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## Hearings and Engagement Committee

### *Komiti Whiriwhiri Kaupapa*

### OPEN MINUTES

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Minutes of a meeting of the Hearings and Engagement Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 21 June 2022 at 9.31am.

#### PRESENT

<b>Chairperson</b> <i>Heamana</i>	Cr E Wilson
<b>Deputy Chairperson</b> <i>Heamana Tuarua</i>	Cr M Donovan (via audio-visual link)
<b>Members</b>	Deputy Mayor G Taylor (via audio visual link) Cr M Bunting (via audio visual link) Cr R Pascoe Cr M Gallagher (via audio visual link) Cr S Thomson Cr M van Oosten Cr A O'Leary (via audio visual link)
<b>In Attendance</b>	Eeva-Liisa Wright – General Manager Infrastructure Robyn Denton – Network Operations Team Leader
<b>Governance Staff</b>	Carmen Fookes – Senior Governance Advisor Narelle Waite – Governance Advisor Chantal Jansen – Governance Officer

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- 1. Apologies - *Tono aroha***  
**Resolved:** (Cr Wilson/Cr van Oosten)  
That the apologies for absence from Mayor Southgate, Crs Hamilton, Naidoo-Rauf, Donovan, Macpherson and Maangai Hill, and for early departure from Crs O'Leary and Thomson are accepted.
- 2. Confirmation of Agenda - *Whakatau raarangi take***  
**Resolved:** (Cr Wilson/Cr van Oosten)  
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 Hearings and Engagement Committee Open Minutes of 5 April 2022**

**Resolved:** (Cr Wilson/Cr Thomson)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 5 April 2022 as a true and correct record.

**5. Hamilton Speed Management Plan review - Submissions and Hearings report**

The Network Operations Team Leader introduced the report, noting it was a refresh to the current Speed Management Plan, the review process, timeline, and collaboration with Waikato Regional Council.

[Graham Ferry](#) spoke to his submission, noting his past expertise in the area of speed management and infrastructure, the aspirations of Vision Zero, changing driver behaviour including at signalised intersections, and road and parking requirements. He responded to questions from Members concerning how to change driver behaviour change and mode shift.

*Cr Bunting left the meeting (9.43am) at the conclusion of the above submission.*

**The meeting was adjourned from 9.43am to 9.56am.**

*Cr Pascoe joined the meeting during the above adjournment.*

[John Butler](#) spoke to his submission, noting his provided written materials (**Appendix 1**), safety for pedestrians from lower road speeds, residential safety, consideration of walking and multimodal travel, lower speed impact including carbon footprint. He responded to questions from Members considering clearing of cycle lanes, Te Rapa Road cycling, reducing speed limits around shopping centres and signage, ideal shopping centre speeds.

[Peter H Bos \(Living Streets Hamilton\)](#) spoke to their submission and the picture attached as **Appendix 2**, noting their support of the speed management plan and proposed speed limit changes. He requested that the Speed Management Plan be completed in 3 years with an additional principle for roundabouts.

After the verbal submissions, Members requested the following points be included in the deliberations report:

- shopping centre considerations and risks;
- cycle safety and education;
- Waka Kotahi involvement;
- speed limit changes on spine roads;
- challenges within Long-Term Plan funding;
- responses to submissions;
- roundabout changes;
- Regional Speed Management Plan;
- Parking, inclusion of key transport corridors and areas of intensification;
- public consultation process;
- school facility speed considerations; and
- speed and red light cameras.

**Resolved:** (Cr Thomson/Cr van Oosten)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) hears and considers public submissions with regard to the consultation process that was held from 28 February 2022 to 14 April 2022 on the Statement of Proposal to review Hamilton

Speed Management Plan; and

- c) notes that a Deliberations and Adoption Report that includes feedback from the consultation and hearings will be brought to the Infrastructure Operations Committee meeting on 9 August 2022.

**6. Traffic, Speed Limit and Road Closure Hearings Panel Terms of Reference Proposed Amendment**  
*(Recommendation to the Council)*

The Governance Advisor introduced the report noting the planned revocation of the Hamilton City Speed Limits Bylaw 2018 and the intent of the staff recommendation. She responded to questions from Members concerning the Panel's current delegations.

**Resolved:** (Cr Wilson/Cr Pascoe)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) recommends that the Council:
  - i. approves the amendments to the Traffic, Speed Limit and Road Closure Panel Terms of Reference as outlined in **Attachment 1** of the staff report; and
  - ii. notes that the amendments to the Terms of Reference do not change the powers of the Traffic, Speed Limit and Road Closure Panel but only reflect the recent change in process for setting Speed Limits.

**The meeting was declared closed at 10.55am.**

## Appendix 1

SUBMISSION PAGE 1 of 7

HAMILTON SPEED MANAGEMENT PLAN REVIEW 21.06.2022  
SPEED FOR THE ST ANDREWS / BEERESCOURT NEIGHBOURHOOD AREA  
SUBMISSIONS 365204129 /681708074 From John Butler

### INTRODUCTION

Good Morning.

I would like to briefly explain the purpose of the 7 sheets I have circulated.

Page 2 is a copy of the two written submissions that I made.

Page 3 is a blow up of the St Andrews and Beerescourt Neighbourhood Area showing and road speeds circulated by council for comment.

Page 4 is a plan of the roading network in the St Andrews and Beerescourt Neighbourhood Area but showing the speeds we feel more appropriate.

This is 40 km/hr on all residential streets. For clarity the roads affected have been accent marked in yellow.

Page 5 is a roading plan for the St Andrews Beerescourt Community Area giving the street names.

Pages 6 and 7 contain updates and community feed back.

SUBMISSION PAGE 2 of 7

HAMILTON SPEED MANAGEMENT, PLAN REVIEW 21.06.2022

SPEED FOR THE ST ANDREWS / BEERESCOURT NEIGHBOURHOOD AREA

**SUBMISSIONS 365204129 /681708074 From John Butler**

**Preamble and Apology**

I did not know if the original submission had gone through and hence the second submission was hurried thru in the last day or so, just in case.

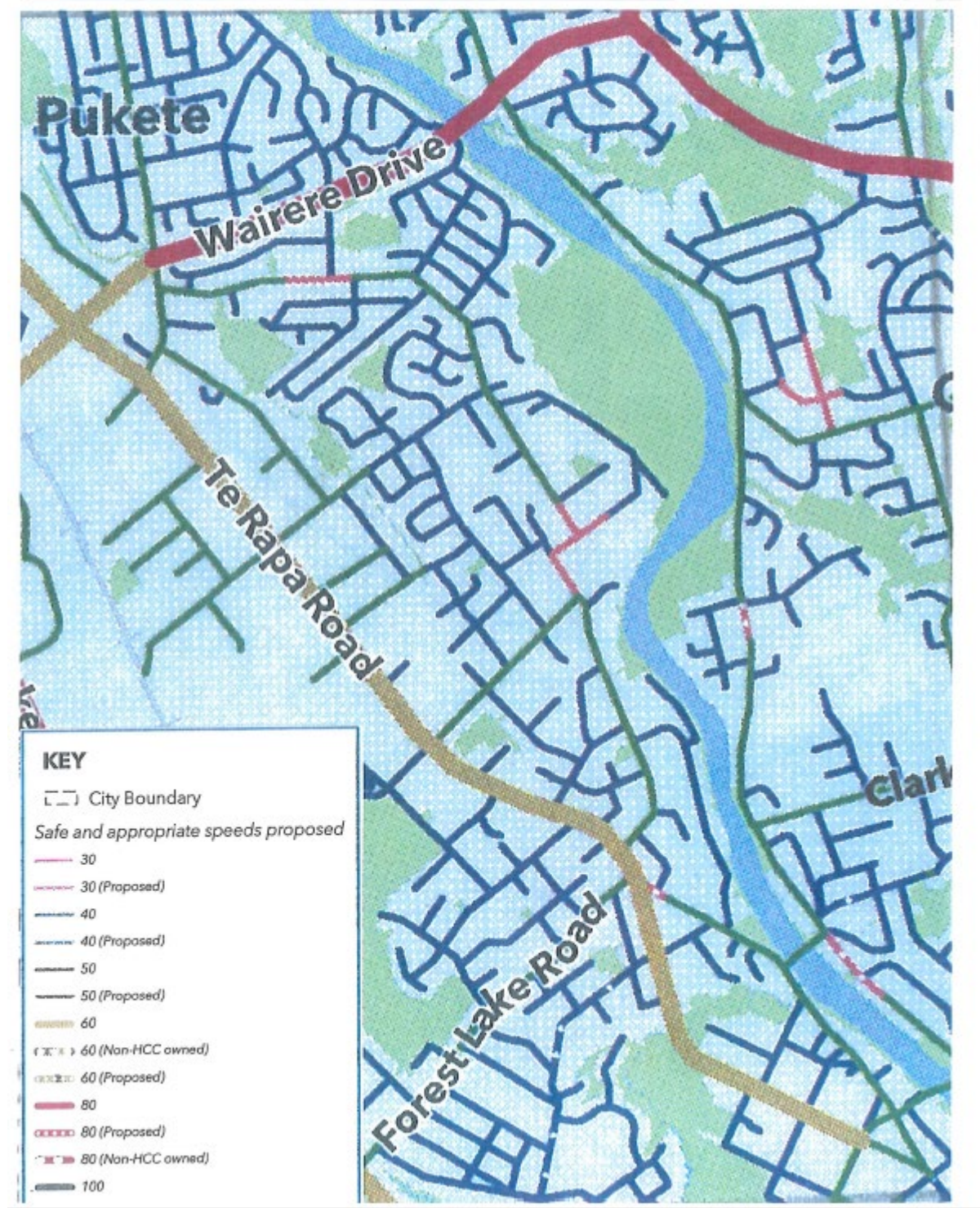
I live in St Andrews and am a keen walker and cyclist. My wife I spend spent much of our holiday cycling the numerous cycle trails around New Zealand. During this time we meet people from all over the country who, like us, drive long distances in order to enjoy our cycling. We all agree that that we would like to be able to use our bikes on a daily basis to visit friends and shop on a bike in our own cities and that this is something we should all be doing in order to reduce climate change. Instead we are put off by the risk of travelling along roads with vehicles going past us at 50 to 60 km per hour. I agree that we cannot expect traffic free cycle routes on an existing network but a speed reduction to 40 km per hour and freeing up the cycle lanes on each side of the roads on the main feeder routes in our area would be a good start. The main feeder roads are Sandwich, Totara, Bryant, Part Braid, Taylo, Beerescourt and Vardon. This gives everyone a safer access to friends, schools, parks and the riverside walk / cycle routes.

I submit that more care and input is needed in setting speed limits to all city streets used by cyclists and pedestrians in order to protect and encourage walking and cycling. Logical cycle routes to town and schools need to be developed and to have unencumbered access to the cycle lanes preferably on both sides of the road so they are not forced into the main traffic flow. It may be necessary to purchase sections to develop for resident parking as part of the overall scheme.

HAMILTON SPEED MANAGEMENT PLAN REVIEW 21.06.2022

SPEED FOR THE ST ANDREWS / BEERESCOURT NEIGHBOURHOOD AREA

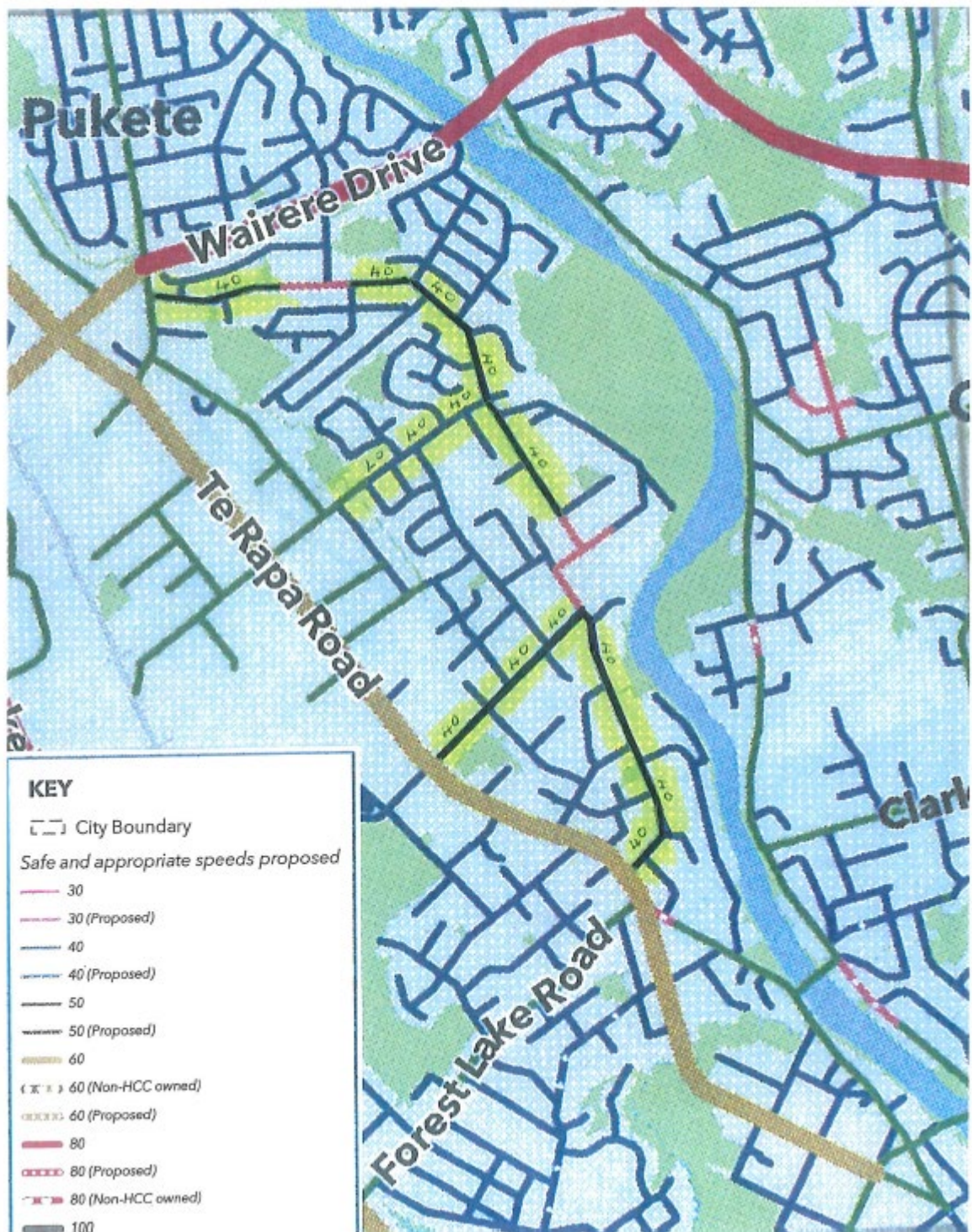
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HAMILTON SPEED MANAGEMENT PLAN REVIEW 21.06. 2022

SPEED FOR THE ST ANDREWS / BEERESCOURT NEIGHBOURHOOD AREA

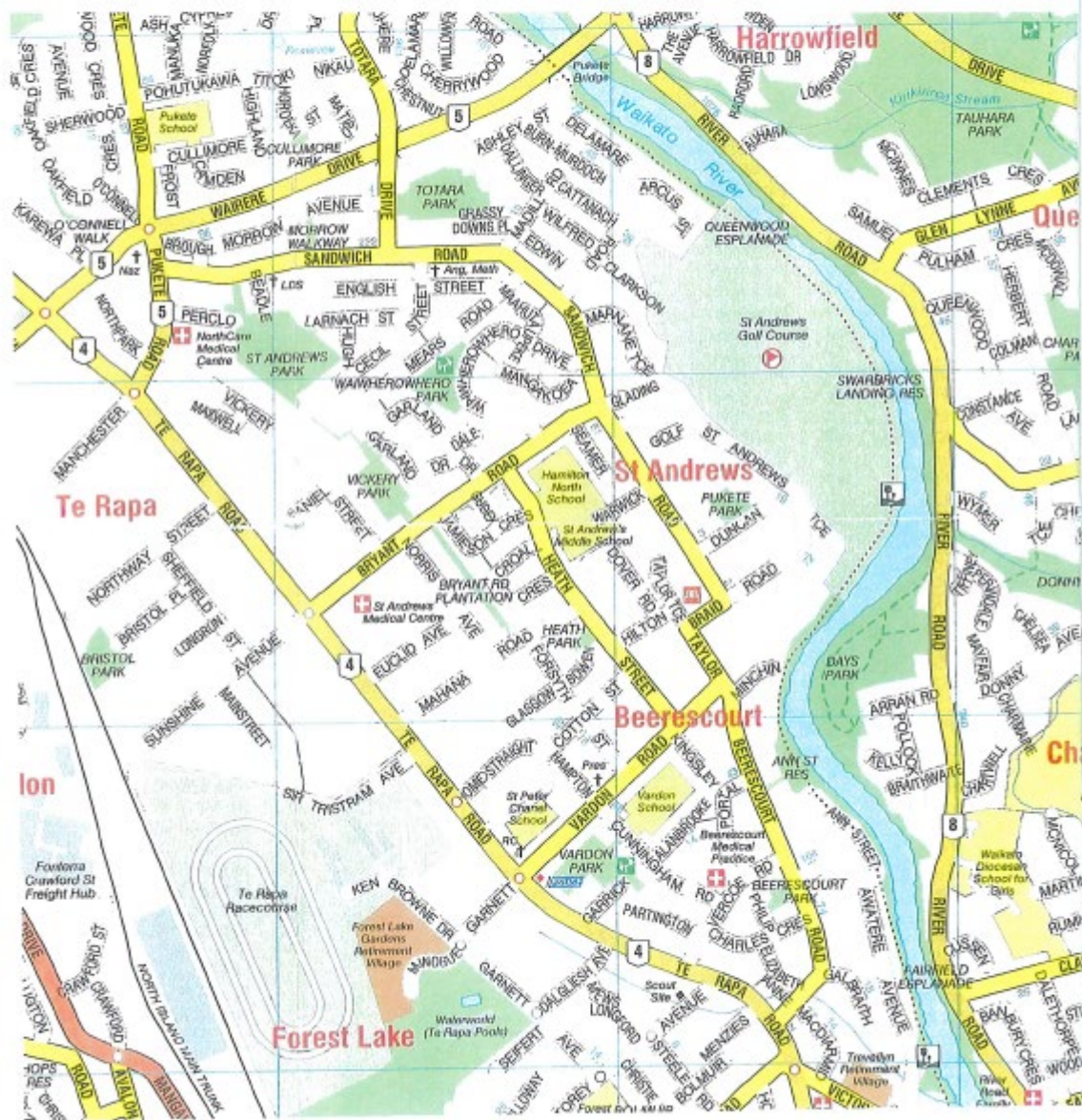
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HAMILTON SPEED MANAGEMENT PLAN REVIEW 21.06.2022

SPEED FOR THE ST ANDREWS / BERESCOURT NEIGHBOURHOOD AREA

MAP OF ST ANDREWS / BEERESCOURT SHOWING STREET NAMES



SUBMISSION PAGE 6 of 7

HAMILTON SPEED MANAGEMENT PLAN REVIEW 21.06. 2022  
SPEED FOR THE ST ANDREWS / BEERESCOURT NEIGHBOURHOOD AREA  
**UPDATES AND COMMUNITY FEED BACK.**

**1 EXCLUSIVITY**

This Submission applies to the St Andrews / Beerescourt area only because I have lived there for 50 yrs .. There is no reason why the same reasoning could not apply to all suburbs.

**2 WHAT IS BASICALLY WRONG WITH THE PRESENT MIX OF ROAD SPEEDS**

The quiet out of the way residential roads and even cul-de-sacs, with few safety issues, are gazetted 40 km/hr.

The busier feeder residential roads, where all residents have to travel on, have many more cars, cyclists and pedestrians and have much higher risk of injury, but remain at 50km/hr

The need to reduce residents carbon footprint has not been taken into account.

Resident safety has not been properly taken into account.

**3 THE REASONS FOR ASKING FOR A REDUCTION FROM 50 TO 40 KM/HR ON ALL RESIDENTIAL STREETS**

**3.A WALKING**

Pedestrian deaths and injuries will be potentially halved .

Road noise will be significantly reduced.

Walking will become a joy full part of the days routine

Street crossing would be easier and safer.

More people will leave their cars at home..

HAMILTON SPEED MANAGEMENT PLAN REVIEW 21.06. 2022  
SPEED FOR THE ST ANDREWS / BEERESCOURT NEIGHBOURHOOD AREA

### 3.B CYCLING

Cyclist deaths and injuries will be potentially halved.

The fear factor when pulling out of the cycle lane and into the traffic lane would be reduced.

The fear factor of just passing vehicle would be reduced.

Cycling will become a viable transport option again.

More people will leave their cars at home.

### 4 HOW DO I KNOW A LOWER SPEED WOULD HELP

Recently we spent a week in Orewa. The speed limit on the main street there is now 30 km per hour. Walking the town was a pleasure and riding felt safe. They even have special crossings for cyclists. We had booked for 2 days and stayed for a week. It was a joy full experience.

In the Brisbane Suburb of Hamilton the main central area and thru road was 40 km per hour 15 years ago. You can dine right on the footpath with very little disturbance from traffic.

## Appendix 2

