
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 Council Chambers and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 26 March 2024 at 9:35am.

PRESENT

Chairperson Cr Mark Donovan

Heamana

Members

Deputy Mayor Angela O'Leary (via Audio Visual Link)

Cr Anna Casey-Cox

Cr Louise Hutt (via Audio Visual Link)

Cr Maxine van Oosten

Cr Tim Macindoe

In Attendance:

Sean Murray – General Manager Venues, Tourism Events/ Deputy CE

Gordon Naidoo – City Transport Unit Director

Robyn Denton – Network and Systems Operations Manager

Governance Staff:

Arnold Andrews, Keryn Phillips and James Winston II – Governance Advisors

Charlotte Mitchell – Governance and Assurance Graduate

1. Apologies – *Tono aroha*

Resolved: (Cr Donovan, Cr Macindoe)

That the apologies for absence from Cr Ewan Wilson and Cr Geoff Taylor were accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Donovan, Cr Casey-Cox)

That the agenda is confirmed.

3. Declarations of Interest – *Tauaakii whaipaaanga*

Cr Donovan declared an interest in Item 6 *Parking Restrictions and Traffic Bylaw Changes* (Seddon Cricket Club), but noted he was not conflicted and he would take part in the discussion and vote on this matter.

4. Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 15 February 2024

Resolved: (Cr van Oosten, Cr Casey-Cox)

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 15 February 2024 as a true and correct record.

5. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 29 February 2024**

Resolved: (Cr van Oosten, Cr Casey-Cox)

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 29 February 2024 as a true and correct record.

6. **Parking Restrictions and Traffic Bylaw Change**

Brenda Allinson spoke to her submission which raised concerns regarding parking restrictions on Knighton Road and recommended amendments to those restrictions. Elected Members asked the submitter about restrictions that they opposed, who was using the parks and the demand for parking on Knighton Road.

Ian Kindred spoke to their submission regarding Storey Avenue and his concerns about the speed of traffic on the street and it has not been reduced with the previous changes. Elected members asked the submitter if they had any communication with Emergency Services, Also asked about measures that have been proposed before

Grant Taylor (Waikato Guild of Woodworkers) Grant Taylor spoke to his submission which raised concerns around the public parking available outside the Wood Workers Hall

The Network & Systems Operations Manager then introduced the report and noted in particular the concerns addressed by the submitters for how parking restrictions are maintained and the actions undertaken by staff concerning Storey Avenue. Staff responded to questions from Members concerning options to reduce speed down Storey Avenue and the loss of carparks for the Waikato Guild of Woodworkers.

Resolved: (Cr van Oosten/Cr Casey-Cox)

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

Storey Avenue	<ul style="list-style-type: none">• Installation of 20m 'No Stopping' restriction outside #5 - #7A Storey Avenue.• Installation of 20m 'No Stopping' restriction outside #4 - #6 Storey Avenue.• Installation of 20m 'No Stopping' restriction outside #10 - #12 Storey Avenue.• Installation of 25m 'No Stopping' restriction outside #27 - #29 Storey Avenue.
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Resolved: (Deputy Mayor O'Leary/Cr van Oosten)

That the Traffic, Speed Limit and Road Closure Hearings Panel approves the changes to parking restrictions and controls as set out in the table below after minor amendments are made to the wording:

Knighton Road (Service Lane)	<ul style="list-style-type: none">• Installation of 120m 'No Stopping' restriction starting outside #141 Knighton Road moving in clockwise direction and ending outside #6/143 Knighton Road.• Installation of 40m 'No Stopping' restriction between starting outside #133 Knighton Road and ending opposite #1/143 Knighton Road.
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	<ul style="list-style-type: none"> • Installation of 40m 'No Stopping' restriction starting opposite #4/143 and ending opposite #6/143 Knighton Road. • Installation of 5m 'No Stopping' restriction opposite #2/143 Knighton Road, outside Greensboro Park.
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The meeting was adjourned from 10:36am and 10:40am during the discussion of the above item.

The Network & Systems Operations Manager answered questions from Members in relation to written reports received, concerning the buffer zones between cyclist, clear marking of cycle lanes and disability parking available at Seddon Road

Resolved: (Cr Donovan/Cr Macindoe)

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

a) notes that staff will work with all stakeholders for alternate options; and

b) defers the approval of the following until the next hearing of the panel:

Seddon Road	<ul style="list-style-type: none"> • Installation of 5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road. • Installation of 5m 'Parking – Mobility Card Holders – All day' outside Seddon Park. • Installation of 5m 'Parking – Mobility Card Holders – P120' outside Seddon Park. • Installation 5m 'No Stopping' restriction outside Seddon Park. • Rescind 10.5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.
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The Network & Systems Operations Manager then spoke to the rest of their report, highlighting the four additional location where all-day parking consultation has occurred. Staff responded to questions on feedback from Hamilton Girls High School, estimation of revenue and planned signage for the expected changes.

Resolved: (Cr Donovan/Cr Casey-Cox)

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

	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #124 Grey Street. • Installation of 15m 'No Stopping' restriction outside #116 Grey Street.
Richmond Street	<ul style="list-style-type: none"> • Installation of 25m 'No Stopping' restriction between #2 - #6 Richmond Street.
River Road	<ul style="list-style-type: none"> • Installation of 30m 'No Stopping' restriction on River Road opposite #100 River Road, starting outside Parana Park and ending outside Memorial Park.
Riverlea Road	<ul style="list-style-type: none"> • Installation of 100m 'No Stopping' restriction outside #140 Riverlea Road. • Rescind 73 m 'No Stopping' restriction outside #140 Riverlea Road.
Rostrevor Street	<ul style="list-style-type: none"> • Installation of 45m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction outside #820 Victoria Street. • Installation of 30m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #20 Rostrevor Street and ending outside #18 Rostrevor Street. • Rescind 90m of time restricted 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #820 Victoria Street and ending outside #18 Rostrevor Street. • Rescind 6m 'Parking - Mobility Card Holders - P120' restriction outside #820 Victoria Street, a duplicate record on GIS.
Ruakiwi Road	<ul style="list-style-type: none"> • Installation of 80m 'Parking - P120 – 8am -6pm, Mon-Fri' restriction outside Hamilton Girls High School. • Installation of 55m 'Parking - P120 – 8am -6pm, Mon-Fri' restriction starting outside #3 Ruakiwi Road and ending outside #5 Ruakiwi Road.
Sheffield Street	<ul style="list-style-type: none"> • Installation of 70m 'No Stopping' restriction outside #26 - #30 Sheffield Street. • Rescind 40.5 m 'No Stopping' restriction outside #30 Sheffield Street.
Tuhikaramea Road	<ul style="list-style-type: none"> • Rescind 160m 'No Stopping' restriction outside #19 - #39 Tuhikaramea Road. • Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road. • Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road. • Rescind 126m 'No Stopping' restriction outside #68B - #82 Tuhikaramea Road. • Rescind existing 12.5m bus stop outside #68B Tuhikaramea Road. • Rescind 51m 'No Stopping' restriction outside #94 - #100 Tuhikaramea Road. • Rescind existing 12m bus stop outside #104 Tuhikaramea Road. • Installation of 310m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road. • Installation of 130m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road. • Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road. • Rescind 83m 'No Stopping' restriction outside #134B - #150 Tuhikaramea Road.

	<ul style="list-style-type: none"> • Rescind existing 12m bus stop outside #150 Tuhikaramea Road. • Rescind 41m 'No Stopping' restriction outside #150 - #152 Tuhikaramea Road. • Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road. • Rescind 30m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. • Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road. • Rescind 503m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road. • Installation of 510m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.
Wellington Street	<ul style="list-style-type: none"> • Installation of 10m 'No Stopping' restriction outside #22 Wellington Street.

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

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

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

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

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

iii. One Way Roads Register

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

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

Location	Description
<u>Hill Street</u>	1. <u>Installation of 130m 'All Day Paid Parking' restriction on the Western Side of Hill Street outside Hamilton Girls High School.</u>
<u>Ruakiwi Road</u>	<p>1. <u>Installation of 70m 'All Day Paid Parking' restriction on the Southern Side of Ruakiwi Road outside Hamilton Lake Domain, opposite Hamilton Girls High School.</u></p> <p>2. <u>Installation of 80m 'All Day Paid Parking' restriction on the Western Side of Ruakiwi Road outside Hamilton Lake Domain, starting opposite #1 Ruakiwi Road and ending opposite #5 Ruakiwi Road.</u></p>
<u>Tainui Street</u>	1. <u>Installation of 210m 'All Day Paid Parking' restriction on the Eastern Side of Tainui Street outside Hamilton Girls High School.</u>
<u>Victoria street</u>	<p>1. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Victoria Street starting outside #1088 Victoria Street and ending outside #1030 Victoria Street.</u></p> <p>2. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street starting outside #1087 Victoria Street, near BP station.</u></p>

	3. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street outside #1075 Victoria Street, near BP station.</u>
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Meeting was declared closed at 11:20am.

Appendix 1

Written Submission – Brenda Allinson

From: Harry Allinson <hpa.bepa@extra.co.nz>
Sent: Monday, January 29, 2024 12:02 PM
To: Anjana Nair <Anjana.Nair@hcc.govt.nz>
Subject: Re: D-5103134 : Revised Parking restriction proposal at Knighton road

Submission on Revised Parking restriction proposal at:
Knighton Road (141 - Shops & 143 six townhouses) Hamilton 3216

D-5103134

This submission was put forward with collaboration the following parties:

H & B E Plummer-Allinson Family Trust –

	Owners :	4 x Shops, 141 Knighton Road Hamilton
	Owners :	six townhouses, 143 Knighton Road Hamilton
Gigi Zheng	Owner :	Mei Wah Takeaway's, 141 Knighton Road Hamilton
Jaymin Patel	Owner:	Knighton Road Dairy, 141 Knighton Road Hamilton
Amy Carswell	Owner:	Hillcrest Hair Design, 141 Knighton Road Hamilton
Andy Zheng	Owner:	Kisso Sushi, 141 Knighton Road Hamilton
Kirsty Waugh	Tenant:	Unit 5, 143 Knighton Road Hamilton (previously Unit 3).
Denis Jouan	Tenant:	Unit 2, 143 Knighton Road Hamilton.

The other four tenants of 143 Knighton Road, are overseas students and find it hard to understand the long term consequences of bylaws.

*** The reason for more detailed wording, is that, maybe, in a few years' time, someone else will read the wording and state that :
'The wording is correct and the picture plan is incorrect.'**

1) Introduce "No stopping at all times" starting outside 141 Knighton Rd and ending outside #6/143 Knighton Rd.

This should read:

Following the building side of #141 Knighton Rd (Mei Wah Takeaway) round the driveway/road, past the shops building, entrance gate of #143 Knighton Rd, and the building side of Units 1, 2, 3, 4, (143 Knighton Rd, the Exit gate and Unit 6, 143 Knighton Rd - as per photo plan.

2) "No stopping at all times" starting outside #133 Knighton Rd and ending outside Greensboro Park.

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It means "no stopping" after the two (2) parks allowed at the beginning of the driveway - as per photo plan.

3) Introduce "No stopping at all times" outside Greensboro Park.

It means "No stopping" outside the footpath entrance bollards of Greensboro Park - allows for three (3) parks as per the photo plan. Should also allow 4 parking spaces in the corner opposite Unit 4, where the HCC have now cleaned out the shrubbery previously growing over the driveway).

Page 2/...

Page 2

4) Introduce "No stopping at all times starting opposite Unit#4/143 Knighton Rd and ending opposite Unit #6/143 Knighton Rd.

This is acceptable but should read:

Starting by the Bollard that allows pedestrian access to Greensboro Park, opposite Unit# 4 / 143 Knighton Rd and ends at the Exit of the driveway by Unit #6/143 Knighton Rd.

5) Introduce one-way traffic entry between #133 & #141 Knighton Rd - Exit between #6/143 & #145 Knighton Rd.

This is very sensible - It is the trucks who try to come the other way that have caused the problems.

6) Road markings - **This will be of help if this Proposal goes ahead.**

7) In front of the Shops 141 Knighton Rd - continue existing Parking P30 - 8 am - 6pm Mon-Fri restrictions.

8) In front of Units #5 & #6 / 143 Knighton Rd, **No stopping restrictions at all.**

Thank you for the opportunity to ensure these changes go through smoothly.

But - Overall – We and the above mentioned parties do not believe these changes/restrictions are necessary.

This proposal came about, because One neighbour at 145 Knighton Rd complained that a truck could not drive through by Unit #4 / 143 Knighton Rd, because a car was parked badly.

The car could not park correctly because the HCC Shrubby had grown well over the driveway/road passed the HCC bollards.

The HCC parks department cleared the shrubbery for the first time February 2024. (Thank you).

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This is the first complaint in over 50 years. The shops were built in 1967.

Kind regards

Brenda & Harry Allinson

H & B E Plummer-Allinson Family Trust

Owners of The shops 141 Knighton Rd &

Units 1 - 6 /143 Knighton Rd

021530632

Appendix 2

Written Submission – Ian Kindred

Storey Ave Speed Control. 24 March 2024

It is abundantly clear that there has been no reduction in speeds of vehicles travelling along Storey Avenue. This is evident on first hand experience of Storey Avenue residents and is supported by the tube tests carried out by the Council in September 2023 following the completion of roundabout upgrades. The tube results showed that 84% of vehicles are travelling at above the 40km/h limit and 34% are travelling at speeds above 50km/h. These are all unacceptable speeds for a neighbourhood that is being promoted as a 'Safer Speed Area'. In addition to this there are the reckless 'hoons' who believe that it is their right to drive as fast as possible along Storey, without a care for anyone else. But it is not just the 'hoons'. I see all sorts of vehicles driving at high speeds in both directions between Te Rapa Road and through the Steele Road roundabout. It's tradies in their utes and vans, average commuters, motor bikes and mums who have just picked up their kids from school. Even on occasions I see the Friday refuse truck racing to its next pickup location. It seems to be a feature of this broad gently sloping roadway that invites speeding from so many drivers.

The Council made a big issue of the redesign of the two roundabouts on Storey Ave and the letter to residents announced the plan as potentially reducing the need for additional speed reduction projects. The outcome could not be further from the truth as there has been no reduction in speeds and in fact traffic generally straight-lines the Steel Road roundabout in both directions along Storey Ave without need to reduce speed. It is little wonder that residents of Storey Avenue are skeptical about any future success of plans by the Council to calm traffic speeds. That seemed to be a lot of money spent on the roundabouts for no positive outcome.

The frustration at the lack of progress in traffic calming along Storey Ave and the diversion of Council attention by secondary issues between the Council and the Woodworkers over parking spaces are the reasons why Luke Mason and I took up the push for a petition to have Storey Ave closed off from Te Rapa Road. This seemed a logical solution for the people of upper Storey Ave and received full positive support from all residents of the area who were approached. Nobody had any opposing views. The main reason for proceeding with the petition was to demonstrate to Council that the residents are united in their demand for action from the Council to bring about traffic speed calming. I can understand the reasons why the council have difficulty in supporting the idea of closing Storey Ave off, but if better communication from the Council and prompt positive action were evident then all of the efforts that had to be taken by Council to investigate the pros and cons of the road closure could have been avoided. The feedback that I had from contact with residents of Storey Avenue is that residents are generally quite fearful and stressed about coming out onto Storey Ave because of some of the aggressive behaviour of drivers and the two major accidents that have occurred recently and the noise of high-speed driving on the road.

After further consideration, I am willing to support the plan to install the proposed speed cushions near #6 and #10 Storey Ave in an effort to bring about traffic calming in this section of Storey Ave, but in addition I request that a speed cushion be installed either between the Steele Road roundabout and the Storey Ave-Garnett Ave roundabout or alternatively at the Steele Rd roundabout entrances. This should discourage drivers straight lining the roundabout at high speed. I agree that bolt on rubber speed humps are not desirable and should be avoided. In all, based on progress to date I am still somewhat skeptical regarding the success of proposed plans in calming traffic speeds, but hold hope for a positive outcome. I am aware that other roads of this area, such as Garnett Road and Mitcham Ave, still have some traffic speeding issues and may benefit from the experience we have gone through here in Storey Ave.

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I look forward to a positive outcome in the near future and thank the Council for allowing me to approach the Panel to give my views.

Best Regards

Ian Kindred, 12 Storey Ave

Appendix 3

Written Submission – Luke Mason

To the local councillors reviewing proposed speed reduction strategies on Storey Avenue.

Speed is of major concern for all who live on Storey Ave (Steele to Te Rapa end), as demonstrated by the recent gathering of signatures in support of closing the street. Many noted they had witnessed a huge rise in speed during their time living on the street and this is echoed by myself where within the past 4 years the speeds seemed to have just got higher and higher.

Within a 12 month period (March 2023 to March 2024) there have been 2 serious crashes resulting in the cars being written off between the roundabout of Steele Ave and Te Rapa road on Storey Ave.

Crash 1: March 29 2023

Driver "hooning" lost control through the roundabout at 10pm and crashed into the curb in front of my house #10. The driver proceeded to limp the vehicle down the road ending in front of #4. The driver was approached by multiple members of the street, who were meet with aggression and then the driver fled prior to police arriving. The vehicle sat undriveable for a week before it was removed. The council had to fix the curbing at rate payers expense I imagine.

Crash 2: 5 February 2024

A driver (apparently drunk) crashed into the power pole in front of #23 at pace, smashing the pole into multiple pieces, again the driver tried to drive away but the car was so badly damaged it again didn't make it any further than #4. This crash left residents of not only Storey but many surrounding streets without power for some 8 hours.

Police, fire and ambulance were on site. With a huge crew from the power companies having to attend to remove and replace the power pole.

As I sit here typing this I have heard at least half a dozen cars go past my house #10 significantly over the posted 40kph speed limit, my assumptions would be around 70-80kph.

Considering at this end of the street is a child care centre with its only access on Storey Ave, not to mention numerous families with young children including myself AND the Wood Work Workers Guild/Community Hall which regularly hosts a Martial Arts School with many children on/around the street, I think this matter deserves the upmost consideration as it is only a matter of time before someone is seriously injured or killed and the council will have to bear that burden if they choose to ignore residents calls for immediate action.

Regards

Luke Mason

Appendix 4

Written Submission – Phil Evans

Public Forum Written Submission from Phil Evans, Bike ACTION Hamilton
Item 6 of the Traffic, Speed Limit and Road Closures Hearings Panel, 26 March 2024

Tuhikaramea Rd

For the most part, the new road markings along Tuhikaramea Rd are a significant improvement for those on bikes. Although it is slightly out of my way, I now use Tuhikaramea Rd instead of Poaka Ave, to make use of the improvements.

No Stopping Restrictions

One of the recommendations is the addition of a section of No Stopping Restriction (NSR) to be added opposite Jasmine Ave. See page 33 of the agenda. The previous layout created a conflict of cyclists vs parked cars vs drivers cutting the corner across the bike lane. Extending the NSR eliminates the cyclist vs parked cars, as it moves the first car park further past the bend. No vehicles have parked in the currently unmarked section where the NSR is proposed. The cyclist vs drivers cutting the corner still exists, and a concrete barrier around the bend would eliminate that danger as well.



Location of proposed No Stopping on Tuhikaramea Road opposite Jasmine Avenue

All the other NSR's being recommended add to the safety of other road users.

QUESTION: On page 81-82 in the table Existing Parking Restrictions to be Rescinded, it appears that all NSR's along Tuhikaramea Rd are to be rescinded. I have requested clarification from Staff Monday afternoon, but a response had not been received prior to sending in this submission.

Buffer Zone Markings

The addition of the buffer zone between cyclists and vehicles is a good improvement, but the danger of drivers opening their doors into the bike lane still exists. Door Zone bike lanes are one of the most dangerous places to ride a bike, (along with riding behind angled parked cars and intersections), and is the reason many cyclists don't use them, instead choosing to 'take the lane'. For context, should a driver open their door, a cyclist automatically swerves right to avoid it, into the path of vehicles. If the cyclist is too

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close, and hits the door, they are also flung to the right into the path of vehicles. Deaths that occur in this manner are usually from being run over, rather than the actual collision with the door.

While the new buffer zone exists for most of the length of Tuhikaramaea Rd, it is missing at 3 points, two outside the church, on the bend in the road, and one opposite Jasmine Ave. While it is not necessary on the church side as the bend is to the right, coming down the hill, the bend is to the left, where drivers almost always cut the corner across the bike lane. The ideal solution to this is to put install a concrete barrier to force drivers to stay in the vehicle lane. There is no buffer zone around the bend and the bike lane narrows creating a danger to people on bikes.

Parking

At the top of the hill, heading north towards the roundabout, many of the parking spaces don't make sense. There is a single car park outside number 132. Why? There are a few random car parks, but mostly NSR's.



There are other parks that are very narrow, including one section where the car park width is about 1.5 meters, meaning any vehicle parking there protrudes right over the new bike lane, forcing cyclists out into the traffic lane. Why? All new parking lanes should cater to the widest possible vehicle or trailer, and if the space is not available for that, then there should be no parking.

Every house along Tuhikaramaea has sufficient space off the road to park vehicles.



Overall though, the new layout on Tuhikaramaea Rd is significantly better than it previously was. Getting rid of the 'too narrow' car parks would go a long way to making it even safer.

Phil Evans

Bike ACTION Hamilton

Advocating for Safer Cycling in Hamilton

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