

Notice of Meeting:

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

Date: Wednesday 27 July 2022
Time: 9.30am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN AGENDA

Membership

Chairperson Cr E Wilson
Heamana

Members Cr M van Oosten
Cr R Pascoe
Cr M Donovan
Cr M Gallagher

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance

19 July 2022

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

Purpose

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

The Committee is delegated the following Terms of Reference and powers:
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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 whaipaaanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 27 July 2022

Author: Narelle Waite

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 of 3 May 2022

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 meeting held on 3 May 2022 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Unconfirmed Minutes of 3 May 2022

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Take Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Committee Room One, Municipal Building, Garden Place, Hamilton and audio-visual link on Tuesday 3 May 2022 at 2.30pm.

PRESENT

Chairperson	Cr E Wilson
<i>Heamana</i>	
Members	Cr M Donovan Cr M van Oosten (exclusively via audio-visual link) Cr M Gallagher
In Attendance	Mayor Southgate Cr Bunting Cr Hamilton Eeva-liisa Wright General Manager – Infrastructure Operations
Governance Staff	Tyler Gaukrodger and Narelle Waite – Governance Advisors Chantal Jansen – Governance Officer

1. **Apologies - *Tono aroha***
Resolved: (Cr Don/Wilson)
 That the apologies for absence from Cr Pascoe, Cr Naidoo-Rauf and O'Leary are accepted.
2. **Confirmation of Agenda - *Whakatau raarangi take***
Resolved: (Cr Donovan/Cr Wilson)
 That the agenda is confirmed.
3. **Declarations of Interest - *Tauaakii whaipanga***
 No members of the Council declared a Conflict of Interest.
4. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 15 March 2022**
Resolved: (Cr Donovan/Cr Wilson)
 That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 15 March 2022 as a true and correct record.

5. Parking Restrictions and Traffic Bylaw Changes

The General Manager Infrastructure Operations introduced the report, noting that the proposed parking restrictions in Storey Avenue were withdrawn from the staff recommendation while staff work with submitters to propose a new speed management solution, and the proposed light motor vehicle prohibitions. She responded to questions from Members concerning timing to execute approved register changes.

Resolved: (Cr Wilson/Cr Donovan)

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

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

Location	Amendments to current restrictions
Hinton Avenue	Improve sight distance for a pedestrian crossing, by 1. Installation of 99m 'No Stopping' restriction between #18 - #28 Hinton Avenue.
Hillcrest Road	Installation of New Bus Stops, by 1. Installation of a new bus stop outside #21 Hillcrest Road. 2. Installation of a new bus stop outside #62 Hillcrest Road.
Masters Avenue	Installation of New Bus Stops, by 1. Installation of a new bus stop outside #35 Masters Avenue. 2. Installation of a new bus stop outside #63 Masters Avenue.

- c) approves the changes to the Traffic Bylaw 2021 registers as set out in the tables below:
 - i. Cycle Paths Register

Location	Section/Part	Priority
<u>Horsham Downs Road</u>	(i) <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 60m North.</u> (ii) <u>Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 70m North.</u> (iii) <u>Cycle Path on the West Side of Horsham Downs Road from intersection of Thomas Road, progressing 45m South.</u> (iv) <u>Cycle Path on the East Side of Horsham Downs Road from intersection of Thomas Road, progressing 35m South.</u>	<u>Nil</u>
<u>Thomas Road</u>	(i) <u>Cycle Path on the Northern Side of Thomas Road from intersection of Horsham Downs Road, progressing 43m West.</u> (ii) <u>Cycle Path on the Northern Side of Thomas Road from intersection of Horsham Downs Road, progressing 90m East.</u> (iii) <u>Cycle Path on the Southern Side of Thomas Road from intersection of Horsham Downs Road, progressing 87m West.</u> (iv) <u>Cycle Path on the Southern Side of Thomas</u>	<u>Nil</u>

	<u>Road from intersection of Horsham Downs Road, progressing 60m East.</u>	
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ii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Rostrevor Street</u>	(i) <u>Eastbound Cycle Lane starting at a distance of 25m West of the intersection with Anglesea Street heading towards the intersection with Anglesea Street.</u> (ii) <u>Eastbound Cycle Lane from the intersection with Anglesea Street, progressing 10m in East direction.</u> (iii) <u>Westbound Cycle Lane starting at a distance of 25m East of the intersection with Anglesea Street heading towards the intersection with Anglesea Street.</u> (iv) <u>Westbound Cycle Lane from the intersection with Anglesea Street, progressing 10m in West direction.</u>
Thomas Road	(i) Eastbound cycle lane from the intersection with <u>Hukanui Horsham Downs</u> Road, progressing 1200 metres to the intersection with Gordonton Road. (ii) Westbound cycle lane from the intersection with Gordonton Road, progressing 1200 metres to the intersection with <u>Hukanui Horsham Downs</u> Road.

iii. Light Motor Vehicle Prohibitions Register: Vehicles with a mass under 3,500kg are restricted or prohibited from operating on the following roads between the hours of 9pm and 4am.

Location	Description
<u>Crawford Street</u>	<u>From the intersection of State Highway 1 Mangaharake Drive to its Northern End and to its cul-de-sac on the Western End</u>
<u>Gilbek Place</u>	<u>From the intersection of Tasman Drive to cul-de-sac on its Western End</u>
<u>Kaimiro Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Northern End.</u>
<u>McKee Street</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>
<u>Mexted Place</u>	<u>From the intersection of Riverlea Road to cul-de-sac on its Northern End.</u>
<u>Tawn Place</u>	<u>From the intersection of Maui Street to cul-de-sac on its Eastern End.</u>

The meeting was declared closed at 2.49pm.

Council Report

Item 5

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 27 July 2022

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Transport Network Operations Engineer

Position: General Manager Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Location	Amendments to current restrictions
Aberfoyle Street	Improve Safe Intersection Sight Distances, by: <ol style="list-style-type: none">1. Installation of 20m 'No Stopping' restriction outside #1 Aberfoyle Street.2. Installation of 20m 'No Stopping' restriction outside #74 Rifle Range Road.
Beaumont Street	Improve Safe Intersection Sight Distances, by: <ol style="list-style-type: none">1. Installation of 10m 'No Stopping' restriction outside #1 Beaumont Street.2. Installation of 10m 'No Stopping' restriction outside #2 Beaumont Street.

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Cameron Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #2 Ford Street. 2. Installation of 20m 'No Stopping' restriction outside #49 Cameron Road. 3. Installation of 20m 'No Stopping' restriction outside #1 Beaumont Street. 4. Installation of 25m 'No Stopping' restriction starting outside #2 Beaumont Street and ending outside #34 Cameron Road.
Cornice Place	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #6 - #8 Cornice Place.
Ellis Street	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> 1. Installation of 5m 'No Stopping' restriction outside #50 - #52 Ellis Street. 2. Installation of 15m 'No Stopping' restriction outside #228 - #232 Ellis Street.
Fairfield Road	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #17 - #21 Fairfield Road.
Fifth Avenue	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 25m 'No Stopping' restriction starting outside #58 Fifth Avenue and ending outside #5 John Street. 2. Installation of 10m 'No Stopping' restriction outside #62 Fifth Avenue.
Ford Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #2 Ford Street. 2. Installation of 10m 'No Stopping' restriction outside #49 Cameron Road.
Hogan Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 5m 'No Stopping' restriction outside #1 Littler Place. 2. Installation of 5m 'No Stopping' restriction outside #2 Littler Place.
Howell Avenue	<p>Improve traffic movement, by:</p> <ol style="list-style-type: none"> 1. Installation of 45m 'No Stopping' restriction outside #98 - #102 Howell Avenue.
John Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #5 John Street. 2. Installation of 10m 'No Stopping' restriction outside #62 Fifth Avenue.

Killarney Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 6m 'No Stopping' restriction outside #8 Mary Street. 2. Installation of 6m 'No Stopping' restriction outside #31 Killarney Road.
Littler Place	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #1 Littler Place. 2. Installation of 10m 'No Stopping' restriction outside #2 Littler Place. <p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> 3. Installation of 40m 'No Stopping' restriction starting outside #2 Littler Place and ending outside #3 Littler Place.
Mahoe Street	<p>Improve Safer Speed through Speed Management, by:</p> <ol style="list-style-type: none"> 1. Rescinding 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street. 2. Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street. 3. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. 4. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street. 5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street. 6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street. 7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street. 8. Installation of 15m 'No Stopping' restriction outside #46 - #48 Mahoe Street. 9. Installation of 60m 'No Stopping' restriction outside #54 - #58 Mahoe Street. 10. Installation of 30m 'No Stopping' restriction outside #60 - #68 Mahoe Street. 11. Installation of 10m 'No Stopping' restriction outside #1 - #3 Mahoe Street. 12. Installation of 60m 'No Stopping' restriction outside #9 - #17 Mahoe Street. 13. Installation of 35m 'No Stopping' restriction outside #21 - #31 Mahoe Street. 14. Installation of 40m 'No Stopping' restriction outside #35 - #41 Mahoe Street. 15. Installation of 30m 'No Stopping' restriction outside #41 - #51 Mahoe Street.

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	16. Installation of 40m 'No Stopping' restriction outside #55 - #71 Mahoe Street.
Palm Grove Drive	Improve access to properties and traffic movement on cul-de-sac, by: 1. Installation of 50m 'No Stopping' restriction starting outside #13 Palm Grove Drive and ending outside #26 Palm Grove Drive.
Ridout Street	Improve Safety and Access to properties, by: 1. Installation of 35m 'No Stopping' restriction starting outside #20 Ridout Street and ending outside #26 Ridout Street.
Rifle Range Road	Improve Safe Intersection Sight Distances, by: 1. Installation of 10m 'No Stopping' restriction outside #1 Aberfoyle Street. 2. Installation of 10m 'No Stopping' restriction outside #74 Rifle Range Road.
Simsey Place	Improve Safety and Access to properties, by: 1. Installation of 30m 'No Stopping' restriction outside #1 - #7 Simsey Place.
Te Huia Drive	Improve Safe Intersection Sight Distances, by: 1. Installation of 15m 'No Stopping' restriction outside #13 Woodridge Drive. 2. Installation of 20m 'No Stopping' restriction outside #18 Woodridge Drive. 3. Installation of 40m 'No Stopping' restriction outside #87 - #91 Te Huia Drive.
The Boulevard	Improve Safe Intersection Sight Distances, by: 1. Rescinding 11.5m of the existing 'No Stopping' restriction outside #1 Kahu Crescent. 2. Rescinding 11m of the existing 'No Stopping' restriction outside #2 Kahu Crescent. 3. Rescinding 11m of the existing 'No Stopping' restriction outside #17 The Boulevard. 4. Rescinding 10m of the existing 'No Stopping' restriction outside #19 The Boulevard. 5. Installation of 45m 'No Stopping' restriction starting outside #1 Kahu Crescent and ending outside #5 The Boulevard. 6. Installation of 45m 'No Stopping' restriction outside #2 Kahu Crescent. 7. Installation of 40m 'No Stopping' restriction outside #17 The Boulevard. 8. Installation of 40m 'No Stopping' restriction outside #19 The Boulevard.

Walsh Street	Improve access to properties and traffic movement on cul-de-sac, by: <ol style="list-style-type: none"> 1. Installation of 55m 'No Stopping' restriction starting outside #25 Walsh Street and ending outside #30 Walsh Street.
Wishbone Court	Improve access to properties and traffic movement, by: <ol style="list-style-type: none"> 1. Installation of 85m 'No Stopping' restriction starting outside #9 Wishbone Court and ending outside #18 Wishbone Court.
Woodridge Drive	Improve Safe Intersection Sight Distances, by: <ol style="list-style-type: none"> 1. Installation of 5m 'No Stopping' restriction outside #13 Woodridge Drive. 2. Installation of 5m 'No Stopping' restriction outside #18 Woodridge Drive.

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

i. Metered Parking Places and Zone Parking Register

Installation of CBD Commuter parking (8am – 6pm, Mon – Fri), by:

Parking restrictions effective from 5 September 2022:	
Clarence Street	Southside: <ol style="list-style-type: none"> 1. Installation of 80m 'CBD Commuter' restriction outside #19 - #23 Clarence Street. 2. Installation of 20m 'CBD Commuter' restriction outside #29 - #33 Clarence Street. 3. Installation of 10m 'CBD Commuter' restriction opposite #40 - #44 Clarence Street.
Grantham Street	Westside: <ol style="list-style-type: none"> 1. Installation of 175m 'CBD Commuter' restriction opposite #17 - #154 Grantham Street; Southside of Grantham Street.
Harwood Street	East Side: <ol style="list-style-type: none"> 1. Installation of 35m 'CBD Commuter' restriction outside #12 - #14 Harwood Street South. 2. Installation of 20m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South. 3. Installation of 45m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South. 4. Installation of 5m 'CBD Commuter' restriction outside #78 London Street. 5. Installation of 25m 'CBD Commuter' restriction outside #78 London Street. West Side: <ol style="list-style-type: none"> 6. Installation of 15m 'CBD Commuter' restriction outside #35 - #37 Harwood Street North. 7. Installation of 50m 'CBD Commuter' restriction outside #29 - #33 Harwood Street North.

	8. Installation of 15m 'CBD Commuter' restriction outside #25 Harwood Street North. 9. Installation of 40m 'CBD Commuter' restriction outside #19 - #21 Harwood Street North.
Liverpool Street	Northside: 1. Installation of 70m 'CBD Commuter' restriction outside #14 Liverpool Street. 2. Installation of 35m 'CBD Commuter' restriction outside #24 - #28 Liverpool Street.
Knox Street	Southside: 1. Installation of 40m 'CBD Commuter' restriction outside #3 - #5 Knox Street. 2. Installation of 25m 'CBD Commuter' restriction outside #9 - #11 Knox Street. 3. Installation of 30m 'CBD Commuter' restriction outside #13 - #15 Knox Street. 4. Installation of 40m 'CBD Commuter' restriction outside #15 - #19 Knox Street.

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, time restrictions and bus stops; and
 - ii. changes to a register of the Traffic Bylaw:
 - a. Metered Parking Place and Zone Parking Register
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. Targeted consultation has been completed for all proposed changes and generally there is support for these.
7. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

8. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.

9. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
10. 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.
11. 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 discretionary transport projects.

Parking Restriction Changes

12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
13. 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. Further information on specific locations of interest is included below.

Mahoe Street Safer Speed Area

14. As part of the proposed introduction of a permanent 40km/h speed restriction in the Mahoe Safer Speed Area (covered in a separate report to this committee meeting), we are proposing changes to the parking restriction layouts on Mahoe Street. The current parking restrictions are primarily all on one side and it is proposed to change this to alternate the sides of the road and thereby using the parking as a traffic calming measure.
15. There is an increase in parking demand in this area as a result of the infill housing that has been occurring in recent years and we have received requests for service expressing concerns about the increasing of vehicles parking illegally e.g., on footpaths. We have received feedback from residents in Mahoe Street in regard to the proposed parking changes. The primary concern appears to relate to the effectiveness of this approach resulting in a lowering of travelling speeds.
16. The experience that we have had with this approach in other areas indicates that we can expect to achieve a reduction in travelling speeds of up to 5km/h. Travel speed surveys have been completed and will be undertaken again once the parking layout is changed. If necessary additional physical works will be considered at this time.

Traffic Bylaw Changes

17. 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).
18. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
 - i. Metered Parking Places and Zone Parking Register

Metered Parking Places and Zone Parking Register

19. At the [10 June 2020 Council Annual Plan meeting](#) it was resolved that Council increases the budgeted revenue for Central City Parking by \$400,000 with the increase being generated by commuter parking.
20. Staff had investigated approximately 250 parking spaces within the CBD 2-hour free parking zone that would be appropriate to convert to commuter parking spaces with the following reasons:

- i. the particular location was highly under-utilised; or
 - ii. the location was already being significantly abused by commuter parkers; or
 - iii. the current restrictions in place were not “fit for purpose” for the location.
21. At the [8 June 2021 Infrastructure Operations Committee](#), it was resolved that staff were to report to the 17 August 2021 meeting defining the areas of Central City parking Zones 1 and 4 that will be excluded from the Central City 2-hour Free Parking to facilitate the commuter parking initiative and that this project was to be operating by 1 October 2021.
 22. At the 17 August 2021 meeting of the Infrastructure Operations Committee (item # 11) ([Agenda](#), [Minutes](#)) it was recommended that:

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

the Council approves on-street commuter parking areas have a parking fee and charge of \$6 per space per day.
 23. Six streets (seven sites) were identified in the 17 August 2021 report and consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each location of the proposed changes. The initial consultation on these streets was completed in late 2021 and due to COVID-19 restrictions and impacts there were delays in progressing the changes.
 24. The [15 March 2022](#) Traffic, Speed and Road Closures Hearings Panel meeting considered an approved the first two sites for CBD Commuter Parking in Nisbet Street and Knox Street. These sites became fully operational on 4 July 2022.
 25. We are currently experiencing a very strong uptake and payment compliance with the Nisbet and Knox St “long stay” sites in the paid parking initiative.
 26. The estimated revenue from the new commuter parking areas is set out in the table below:

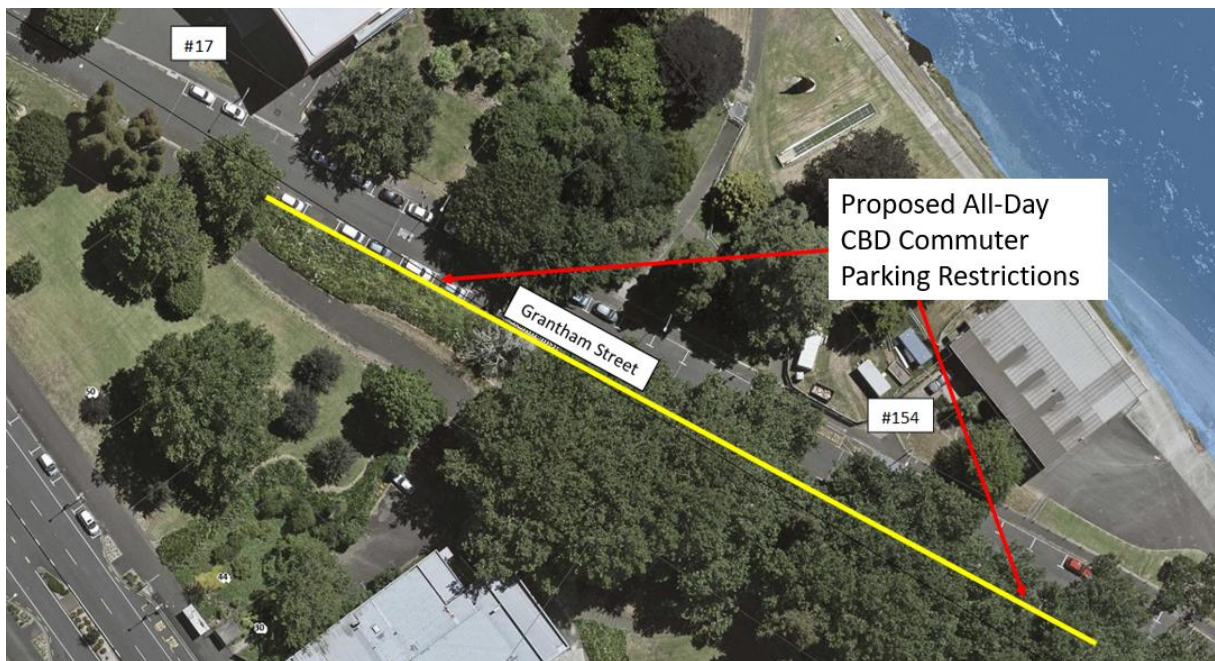
Street	Spaces	Annual Projected Annual Revenue at \$6
Nisbet	33	\$45,000
Knox	45	\$62,000
Grantham	29	\$40,000
Harwood Nth	15	\$21,000
Harwood Sth	22	\$30,500
Liverpool	16	\$22,000
Clarence	17	\$23,500

27. The remaining proposed CBD Commuter Parking sites are listed and shown in the plans below:
 - i. a section of the Southern side of Clarence Street, between Tristram Street and Anglesea Street;



Proposed CBD Commuter Parking at Clarence Street

- ii. a section of the Western side of upper Grantham Street, between Victoria and Tisdall Street;



Proposed CBD Commuter Parking at Grantham Street

- iii. a section of the Western side of Harwood Street, between Liverpool Street and Rostrevor Street; and
- iv. a section of the Eastern side of Harwood Street, between Rostrevor and London Streets; and



Proposed CBD Commuter Parking at Harwood Street

- v. a section of the northern side of Liverpool Street, between Anglesea Street and Victoria Street.



Proposed CBD Commuter Parking at Liverpool Street

- 28. Staff have maintained communications with those who responded to the early consultation and additional targeted communication was undertaken in June 2022 with adjacent residents and property owners via distribution of the 'Park & Pay: Stay all Day' information flyers – refer **Attachment 3**.
- 29. An FAQ page on the Hamilton City Council website providing further information on the use and operation of the commuter parking has been developed also and can be viewed [here](#).

30. Staff followed up with submitters who had raised queries and provided them with information on the proposal along with a link to the council website FAQs page. Where possible, staff met in person to answer these queries. In general, the feedback received was positive and supportive of the proposed changes.
31. All submitters have been advised that monitoring of on-street parking utilisation will continue after the implementation of commuter parking has been implemented and that they are welcome to present their concerns and comments to this Panel meeting. Advice has also been provided that as for all parking restrictions changes can be investigated and considered again in the future if there is evidence to show that there is a traffic safety or operational issue identified.
32. Further information on the specific locations of interest is included below with an overview of the concerns and comments that have been raised by submitters. It is expected that several of these submitters will attend this meeting and make verbal submissions to the Panel.

Clarence Street

33. Feedback was received from a property owner on Clarence Street, they had several queries and these have been addressed through our FAQs on website.
34. The property owner has expressed their objection to the CBD Commuter Parking on Clarence Street proposal indicating this is not a good outcome for the local small business operators and has therefore requested that status quo on Clarence Street remain.
35. As shown in the plans above (clause 25 i) the proposed commuter parking is only proposed on the southern side of Clarence Street and will apply to 16 out of the 30 carparks currently marked out on this site.

Grantham Street

36. Feedback was received from a road user who parks on Grantham Street expressing their opinion that the cost of parking (\$6/day) is expensive and would encourage them to work remotely away from CBD, eliminating potential shopping, dining within CBD. They also expressed their objection to the CBD Commuter Parking on Grantham Street proposal indicating that commuter parking should be made available in the fringe of CBD and has requested that status quo on Grantham Street remain.
37. This site was recommended by staff for inclusion in the commuter parking rollout due to the ongoing difficulties that the Parking team have experienced with abuse of the current 2-hour free offering by commuter parkers from adjacent businesses.

Harwood Street

38. Feedback was received from a private off-street parking provider on Harwood Street expressing the cost of parking (\$6/day) will have an adverse commercial impact on their business. They have expressed their objection to the proposed CBD Commuter Parking on the Harwood Street proposal. A section of Harwood Street between Rostrevor and London Street – Clause 25 (iv) above.
39. Staff note that there are several private off-street parking providers in the CBD and that the introduction of this parking offering was always likely to have an impact on these providers. It is expected that this location will have high demand for this type of parking and that a demand responsive pricing regime will be needed in this area reasonably quickly.
40. The commuter parking offering is proposed for 15 out of the 34 carparks in Harwood Street between Liverpool Street and Rostrevor Street; and proposed for 22 out of the 42 carparks in Harwood Street between Rostrevor and London Streets.

Liverpool Street

41. Feedback was received from a business operator and a property owner on Liverpool Street expressing concerns that the proposal will have an adverse commercial impact to their business resulting due to the reduced number of metered car park spaces with 2-hours free.
42. They have also stated this proposal is against what most councils are doing i.e., trying to get people out of cars for commuting into the city. They have expressed their objection to the CBD Commuter Parking on Liverpool Street proposal.
43. As shown in the plans above (clause 25v) the proposed commuter parking is only proposed on the northern side of Liverpool Street and will apply to 16 out of the 28 carparks currently marked out on this site.
44. This site was recommended by staff for inclusion in the commuter parking rollout due to the fact that the particular location was highly underutilised, and the current restrictions were not considered “fit for purpose” for the location by staff.

Summary and recommendations

45. Where an objection was received, traffic engineers revisited the locations to assess if there was a traffic safety or operational reason that would justify not proceeding with the proposed introduction of the commuter parking proposal – none were identified.
46. Staff recommend that the Commuter Parking restrictions be imposed at these locations on the following basis which will match those restrictions already in place in Nisbet Street and Knox Street:
 - i. 8am to 6pm Monday to Friday only;
 - ii. \$6 per space per day as an initial offering, but consideration will be given for Demand Responsive Pricing to be considered in the future subject to approval by the Council; and
 - iii. payment will be via the PayMyPark app only.
47. The existing mobility carparks and loading zones in these sections will remain unchanged by this proposal.
48. The Parking Compliance Team will monitor both the paid commuter parking areas and the time restricted parking in the vicinity to ensure that both payments and gazetted restrictions are being adhered to. Monitoring will be by way of the newly commissioned Licence Plate Recognition (LPR) vehicles.
49. A public awareness campaign to work alongside the on-street signage will be installed in these selected zones. It is proposed that this campaign would run for at least two weeks prior to the requirement to pay being put into effect – this will allow for direct engagement with the people who are parking in this area to inform them of the change and help them load up the PayMyPark app as necessary.
50. It is proposed that these new restrictions come into effect 5 September 2022. This will allow time for installation of new signs and promotion of the new parking offering prior to it coming into effect.

Financial Considerations - *Whaiwhakaaro Puutea*

51. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets for 2022/23 City Transportation Operations and Parking Activity budgets for general changes.

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

52. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
53. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

54. 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').
55. 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.
56. The recommendations set out in this report are consistent with that purpose.

Social

57. 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

58. 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

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

Cultural

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

Risks - *Tuuraru*

61. 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;
 - ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveway safely from residential and commercial properties; and
 - iii. parking restrictions are required for implementation of All-Day Commuter Parking in central city. Without the approval of the commuter parking restrictions the income projections resolved in the Annual Plan will not be achieved.

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

Significance

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

Engagement

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

Attachments

Attachment 1 - Illustrations of proposed parking restriction changes

Attachment 2 - Schedule of proposed parking restriction changes

Attachment 3 - Pay and Stay All Day flyer

Traffic, Speed Limit and Road Closure Hearings Panel

Proposed Parking Restriction Changes

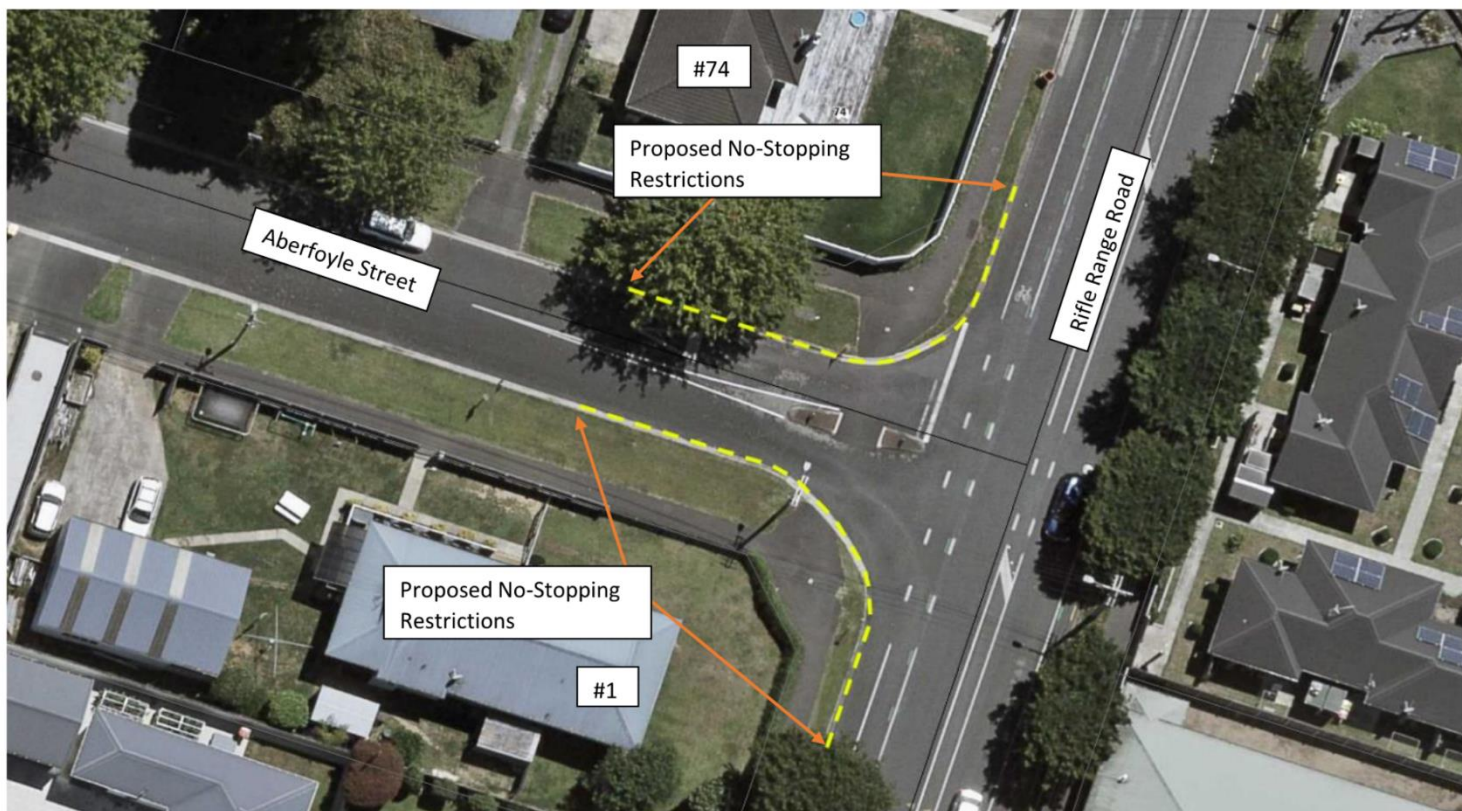
July 2022



Item 5

Attachment 1

Proposed Parking Restrictions – Aberfoyle Street



Attachment 1

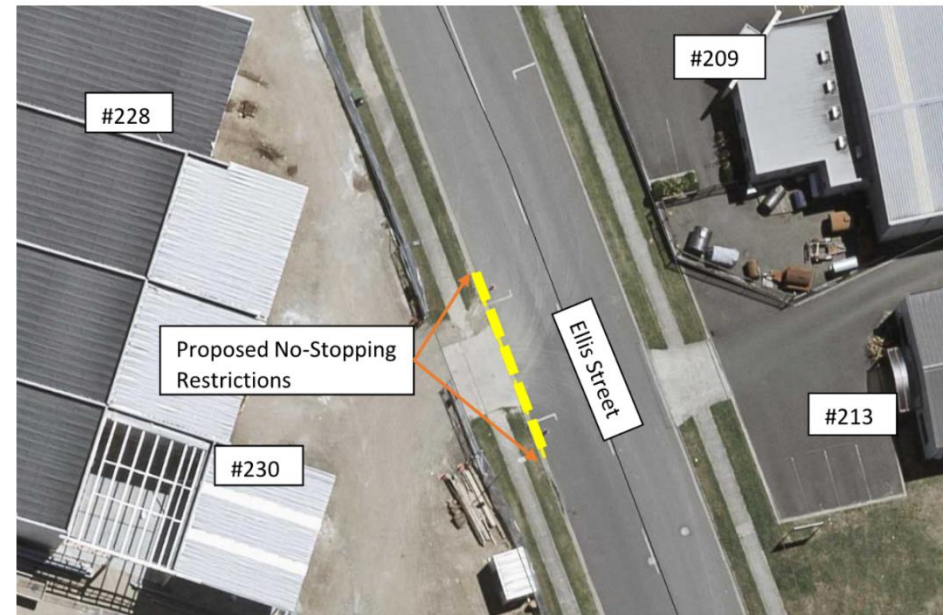


Proposed Parking Restrictions – Cornice Place



Proposed Parking Restrictions – Ellis Street

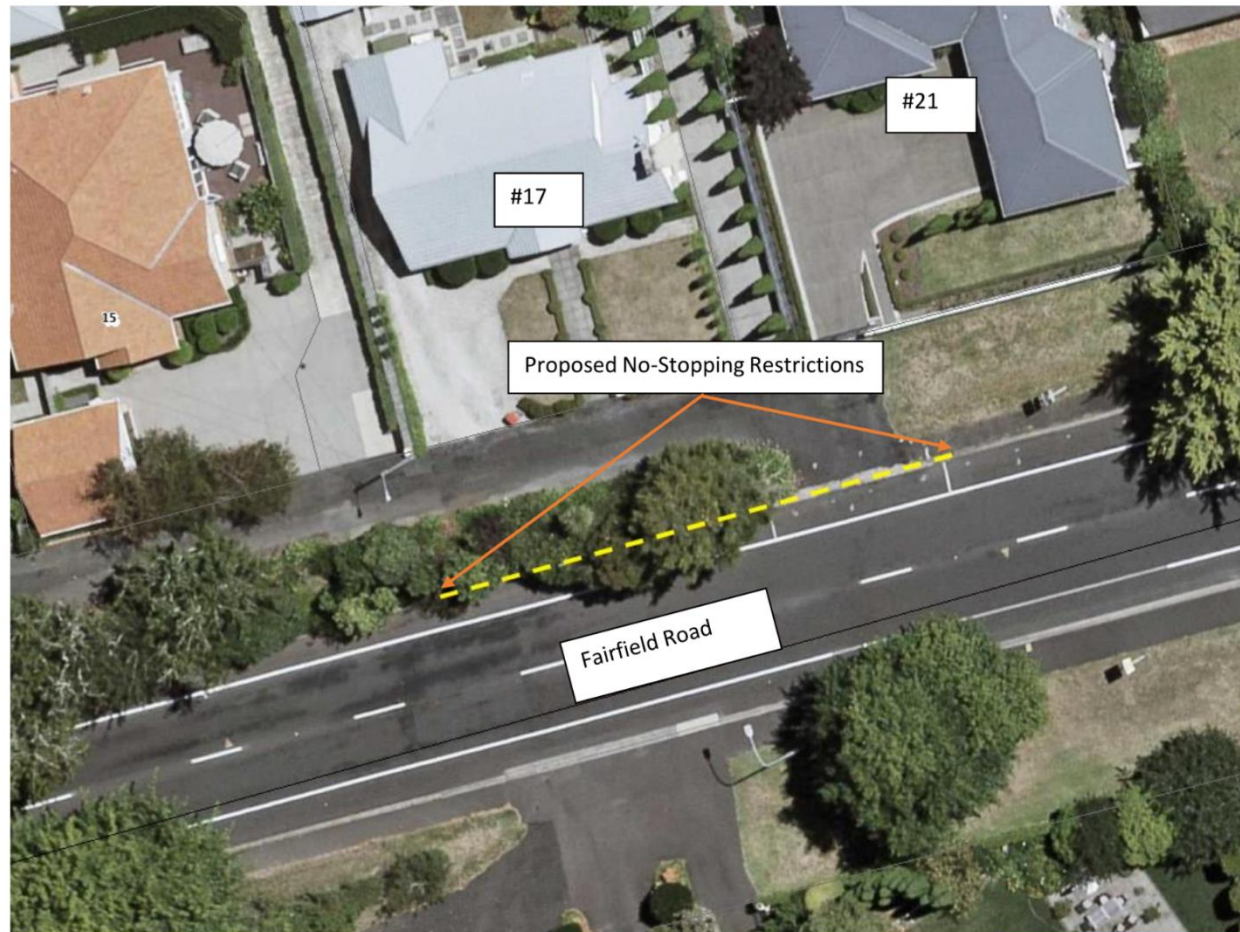
Item 5



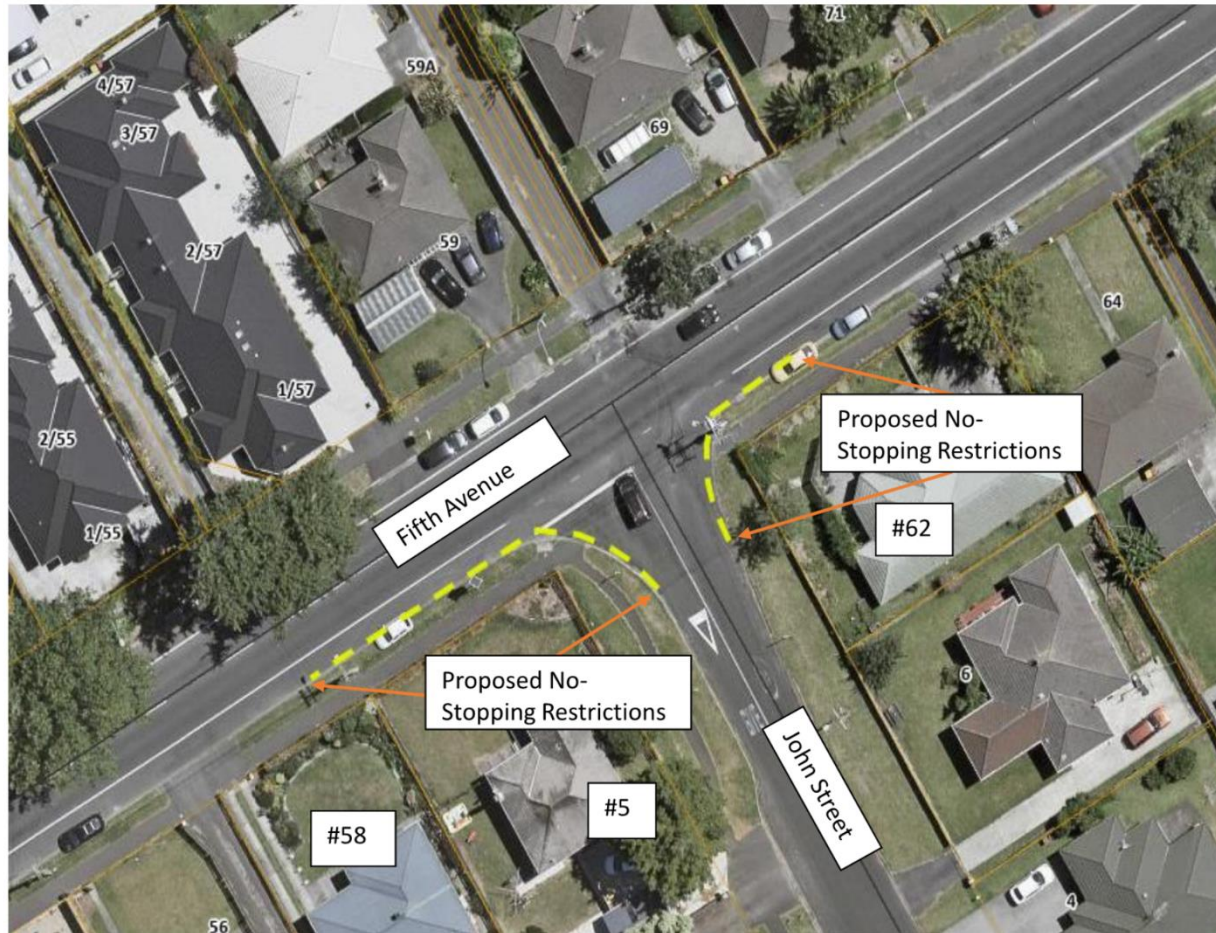
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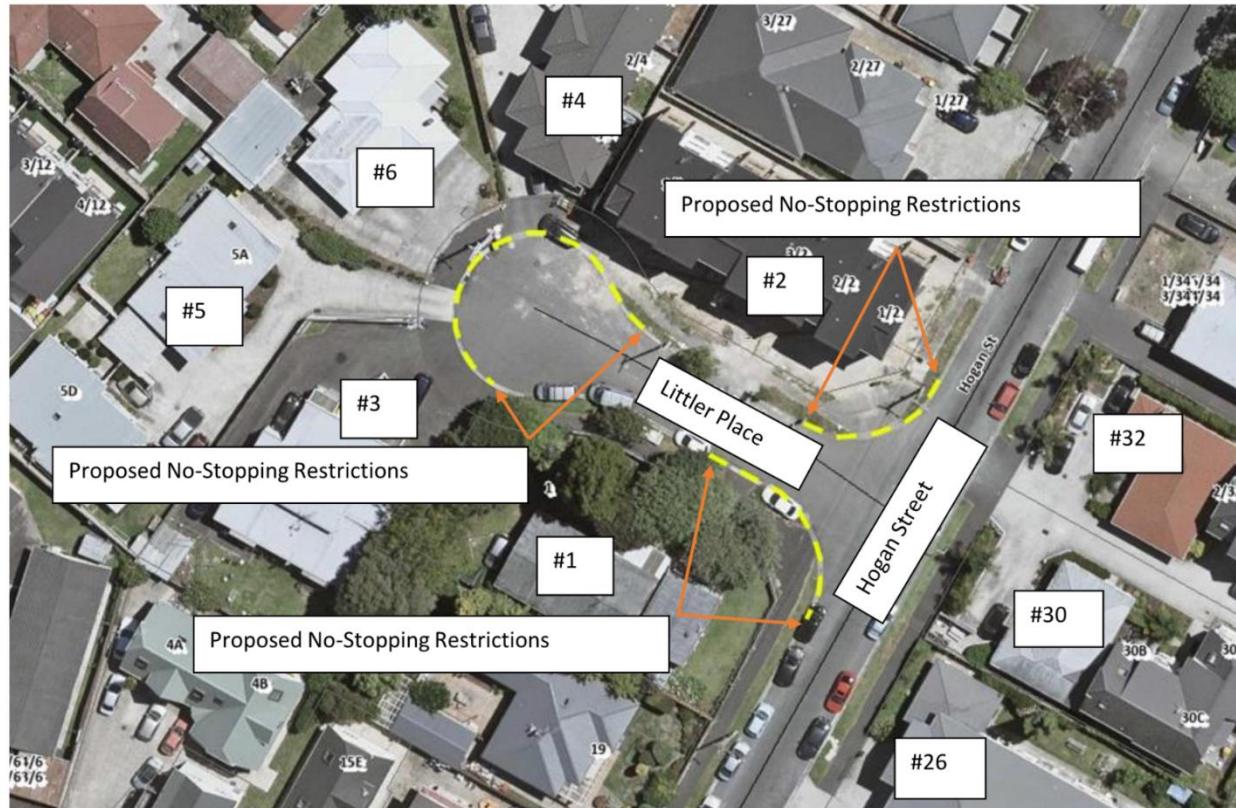
Proposed Parking Restrictions – Fairfield Road



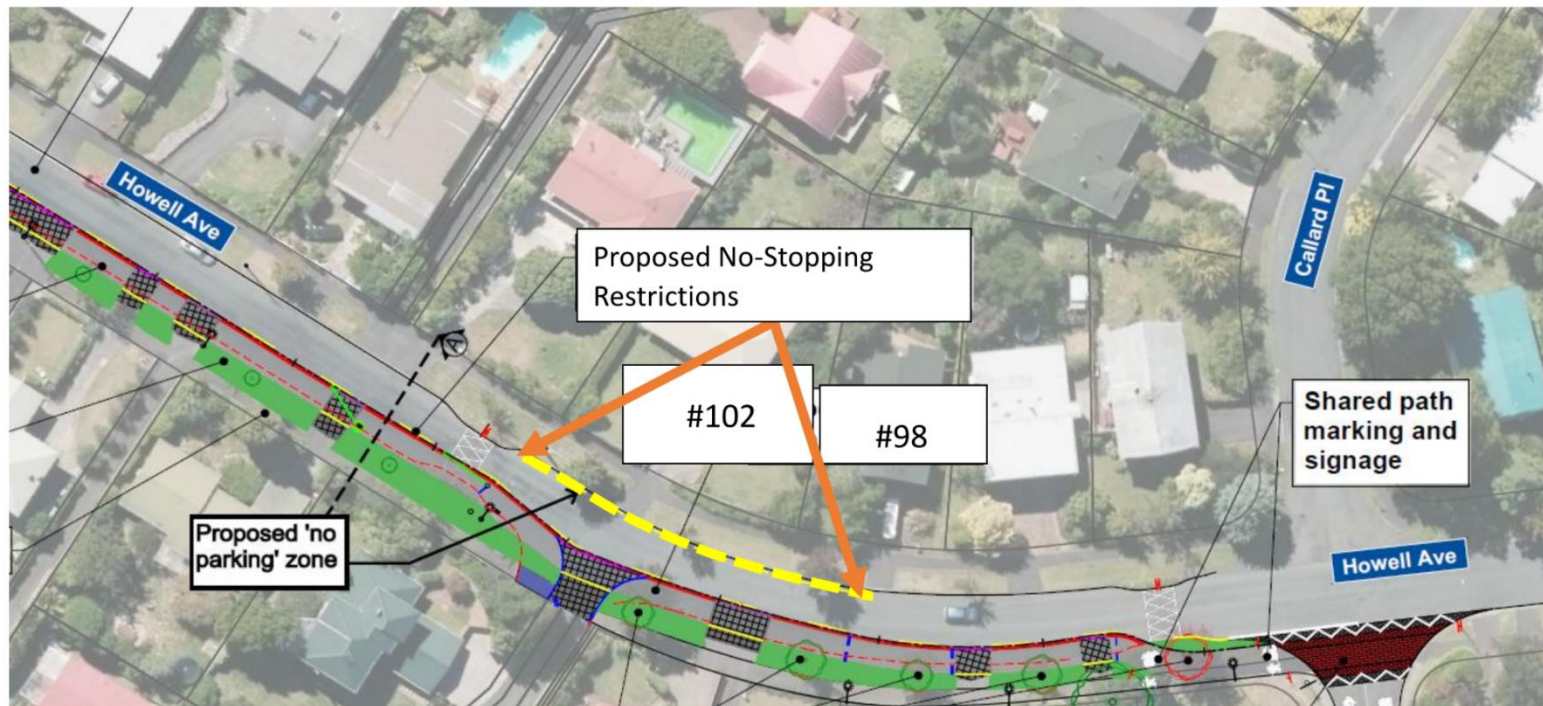
Proposed Parking Restrictions – Fifth Avenue and John Street



Proposed Parking Restrictions – Hogan Street and Littler Place



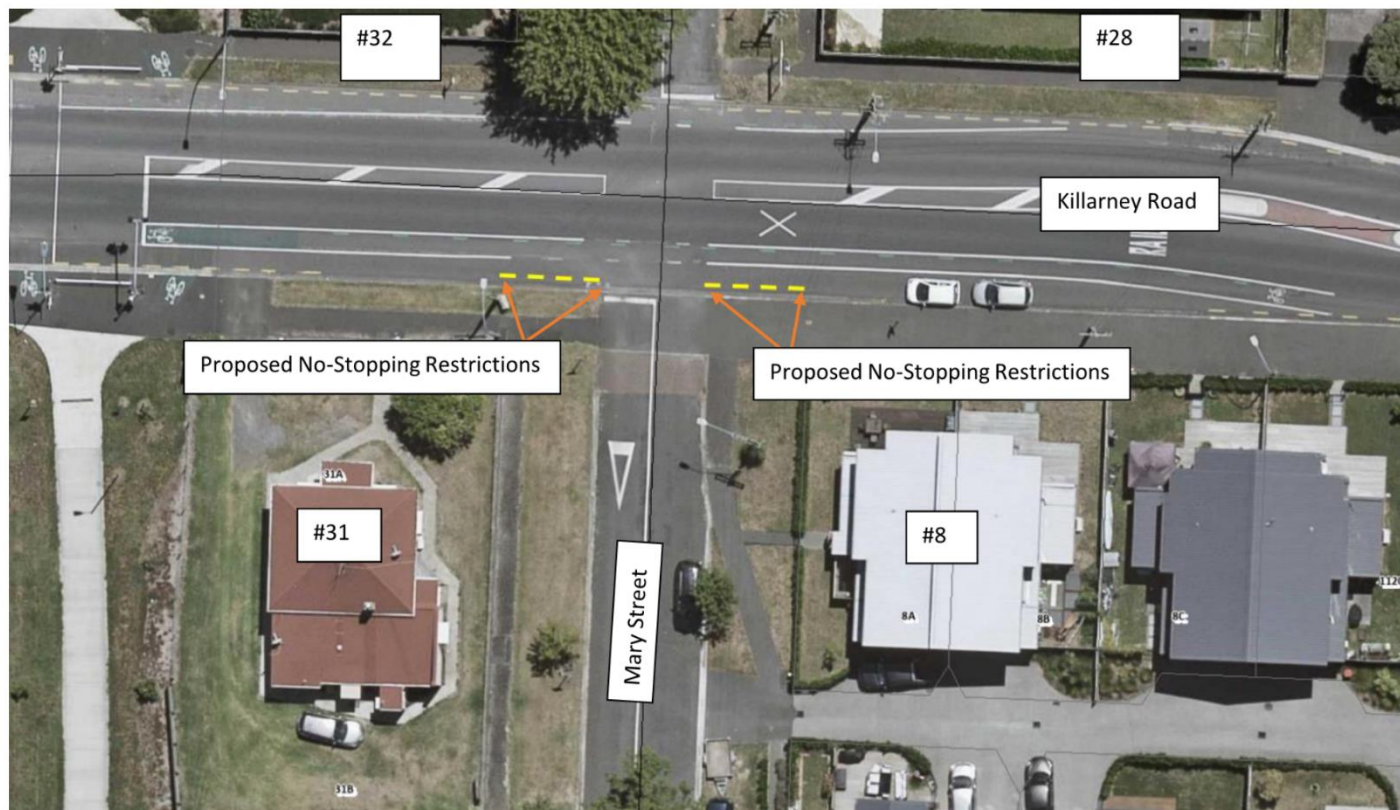
Proposed Parking Restrictions – Howell Avenue



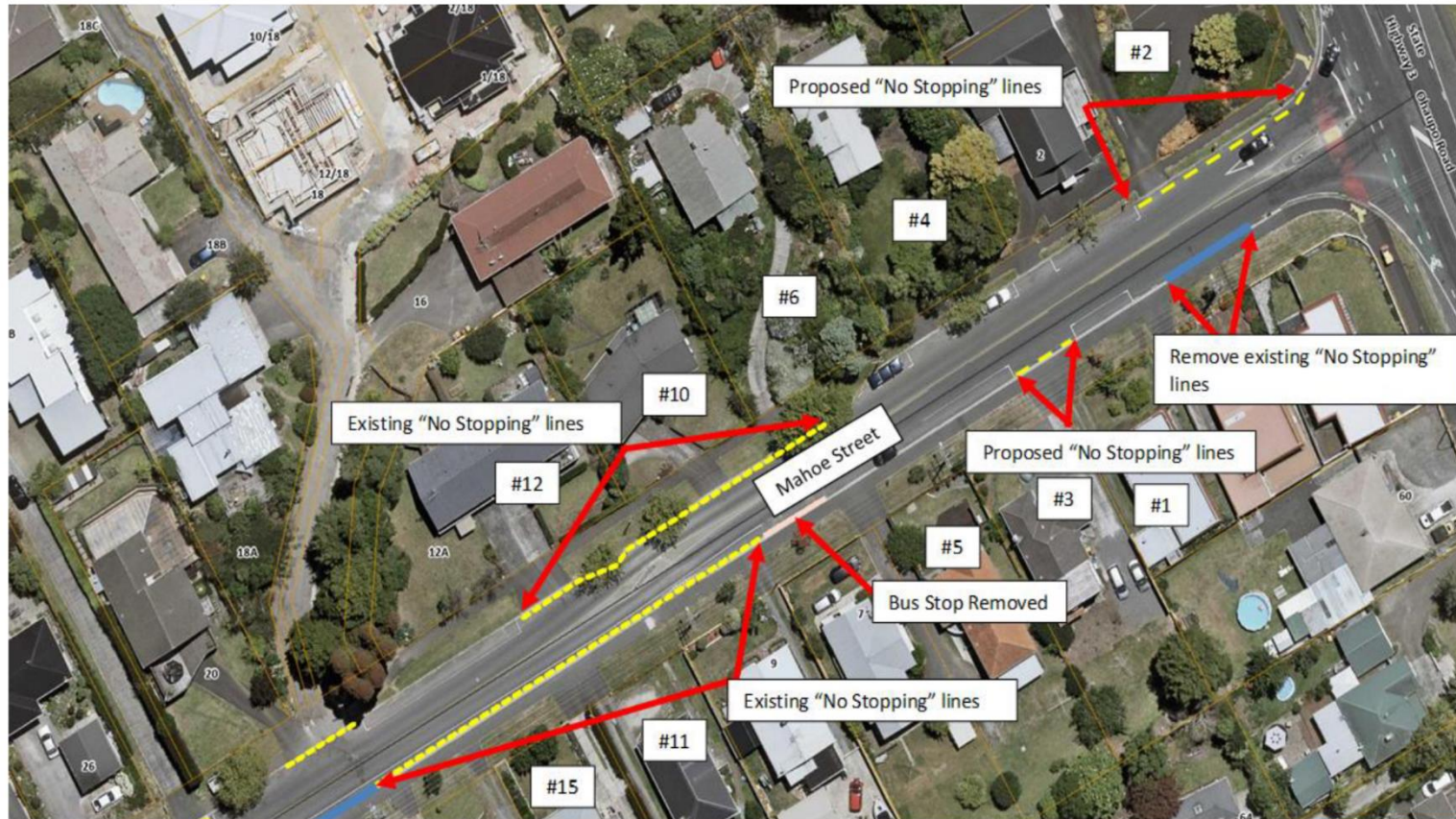
Item 5

Attachment 1

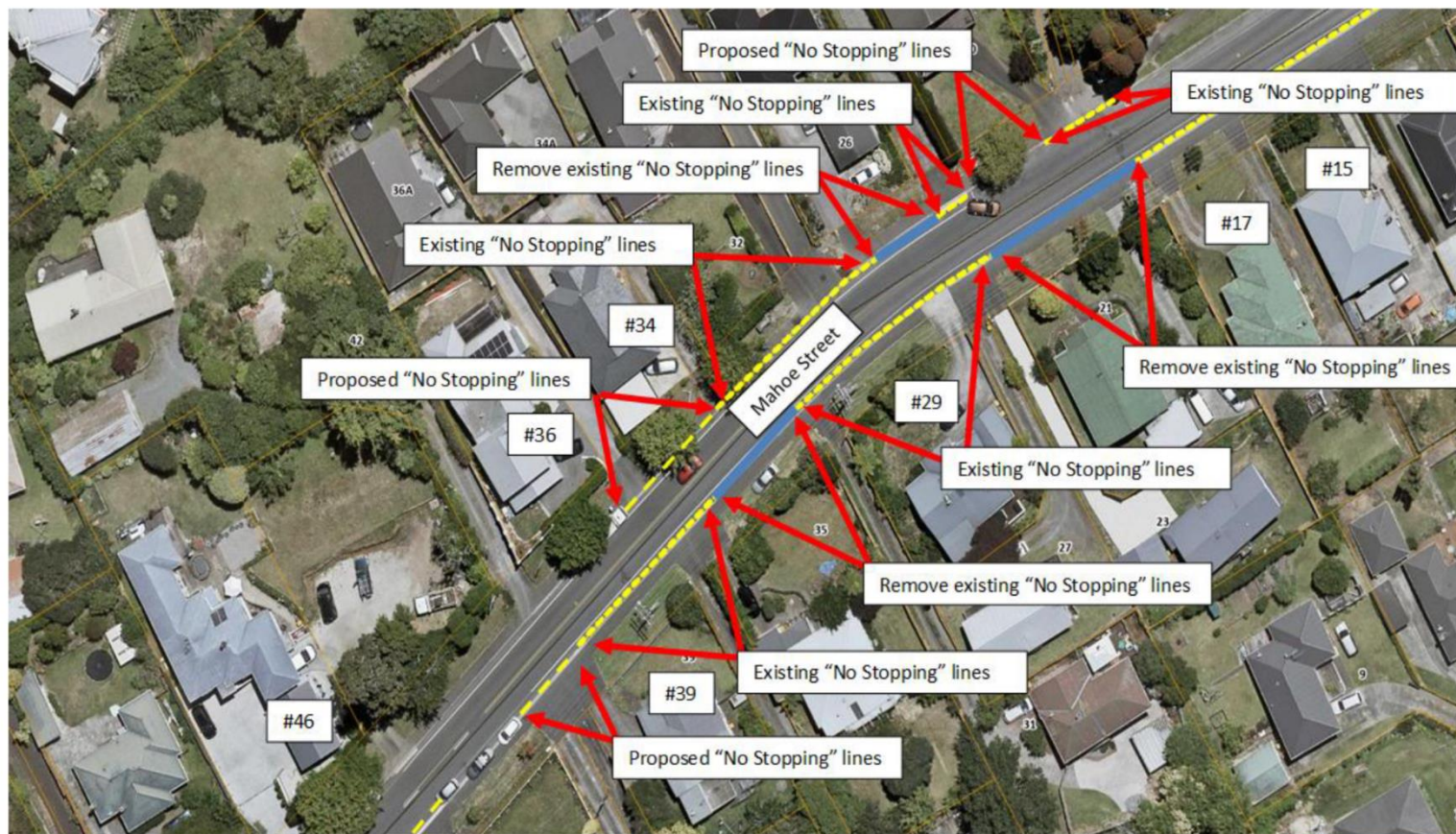
Proposed Parking Restrictions – Killarney Road



Proposed Parking Restrictions – Mahoe Street



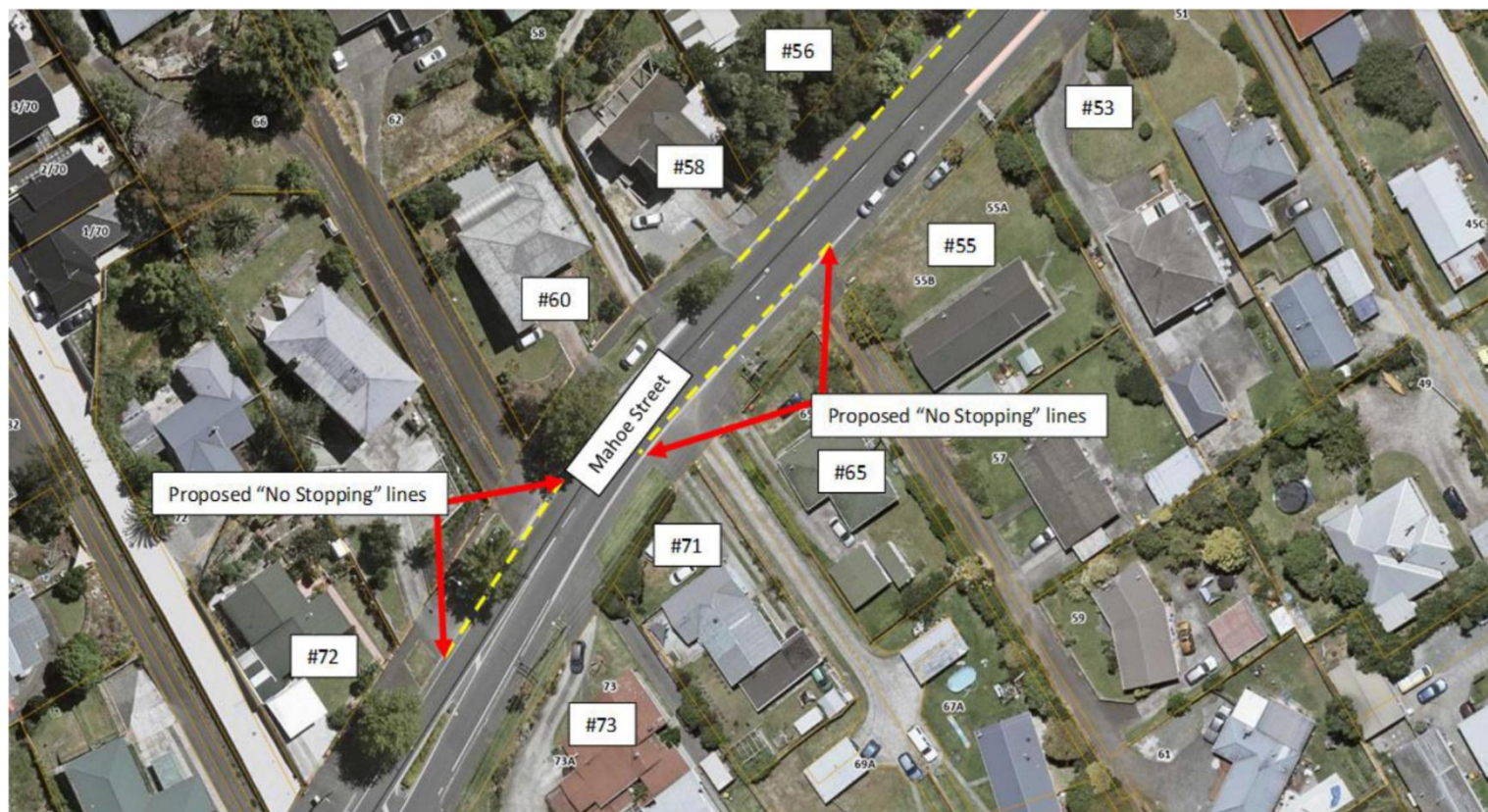
Proposed Parking Restrictions – Mahoe Street



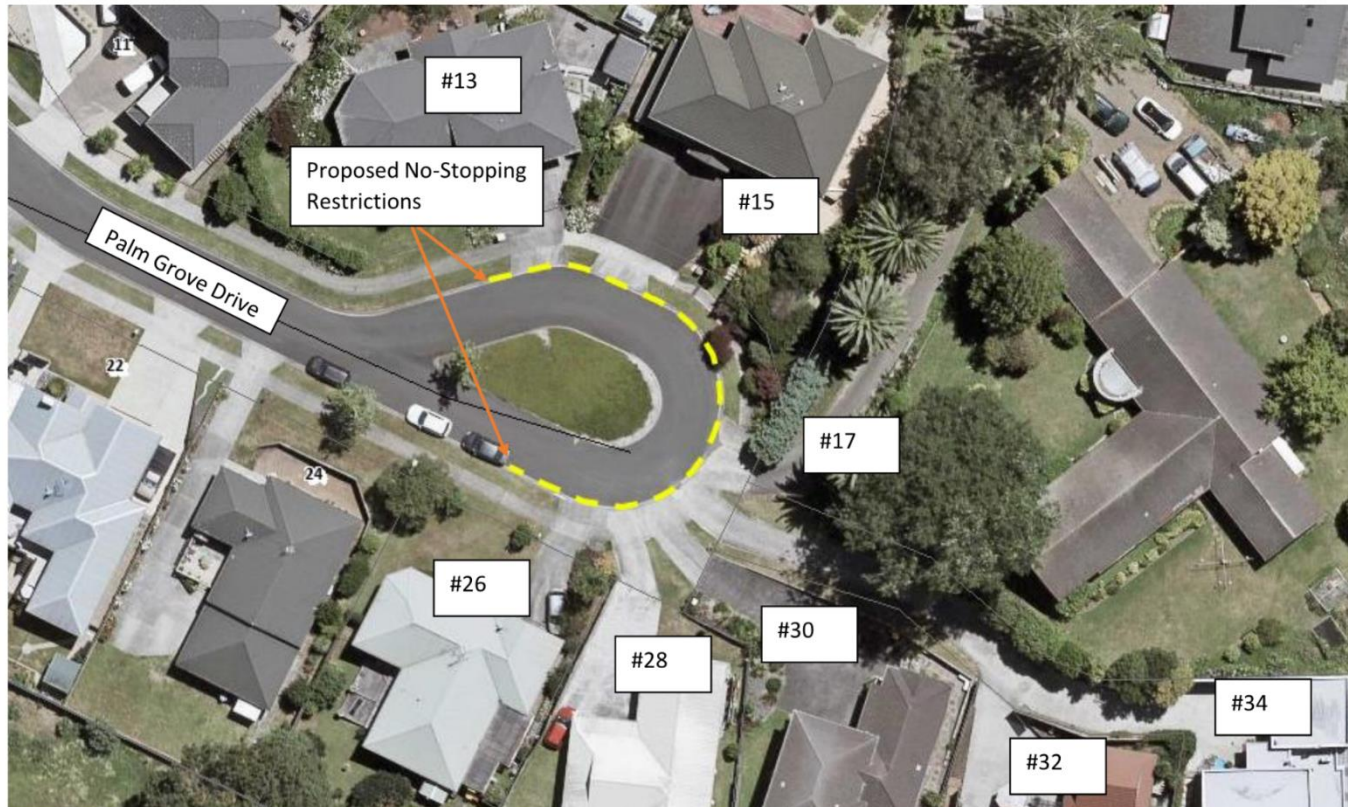
Proposed Parking Restrictions – Mahoe Street



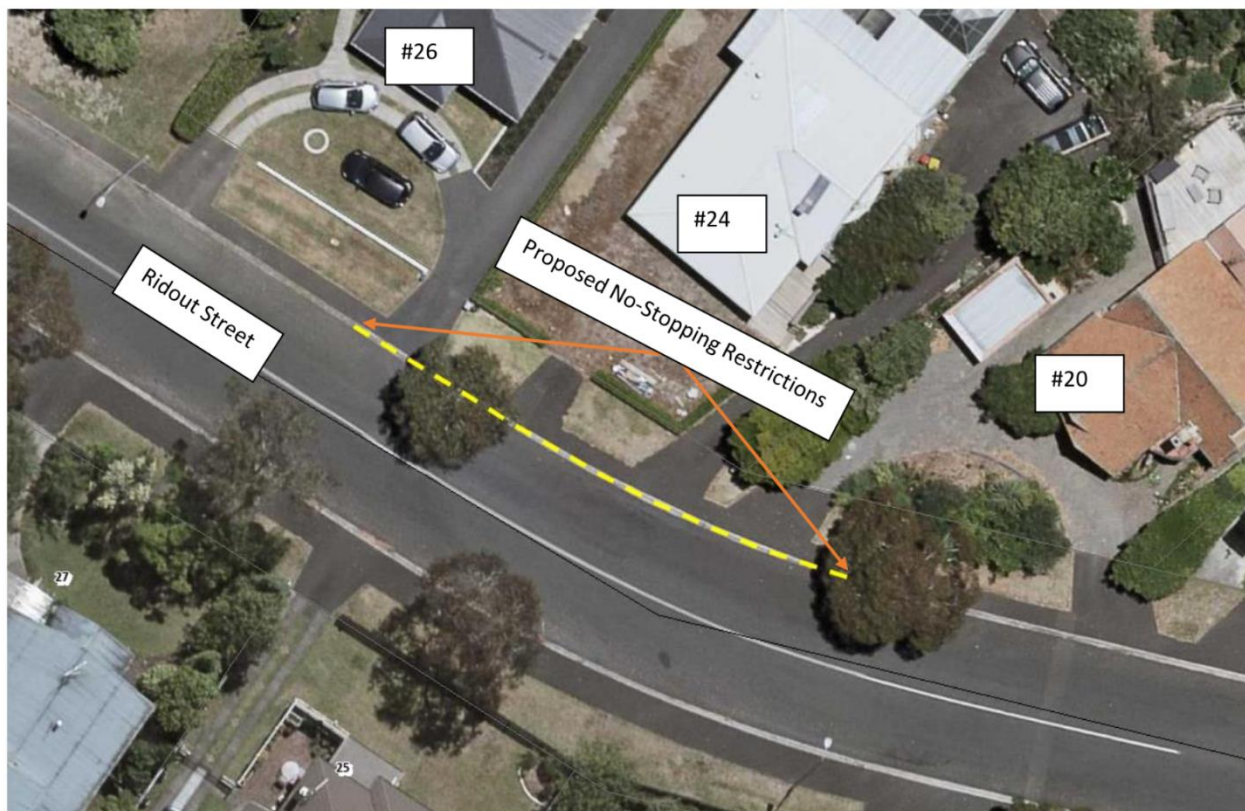
Proposed Parking Restrictions – Mahoe Street



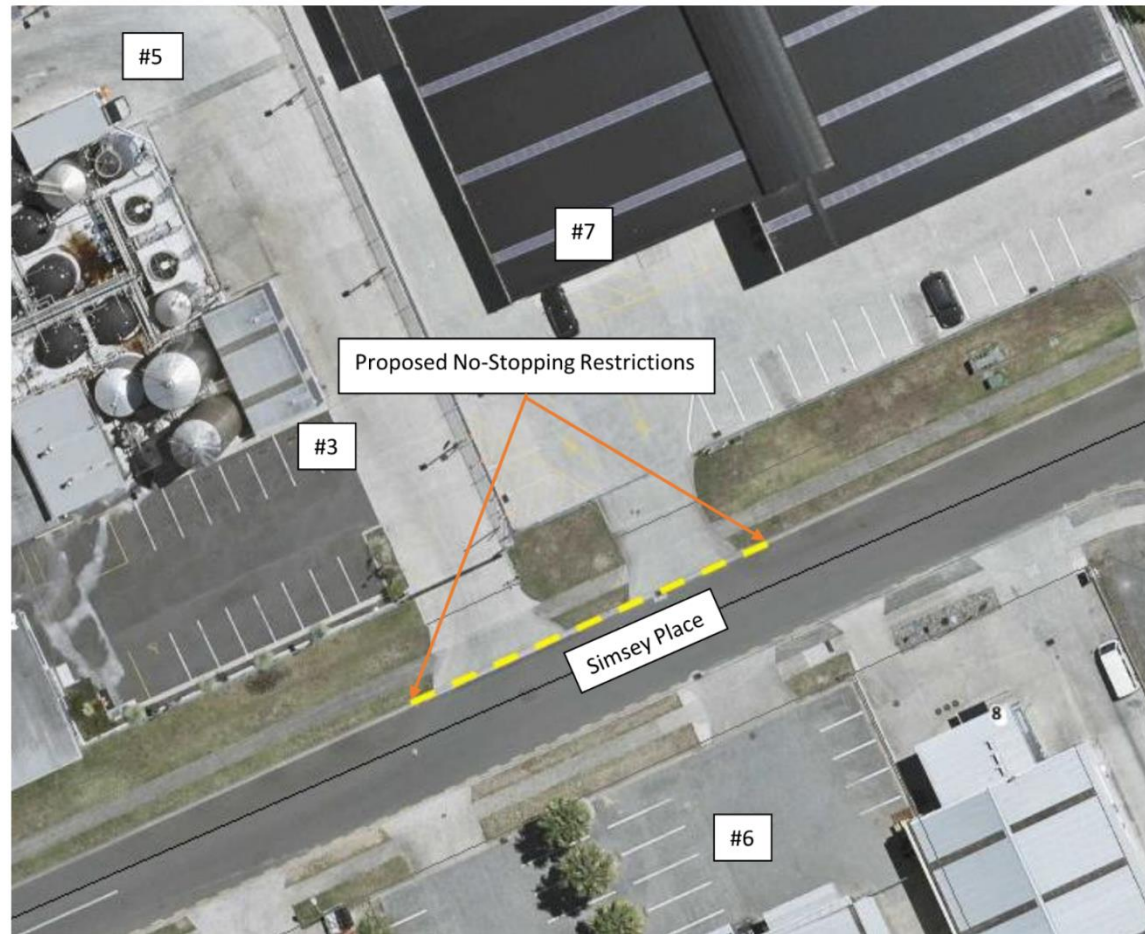
Proposed Parking Restrictions – Palm Grove Drive



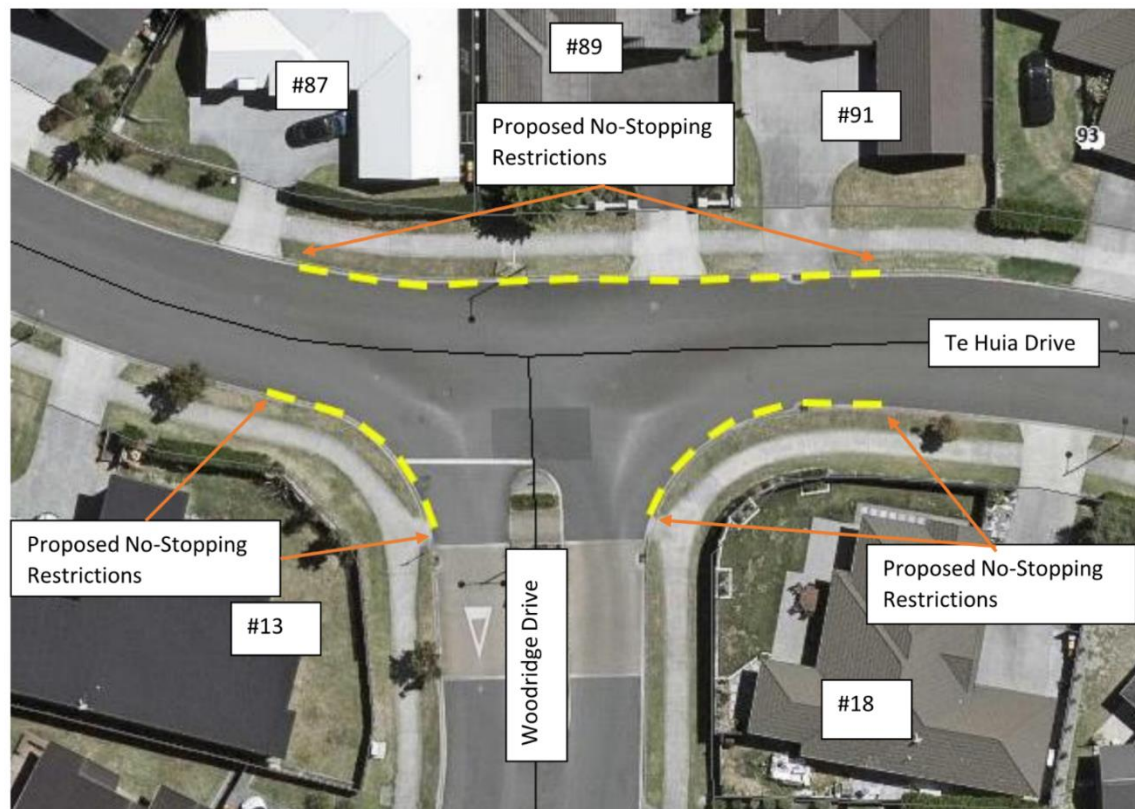
Proposed Parking Restrictions – Ridout Street



Proposed Parking Restrictions – Simsey Place

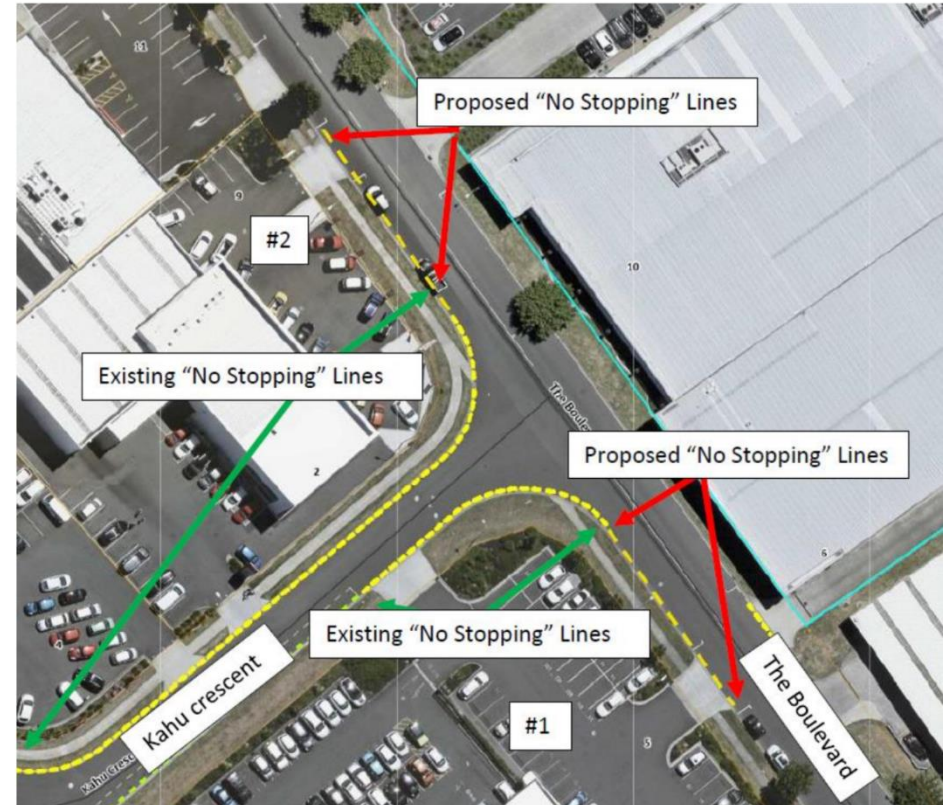
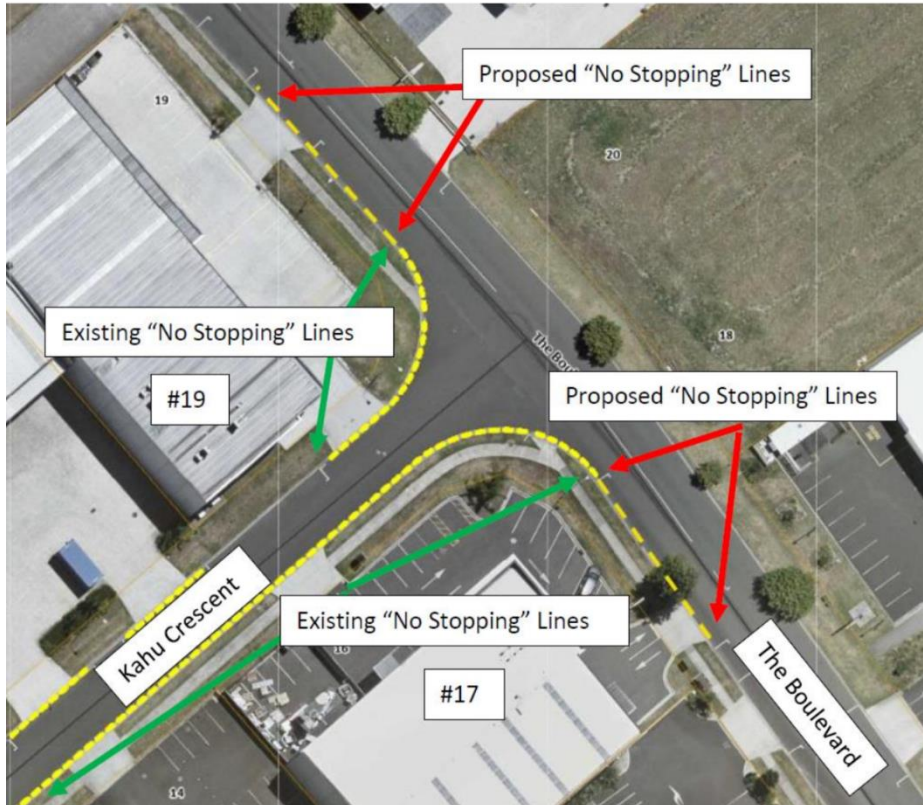


Proposed Parking Restrictions – Te Huia Drive and Woodridge Drive

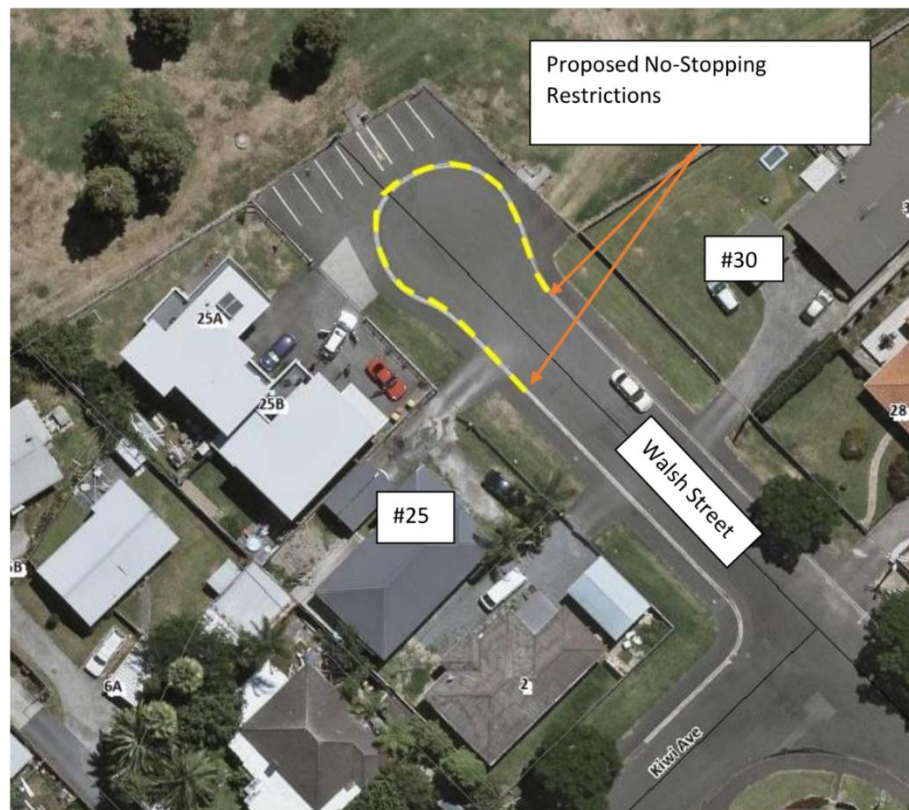


Attachment 1 – Illustrations of proposed parking restriction

Proposed Parking Restrictions – The Boulevard



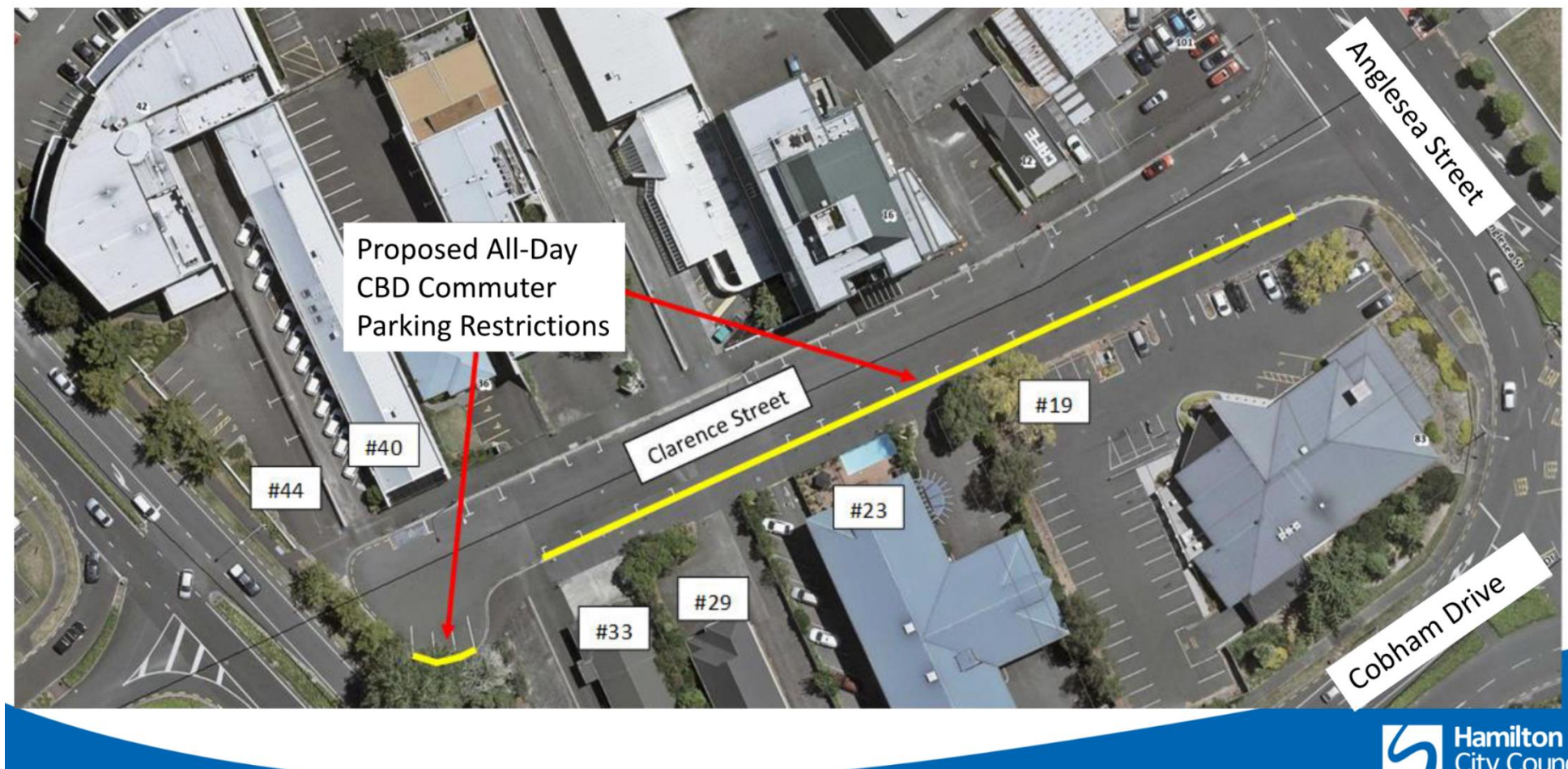
Proposed Parking Restrictions – Walsh Street



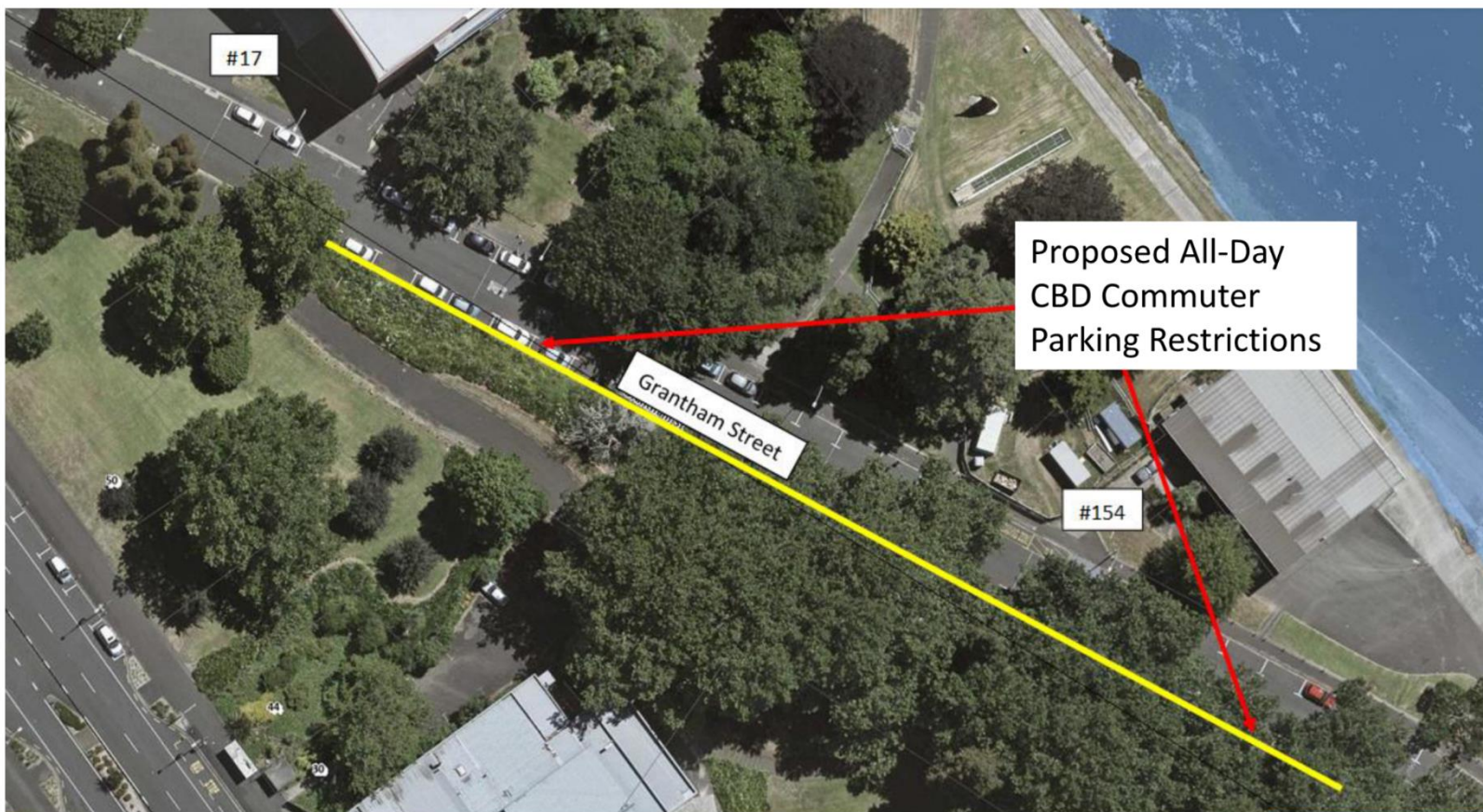
Proposed Parking Restrictions – Wishbone Court



Proposed All-Day CBD Commuter Parking Restrictions – Clarence Street



Proposed All-Day CBD Commuter Parking Restrictions – Grantham Street



Proposed All-Day CBD Commuter Parking Restrictions – Harwood Street



Proposed All-Day CBD Commuter Parking Restrictions – Knox Street



Proposed All-Day CBD Commuter Parking Restrictions – Liverpool Street



Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - July 2022

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Aberfoyle Street	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 20m 'No Stopping' restriction outside #1 Aberfoyle Street. 2. Installation of 20m 'No Stopping' restriction outside #74 Rifle Range Road.
Beaumont Street	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 10m 'No Stopping' restriction outside #1 Beaumont Street. 2. Installation of 10m 'No Stopping' restriction outside #2 Beaumont Street.
Cameron Road	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 20m 'No Stopping' restriction outside #2 Ford Street. 2. Installation of 20m 'No Stopping' restriction outside #49 Cameron Road. 3. Installation of 20m 'No Stopping' restriction outside #1 Beaumont Street. 4. Installation of 25m 'No Stopping' restriction starting outside #2 Beaumont Street and ending outside #34 Cameron Road.
Cornice Place	Customer Request	Improve access to driveways	1. Installation of 20m 'No Stopping' restriction outside #6 - #8 Cornice Place.
Ellis Street	Customer Request	Improve access to driveways	1. Installation of 5m 'No Stopping' restriction outside #50 - #52 Ellis Street. 2. Installation of 15m 'No Stopping' restriction outside #228 - #232 Ellis Street.
Fairfield Road	Customer Request	Improve access to driveways	1. Installation of 30m 'No Stopping' restriction outside #17 - #21 Fairfield Road.
Fifth Avenue	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 25m 'No Stopping' restriction starting outside #58 Fifth Avenue and ending outside #5 John Street. 2. Installation of 10m 'No Stopping' restriction outside #62 Fifth Avenue.
Ford Street	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 20m 'No Stopping' restriction outside #2 Ford Street. 2. Installation of 10m 'No Stopping' restriction outside #49 Cameron Road.
Hogan Street	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 5m 'No Stopping' restriction outside #1 Littler Place 2. Installation of 5m 'No Stopping' restriction outside #2 Littler Place

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - July 2022

Howell Avenue	Te Awa Cycleway Project	Improve through traffic movements	1. Installation of 45m 'No Stopping' restriction outside #98 - #102 Howell Avenue
John Street	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 10m 'No Stopping' restriction outside #5 John Street. 2. Installation of 10m 'No Stopping' restriction outside #62 Fifth Avenue.
Killarney Road	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 6m 'No Stopping' restriction outside #8 Mary Street. 2. Installation of 6m 'No Stopping' restriction outside #31 Killarney Road.
Littler Place	Customer Request	Improve Safe Intersection Driving Distances and turning movements on Cul-de-sac	1. Installation of 15m 'No Stopping' restriction outside #1 Littler Place 2. Installation of 10m 'No Stopping' restriction outside #2 Littler Place 3. Installation of 40m 'No Stopping' restriction starting outside #2 Littler Place and ending outside #3 Littler Place
Mahoe Street	CTU	Speed Management in support of proposed Safer Speed Area	1. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street 2. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street 3. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street 4. Installation of 15m 'No Stopping' restriction outside #46 - #48 Mahoe Street 5. Installation of 60m 'No Stopping' restriction outside #54 - #58 Mahoe Street 6. Installation of 30m 'No Stopping' restriction outside #60 - #68 Mahoe Street 7. Installation of 10m 'No Stopping' restriction outside #1 - #3 Mahoe Street 8. Installation of 60m 'No Stopping' restriction outside #9 - #17 Mahoe Street 9. Installation of 35m 'No Stopping' restriction outside #21 - #31 Mahoe Street 10. Installation of 40m 'No Stopping' restriction outside #35 - #41 Mahoe Street 11. Installation of 30m 'No Stopping' restriction outside #41 - #51 Mahoe Street 12. Installation of 40m 'No Stopping' restriction outside #55 - #71 Mahoe Street
Palm Grove Drive	Customer Request	Improve turning movements on Cul-de-sac	1. Installation of 50m 'No Stopping' restriction starting outside #13 Palm Grove Drive and ending outside #26 Palm Grove Drive.
Ridout Street	Customer Request	Improve safety and access to driveways	1. Installation of 35m 'No Stopping' restriction starting outside #20 Ridout Street and ending outside #26 Ridout Street.
Rifle Range Road	Customer Request	Improve Safe Intersection Sight Distances.	1. Installation of 10m 'No Stopping' restriction outside #1 Aberfoyle Street. 2. Installation of 10m 'No Stopping' restriction outside #74 Rifle Range Road.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - July 2022

Simsey Place	Customer Request	Improve access to driveway	1. Installation of 30m 'No Stopping' restriction outside #1 - #7 Simsey Place
Te Huia Drive	Customer Request	Improve Safe Intersection Sight Distances	1. Installation of 15m 'No Stopping' restriction outside #13 Woodridge Drive. 2. Installation of 20m 'No Stopping' restriction outside #18 Woodridge Drive. 3. Installation of 40m 'No Stopping' restriction outside #87 - #91 Te Huia Drive.
The Boulevard	Customer Request	Improve Safe Intersection Sight Distances	1. Installation of 45m 'No Stopping' restriction starting outside #1 Kahu Crescent and ending outside #5 The Boulevard. 2. Installation of 45m 'No Stopping' restriction outside #2 Kahu Crescent. 3. Installation of 40m 'No Stopping' restriction outside #17 The Boulevard. 4. Installation of 40m 'No Stopping' restriction outside #19 The Boulevard.
Walsh Street	Customer Request	Improve turning movements on Cul-de-sac and access to properties.	1. Installation of 55m 'No Stopping' restriction starting outside #25 Walsh Street and ending outside #30 Walsh Street.
Wishbone Court	Customer Request	Provide unobstructed road for turning traffic.	1. Installation of 85m 'No Stopping' restriction starting outside #9 Wishbone Court and ending outside #18 Wishbone Court.
Woodridge Drive	Customer Request	Improve Safe Intersection Sight Distances	1. Installation of 5m 'No Stopping' restriction outside #13 Woodridge Drive. 2. Installation of 5m 'No Stopping' restriction outside #18 Woodridge Drive.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - July 2022

Commuter Parking (All Day Paid Parking) be imposed at these locations between 8am to 6pm, Mon to Fri only.			
Location	Requested By	Reason	Description
Clarence Street	CTU	All-Day Commuter Parking	South Side: 1. Installation of 80m 'CBD Commuter' restriction outside #19 - #23 Clarence Street. 2. Installation of 20m 'CBD Commuter' restriction outside #29 - #33 Clarence Street. 3. Installation of 10m 'CBD Commuter' restriction opposite #40 - #44 Clarence Street.
Grantham Street	CTU	All-Day Commuter Parking	West Side: 1. Installation of 175m 'CBD Commuter' restriction opposite #17 - #154 Grantham Street; Southside of Grantham Street.
Harwood Street	CTU	All-Day Commuter Parking	East Side: 1. Installation of 35m 'CBD Commuter' restriction outside #12 - #14 Harwood Street South. 2. Installation of 20m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South. 3. Installation of 45m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South. 4. Installation of 5m 'CBD Commuter' restriction outside #78 London Street. Installation of 25m 'CBD Commuter' restriction outside #78 London Street. West Side: 5. Installation of 15m 'CBD Commuter' restriction outside #35 - #37 Harwood Street North. 6. Installation of 50m 'CBD Commuter' restriction outside #29 - #33 Harwood Street North. 7. Installation of 15m 'CBD Commuter' restriction outside #25 Harwood Street North.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - July 2022

			8. Installation of 40m 'CBD Commuter' restriction outside #19 - #21 Harwood Street North.
Liverpool Street	CTU	All-Day Commuter Parking	North Side: 1. Installation of 70m 'CBD Commuter' restriction outside #14 Liverpool Street. 2. Installation of 35m 'CBD Commuter' restriction outside #24 - #28 Liverpool Street.
Knox Street	CTU	All Day Commuter Parking	Southside: 1. Installation of 40m 'CBD Commuter' restriction outside #3 - #5 Knox Street. 2. Installation of 25m 'CBD Commuter' restriction outside #9 - #11 Knox Street. 3. Installation of 30m 'CBD Commuter' restriction outside #13 - #15 Knox Street. 4. Installation of 40m 'CBD Commuter' restriction outside #15 - #19 Knox Street.

Attachment 2 - Schedule of proposed parking restrictions changes for TSL&RC Hearings Panel - July 2022

BUS STOPS			
Location	Requested By	Reason	Description
Mahoe Street	CTU	Safer Speed Management	1. Rescind 10m of the existing Bus Stop outside #7 Mahoe Street.

EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Mahoe Street	CTU	Speed Management	<ol style="list-style-type: none"> 1. Rescind 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street. 2. Rescind 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street. 3. Rescind 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street. 4. Rescind 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street.
The Boulevard	SRMS	Improve Safe Intersection Sight Distances	<ol style="list-style-type: none"> 1. Rescind 11.5m of the existing 'No Stopping' restriction outside #1 Kahu Crescent. 2. Rescind 11m of the existing 'No Stopping' restriction outside #2 Kahu Crescent. 3. Rescind 11m of the existing 'No Stopping' restriction outside #17 The Boulevard. 4. Rescind 10m of the existing 'No Stopping' restriction outside #19 The Boulevard.
Ward Street	Property Development	Installation of a new driveway.	<ol style="list-style-type: none"> 1. Rescind 24.5m of 'CBD Zone Parking; 8am-8pm, Mon-Sat'; outside #16 - #40 Ward Street.

**If you're heading to work
or plan to spend longer
in the central city...**



**We're introducing all-day (Mon-Fri,
8am-6pm) parking at some of our
on-street carparks.**

The meters will be gone, and payment is quick
and easy via the PayMyPark app - more details
overleaf.

To find out more, including which streets
these all-day parking spaces will be in and
FAQs, visit hamilton.govt.nz/parking



07 838 6699



info@hcc.govt.nz



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**Hamilton
City Council**
Te kaunihera o Kirikiriroa

STAY ALL DAY

PAY JUST \$6 **8am to 6pm**
Monday - Friday

for the on-street all-day paid parking.

Stay in one spot all day **Or park in the same all-day parking area multiple times in a day!**

Two-hours free is not applicable in these all-day parking areas but is still available throughout the central city.

DOWNLOAD THE FREE APP
PayMyPark
to pay for your stay.



This handy app is great for all on-street parking throughout the central city. You can pay for your parking from your smartphone. No more searching for coins, no receipt needed and pay just for the parking you need.

- 1** Download the free app from the Apple App Store or Google Play.
- 2** Register your details.
- 3** Pre-load credit via credit card, debit card or internet banking.

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Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 27 July 2022

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Hamilton City Speed Limit Changes

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Traffic, Speed Limit and Road Closure Hearings Panel approves the following changes to the National Speed Limits Register;
 - amends the following speed limit registers:

Designated Areas and Roads with a Speed Limit of 30 Km/h					
Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
30	Heaphy Terrace	Marshall Street to 20m north of Moncrieff Avenue	29 August 2022	National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.
30	Bettina Road	Heaphy Terrace to 60m west of Heaphy Terrace	29 August 2022	National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.
30	Alfred Street	Heaphy Terrace to 50m east of Heaphy Terrace	29 August 2022	National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.
30	Oxford Street	Heaphy Terrace to 70m east of Heaphy Terrace	29 August 2022	National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.
30	Howden Road	Heaphy Terrace to 60m west of Heaphy Terrace	29 August 2022	National Speed Limits Register	Hamilton Speed Limit Bylaw 2013.

Roads with a Speed Limit of 40 Km/h					
Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
<u>40</u>	<u>Crescent Court</u>	<u>Kahikatea Drive to end of Crescent Court</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Tawa Street</u>	<u>Kahikatea Drive to end of Tawa Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Corrin Street</u>	<u>Tawa Street to Tawa Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mahoe Street</u>	<u>Ohaupo Road to Yvonne Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Lancewood Avenue</u>	<u>Mahoe Street to end of Lancewood Ave</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Filmer Place</u>	<u>Lancewood Avenue to end of Filmer Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mount View Road</u>	<u>Ohaupo Road to Prisk Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Heather Place</u>	<u>Mount View Road to end of Heather Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Vivian Street</u>	<u>Mount View Road to Mahoe Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Gardenia Close</u>	<u>Mount View Road to end of Gardenia Close</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Grevillea Place</u>	<u>Gardenia Close to end of Grevillea Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Sundown Crescent</u>	<u>Collins Road to end of Sundown Crescent</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Prisk Street</u>	<u>Collins Road to Mahoe Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Thornton Place</u>	<u>Prisk street to end of Thornton Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Minifie Avenue</u>	<u>Prisk Street to end of Minifie Ave</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

Item 6

<u>40</u>	<u>Mathews Crescent</u>	<u>Prisk Street to Minifie Avenue</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Priscilla Crescent</u>	<u>Prisk Street to Mahoe Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Yvonne Street</u>	<u>Prisk Street to Coventry Road</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Coventry Road</u>	<u>Yvonne Street to end of Coventry Road</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Purcell Place</u>	<u>Coventry Road to end of Purcell Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Lilac Street</u>	<u>Collins Road to end of Lilac Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Katherine Place</u>	<u>Lilac Street to end of Katherine Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Bremridge Place</u>	<u>Lilac Street to end of Bremridge Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Catalina Drive</u>	<u>Collins Road to end of Catalina Drive</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Harvard Court</u>	<u>Catalina Drive to end of Harvard Court</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Kittyhawk Place</u>	<u>Catalina Drive to end of Kittyhawk Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Corsair Place</u>	<u>Catalina Drive to end of Corsair Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

Roads with a Variable Speed Limit				
Speed Limit (km/h)	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<u>Melville Intermediate</u> <u>Mountview Road: Ohaupo Road to 350m west of Ohaupo Road</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2010</u>

(ii) and Changes to the existing speed limit registers are shown in red and underlined:

Register 4: Roads with a Speed Limit of 40 Km/h					
Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
40	Bettina Road	<u>60m West of</u> Heaphy Terrace to End	<u>1 March 2013</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
40	Alfred Street	<u>50m east of</u> Heaphy Terrace to Peachgrove Road	<u>1 March 2014</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
40	Oxford Street	<u>70m east of</u> Heaphy Terrace to end	<u>1 March 2014</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
40	Howden Road	Winter Street to <u>60m west of</u> Heaphy Terrace	<u>1 March 2013</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

Roads with a Speed Limit of 60 km/h					
SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
60	Ruakura Road	<u>Wairere Drive to 55m east 50 m south</u> of Silverdale Road <u>to the intersection of SH1 (Waikato Expressway)</u>	<u>1 March 2013</u> <u>15 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

Roads with a Speed Limit of 80 km/h					
SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Cobham Drive	Normandy Ave to <u>60m south-east of Bridge Street 70m southeast of Tristram Street</u>	<u>1 March 2013</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013</u> <u>National Speed Limits Register</u>	<u>Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and HCC Road traffic bylaw 1996</u> <u>Hamilton</u>

					Speed Limit Bylaw 2013.
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Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Speed Management Plan 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.
4. On 29 June 2022 Council agreed to the repeal of 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.
5. 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*

6. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 adopted 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.
7. 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.
8. 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.
9. The Speed Management Plan for Hamilton City was adopted at the [Council meeting](#) on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
10. The following **principles** were adopted to guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;

- v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
11. The following **priorities** will 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.
 12. A refresh of the Hamilton Speed Management Plan is currently being completed and will be presented to the 9 August 2022 Infrastructure Operations Committee for deliberation and recommend adoption by the Council. The refresh has not resulted in changes to the principles or priorities.
 13. On 29 June 2022 Council agreed to the repeal of the Hamilton Speed Limit Bylaw 2018 (and associated registers) effective from 20 July 2022 following a recommendation from the [31 May 2022](#) Infrastructure Operations Committee meeting (General Managers report).
 14. 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.
 15. 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.
 16. Members of the public will be 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.
 17. 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.
 18. The proposed changes to the speed limits in this report will be recorded in the NSLR.
 19. 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

20. In addition to the adjacent businesses, residents and property owners, the following key stakeholders have also been consulted regarding the proposed changes with the opportunity to provide feedback:

- 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
21. The proposed amendments to the National Speed Limit Register are set out in **Attachment 1**. Illustrations of the proposed extent of speed limit changes are included in **Attachment 2** to this report.
22. Further details of the specific changes to speed limits are detailed below.

Heaphy Terrace Shops – proposed 30km/h

23. Safety improvements are proposed for the Heaphy Terrace shopping precinct which will include the installation of a raised safety platform to the existing zebra crossing and improvements to cycle lanes at the Heaphy Terrace shops alongside the introduction of a 30km/h speed limit.
24. This proposed speed limit change is in accordance with principle ii “*where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h*” of the Speed Management Plan.
25. Consultation was undertaken in March 2022 with businesses and property owners in Heaphy Terrace between Moncrieff Avenue to Winter Street. There was little feedback received but those that did comment were supportive of the proposed changes.
26. The proposed speed limit change will come into effect 29 August 2022 and this will be supported by new speed limit signage and road marking (red box with 30 painted on the road).

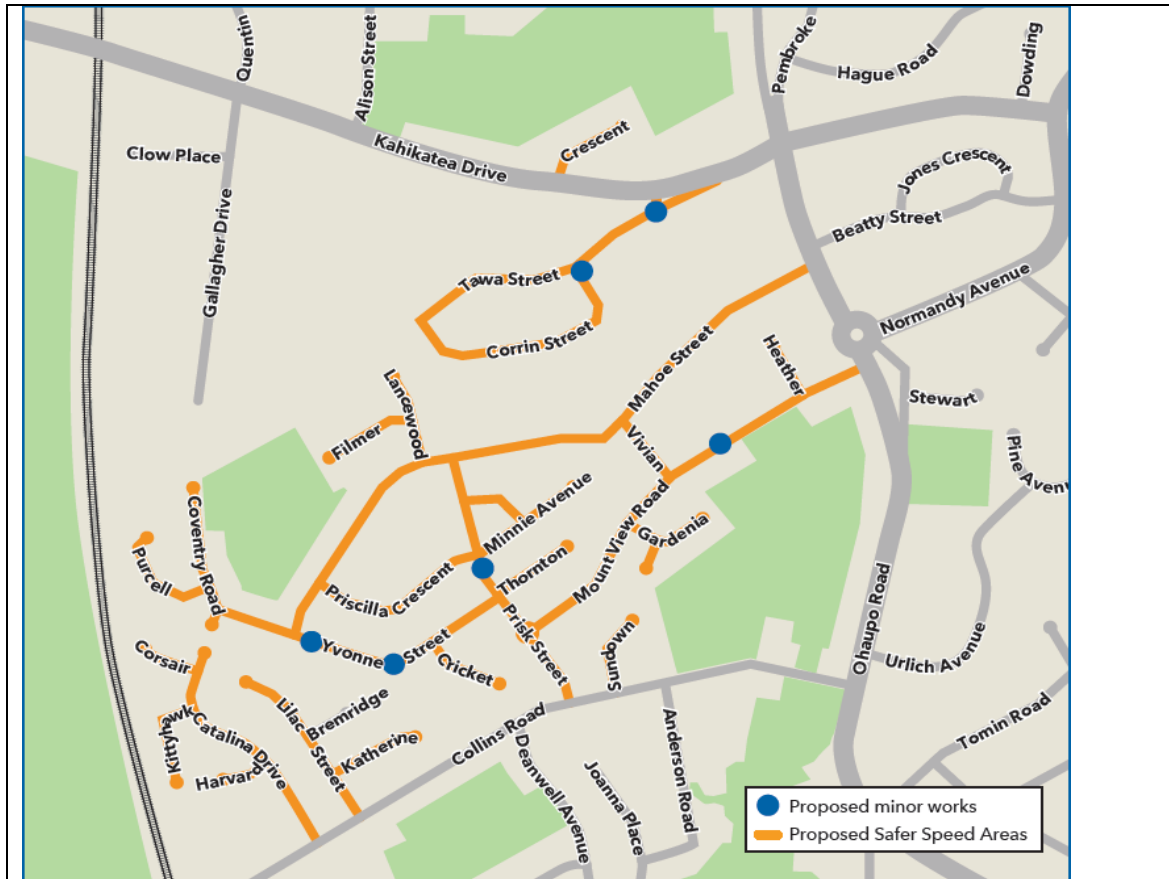
Cobham Drive / Tristram Street intersection

27. The Land Transport Rule: Setting of Speed Limits 2022 Clause 4.7 *Speed Limits on adjoining Roads* specifically caters for dealing with situations where the speed limits on the approaches to an intersection are not all the same.
28. It is proposed that a review of the key intersections throughout the city be undertaken to ensure a consistent approach is implemented moving forward. The intention is to generally have intersections where there are differing speed limits on the approaches be set to 50km/h unless there is a good reason for a lower limit to apply.
29. As part of investigations for safety improvements at the intersection of Cobham Drive and Tristram Street (Pak n Save entrance) it was determined that the change point of the speed limit from 80km/h to 50km/h on Cobham Drive should be moved south of the intersection. This will result in the speed limit for all approaches of the intersection to be 50km/h and this can be easily achieved via the relocation of existing signage.

30. The proposed speed limit change will come into effect **29 August 2022**.

Mahoe Safer Speed Area – proposed 40km/h

31. The proposed Mahoe safer speed area aligns with the Hamilton Speed Management Plan and achieving safe and appropriate speeds to ensure residential neighbourhoods are kept safe.
32. The proposed Safer Speed Area is shown in image below along with locations of proposed minor improvements designed to support the proposed 40km/h speed limit.



Proposed Safer Speed Areas at Mahoe Street and surrounding speed limits

33. Consultation with all the residents within Mahoe Street Safer Speed Area was undertaken between 7 June and 19 June 2021 for a period of approximately two weeks. A letter-drop was also conducted for local residents in the affected streets and letters sent out to property/business owners who do not live at the property. A total of 1858 flyers detailing the proposal were distributed. 38 responses were received and these have been analysed below.
- 36 responses were received from individuals
 - two responses were from an organisation – Living Streets and the NZ Police
 - at the time of writing this report, four respondents requested to make verbal submission to the Committee meeting
 - 52.63% (20 of 38) respondents supported the safer speed area proposal
 - 31.58% (12 of 38) did not support the safer speed area proposal
 - 15.79% did not state whether they supported or rejected the proposal

34. The most common themes from those that supported the reduction of speed were:
 - i. there is a lot of speeding around Mahoe Street currently, so I support the reduction in the speed limit;
 - ii. it is good to see that Hamilton City Council is making the Mahoe area safer; and
 - iii. residence would like to see more done to combat boy racers speeding and doing burnouts in the area.
35. NZ Police are supportive of the reduced speed limit, and recommended speed calming measures on Mahoe Street to support the lower speed limit.
36. Living Streets are supportive of the proposal and support the minor works in the area. Living Streets also recommended a raised safety platform at the entrance of Mahoe Street from Ohaupo Road.
37. Of the twelve who didn't support, the most common themes from those that were against the reduction of speed were:
 - i. reducing the speed is a good idea but what is the point of the reduced speed limit if it can't be enforced;
 - ii. many people speed up and down on Mahoe Street, there is a need for speed calming on Mahoe Street, lowering the speeds will not help; and
 - iii. residents who live on the "quieter" streets around Mahoe think it is a waste of money as it is punishing people who obey the current speed limit.
38. Staff recommend that we progress with the change of speed limit to 40km/h as part of our Speed Management Plan. Mahoe Safer Speed Area is mainly residential and as such 40km/h is practical and is in line with our Speed Management principle that "Residential local roads will be constructed for a 40km/h environment".
39. Infrastructure changes (traffic calming) in the wider area and changes to the on-street parking arrangements on Mahoe Street to support the 40km/h environment will be undertaken to support the lower speed limit. Monitoring will be undertaken once the work is completed to ensure that the desired lower speeds have been achieved.
40. The proposed speed limit changes will come into effect on 3 October 2022.

Ruakura Road – proposed 50km/h and 60km/h speed limits

41. As part of the recent upgrade and urbanisation of Ruakura Road between Wairere Drive and the old Silverdale Road roundabout there have been a number of improvements implemented including installation of traffic signals and separated cycling facilities.
42. In reflection of this urbanisation it is proposed that the speed limit for this section of Ruakura Road be lowered to 50km/hr.
43. The completion of the Ruakura Road connection to the Waikato Expressway has resulted in a realignment of Ruakura Road and new section of Ruakura Road requiring a speed limit to be established. This section of Ruakura Road (commonly referred to as Ruakura Rd west) has been designed for a 60km/h speed limit.
44. The proposed speed limit changes will come into effect on 15 August 2022 noting that there will be temporary traffic management in place while the final tidy up works are completed in these corridors.

Financial Considerations - *Whaiwhakaaro Puutea*

45. The costs associated with the speed limit changes in Ruakura Road are included within the urbanisation and construction project costs.
46. The remaining costs associated with the physical works, road marking and signage at Heaphy Terrace shops, Mahoe Safer Speed Area and Tristram Street / Cobham Drive is estimated to be approximately \$500,000. Budget for this work is included in the Low-Cost Low Risk – Speed Management that was approved by the [31 May 2022](#) Infrastructure Operations Committee meeting (Low Cost Low Risk Programme).
47. These costs include the consultation process and vehicle speed monitoring that has been completed to date and will be undertaken again once the changes are in place.
48. Staff costs for preparing this report are covered from within existing City Transportation Operational budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

51. 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').
52. 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.
53. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

55. The slower speeds at the Heaphy Terrace shops in conjunction with the safety improvement to the zebra crossing will improve accessibility at this area.

Environmental

56. 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.

Cultural

57. No specific cultural considerations were identified in the development of this report in relation to the proposed changes to speed limit registers.

Risks - *Tuuraru*

58. There are risks associated with not approving the recommendations of this report as they are recommended to improve safety at the proposed locations.

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

Significance

59. Staff have assessed that the recommendations have low significance in regard to the Significance and Engagement Policy.

Engagement

60. Specific consultation has been completed for the proposed speed limit changes to gain community feedback alongside consultation with key stakeholders.
61. 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 Speed Management Plan.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Schedule of proposed speed limit changes

Attachment 2 - Illustrations of proposed speed limit changes

**Proposed Changes to the Hamilton City Speed Limits
for 27 July 2022 Traffic, Speed Limit and Road Closure Hearings Panel.**

Amend the following speed limits, changes are shown in red and underlined.

Designated Areas and Roads with a Speed Limit of 30 Km/h					
Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
<u>30</u>	<u>Heaphy Terrace</u>	<u>Marshall Street to 20m north of Moncrieff Avenue</u>	<u>29 August 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Bettina Road</u>	<u>Heaphy Terrace to 60m west of Heaphy Terrace</u>	<u>29 August 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Alfred Street</u>	<u>Heaphy Terrace to 50m east of Heaphy Terrace</u>	<u>29 August 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Oxford Street</u>	<u>Heaphy Terrace to 70m east of Heaphy Terrace</u>	<u>29 August 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Howden Road</u>	<u>Heaphy Terrace to 60m west of Heaphy Terrace</u>	<u>29 August 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

Roads with a Speed Limit of 40 Km/h					
Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
<u>40</u>	<u>Crescent Court</u>	<u>Kahikatea Drive to end of Crescent Court</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

<u>40</u>	<u>Tawa Street</u>	<u>Kahikatea Drive to end of Tawa Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Corrin Street</u>	<u>Tawa Street to Tawa Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mahoe Street</u>	<u>Ohaupo Road to Yvonne Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Lancewood Avenue</u>	<u>Mahoe Street to end of Lancewood Ave</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Filmer Place</u>	<u>Lancewood Avenue to end of Filmer Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mount View Road</u>	<u>Ohaupo Road to Prisk Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Heather Place</u>	<u>Mount View Road to end of Heather Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Vivian Street</u>	<u>Mount View Road to Mahoe Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Gardenia Close</u>	<u>Mount View Road to end of Gardenia Close</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Grevillea Place</u>	<u>Gardenia Close to end of Grevillea Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Sundown Crescent</u>	<u>Collins Road to end of Sundown Crescent</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

<u>40</u>	<u>Prisk Street</u>	<u>Collins Road to Mahoe Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Thornton Place</u>	<u>Prisk street to end of Thornton Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Minifie Avenue</u>	<u>Prisk Street to end of Minifie Ave</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mathews Crescent</u>	<u>Prisk Street to Minifie Avenue</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Priscilla Crescent</u>	<u>Prisk Street to Mahoe Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Yvonne Street</u>	<u>Prisk Street to Coventry Road</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Coventry Road</u>	<u>Yvonne Street to end of Coventry Road</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Purcell Place</u>	<u>Coventry Road to end of Purcell Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Lilac Street</u>	<u>Collins Road to end of Lilac Street</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Katherine Place</u>	<u>Lilac Street to end of Katherine Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Bremridge Place</u>	<u>Lilac Street to end of Bremridge Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

<u>40</u>	<u>Catalina Drive</u>	<u>Collins Road to end of Catalina Drive</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Harvard Court</u>	<u>Catalina Drive to end of Harvard Court</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Kittyhawk Place</u>	<u>Catalina Drive to end of Kittyhawk Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Corsair Place</u>	<u>Catalina Drive to end of Corsair Place</u>	<u>3 October 2022</u>	<u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
40	Bettina Road	<u>60m West of</u> Heaphy Terrace to End	<u>1-March-2013</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
40	Alfred Street	<u>50m east of</u> Heaphy Terrace to Peachgrove Road	<u>1-March-2014</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
40	Oxford Street	<u>70m east of</u> Heaphy Terrace to end	<u>1-March-2014</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
40	Howden Road	Winter Street to <u>60m west of</u> Heaphy Terrace	<u>1-March-2013</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

Roads with a Speed Limit of 60 km/h					
SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT

60	Ruakura Road	<u>Wairere Drive to 55m east 190 m north of Silverdale Road to the intersection of SH1 (Waikato Expressway)</u>	<u>1 March 2013</u> <u>15 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013</u> <u>National Speed Limits Register</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
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Roads with a Speed Limit of 80 km/h					
SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Cobham Drive	<u>Normandy Ave to 60m south-east of Bridge Street 70m southeast of Tristram Street</u>	<u>1 March 2013</u> <u>29 August 2022</u>	<u>Hamilton Speed Limit Bylaw 2013</u> <u>National Speed Limits Register.</u>	<u>Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and HCC Road traffic bylaw 1996</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

Roads with a Variable Speed Limit				
Speed Limit (km/h)	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<u>Melville Intermediate</u> <u>Mountview Road: Ohaupo Road to 350m west of Ohaupo Road</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2010</u>

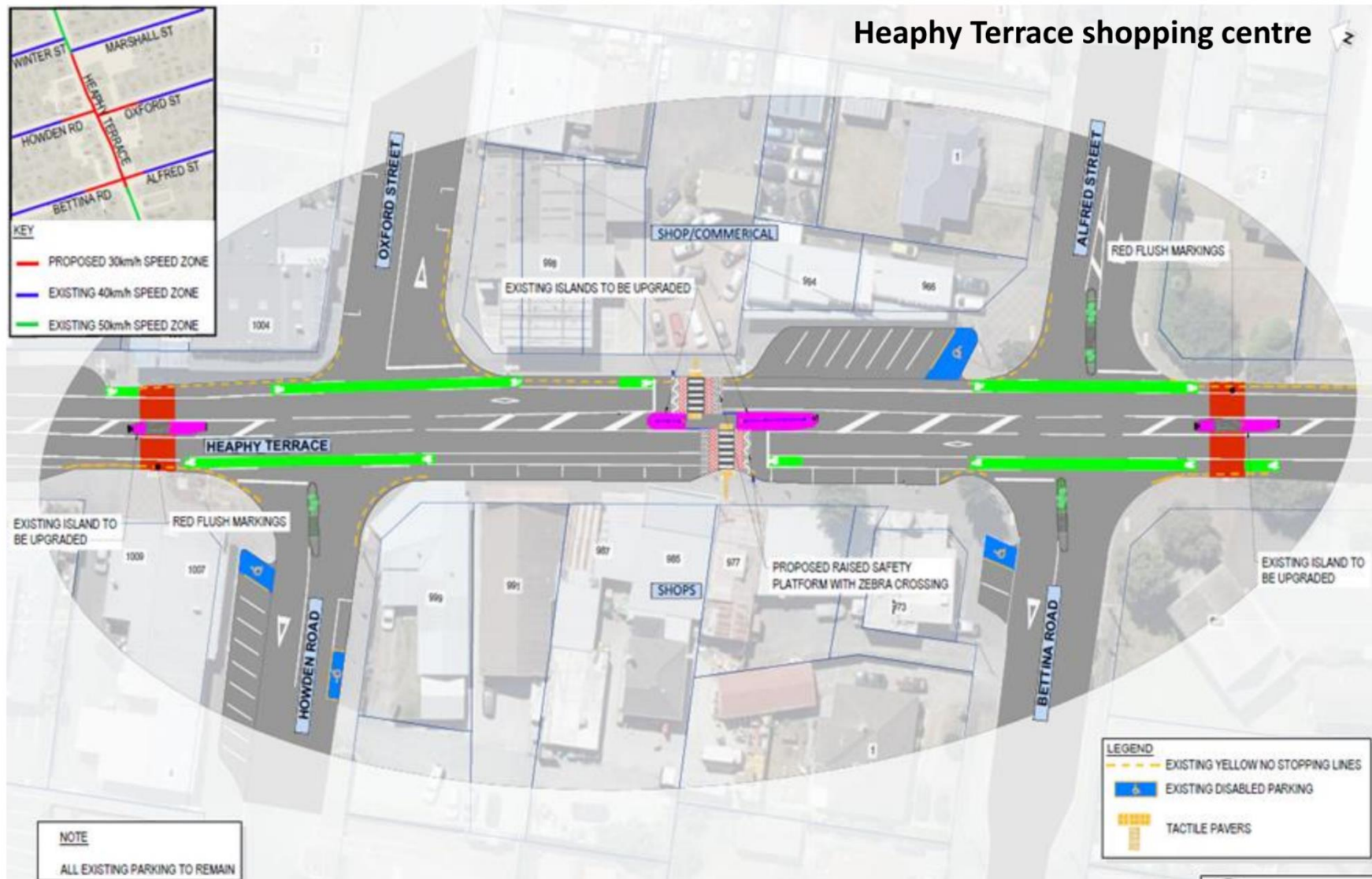


Illustrations of Proposed Speed Limit Changes

Traffic, Speed Limit and Road Closures Panel

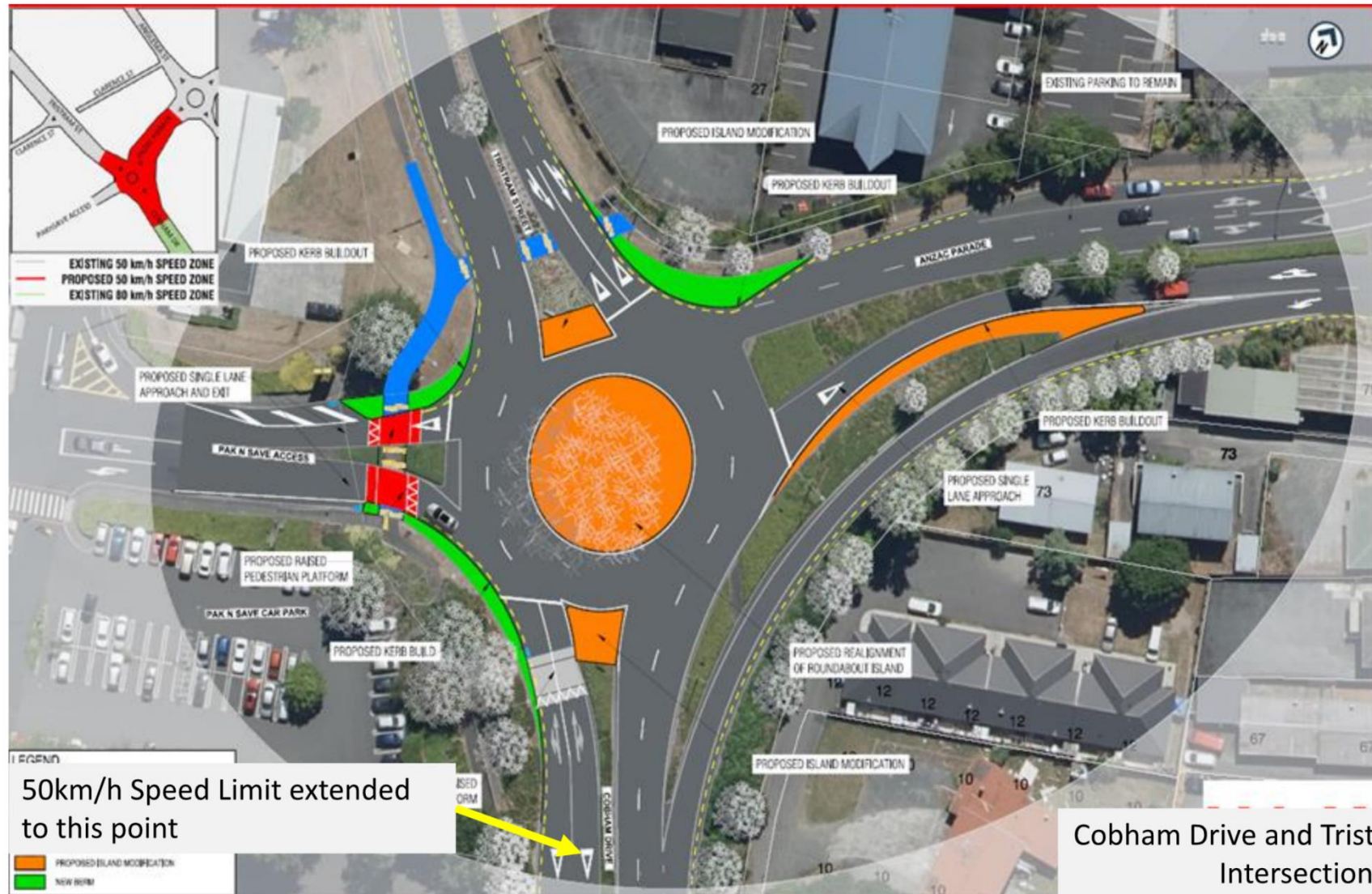
July 2022





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Attachment 2



Mahoe Safer Speed Area

Item 6

Attachment 2



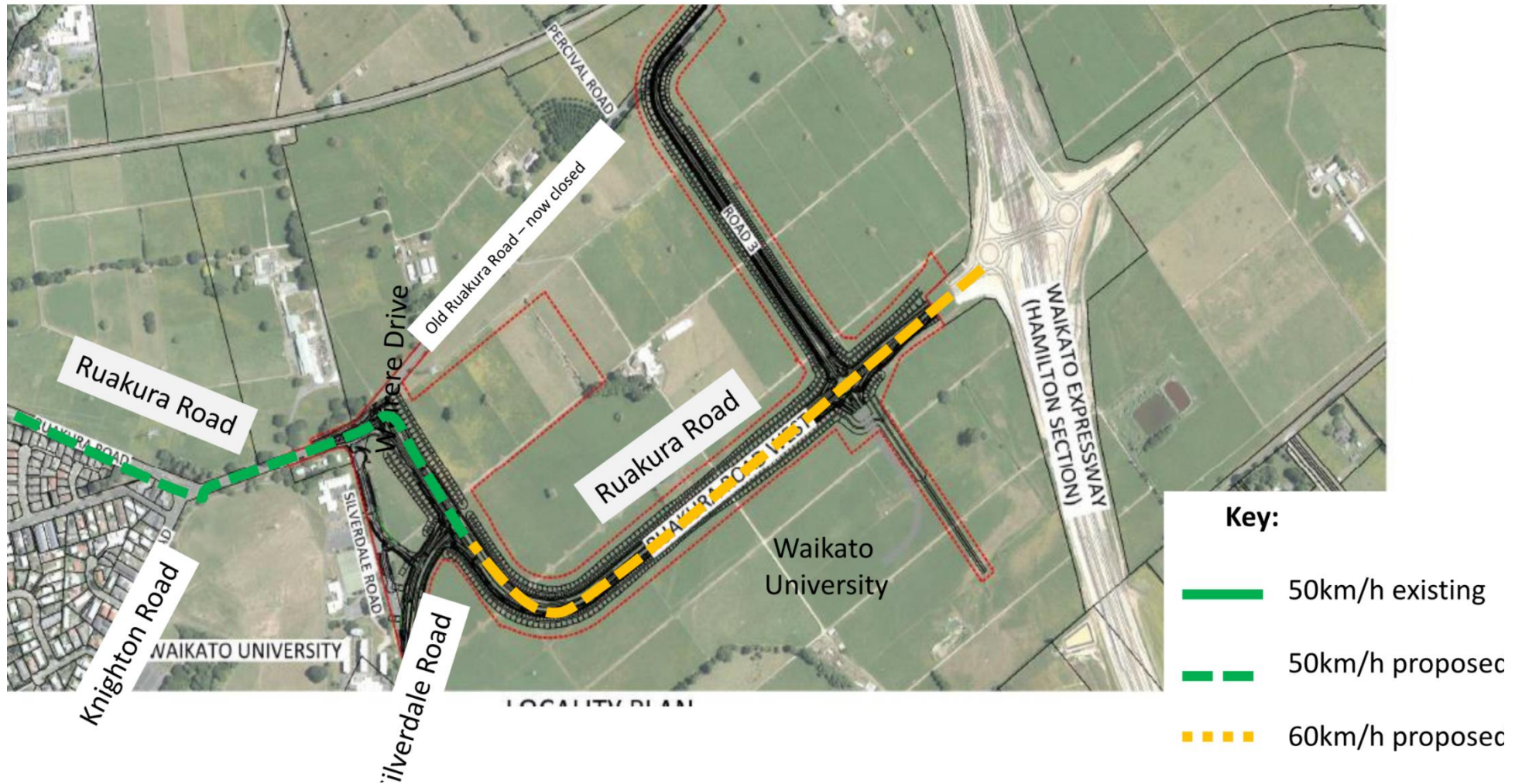
Key:

- 50km/h existing
- 50km/h proposed
- 60km/h existing
- 80km/h existing

Ruakura Road Wairere Drive to Silverdale Road



Ruakura Road (west) Silverdale Road to Wairere Drive – 60km/h



Item 6

Attachment 2