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## Traffic, Speed Limit and Road Closure Hearings Panel

### *Te Pae mo ngaa take Huarahi*

### OPEN MINUTES

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Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Council Chamber, Municipal Building, Garden Place, Hamilton on Wednesday 21 May 2025 at 9:30am.

#### PRESENT

**Chairperson** Cr Emma Pike  
**Heamana**

**Members** Deputy Mayor Angela O'Leary  
Cr Anna Casey-Cox  
Cr Geoff Taylor  
Cr Louise Hutt  
Cr Tim Macindoe

**In Attendance** Cr Maria Huata (via Audio Visual Link)

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*The meeting was opened with a karakia.*

**1. Apologies – Tono aroha**

**Resolved:** (Cr Pike /Cr Hutt)

That the Traffic, Speed Limit and Road Closure Hearings Panel accepts the apologies for absence on Council Business from Mayor Southgate, Cr Wilson and Cr van Oosten, and for early departure from Deputy Mayor O'Leary.

**2. Confirmation of Agenda – Whakatau raarangi take**

**Resolved:** (Cr Pike /Cr Taylor)

The Traffic, Speed Limit and Road Closure Hearings Panel to confirm the agenda

**3. Declarations of Interest – Tauaakii whaipanga**

Cr Pike noted an interest for Item 6 (Parking Restrictions and Traffic Bylaw Changes). She noted she was not conflicted and would take part in the discussion and vote on the matter.

**The meeting was adjourned during the discussion of the above from (9.35am) to (9.40am).**

At the request of the Chair submissions for item 5 (*Speed Limit Consultation for Cobham Drive (Tristram Street - Normandy Avenue)*) and item 6 (*Parking Restrictions and Traffic Bylaw Changes*) were taken prior to item 4 (*Confirmation of the Traffic, Speed Limit and Road Closures Hearings Panel Open Minutes 2 April 2025*) to accommodate presenters.

**5. Speed Limit Consultation for Cobham Drive (Tristram Street - Normandy Avenue)**

**Geoff Henderson** (via Audio Visual Link) spoke to his submission in support of **Option 2** noting that he observed driving at the higher speed limit as a user of the road.

**Murray Brown** spoke to his submission in support of **Option 1** noting concerns that an increase in speed will encourage more speeding and unsafe driving behaviour. His property backs up to the Cobham Drive and changes directly affect him.

**Peter Bos** spoke to his submission in support of reduction in speed limit as it improves pedestrian safety, he gave a presentation which is **Appendix 1** of these minutes.

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

**Marc Hurley** spoke to item 6 (*Parking Restrictions and Traffic Bylaw Changes*) in support of extending the no parking restrictions at Chiefs Court and Cameron Road. He highlighted the unsafe section that he and his family regularly navigate. Although previous requests for these changes had been declined, he is pleased that the Panel is now addressing the issue. Mr. Hurley also shared a photo with the members, which is included as **Appendix 2** of these minutes. The Network & Systems Operations Manager summarised key highlights of changes within the report. Staff responded to questions from Members concerning considerations for mobility parking in policy.

**5. Speed Limit Consultation for Cobham Drive (Tristram Street - Normandy Avenue) submissions continued.....**

**Nicholas Ling** (via Audio Visual Link) spoke to his submission in support of **Option 1** noting three potential hazards on this section of road and leads to his decision to for Option 1. They are as follows: restricted visibility; no extended feeder lane and the traffic lights at Normandy Avenue.

**6. Parking Restrictions and Traffic Bylaw Changes continued....**

The Network & Systems Operations Manager summarised key highlights of changes within the report. Staff responded to questions from Members concerning considerations for mobility parking in policy.

**Staff Action:** *Staff undertook to coordinate with District Plan to include rules regarding no parking restrictions to deal with intensification.*

**Resolved:** (Cr Taylor/Cr Hutt)

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
<b>Alexandra Street</b>	<ol style="list-style-type: none"> <li>1. Rescinding 20m 'No Stopping at all times' restriction outside #85 Alexandra Street.</li> <li>2. Rescinding 16m 'Parking – P\$ - CBD Zone Parking – 8:00AM – 8:00PM – Mon-Fri' restriction outside Union Square parking.</li> <li>3. Rescinding 8m 'No Stopping at all times' restriction outside Union Square parking.</li> <li>4. Rescinding 62m 'Parking – P\$ - CBD Zone Parking – 8:00AM – 8:00PM – Mon-Fri' restriction starting outside #31 Alexandra Street and ending outside Union Square parking.</li> <li>5. Installation of 35m 'No Stopping at all times' restriction starting outside #85 Alexandra Street and ending outside Union Square parking.</li> <li>6. Installation of 70m 'Parking – P\$ - CBD Zone Parking – 8:00AM –</li> </ol>

	8:00PM – Mon-Fri’ restriction starting outside #31 Alexandra Street and ending outside Union Square parking.
<b>Barrington Drive</b>	<ol style="list-style-type: none"> <li>1. Rescinding 13m ‘No Stopping at all times’ restriction outside Te Manatu Park.</li> <li>2. Rescinding 12.5m ‘No Stopping at all times’ restriction outside #1 The Ford.</li> <li>3. Installation of 35m ‘No Stopping - at all times' restriction starting outside Te Manatu Park and ending Waikato Waldorf School.</li> <li>4. Installation of 25m ‘No Stopping - at all times' restriction starting outside #1 The Ford and ending outside #74 Barrington Drive.</li> </ol>
<b>Beale Street</b>	<ol style="list-style-type: none"> <li>1. Gazette existing 5m ‘No Stopping at all times’ restriction outside #33 Beale Street.</li> <li>2. Gazette existing 30m ‘No Stopping at all times’ restriction outside #33 Beale Street.</li> </ol>
<b>Cambridge Road</b>	<ol style="list-style-type: none"> <li>1. Installation of 5m ‘No Stopping - at all times' restriction outside #43 Cambridge Road.</li> <li>2. Installation of 5m ‘No Stopping - at all times' restriction outside #51 Cambridge Road.</li> </ol>
<b>Cameron Road (for Chiefs Court)</b>	<ol style="list-style-type: none"> <li>1. Rescinding 13.5m ‘No Stopping at all times’ restriction starting outside #65 Cameron Road and ending outside #1 Chiefs Court.</li> <li>2. Installation of 25m ‘No Stopping at all times’ restriction starting outside #65 Cameron Road and ending outside #5 Chiefs Court.</li> </ol>
<b>Charlies Way</b>	<ol style="list-style-type: none"> <li>1. Installation of 10m outside #59A Charlies Way.</li> </ol>
<b>Dalethorpe Avenue</b>	<ol style="list-style-type: none"> <li>1. Installation of 10m ‘No Stopping at all times’ restriction outside #26 Dalethorpe Avenue.</li> <li>2. Installation of 20m ‘No Stopping at all times’ restriction outside #14C Dalethorpe Avenue.</li> </ol>
<b>Earthmover Crescent</b>	<ol style="list-style-type: none"> <li>1. Installation of 20m ‘No Stopping - at all times' restriction starting outside #21 Earthmover Crescent and ending outside #27 Earthmover Crescent.</li> <li>2. Installation of 25m ‘No Stopping - at all times' restriction starting outside #27 Earthmover Crescent and ending outside #29 Earthmover Crescent.</li> </ol>
<b>Higgins Road</b>	<ol style="list-style-type: none"> <li>1. Rescinding 27.5m ‘No Stopping - at all times' restriction starting outside #57 Higgins Road and #59 Higgins Road.</li> <li>2. Rescinding 18m ‘No Stopping - at all times' restriction outside #59 Higgins Road.</li> <li>3. Rescinding 24m ‘No Stopping - at all times' restriction outside #59A Higgins Road.</li> <li>4. Installation of 20m ‘No Stopping - at all times' restriction starting outside #57 Higgins Road.</li> <li>5. Installation of 10m ‘No Stopping - at all times' restriction outside #59 Higgins Road.</li> <li>6. Installation of 25m ‘No Stopping - at all times' restriction outside #59A Higgins Road.</li> </ol>
<b>Lake Domain Drive</b>	<ol style="list-style-type: none"> <li>1. Installation of 15m ‘No Stopping - at all times' restriction outside Hamilton Lake.</li> <li>2. Installation of 5m ‘Parking - Mobility Card Holders – P180 – At all times’ restriction outside Hamilton Lake.</li> </ol>
<b>Masters Avenue</b>	<ol style="list-style-type: none"> <li>1. Rescinding 20m ‘No Stopping at all times’ restriction starting outside #9 and ending outside #11Masters Avenue.</li> <li>2. Installation of 55m ‘No Stopping at all times’ restriction starting outside</li> </ol>

	#153 Cambridge Road and ending outside #11 Masters Avenue.
<b>Rawhiti Street</b>	<ol style="list-style-type: none"> <li>1. Rescinding 9m 'No Stopping at all times' restriction outside #11 Rawhiti Street.</li> <li>2. Installation of 10m 'Parking - Mobility Card Holders – P120 – At all times' outside #11 Rawhiti Street.</li> </ol>
<b>Rifle Range Road</b>	<ol style="list-style-type: none"> <li>1. Installation of 10m 'Parking - Mobility Card Holders – P60 – At all times' restriction outside Frankton School.</li> </ol>
<b>Strowan Avenue</b>	<ol style="list-style-type: none"> <li>1. Installation of 20m 'No Stopping at all times' restriction outside #26 Dalethorpe Avenue.</li> <li>2. Installation of 20m 'No Stopping at all times' restriction outside #14C Dalethorpe Avenue.</li> </ol>
<b>Tui Avenue</b>	<ol style="list-style-type: none"> <li>1. Rescinding 20m 'No Stopping at all times' restriction outside Minogue Park.</li> <li>2. Gazette existing 30m 'No Stopping at all times' restriction outside Minogue Park.</li> <li>3. Gazette existing 5m 'No Stopping at all times' restriction outside Minogue Park.</li> </ol>
<b>Vercoe Road</b>	<ol style="list-style-type: none"> <li>1. Rescinding 12m 'Bus stop' restriction starting outside #55 Vercoe Road and ending outside #57 Vercoe Road.</li> <li>2. Installation of 15m 'Bus stop' restriction outside #57 Vercoe Road.</li> </ol>

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

i. Update Cycle Path Register – Part 1 – Cycle Paths (Shared Paths);

Location	Description	Priority
<u>Akoranga Road</u>	(i) <u>Cycle path on the northern side of Akoranga Road from its intersection with Te Wetini Drive, progressing 380m in east direction towards Gilchrist Street.</u>	<u>Nil</u>
<u>Arthur Porter Drive</u>	(i) <u>Cycle path on the eastern side of Arthur Porter Drive from its intersection with Kiriwai Kauai Drive, progressing 210m in north direction towards Wairere Drive.</u>	<u>Nil</u>
<u>Baverstock Road</u>	(i) <u>Cycle path on the northern side of Baverstock Road from its intersection with Brymer Road, progressing 850m in east direction towards Wexford Rise.</u>	<u>Nil</u>
Brooklyn Road	(ii) <u>Cycle path on the northern side of Brooklyn Road from its intersection with Heaphy Terrace, progressing 630m in east direction towards East Street.</u>	Nil
<u>Brymer Road</u>	(i) <u>Cycle path on the eastern side of Brymer Road from its intersection with Kwariki Road, progressing 1370m in south direction towards Farnborough Road.</u>	<u>Nil</u>
<u>Fifth Avenue</u>	(i) <u>Cycle path on the northern side of Fifth Avenue from its intersection with Tramway Road progressing 30m in east direction towards Wairere Drive.</u> (ii) <u>Cycle path on the southern side of Fifth Avenue from its intersection with Wairere Drive, progressing 50m in west direction towards Tramway Road.</u>	<u>Nil</u>
Grey Street	(ix) <u>Cycle path on the western side of Grey Street from its intersection with Cobham Drive, progressing 60m in north</u>	Nil

	<u>direction towards Brookfield Street</u>	
Kiriwai Kau Drive	<p><u>(iii) Cycle path on the western side of Kiriwai Kau Drive from its intersection with Arthur Porter Drive, progressing 430m in north direction towards Tasman Road</u></p> <p><u>(iv) Cycle path on the eastern side of Kiriwai Kau Drive from its intersection with Tasman Road, progressing 430m in south direction towards Arthur Porter Drive.</u></p>	
Pembroke Street	<p><u>(i) Southbound cycle lane from the intersection with Tristram Street progressing 39 metres towards the intersection with Clarence St on the eastern side of Pembroke Street.</u>  <u>Cycle Path on Southern side of Pembroke Street from its intersection with Tristram Street, progressing 40m in West direction towards Hunter Street.</u></p> <p><u>(ii) Southbound cycle lane from the intersection with Thackeray Street progressing 20 metres towards the intersection with Hunter Street on the western side of Pembroke Street.</u>  <u>Cycle Path on Northern side of Pembroke Street from its intersection with Tristram Street, progressing 20m in West direction towards Thackeray Street.</u></p> <p><u>(iii) Cycle Path on Northern Side of Pembroke Street from its intersection with Tristram Street, progressing 45m in West direction towards Ruakiwi Road.</u></p>	Nil
<u>Pukete Road</u>	<p><u>(i) Cycle path on the eastern side of Pukete Road from its intersection with Cullimore Street, progressing 300m in south direction towards Sandwich Road.</u></p> <p><u>(ii) Cycle path on the western side of Pukete Road from its intersection with Sandwich Road, progressing 310m in north direction towards Cullimore Street</u></p> <p><u>(iii) Cycle path on the eastern side of Pukete Road from Pukete Farm Park, progressing 860m in south direction towards Totara Drive.</u></p>	<u>Nil</u>
Rotokauri Road	<p><u>(i) Cycle Path on the north side of Rotokauri Road, starting at the intersection with Baverstock Road and progressing 220m west.</u>  <u>Cycle path on the eastern side of Rotokauri Road from its intersection with Taiatea Drive, progressing 860m in south direction towards Baverstock Road</u></p> <p><u>(ii) Cycle path on the western side of Rotokauri Road from its intersection with Kwariki Drive, progressing 235m in north direction towards Taiatea Drive.</u></p>	Nil
Taiatea Drive	<p><u>(iii) Cycle path on the western side of Taiatea Drive from its intersection with Rotokauri Road, progressing 380m in north direction towards Te Wetini Drive.</u></p> <p><u>(iv) Cycle path on the eastern side of Taiatea Drive from its intersection with Te Wetini Drive, progressing 110m in south direction towards Pukenga Avenue.</u></p>	Nil
<u>Tasman Road</u>	<u>(i) Cycle path on the eastern side of Tasman Road from its</u>	<u>Nil</u>

	<p><u>intersection with Te Kowhai Road East, progressing 730m in south direction towards Kiriwai Kau Drive.</u></p> <p>(ii) <u>Cycle path on the western side of Tasman Road from its intersection with Chalmers Road, progressing 480m in north direction towards Te Kowhai Road East.</u></p>	
Te Kowhai Road	<p>(iii) <u>Cycle path on the southern side of Te Kowhai Road East from its intersection with Te Rapa Road, progressing 540m in west direction towards Arthur Porter Drive.</u></p>	Nil
Te Rapa Road	<p>(ix) <u>Cycle path on the eastern side of Te Rapa Road from its intersection with Church Road, progressing 1300m in south direction towards Northpark Drive.</u></p> <p>(x) <u>Cycle path on the western side of Te Rapa Road starting at a point 210m from its intersection with Northpark Drive, progressing 1310m in north direction towards Church Road.</u></p>	Nil
Te Wetini Drive	<p>(iii) <u>Cycle path on the northern side of Te Wetini Drive from its intersection with Taiatea Drive, progressing 290m in east direction towards Akoranga Road.</u></p> <p>(iv) <u>Cycle path on the southern side of Te Wetini Drive from its intersection with Mangaharakeke Drive, progressing 750m in west direction towards Taiatea Drive</u></p>	Nil
Thackery Street	<p>(i) <u>Eastbound cycle lane from the intersection with Tristram Street progressing 43 metres towards the intersection with Anglesea Street on the southern side of Thackeray Street.</u>  <u>Cycle Path on Northern side of Thackeray Street from its intersection with Tristram Street, progressing 45m in East direction towards Anglesea Street.</u></p> <p>(ii) <u>Eastbound cycle lane from the intersection with Tristram Street progressing 51 metres towards the intersection with Anglesea Street on the northern side of Thackeray Street.</u>  <u>Cycle Path on Southern Side of Thackeray Street from its intersection with Tristram Street, progressing 35m in East direction towards Anglesea Street.</u></p> <p>(iii) <u>Westbound cycle lane from the intersection with Tristram Street progressing 48 metres towards the intersection with Ruakiwi Road on the northern side of Thackeray Street.</u></p> <p>(iv) <u>Westbound cycle lane from the intersection with Pembroke Street progressing 12 metres towards the intersection with Pembroke Lane on the southern side of Thackeray Street.</u></p>	Nil
Wairere Drive	<p>(iii) <u>Cycle path on the southern side of Wairere Drive, progressing 140m in west direction towards its intersection with Fifth Avenue through the underpass.</u></p> <p>(iv) <u>Cycle path on the southern side of Wairere Drive starting at a point 200m from Tasman Road, progressing 320m in west direction towards Te Wetini Drive.</u></p>	Nil

ii. Update Cycle Path Register – Part 2 – Cycle Paths (Shared Paths) between streets;

Street Name (Start Location)	Street Name (End Location)	Description	Length (m)	Priority
<a href="#">Church Road</a>	<a href="#">Pukete Road</a>	<a href="#">Between #1 Church Road and #237 Pukete Road.</a>	<a href="#">40</a>	<a href="#">Nil</a>
<a href="#">Gilchrist Street</a>	<a href="#">Mangaharakeke Drive</a>	<a href="#">Between #4 Gilchrist Street and #6 Gilchrist Street</a>	<a href="#">28</a>	<a href="#">Nil</a>
<a href="#">East Street</a>	<a href="#">Bisley Road</a>	<a href="#">Between #89A East Street and #11 Bisley Road.</a>	<a href="#">80</a>	<a href="#">Nil</a>
<a href="#">East Street</a>	<a href="#">Tramway Road</a>	<a href="#">Between #89A East Street and #41 Tramway Road</a>	<a href="#">260</a>	<a href="#">Nil</a>
<a href="#">Sillary Street</a>	<a href="#">Grey Street</a>	<a href="#">Between #51 Sillary Street and #9 Grey Street.</a>	<a href="#">85</a>	<a href="#">Nil</a>

iii. Update special vehicle lanes register – Part 1: Cycle Lanes; and

Location	Description
<a href="#">Thackeray Street</a>	<p>(i) <a href="#">Eastbound Cycle Lane starting at a point 30m from the intersection with Tristram Street, progressing 105m towards Anglesea Street.</a></p> <p>(ii) <a href="#">Westbound Cycle Lane starting from intersection with Anglesea Street, progressing 125m towards Tristram Street.</a></p>
<a href="#">Wairere Drive</a>	<p>(i) <a href="#">Eastbound Cycle Lane from the intersection with Arthur Porter Drive, progressing 840m to the intersection with Te Rapa Road.</a></p> <p>(ii) <a href="#">Westbound Cycle Lane from intersection with Te Rapa Road, progressing 840m to the intersection with Mangaharakeke Drive.</a></p>

iv. Update Light Motor Vehicle Prohibitions Register: Vehicles with a mass under 3,500kg.

Location	Description
<a href="#">Te Ipukura Street</a>	<a href="#">Starting from a point 125m south of the intersection with Ruakura Road and extending to the cul-de-sac at the western end.</a>

#### 4. Confirmation of the Traffic, Speed Limit and Road Closures Hearings Panel Open Minutes 2 April 2025

**Resolved:** (Cr Pike/Cr Macindoe)

That the Traffic, Speed Limit and Road Closure Hearing Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearing Panel Meeting held on 2 April 2025 as a true and correct record, subject to the amendment as requested at the meeting.

#### 5. Speed Limit Consultation for Cobham Drive (Tristram Street - Normandy Avenue) continued .....

The Network & Systems Operations Manager summarised the report informing the decisions to be made is a result of the Central Government Rule around speed limit changes. Staff respond to members questions concerning , crashes reduction statistics and drainage investigations.

The Network & Systems Operations Manager notes a report will be brought back to the 26 June Council meeting. Members requested the additional information be provided in the deliberations report:

- Reflections on the congestions changes with increase speed limit.
- NZTA view on changes after board meeting.

**Resolved:** (Cr Taylor/Deputy Mayor O’Leary)

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

- a) receives the report;
- b) hears and considers public submissions regarding the consultation process, held for the proposal to lower the speed limit on a section of Wairere Drive under Section 83 of the Local Government Act 2002, undertaken from 17 March to 30 April 2025; and
- c) refers this report and the decision concerning speed limit on Cobham Drive for the section between Normandy Avenue and Tristram Street to the 26 June Council meeting.

*The meeting was closed with a karakia*

**The meeting was declared closed at 10.40 am.**



## Appendix 1: Peter Bos Written Submission

### Speech to Submission – **Cobham Drive Speed Limit reduction April 2025 – by Peter H Bos**

Hello All – I am speaking on behalf of Living Streets Kirikiriroa

Living Streets Kirikiriroa supports maintaining the 60km/h speed limit on Cobham Drive.

Living Streets Kirikiriroa asks that a 50 km/h speed limit be posted on Cobham Dr southbound between the Cobham / Anglesea / Anzac Parade roundabouts and Hillsborough Terrace.

\*Many people assume the two Cobham drive roundabouts at the southern end of Central Hamilton are the main connection to/from residential areas, as shown in the 2021 'Central City Transformation Plan' (p21) or the Entry/Gateway to the city, as shown in the 2012 'Hamilton Central City Local Area Plan' (p43).



*Hamilton CBD 2021 CCTP page 21      2012 - Hamilton Central City Local Area Plan - page 43*

\*It is not uncommon to see young people or visitors on the shoulder of Cobham Drive walking towards oncoming traffic. We also had a visitor fall at the end of Anglesea St, assuming there was a pedestrian exit at the southern end of the city.



This last image shows a path that could be built to provide what some young people, visitors and some expert consultants may assume exists: otherwise why would the roundabouts be called the Hamilton CBD entry / Gateway.

**\*Comment on speed:** People make mistakes. When someone crashes a motor vehicle on a main road like Cobham Dr, driving in many parts of Hamilton becomes painfully congested and slow as drivers detour to other places.

Tradespeople cannot get to jobs; couriers cannot deliver supplies on time, and any travel time savings from higher speeds are lost, not just where the crash happens, but right across the city. We all know ... everyone knows ... and I think everyone in this chamber who has read the crash reports for the whole of Cobham Dr can see that there are fewer crashes and fewer road closures when the design speed and posted speed are similar. Cobham Drive, particularly south bound to Hillsborough Terrace, was not designed for an 80kph speed limit.

\*Living Streets Kirikiriroa supports maintaining the 60km/h speed limit on Cobham Drive.

Living Streets Kirikiriroa asks that a 50 km/h speed limit be considered on Cobham Dr southbound between the Cobham / Anglesea / Anzac Parade roundabouts and Hillsborough Terrace.

To conclude, I'd like to thank you for supporting the 'Tristram pedestrian and cycle crossing at Clarence St' in the March Infrastructure and Transport Committee. Can I ask who put this forward, and what does the project being coded yellow mean.

End of speech

**Appendix 2: Photo shared by Marc Hurley**

