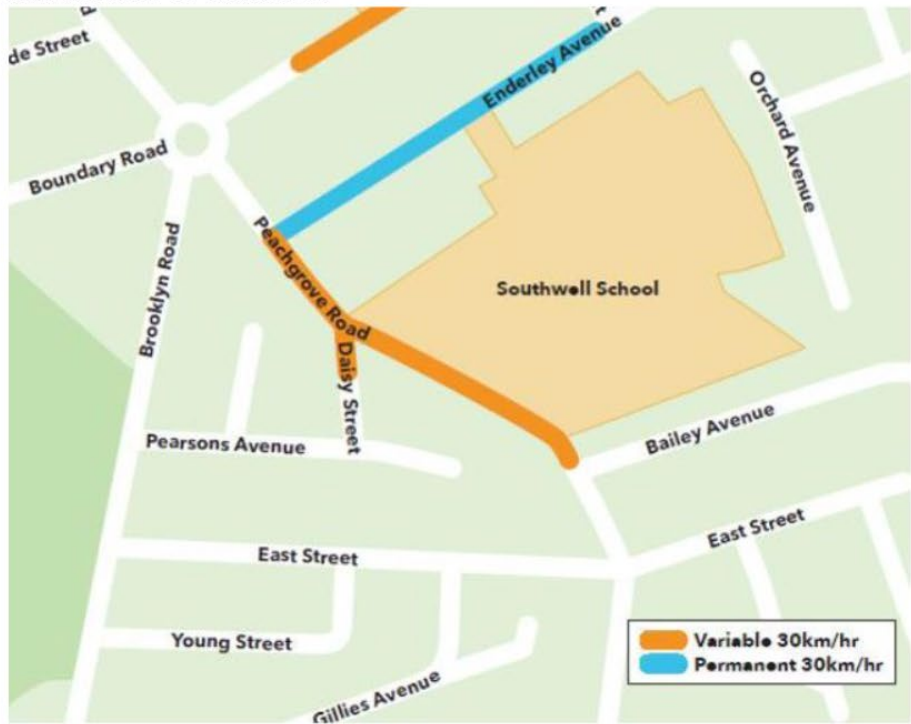
Sacred Heart Girls College



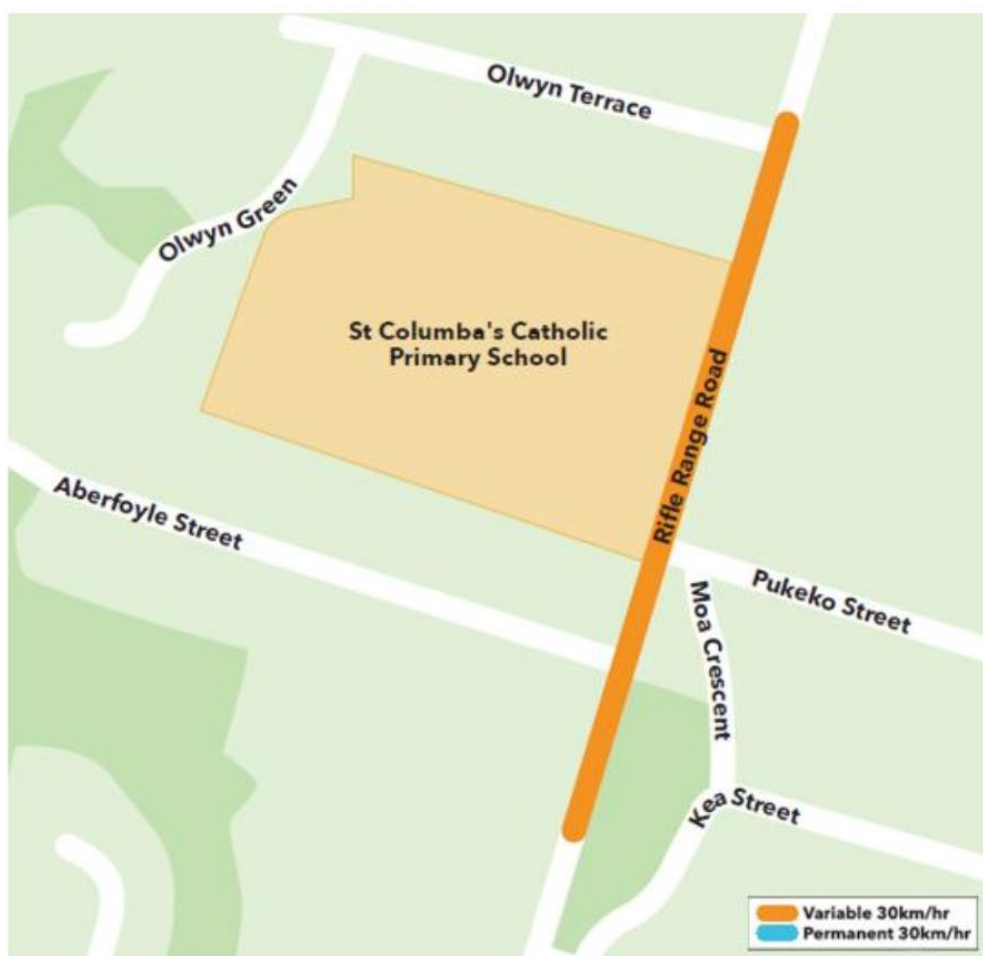
Silverdale Normal School



Southwell School



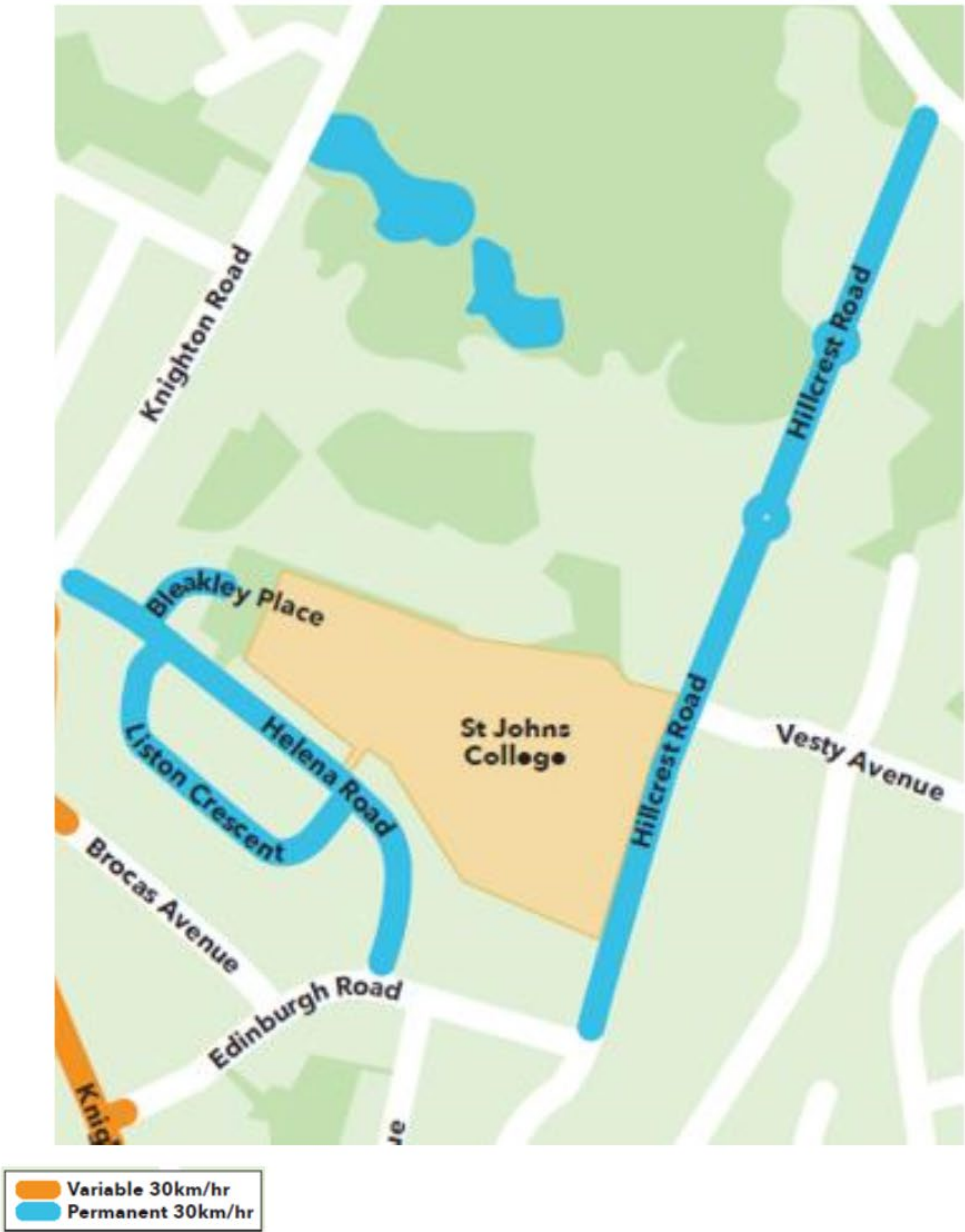
St Columba's Catholic School



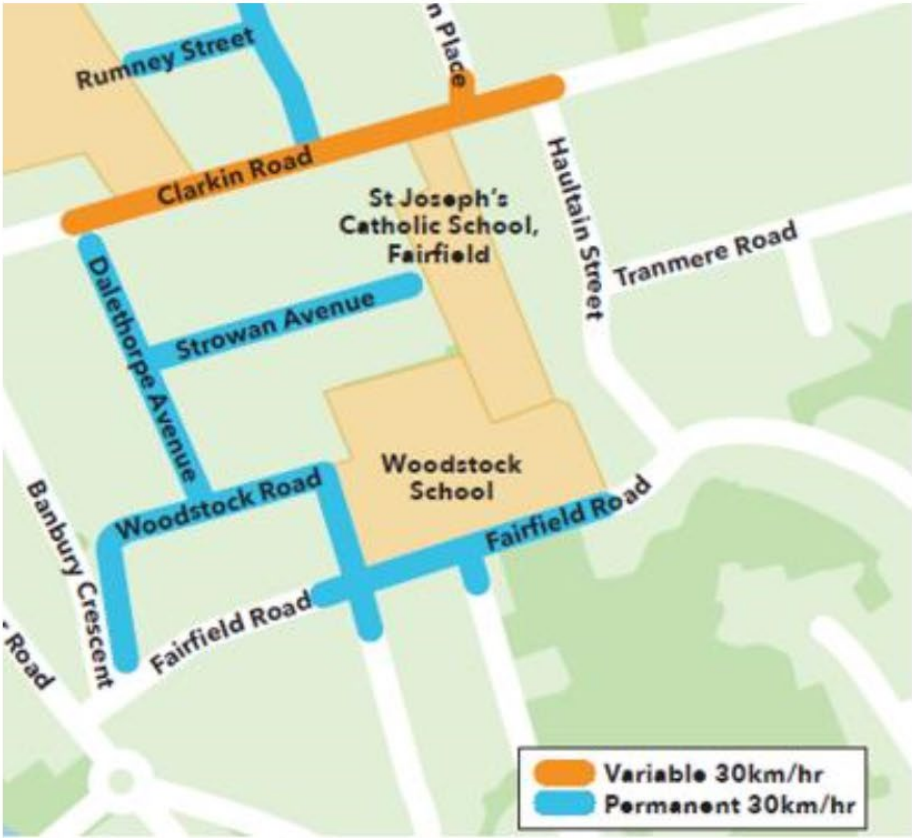
St Johns College

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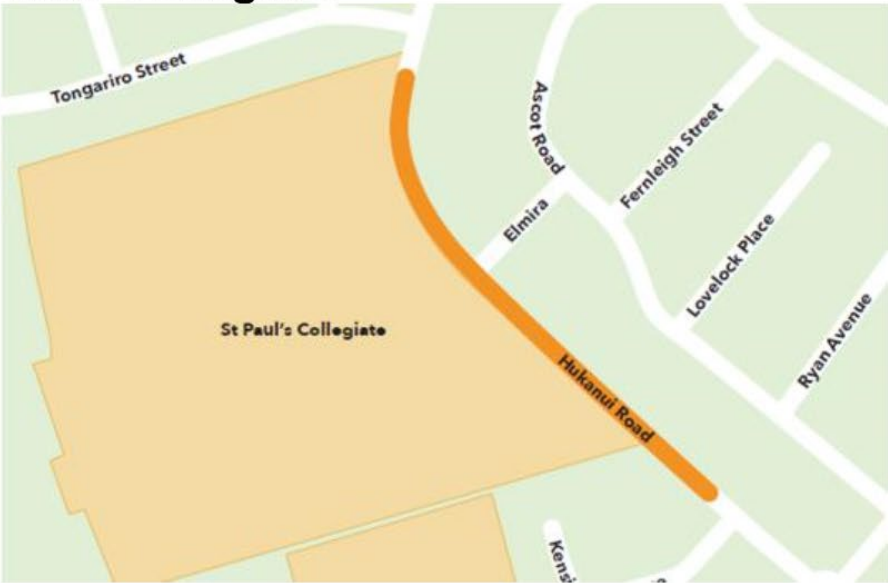
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St Joseph's Catholic School & Woodstock School



St Pauls Collegiate



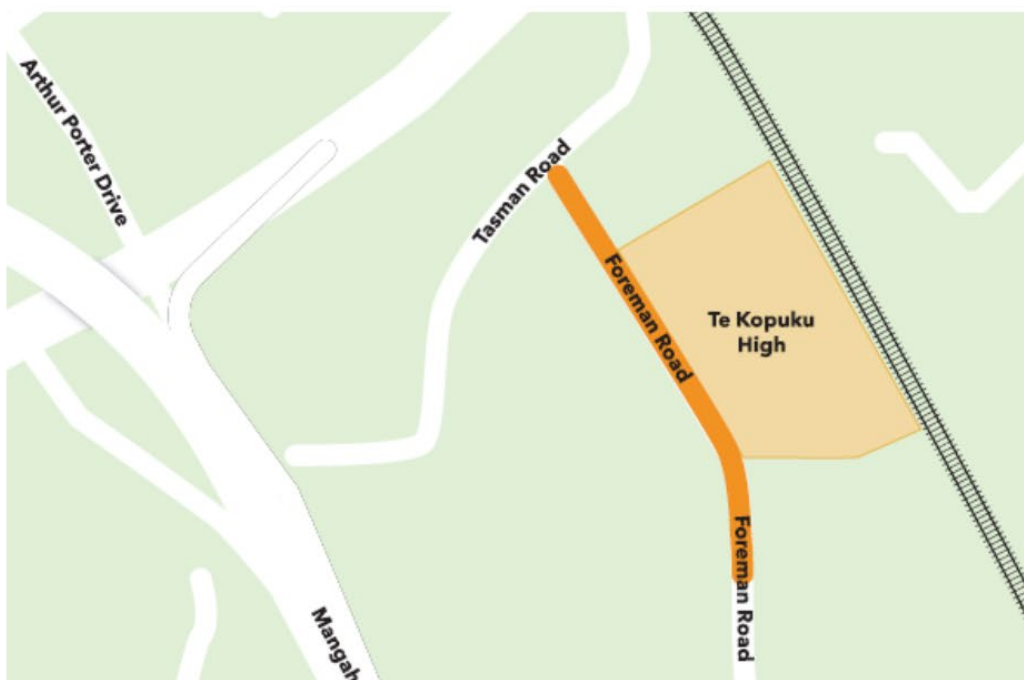
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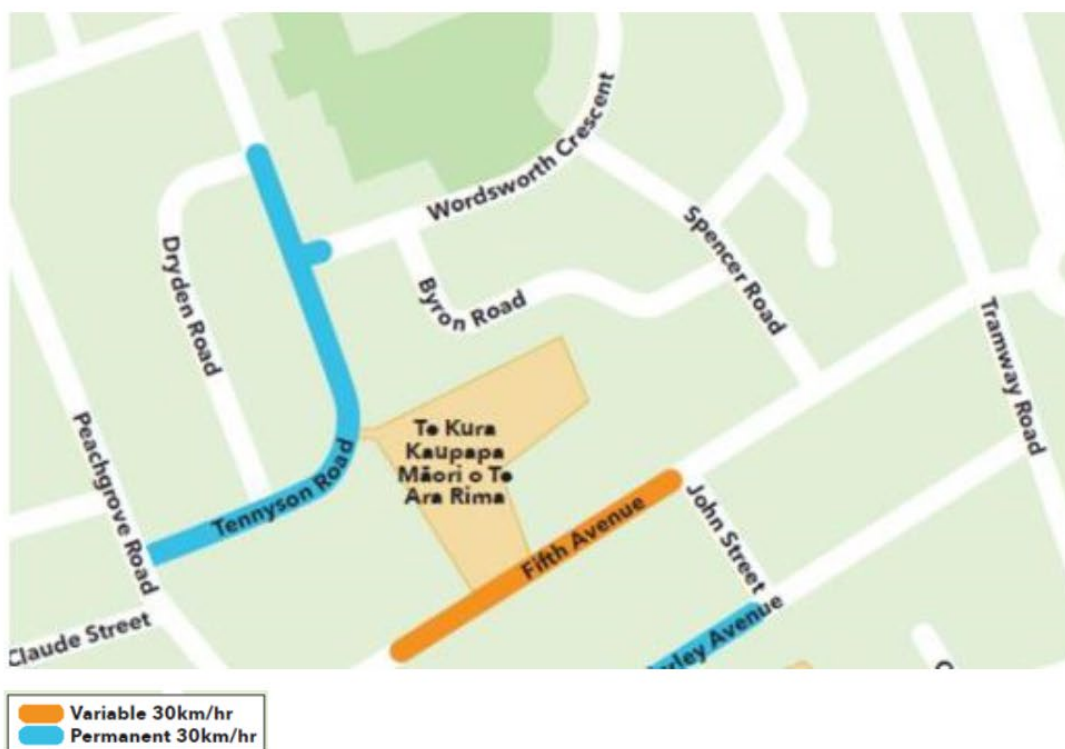
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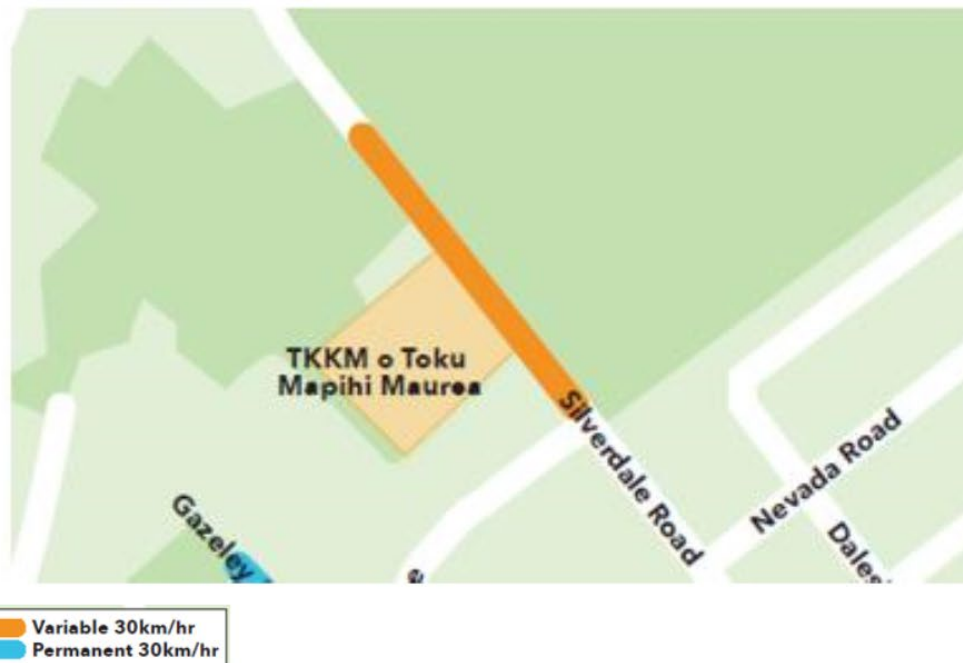
Te Kopuku Highschool



Te Kura Kaupapa Māori o Te Ara Rima



Te Kura Kaupapa Māori o Toku Mapihi Maurea



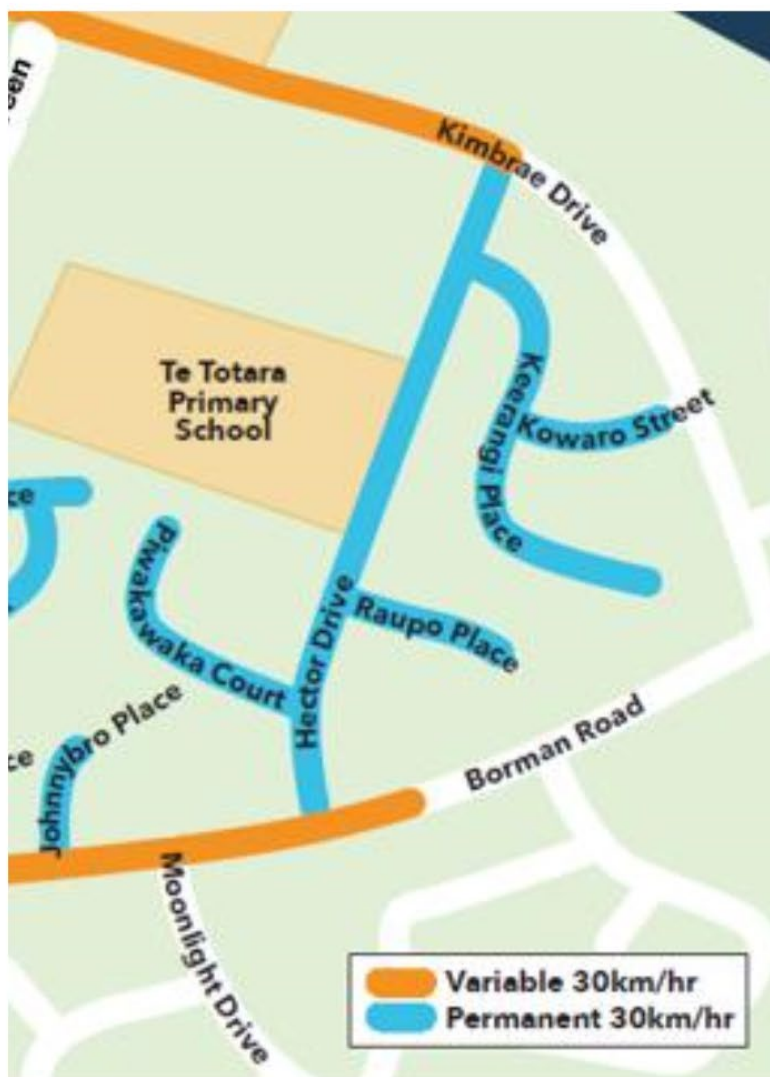
Te Rapa School



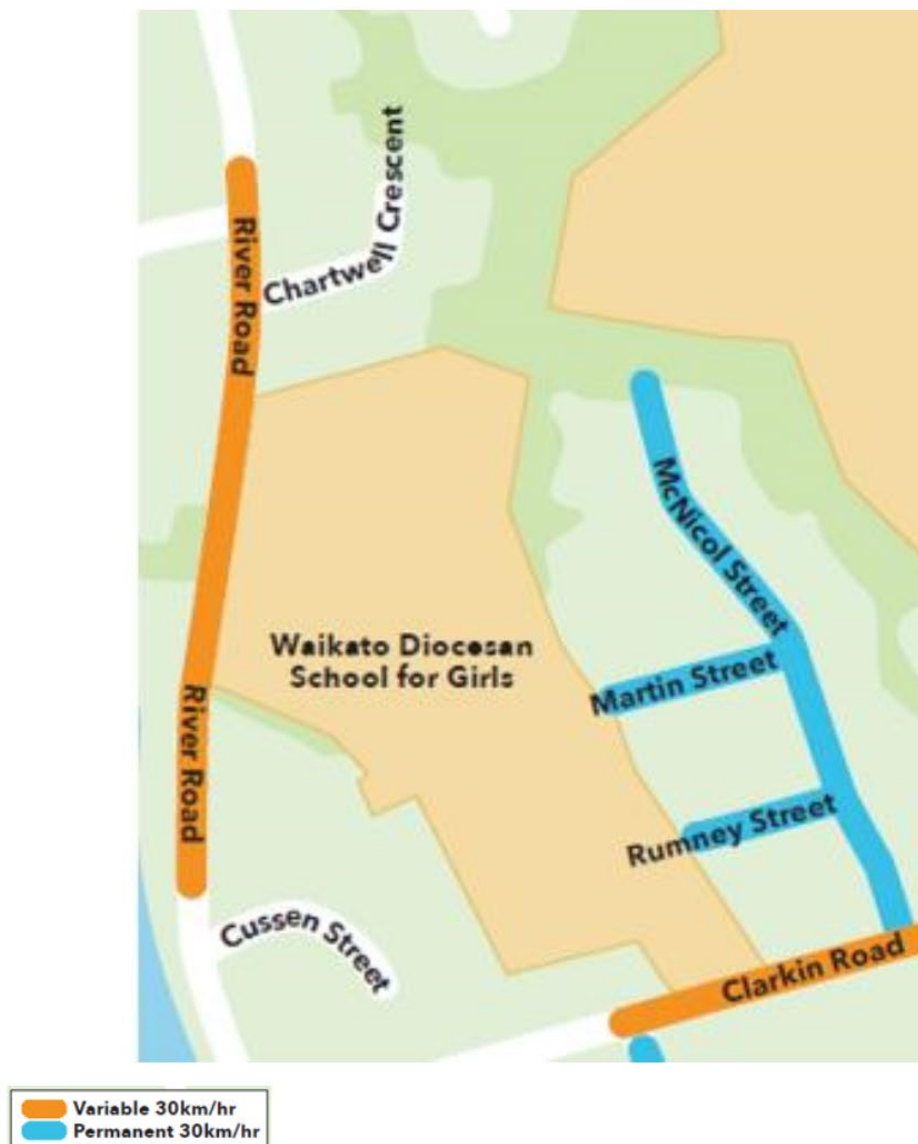
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Te Totara Primary School



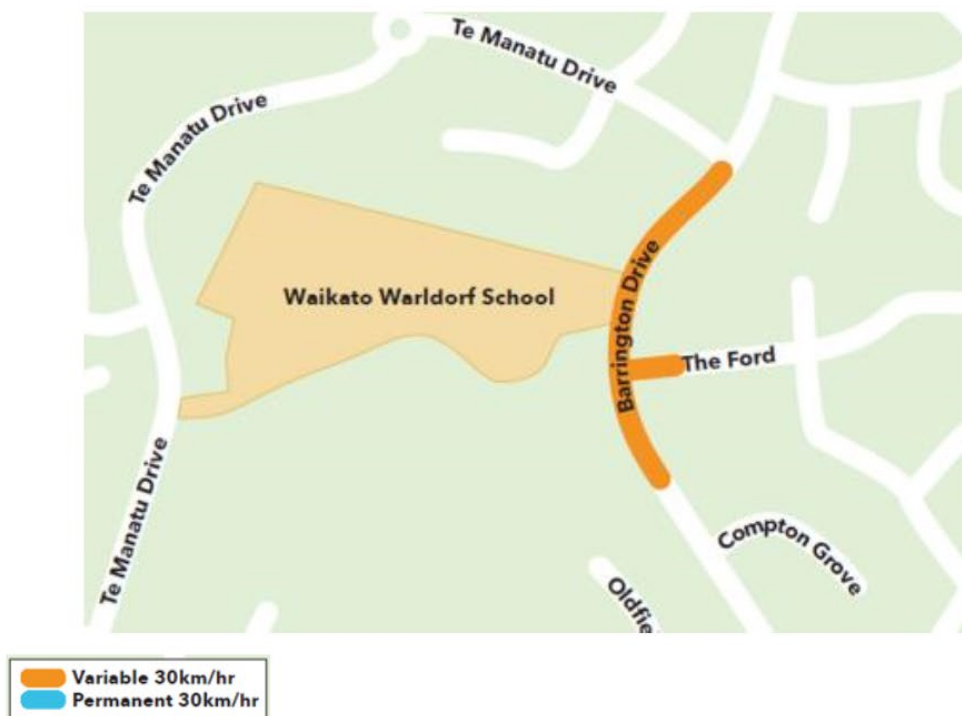
Waikato Diocesan School



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Attachment 3

Waikato Warldorf School



Whitiora School

