
Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in the Council Chamber, Municipal Building, Garden Place, Hamilton and via audio-visual link on Thursday 8 September 2022 at 9.31am.

PRESENT

Chairperson Cr E Wilson

Heamana

Members Cr M van Oosten
Cr R Pascoe (exclusively via audio-visual link)
Cr M Donovan
Cr M Gallagher

In Attendance Cr O'Leary
Eeva-liisa Wright – General Manager Infrastructure Operations
Robyn Denton – Network Operations Team Leader
Gordon Naidoo – City Transport Unit Manager
Aditya Mitta – Operations Engineer

Governance Staff Narelle Waite – Governance Advisor
Arnold Andrews – Governance Officer

1. Apologies - *Tono aroha*

Resolved: (Cr Wilson/Cr van Oosten)
That the apologies for lateness from Cr Gallagher is accepted.

2. Confirmation of Agenda - *Whakatau raarangi take*

Resolved: (Cr Wilson/Cr Donovan)
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 27 July 2022

Resolved: (Cr van Oosten /Cr Donovan)

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 27 July 2022 as a true and correct record.

5. Parking Restrictions and Traffic Bylaw Changes

Bev Missen spoke in opposition to the chicanes at Storey Avenue as a local resident, noting noise pollution, difficulty to access her driveway, and removal of carparks. She responded to questions from Members concerning driver behaviour, speeding, and housing infill's effect on traffic.

Grant Taylor (Waikato Guild of Woodworkers) spoke in opposition to the chicanes at Storey Avenue noting access concerns for disability and emergency vehicles, the Guild's lease, and community need. He responded to questions from Members concerning onsite parking allocation, mobility access required, driver behaviour, on-street parking capacity, and the Waikato Guild of Woodworkers' membership, accessways and lease terms. He also provided a written submission which was circulated to members prior to the meeting (**Appendix 1**).

Barry O'Donnell spoke to his submission noting his objection to the chicanes on Storey Avenue, the lack of safety incidents in the area, existing safety measures in the street, and alternative cost effective solutions.

Kevin MacDonald spoke to his submission noting his objection to the chicanes on Storey Avenue, access to community facilities, preference for raised safety platforms, and community need.

The Network Operations Team Leader took the report as read noting the process for parking restriction changes, and provided a presentation concerning Storey Avenue safety interventions (**Appendix 2**). She responded to questions from Members concerning the pedestrian crossing at Ward Street, safety interventions at Lake Domain/Killarney Road/Queen Avenue intersection, off-street parking for the Waikato Guild of Woodworkers Hall, driver behaviour on Storey Avenue, raised safety platforms, loss of on-street parking at Storey Avenue and Ward Street, 30km speed limits around schools, data on hazardous driving on Storey Avenue, cost of the potential safety improvements, consultation undertaken, and potential for on-site parking at the Waikato Guild of Woodworkers' lease site.

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Hearings Panel:

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

Resolved: (Cr Wilson/Cr van Oosten)

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

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

Location	Amendments to current restrictions
Kent Street	Improve Safety and Access for properties by: 1. Installation of 20m 'No Stopping' restriction outside #4 - #6 Kent Street.
Lake Crescent	Improve Safety and Access for properties by: 1. Installation of 25m 'No Stopping' restriction outside #142 -

	<p>#150 Lake Crescent.</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #150 - #152 Lake Crescent. 2. Rescind 20m of the existing 'No Stopping' restriction outside #142 - #150 Lake Crescent. 3. Rescind 26.5m of the existing 'No Stopping' restriction outside #150 - #152 Lake Crescent.
Lake Domain Drive	<p>Improve Safety and Access for properties by:</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction starting outside #75 Lake Domain Drive and ending outside #77 Lake Domain Drive. 2. Installation of 80m 'No Stopping' restriction starting outside #79 Lake Domain Drive and ending outside #89 Lake Domain Drive. 3. Installation of 120m 'No Stopping' restriction starting opposite #75 Lake Domain Drive and ending opposite #89 Lake Domain Drive.
Lake Road	<p>Improve Safety and Access for properties associated with new development by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #82 - #84 Lake Road.
Malcom Street	<p>Improve traffic movement on cul-de-sac and access for properties by:</p> <ol style="list-style-type: none"> 1. Installation of 40m 'No Stopping' restriction outside #62 Malcolm Street. 2. Installation of 10m 'No Stopping' restriction outside #58 Malcolm Street. 3. Rescind 7m of the existing 'No Stopping' restriction outside #62 Malcolm Street. <p>Improve Safety at intersection by:</p> <ol style="list-style-type: none"> 4. Installation of 30m 'No Stopping' restriction outside #46 Malcolm Street. 5. Installation of 30m 'No Stopping' restriction outside #37 Malcolm Street.
Mary Street	<p>Improve Safety and Access for properties by:</p> <ol style="list-style-type: none"> 1. Installation of 75m 'No Stopping' restriction outside #11 - #22 Mary Street. 2. Installation of 25m 'No Stopping' restriction outside #20 - #22 Mary Street.
Norton Road	<p>Improve Safety and Access for properties by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #16 - #20 Norton Road. 2. Installation of 10m 'No Stopping' restriction outside #20 - #22 Norton Road. 3. Installation of 20m 'No Stopping' restriction outside #22 - #24 Norton Road.
Ruakiwi Road	<p>Improve Safety and Access for properties by:</p> <ol style="list-style-type: none"> 1. Installation of 40m 'No Stopping' restriction outside #14 - #16

	<p>Ruakiwi Road.</p> <p>2. Rescind 22m of the existing 'No Stopping' restriction outside #14 - #16 Ruakiwi Road.</p>
Ward Street	<p>Provide a new accessway for a property development, by:</p> <p>1. Installation of 11.5m of 'CBD Zone Parking; 8am-8pm, Mon-Sat'; outside #36 - #40 Ward Street.</p> <p>2. Rescinding 24.5m of 'CBD Zone Parking; 8am-8pm, Mon-Sat'; outside #16 - #40 Ward Street.</p>
Ward Street	<p>Provide P120 time restriction on Mobility Parking by:</p> <p>1. Installation of 5m 'P120 Mobility at All Times' parking restriction outside #134 Ward Street.</p> <p>2. Installation of 6m 'P120 Mobility at All Times' parking restriction outside #137 Ward Street.</p> <p>3. Installation of 5m 'P120 Mobility at All Times' parking restriction outside #160 Ward Street.</p> <p>4. Rescind 5m of the existing 'Mobility' restriction outside #134 Ward Street.</p> <p>5. Rescind 6m of the existing 'Mobility' restriction outside #137 Ward Street.</p> <p>6. Rescind 5m of the existing 'Mobility' restriction outside #160 Ward Street.</p>

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

i. Turning Restrictions Register Part 1: Right Turns

Location	Amendments to current restrictions
Grey Street	<u>2. Grey Street (North bound) right turn on to Claudelands Road.</u>

ii. Cycle Paths Register

Location	Section/Part	Priority
<u>Brooklyn Road</u>	<p>(iv) <u>Cycle Path on southern side Heaphy Terrace/Brooklyn Road intersection, progressing 40 metres east.</u></p> <p>(ii) <u>Cycle Path on northern side of Heaphy Terrace/Brooklyn Road intersection, progressing 100 metres east.</u></p>	Nil
Claudelands Road	<p>(iv) <u>Cycle Path from 7m North East of the intersection of Victoria Street, progressing 22 metres (north east).</u></p> <p>(iv) <u>Cycle Path beginning 7 metres from Victoria Street/Claudelands Road intersection (northeast), progressing 22 metres northeast.</u></p> <p>(ii) <u>Cycle Path on southern side of Grey Street/Claudelands Road intersection, progressing 25metres east.</u></p>	Nil
Grey Street	(iv) <u>Cycle Path from Anzac Parade to Clyde Street (eastern side).</u>	Nil

	<p>(ii) Cycle Path from Anzac Parade south 35m towards Clyde Street (western side).</p> <p>(iv) Cycle Path on eastern side of Anzac Parade/Grey Street intersection, progressing 125 metres south to Clyde Street/Grey Street intersection.</p> <p>(ii) Cycle Path on western side of Anzac Parade/Grey Street intersection, progressing 125 metres south to Clyde Street/Grey Street intersection.</p> <p>(iii) Cycle Path on western side of Claudelands Road/Grey Street intersection, progressing 25 metres south.</p> <p>(iv) Cycle Path on eastern side of Claudelands Road/Grey Street intersection, progressing 30 metres south.</p>	
Heaphy Terrace	<p>(v) Cycle Path on western side of O'Neil Street/Heaphy Terrace intersection, progressing 30 metres north.</p> <p>(vi) Cycle Path on eastern side of Brooklyn Road/Heaphy Terrace intersection, progressing 40 metres north.</p> <p>(vii) Cycle Path on western side of Claudelands Road/Heaphy Terrace intersection, progressing 50 metres north.</p> <p>(viii) Cycle Path on eastern side of Claudelands/Heaphy Terrace intersection, progressing 80 metres north.</p>	Nil
Killarney Road	<p>(ii) Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 21 30 metres east.</p> <p>(v) Cycle path on the northern side of Killarney Road from the intersection of Lake Domain Drive, progressing 25 metres west.</p> <p>(vi) Cycle path on the southern side of Killarney Road from the intersection of Lake Domain Drive, progressing 25 metres west.</p>	Nil
Lake Domain Drive	<p>(iv) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing 20 metres north.</p> <p>(ii) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing 30 metres south.</p>	Nil
O'Neill Street	<p>(iv) Cycle Path on northern side of Heaphy Terrace/O'Neill Street intersection, progressing</p>	Nil

	<u>30 metres west.</u>	
Queens Avenue	<p>(v) <u>Cycle Path on the western side of Queens Avenue from the intersection with Killarney Road, progressing 30 metres south.</u></p> <p>(vi) <u>Cycle Path on the eastern side of Queens Avenue from the intersection with Killarney Road, progressing 45 metres south.</u></p>	Nil

iii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
Brooklyn Road	(ii) <u>Westbound cycle lane starting from #2 Brooklyn Road progressing 100m to the intersection with Heaphy Terrace.</u>
Grey Street	<p>(v) <u>Northbound cycle lane from the intersection with Te Aroha Street progressing 110 metres to the intersection with Boundary Road.</u></p> <p>(vi) <u>Southbound cycle lane from the intersection with Claudelands progressing 110 metres to the intersection with Te Aroha Street.</u></p>
Heaphy Terrace	<p>(iii) Northbound cycle lane from the intersection with Claudelands Road, progressing 800 830 metres to 10 metres south of the intersection with Boundary Road.</p> <p>(iv) <u>Southbound cycle lane from the intersection with Brooklyn Road progressing 110 metres to the intersection with Claudelands Road</u></p>
Killarney Road	<p>(iii) Northern side of Killarney Road from the intersection of Queens Avenue, progressing 29 metres west.</p> <p>(iv) Southern side of Killarney Road from the intersection of Queens Avenue, progressing 13 metres west.</p> <p>(v) Southern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metres east.</p> <p>(iii) <u>Eastbound cycle lane from 30m east of the intersection with Queens Avenue, progressing 105 metres to 20m west from the intersection with Lake Domain Drive.</u></p> <p>(iv) <u>Westbound cycle lane from 15m west of the intersection with Lake Domain Drive, progressing 115 metres to 15m east from the intersection with Queens Avenue.</u></p>

Cr Gallagher joined the meeting (9.50am) during discussion of the above item. He was present when the matter was voted on.

6. Hamilton City Speed Limit Changes

The Network Operations Team Leader took the report as read noting the speed limit changes recommended at the Clarkin Road shops, Claudelands Showground, and new roads being vested. She responded to questions from Members concerning timing of the speed limits at the new roads, driver behaviour and adherence to 30km/h speed limit areas, works planned at Grey Street, and pedestrian data available to support 30km/h speed limit areas.

Resolved: (Cr Wilson/Cr Gallagher)

That the Traffic, Speed Limit and Road Closure Hearings Panel

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

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date speed limit comes into force
50	30	Bankwood Road	Clarkin Road to 70m north of Clarkin Road	10 October 2022
50	30	Clarkin Road	60m southwest of Bankwood Road to 60m northeast of Heaphy Terrace.	10 October 2022
50	30	Heaphy Terrace	Clarkin Road to 70m south of Clarkin Road.	10 October 2022
50	30	O'Neill Street	32 O'Neill Street to Heaphy Terrace	Upon completion of planned physical works.
50	30	Grey Street	829 Heaphy Terrace to 650 Grey Street	Upon completion of planned physical works
50	30	Brooklyn Road	2 Brooklyn Road to Heaphy Terrace	Upon completion of planned physical works
50	30	Claudelands Road	2 Claudelands Road to Grey Street	Upon completion of planned physical works
50	30	Palmer Street	2 Claudelands Road to Te Aroha Street	Upon completion of planned physical works
50	30	Te Aroha Street	15 Te Aroha Street to Grey Street 30 Te Aroha Street to Grey Street	Upon completion of planned physical works
50	30	North City Road	Korikori Green to Bourn Brook Avenue	Upon completion of planned physical works

50	40	Chilman Terrace	Carrs Road to end	Upon vesting of road with Hamilton City Council.
50	40	Earp Crescent	Chilman Crescent to Musselwhite Terrace	Upon vesting of road with Hamilton City Council.
50	40	Musselwhite Terrace	Northern intersection of Earp Crescent to southern the intersection of Earp Crescent	Upon vesting of road with Hamilton City Council.
50	40	Cogar Terrace	Musselwhite Terrace to Earp Crescent	Upon vesting of road with Hamilton City Council.
50	40	Watkins Street	From 120m east of Fairview St to Musselwhite Terrace	Upon vesting of road with Hamilton City Council.
60	50	Borman Road	45 Borman Road to Horsham Downs Road	Upon completion of planned physical works.
60	50	Horsham Downs Road	112 Horsham Downs Road to 165 Horsham Downs Road	Upon completion of planned physical works.

Cr Pascoe retired from the meeting (11.09am) during discussion of the above item. He was not present when the matter was voted on.

The meeting was declared closed at 11.10am.

Appendix 1

Hamilton City Council.
Traffic, Speed Limit and Road Closures Hearings Panel.
Ewan Wilson.

2/9/2022

Dear Ewan.

I write to you as chairman of the Waikato Guild of Woodworkers who own the hall at 8 Storey Ave. We strongly object to the proposed chicane being put outside our hall. A hall that is used by our club and the general public.

We are not against improving safety on Storey Ave. But the present plans by HCC to solve one problem creates many others.

We have a very mature membership that requires close parking for access and to facilitate carrying large or heavy toolboxes or pieces of timber. Some of our members have mobility issues and use Zimmer frames. Our club is also used by members 3 nights a week and as there is minimal street lighting, the proposed changes are also a safety concern for elderly members as the proposed changes would mean they would have to walk further in the dark.

Our hall is used by a range of community groups. This includes a karate club 4 nights a week, again safe access from parking in the evenings.

The hall is used by handicapped groups for activities twice a week and they require close access for their staff and particularly the mobility vans delivering or picking up their clients is essential.

The proposed chicane creates a number of issues.

- Removes parking on both sides of the road outside a public facility.
- Removes access to the lawn area which is used by our members to park or deliver wood to the rear of the building.
- Due to wet soil conditions, this area cannot be used for 3 to 4 months of the year, hence the road parking is critical.
- The chicane would create a road safety issue for anyone parking directly in front of the hall or for the mobility vehicles,
- The chicane would not give clarity to who has "right of way" and narrows the road at this critical area in front of the hall. This will create a potential accident scenario as it would not be clear who has right of way.

The Wood Club owns the hall but leases the land from HCC. Part of this of this lease includes the council's acknowledgement that the hall would be used by the community.

By removing safe access and parking outside the hall, this will discourage members of the community to use the hall, affecting the viability of our lease or being able to operate the hall to meet our financial commitments. Therefore the HCC is in breach of the good faith it leased the land to the wood club for originally.

In the process of dealing with the HCC about the proposed Storey Ave roading changes, we have found the staff have not been prepared to consider any other options or to keep us informed.

Right from the start, their letters have indicated an arrogance to just carry on to do what they had planned. We can show these letters to you if you wish.

We have put in writing and verbally stated our request to meet HCC staff on site to discuss our concerns. Our members have alternative options of roading design that could be constructive, but when there is a lack of intention by HCC staff to meet and discuss, then the chance to be consultative

and discuss is not there. The HCC staff have refused to meet on site which I find to be astounding in a range of ways.

In July there was to be a hearing which the HCC roading dept was to inform us of; this never happened.

After a lengthy phone conversation with Simon Crowther on the 10th of August, he said he would put in writing to me his proposed changes and any reasons in the following 2 days. He never did this. In this phone conversation he stated that parking outside a community facility was not his concern.

Yet HCC and their staff are to serve the public and foster community wellbeing.

Several of our members have put in writing their objections, their replies from HCC be it verbally or in writing have indicated a lack of consultation by HCC staff, lack of considering other options, lack of understanding or even empathy that their present design creates other major issues.

All of the above points raised, leaves me and our club extremely frustrated, not only about how the proposed changes will affect our hall and the community that use the hall, but also the lack of consultation and very poor roading design. The lack of HCC staff accountability to the costs they have created to the HCC is concerning. It has also wasted members of the public's time and money trying to deal with this situation.

In our frustration with the lack of consultation and taking on concerns of the community, we have felt the need to make a petition.

Attached with this letter is the petition from our club members and those who use the facilities.

118 people have signed.

Also attached are several letters that have been submitted to HCC from our members for your reference.

Yours faithfully

Grant Taylor

Chairman Waikato Guild of Woodworkers

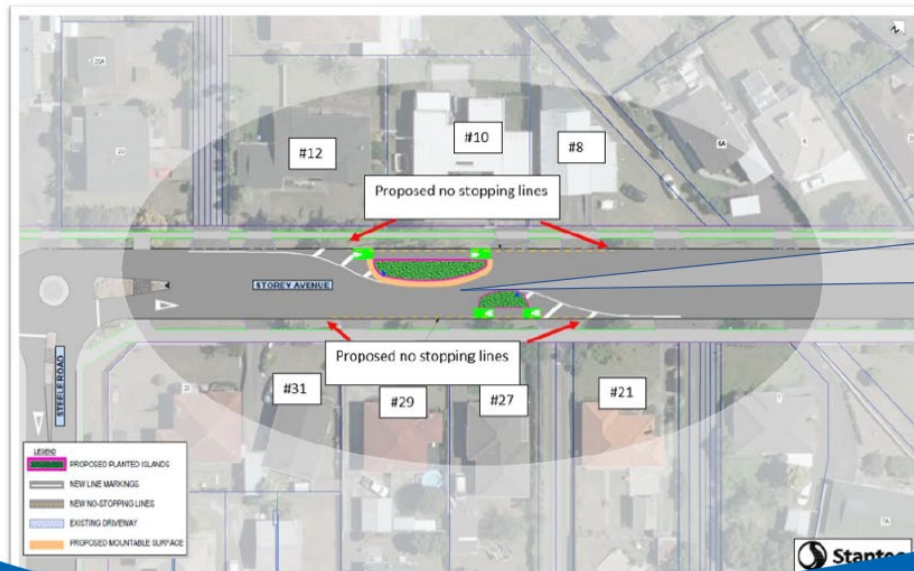
Appendix 2



Proposed Parking Restrictions (Sept'22) – Storey Avenue



Proposed Parking Restrictions (May'22) – Storey Avenue

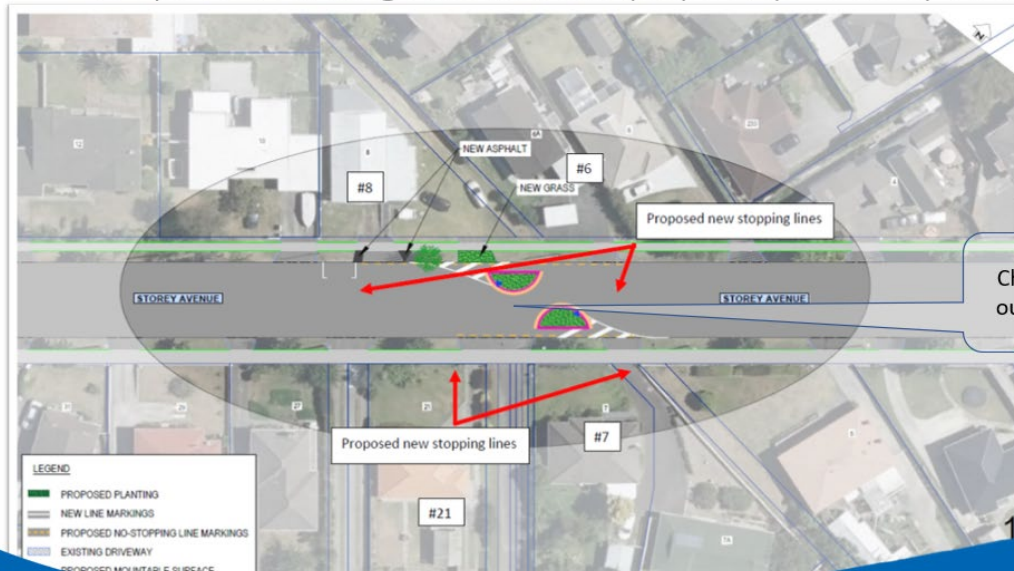


May'22:
Chicanes proposed
outside #10 Storey
Ave

D-4384077

Illustrations for TSL&RC Hearings Panel – September 2022

Proposed Parking Restrictions (Sept'22) – Storey Avenue



Sept'22:
Chicanes proposed
outside #7 and #10
Storey Ave

D-4384077

Illustrations for TSL&RC Hearings Panel – September 2022

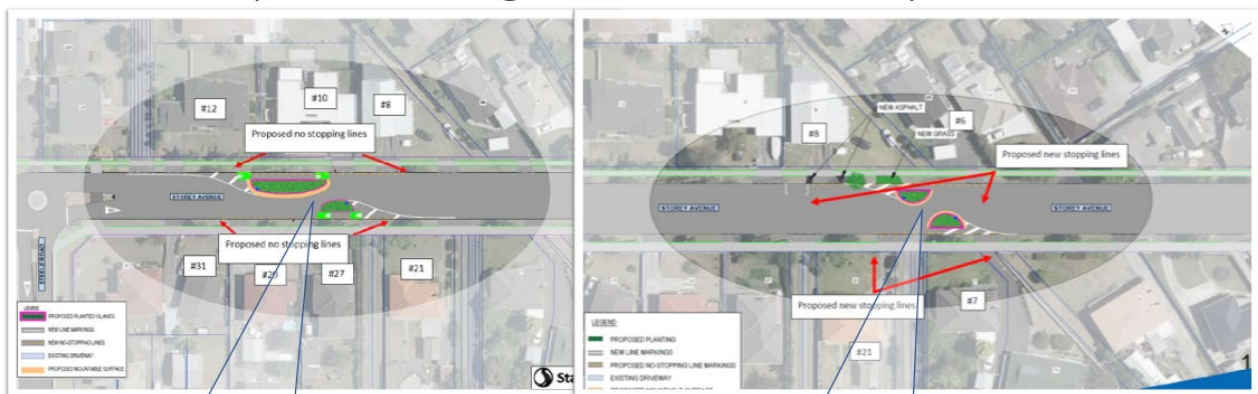
Woodworkers Hall – Storey Avenue



D-4384077

Illustrations for TSL&RC Hearings Panel – September 2022

Proposed Parking Restrictions – Storey Avenue



May'22:
Chicanes proposed outside #10
Storey Ave

Sept'22:
Chicanes proposed outside #7 and
#10 Storey Ave

D-4384077

Illustrations for TSL&RC Hearings Panel – September 2022