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# **Traffic, Speed Limit and Road Closure Hearings Panel**

## ***Ko Ngaa Taki Huarahi***

### **OPEN MINUTES**

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Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Committee Room 1, Municipal Building, Garden Place, Hamilton on Wednesday 27 July 2022 at 9.31am.

#### **PRESENT**

**Chairperson** Cr Ewan Wilson

*Heamana*

**Members** Cr Maxine van Oosten  
Cr Rob Pascoe  
Cr Mark Donovan  
Cr Martin Gallagher

**In Attendance** Eeva-Liisa Wright – General Manager Infrastructure Operations  
Robyn Denton – Network Operations Team Leader  
John Purcell – Parking Team Leader  
Aditya Mitta – Operations Engineer  
Gordon Naidoo – City Transport Unit Director  
Michelle Hawthorne – Governance and Assurance Unit Manager

**Governance Staff** 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 Cr Pascoe are 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 3 May 2022**

**Resolved:** (Cr Wilson/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 3 May 2022 as a true and correct record.

## 5. Parking Restrictions and Traffic Bylaw Changes

[Peter H Bos \(Living Streets Kirikiriroa\)](#) spoke to his submission in support of the proposed changed to Mahoe Street, noting the lower speed limit, curb design, request for an increase in parking management, and crossing safety at the Kahikatea Drive-Tawa Street intersection. He also provided a supplementary image (**Appendix 1**).

**Djuanne Rusden (Colors Hair Company)** spoke to their submission in opposition of the change to 'stay all day' parking in Liverpool Street, noting objections from neighbouring businesses. She also provided a presentation which was circulated to members prior to the meeting (**Appendix 2**). She outlined their concerns with the long stay parking's misalignment with Council's mode-shift and thriving CBD visions noting the parking demand on Liverpool Street, consultation feedback and future developments in the area. She responded to questions from Members concerning salon staff and clientele parking needs, and parking demand on Liverpool Street.

**Vikki Lowe-Reid** spoke to her submission (**Appendix 3**) in opposition of the long stay parking on Clarence Street, her concerns that the change would create a barrier to some of the community accessing care, and support for the continuation of the existing 2-hour free parking restriction. She responded to questions from Members concerning the number of carparks available on-site for clients, and client turnover times.

**Dr Hugh Litchfield** spoke to his submission in opposition of the long stay parking in Clarence Street noting his ownership and improvement of buildings on Clarence Street, carparking buildings, his surgery and other tenants parking needs. He also provided a written submission which was circulated to members prior to the meeting (**Appendix 4**).

Additional written submissions were circulated to members prior to the meeting and are attached to minutes of the meeting as **Appendix 5**.

The Network Operations Team Leader introduced the report noting an update to the report in as the submitter in opposition to the long stay parking in Harwood Street was now in support. She outlined the decision-making process which identified streets for long stay parking, consultation undertaken with stakeholders, and previous long stay parking confirmed by the Traffic Panel. Staff responded to questions from Members concerning historical parking arrangements in the streets, available data and monitoring of parking demand and behaviours, demand responsive pricing, the effect of 2-hour free parking on rates, projected revenue of the 'pay and stay all day' programme, and recent parking technology upgrades.

**Motion:** (Cr Wilson/Cr van Oosten)

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

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

	<ol style="list-style-type: none"> <li>1. Installation of 6m 'No Stopping' restriction outside #8 Mary Street.</li> <li>2. Installation of 6m 'No Stopping' restriction outside #31 Killarney Road.</li> </ol>
Littler Place	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #1 Littler Place.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #2 Littler Place.</li> </ol> <p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> <li>3. Installation of 40m 'No Stopping' restriction starting outside #2 Littler Place and ending outside #3 Littler Place.</li> </ol>
Mahoe Street	<p>Improve Safer Speed through Speed Management, by:</p> <ol style="list-style-type: none"> <li>1. Rescinding 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street.</li> <li>2. Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street.</li> <li>3. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street.</li> <li>4. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street.</li> <li>5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street.</li> <li>6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street.</li> <li>7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street.</li> <li>8. Installation of 15m 'No Stopping' restriction outside #46 - #48 Mahoe Street.</li> <li>9. Installation of 60m 'No Stopping' restriction outside #54 - #58 Mahoe Street.</li> <li>10. Installation of 30m 'No Stopping' restriction outside #60 - #68 Mahoe Street.</li> <li>11. Installation of 10m 'No Stopping' restriction outside #1 - #3 Mahoe Street.</li> <li>12. Installation of 60m 'No Stopping' restriction outside #9 - #17 Mahoe Street.</li> <li>13. Installation of 35m 'No Stopping' restriction outside #21 - #31 Mahoe Street.</li> <li>14. Installation of 40m 'No Stopping' restriction outside #35 - #41 Mahoe Street.</li> <li>15. Installation of 30m 'No Stopping' restriction outside #41 - #51 Mahoe Street.</li> <li>16. Installation of 40m 'No Stopping' restriction outside #55 -</li> </ol>

	#71 Mahoe Street.
Palm Grove Drive	<p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 50m 'No Stopping' restriction starting outside #13 Palm Grove Drive and ending outside #26 Palm Grove Drive.</li> </ol>
Ridout Street	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 35m 'No Stopping' restriction starting outside #20 Ridout Street and ending outside #26 Ridout Street.</li> </ol>
Rifle Range Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping' restriction outside #1 Aberfoyle Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #74 Rifle Range Road.</li> </ol>
Simsey Place	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 30m 'No Stopping' restriction outside #1 - #7 Simsey Place.</li> </ol>
Te Huia Drive	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #13 Woodridge Drive.</li> <li>2. Installation of 20m 'No Stopping' restriction outside #18 Woodridge Drive.</li> <li>3. Installation of 40m 'No Stopping' restriction outside #87 - #91 Te Huia Drive.</li> </ol>
The Boulevard	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Rescinding 11.5m of the existing 'No Stopping' restriction outside #1 Kahu Crescent.</li> <li>2. Rescinding 11m of the existing 'No Stopping' restriction outside #2 Kahu Crescent.</li> <li>3. Rescinding 11m of the existing 'No Stopping' restriction outside #17 The Boulevard.</li> <li>4. Rescinding 10m of the existing 'No Stopping' restriction outside #19 The Boulevard.</li> <li>5. Installation of 45m 'No Stopping' restriction starting outside #1 Kahu Crescent and ending outside #5 The Boulevard.</li> <li>6. Installation of 45m 'No Stopping' restriction outside #2 Kahu Crescent.</li> <li>7. Installation of 40m 'No Stopping' restriction outside #17 The Boulevard.</li> <li>8. Installation of 40m 'No Stopping' restriction outside #19 The Boulevard.</li> </ol>
Walsh Street	<p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 55m 'No Stopping' restriction starting outside #25 Walsh Street and ending outside #30 Walsh</li> </ol>

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

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:

<b>Parking restrictions effective from 5 September 2022:</b>	
Clarence Street	<p>Southside:</p> <ol style="list-style-type: none"> <li>1. Installation of 80m 'CBD Commuter' restriction outside #19 - #23 Clarence Street.</li> <li>2. Installation of 20m 'CBD Commuter' restriction outside #29 - #33 Clarence Street.</li> <li>3. Installation of 10m 'CBD Commuter' restriction opposite #40 - #44 Clarence Street.</li> </ol>
Grantham Street	<p>Westside:</p> <ol style="list-style-type: none"> <li>1. Installation of 175m 'CBD Commuter' restriction opposite #17 - #154 Grantham Street; Southside of Grantham Street.</li> </ol>
Harwood Street	<p>East Side:</p> <ol style="list-style-type: none"> <li>1. Installation of 35m 'CBD Commuter' restriction outside #12 - #14 Harwood Street South.</li> <li>2. Installation of 20m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South.</li> <li>3. Installation of 45m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South.</li> <li>4. Installation of 5m 'CBD Commuter' restriction outside #78 London Street.</li> <li>5. Installation of 25m 'CBD Commuter' restriction outside #78 London Street.</li> </ol> <p>West Side:</p> <ol style="list-style-type: none"> <li>6. Installation of 15m 'CBD Commuter' restriction outside #35 - #37 Harwood Street North.</li> <li>7. Installation of 50m 'CBD Commuter' restriction outside #29 - #33 Harwood Street North.</li> <li>8. Installation of 15m 'CBD Commuter' restriction outside #25 Harwood Street North.</li> <li>9. Installation of 40m 'CBD Commuter' restriction outside #19 - #21 Harwood Street North.</li> </ol>

Liverpool Street	<p>Northside:</p> <ol style="list-style-type: none"> <li>1. Installation of 70m 'CBD Commuter' restriction outside #14 Liverpool Street.</li> <li>2. Installation of 35m 'CBD Commuter' restriction outside #24 - #28 Liverpool Street.</li> </ol>
Knox Street	<p>Southside:</p> <ol style="list-style-type: none"> <li>1. Installation of 40m 'CBD Commuter' restriction outside #3 - #5 Knox Street.</li> <li>2. Installation of 25m 'CBD Commuter' restriction outside #9 - #11 Knox Street.</li> <li>3. Installation of 30m 'CBD Commuter' restriction outside #13 - #15 Knox Street.</li> <li>4. Installation of 40m 'CBD Commuter' restriction outside #15 - #19 Knox Street.</li> </ol>

**Amendment:** (Cr Gallagher/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:

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Ellis Street	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 5m 'No Stopping' restriction outside #50 -</li> </ol>

	<p>#52 Ellis Street.</p> <ol style="list-style-type: none"> <li>Installation of 15m 'No Stopping' restriction outside #228 - #232 Ellis Street.</li> </ol>
Fairfield Road	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>Installation of 30m 'No Stopping' restriction outside #17 - #21 Fairfield Road.</li> </ol>
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Mahoe Street	<p>Improve Safer Speed through Speed Management, by:</p>



	<ol style="list-style-type: none"> <li>1. Rescinding 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street.</li> <li>2. Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street.</li> <li>3. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street.</li> <li>4. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street.</li> <li>5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street.</li> <li>6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street.</li> <li>7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street.</li> <li>8. Installation of 15m 'No Stopping' restriction outside #46 - #48 Mahoe Street.</li> <li>9. Installation of 60m 'No Stopping' restriction outside #54 - #58 Mahoe Street.</li> <li>10. Installation of 30m 'No Stopping' restriction outside #60 - #68 Mahoe Street.</li> <li>11. Installation of 10m 'No Stopping' restriction outside #1 - #3 Mahoe Street.</li> <li>12. Installation of 60m 'No Stopping' restriction outside #9 - #17 Mahoe Street.</li> <li>13. Installation of 35m 'No Stopping' restriction outside #21 - #31 Mahoe Street.</li> <li>14. Installation of 40m 'No Stopping' restriction outside #35 - #41 Mahoe Street.</li> <li>15. Installation of 30m 'No Stopping' restriction outside #41 - #51 Mahoe Street.</li> <li>16. Installation of 40m 'No Stopping' restriction outside #55 - #71 Mahoe Street.</li> </ol>
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Rifle Range Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping' restriction outside #1 Aberfoyle Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #74 Rifle Range Road.</li> </ol>
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The Boulevard	Improve Safe Intersection Sight Distances, by: <ol style="list-style-type: none"> <li>1. Rescinding 11.5m of the existing 'No Stopping' restriction outside #1 Kahu Crescent.</li> <li>2. Rescinding 11m of the existing 'No Stopping' restriction outside #2 Kahu Crescent.</li> <li>3. Rescinding 11m of the existing 'No Stopping' restriction outside #17 The Boulevard.</li> <li>4. Rescinding 10m of the existing 'No Stopping' restriction outside #19 The Boulevard.</li> <li>5. Installation of 45m 'No Stopping' restriction starting outside #1 Kahu Crescent and ending outside #5 The Boulevard.</li> <li>6. Installation of 45m 'No Stopping' restriction outside #2 Kahu Crescent.</li> <li>7. Installation of 40m 'No Stopping' restriction outside #17 The Boulevard.</li> <li>8. Installation of 40m 'No Stopping' restriction outside #19 The Boulevard.</li> </ol>
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Wishbone Court	Improve access to properties and traffic movement, by: <ol style="list-style-type: none"> <li>1. Installation of 85m 'No Stopping' restriction starting outside #9 Wishbone Court and ending outside #18 Wishbone Court.</li> </ol>
Woodridge Drive	Improve Safe Intersection Sight Distances, by: <ol style="list-style-type: none"> <li>1. Installation of 5m 'No Stopping' restriction outside #13 Woodridge Drive.</li> <li>2. Installation of 5m 'No Stopping' restriction outside #18 Woodridge Drive.</li> </ol>

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:	
Grantham Street	Westside:

	<ol style="list-style-type: none"> <li>1. Installation of 175m 'CBD Commuter' restriction opposite #17 - #154 Grantham Street; Southside of Grantham Street.</li> </ol>
Harwood Street	<p>East Side:</p> <ol style="list-style-type: none"> <li>1. Installation of 35m 'CBD Commuter' restriction outside #12 - #14 Harwood Street South.</li> <li>2. Installation of 20m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South.</li> <li>3. Installation of 45m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South.</li> <li>4. Installation of 5m 'CBD Commuter' restriction outside #78 London Street.</li> <li>5. Installation of 25m 'CBD Commuter' restriction outside #78 London Street.</li> </ol> <p>West Side:</p> <ol style="list-style-type: none"> <li>6. Installation of 15m 'CBD Commuter' restriction outside #35 - #37 Harwood Street North.</li> <li>7. Installation of 50m 'CBD Commuter' restriction outside #29 - #33 Harwood Street North.</li> <li>8. Installation of 15m 'CBD Commuter' restriction outside #25 Harwood Street North.</li> <li>9. Installation of 40m 'CBD Commuter' restriction outside #19 - #21 Harwood Street North.</li> </ol>
Knox Street	<p><u>Southside:</u></p> <ol style="list-style-type: none"> <li>1. Installation of 40m 'CBD Commuter' restriction outside #3 - #5 Knox Street.</li> <li>2. Installation of 25m 'CBD Commuter' restriction outside #9 - #11 Knox Street.</li> <li>3. Installation of 30m 'CBD Commuter' restriction outside #13 - #15 Knox Street.</li> <li>4. Installation of 40m 'CBD Commuter' restriction outside #15 - #19 Knox Street.</li> </ol>

d) declines 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:

Liverpool Street	<p>Northside:</p> <ol style="list-style-type: none"> <li>1. Installation of 70m 'CBD Commuter' restriction outside #14 Liverpool Street.</li> <li>2. Installation of 35m 'CBD Commuter' restriction outside #24 - #28 Liverpool Street.</li> </ol>
Clarence Street	<p>Southside:</p> <ol style="list-style-type: none"> <li>1. Installation of 80m 'CBD Commuter' restriction outside #19 - #23 Clarence Street.</li> </ol>

	<ol style="list-style-type: none"> <li>2. Installation of 20m 'CBD Commuter' restriction outside #29 - #33 Clarence Street.</li> <li>3. Installation of 10m 'CBD Commuter' restriction opposite #40 - #44 Clarence Street.</li> </ol>
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- e) that the Infrastructure Operations Committee notes the decision made to decline the CBD Commuter restriction at Liverpool Street and Clarence Street.

**The Amendment was put.**

**Those for the Amendment:** Councillors Gallagher and Donovan.

**Those against the Amendment:** Councillors Wilson and van Oosten.

**The Amendment was declared EQUAL.**

**Councillor Wilson exercised his casting vote as Chair and the Amendment was declared LOST.**

**The Motion was then put and declared CARRIED.**

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

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	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 20m 'No Stopping' restriction outside #1 Aberfoyle Street.</li> <li>2. Installation of 20m 'No Stopping' restriction outside #74 Rifle Range Road.</li> </ol>
Beaumont Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping' restriction outside #1 Beaumont Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #2 Beaumont Street.</li> </ol>
Cameron Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 20m 'No Stopping' restriction outside #2 Ford Street.</li> <li>2. Installation of 20m 'No Stopping' restriction outside #49 Cameron Road.</li> <li>3. Installation of 20m 'No Stopping' restriction outside #1 Beaumont Street.</li> <li>4. Installation of 25m 'No Stopping' restriction starting outside #2 Beaumont Street and ending outside #34 Cameron Road.</li> </ol>
Cornice Place	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 20m 'No Stopping' restriction outside #6 - #8 Cornice Place.</li> </ol>

Ellis Street	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 5m 'No Stopping' restriction outside #50 - #52 Ellis Street.</li> <li>2. Installation of 15m 'No Stopping' restriction outside #228 - #232 Ellis Street.</li> </ol>
Fairfield Road	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 30m 'No Stopping' restriction outside #17 - #21 Fairfield Road.</li> </ol>
Fifth Avenue	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 25m 'No Stopping' restriction starting outside #58 Fifth Avenue and ending outside #5 John Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #62 Fifth Avenue.</li> </ol>
Ford Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 20m 'No Stopping' restriction outside #2 Ford Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #49 Cameron Road.</li> </ol>
Hogan Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 5m 'No Stopping' restriction outside #1 Littler Place.</li> <li>2. Installation of 5m 'No Stopping' restriction outside #2 Littler Place.</li> </ol>
Howell Avenue	<p>Improve traffic movement, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 45m 'No Stopping' restriction outside #98 - #102 Howell Avenue.</li> </ol>
John Street	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping' restriction outside #5 John Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #62 Fifth Avenue.</li> </ol>
Killarney Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 6m 'No Stopping' restriction outside #8 Mary Street.</li> <li>2. Installation of 6m 'No Stopping' restriction outside #31 Killarney Road.</li> </ol>
Littler Place	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #1 Littler Place.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #2 Littler Place.</li> </ol> <p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> <li>3. Installation of 40m 'No Stopping' restriction starting outside #2 Littler Place and ending outside #3 Littler Place.</li> </ol>

Mahoe Street	<p>Improve Safer Speed through Speed Management, by:</p> <ol style="list-style-type: none"> <li>1. Rescinding 15m of the existing 'No Stopping' restriction outside #1 Mahoe Street.</li> <li>2. Rescinding 12.5m of the existing 'No Stopping' restriction outside #16 - #20 Mahoe Street.</li> <li>3. Rescinding 45.5m of the existing 'No Stopping' restriction outside #22 - #34 Mahoe Street.</li> <li>4. Rescinding 163.5m of the existing 'No Stopping' restriction outside #9 - #39 Mahoe Street.</li> <li>5. Installation of 35m 'No Stopping' restriction outside #2 Mahoe Street.</li> <li>6. Installation of 30m 'No Stopping' restriction outside #16 - #24 Mahoe Street.</li> <li>7. Installation of 50m 'No Stopping' restriction outside #26 - #36 Mahoe Street.</li> <li>8. Installation of 15m 'No Stopping' restriction outside #46 - #48 Mahoe Street.</li> <li>9. Installation of 60m 'No Stopping' restriction outside #54 - #58 Mahoe Street.</li> <li>10. Installation of 30m 'No Stopping' restriction outside #60 - #68 Mahoe Street.</li> <li>11. Installation of 10m 'No Stopping' restriction outside #1 - #3 Mahoe Street.</li> <li>12. Installation of 60m 'No Stopping' restriction outside #9 - #17 Mahoe Street.</li> <li>13. Installation of 35m 'No Stopping' restriction outside #21 - #31 Mahoe Street.</li> <li>14. Installation of 40m 'No Stopping' restriction outside #35 - #41 Mahoe Street.</li> <li>15. Installation of 30m 'No Stopping' restriction outside #41 - #51 Mahoe Street.</li> <li>16. Installation of 40m 'No Stopping' restriction outside #55 - #71 Mahoe Street.</li> </ol>
Palm Grove Drive	<p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 50m 'No Stopping' restriction starting outside #13 Palm Grove Drive and ending outside #26 Palm Grove Drive.</li> </ol>
Ridout Street	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 35m 'No Stopping' restriction starting outside #20 Ridout Street and ending outside #26 Ridout Street.</li> </ol>
Rifle Range Road	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping' restriction outside #1 Aberfoyle Street.</li> <li>2. Installation of 10m 'No Stopping' restriction outside #74 Rifle Range Road.</li> </ol>

Simsey Place	<p>Improve Safety and Access to properties, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 30m 'No Stopping' restriction outside #1 - #7 Simsey Place.</li> </ol>
Te Huia Drive	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping' restriction outside #13 Woodridge Drive.</li> <li>2. Installation of 20m 'No Stopping' restriction outside #18 Woodridge Drive.</li> <li>3. Installation of 40m 'No Stopping' restriction outside #87 - #91 Te Huia Drive.</li> </ol>
The Boulevard	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Rescinding 11.5m of the existing 'No Stopping' restriction outside #1 Kahu Crescent.</li> <li>2. Rescinding 11m of the existing 'No Stopping' restriction outside #2 Kahu Crescent.</li> <li>3. Rescinding 11m of the existing 'No Stopping' restriction outside #17 The Boulevard.</li> <li>4. Rescinding 10m of the existing 'No Stopping' restriction outside #19 The Boulevard.</li> <li>5. Installation of 45m 'No Stopping' restriction starting outside #1 Kahu Crescent and ending outside #5 The Boulevard.</li> <li>6. Installation of 45m 'No Stopping' restriction outside #2 Kahu Crescent.</li> <li>7. Installation of 40m 'No Stopping' restriction outside #17 The Boulevard.</li> <li>8. Installation of 40m 'No Stopping' restriction outside #19 The Boulevard.</li> </ol>
Walsh Street	<p>Improve access to properties and traffic movement on cul-de-sac, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 55m 'No Stopping' restriction starting outside #25 Walsh Street and ending outside #30 Walsh Street.</li> </ol>
Wishbone Court	<p>Improve access to properties and traffic movement, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 85m 'No Stopping' restriction starting outside #9 Wishbone Court and ending outside #18 Wishbone Court.</li> </ol>
Woodridge Drive	<p>Improve Safe Intersection Sight Distances, by:</p> <ol style="list-style-type: none"> <li>1. Installation of 5m 'No Stopping' restriction outside #13 Woodridge Drive.</li> <li>2. Installation of 5m 'No Stopping' restriction outside #18 Woodridge Drive.</li> </ol>

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	<p>Southside:</p> <ol style="list-style-type: none"> <li>1. Installation of 80m 'CBD Commuter' restriction outside #19 - #23 Clarence Street.</li> <li>2. Installation of 20m 'CBD Commuter' restriction outside #29 - #33 Clarence Street.</li> <li>3. Installation of 10m 'CBD Commuter' restriction opposite #40 - #44 Clarence Street.</li> </ol>
Grantham Street	<p>Westside:</p> <ol style="list-style-type: none"> <li>1. Installation of 175m 'CBD Commuter' restriction opposite #17 - #154 Grantham Street; Southside of Grantham Street.</li> </ol>
Harwood Street	<p>East Side:</p> <ol style="list-style-type: none"> <li>1. Installation of 35m 'CBD Commuter' restriction outside #12 - #14 Harwood Street South.</li> <li>2. Installation of 20m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South.</li> <li>3. Installation of 45m 'CBD Commuter' restriction outside #8 - #10 Harwood Street South.</li> <li>4. Installation of 5m 'CBD Commuter' restriction outside #78 London Street.</li> <li>5. Installation of 25m 'CBD Commuter' restriction outside #78 London Street.</li> </ol> <p>West Side:</p> <ol style="list-style-type: none"> <li>6. Installation of 15m 'CBD Commuter' restriction outside #35 - #37 Harwood Street North.</li> <li>7. Installation of 50m 'CBD Commuter' restriction outside #29 - #33 Harwood Street North.</li> <li>8. Installation of 15m 'CBD Commuter' restriction outside #25 Harwood Street North.</li> <li>9. Installation of 40m 'CBD Commuter' restriction outside #19 - #21 Harwood Street North.</li> </ol>
Liverpool Street	<p>Northside:</p> <ol style="list-style-type: none"> <li>1. Installation of 70m 'CBD Commuter' restriction outside #14 Liverpool Street.</li> <li>2. Installation of 35m 'CBD Commuter' restriction outside #24 - #28 Liverpool Street.</li> </ol>
Knox Street	<p><u>Southside:</u></p> <ol style="list-style-type: none"> <li>1. Installation of 40m 'CBD Commuter' restriction outside #3 - #5 Knox Street.</li> <li>2. Installation of 25m 'CBD Commuter' restriction outside #9 - #11 Knox Street.</li> <li>3. Installation of 30m 'CBD Commuter' restriction outside #13 - #15 Knox Street.</li> <li>4. Installation of 40m 'CBD Commuter' restriction outside #15 - #19 Knox Street.</li> </ol>

The meeting was adjourned from 11.05am to 11.23am during discussion on the above item.



## 6. Hamilton City Speed Limit Changes

The Network Operations Team Leader outlined the staff recommendations and the proposed change's alignment with the Speed Management Plan. She responded to questions from Members concerning reduction of speed at the Heaphy Terrace shops, implementing speed infrastructure measures at Mahoe Street, driver behaviour, and the intention of the speed adjustment on Cobham Drive.

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

That the Traffic, Speed Limit and Road Closure Hearings Panel approves the following changes to the National Speed Limits Register;

- (i) 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
<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>

<a href="#"><u>40</u></a>	<a href="#"><u>Lancewood Avenue</u></a>	<a href="#"><u>Mahoe Street to end of Lancewood Ave</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Filmer Place</u></a>	<a href="#"><u>Lancewood Avenue to end of Filmer Place</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Mount View Road</u></a>	<a href="#"><u>Ohaupo Road to Prisk Street</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Heather Place</u></a>	<a href="#"><u>Mount View Road to end of Heather Place</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Vivian Street</u></a>	<a href="#"><u>Mount View Road to Mahoe Street</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Gardenia Close</u></a>	<a href="#"><u>Mount View Road to end of Gardenia Close</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Grevillea Place</u></a>	<a href="#"><u>Gardenia Close to end of Grevillea Place</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Sundown Crescent</u></a>	<a href="#"><u>Collins Road to end of Sundown Crescent</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Prisk Street</u></a>	<a href="#"><u>Collins Road to Mahoe Street</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Thornton Place</u></a>	<a href="#"><u>Prisk street to end of Thornton Place</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Minifie Avenue</u></a>	<a href="#"><u>Prisk Street to end of Minifie Ave</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Mathews Crescent</u></a>	<a href="#"><u>Prisk Street to Minifie Avenue</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Priscilla Crescent</u></a>	<a href="#"><u>Prisk Street to Mahoe Street</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Yvonne Street</u></a>	<a href="#"><u>Prisk Street to Coventry Road</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Coventry Road</u></a>	<a href="#"><u>Yvonne Street to end of Coventry Road</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Purcell Place</u></a>	<a href="#"><u>Coventry Road to end of Purcell Place</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>
<a href="#"><u>40</u></a>	<a href="#"><u>Lilac Street</u></a>	<a href="#"><u>Collins Road to end of Lilac Street</u></a>	<a href="#"><u>3 October 2022</u></a>	<a href="#"><u>National Speed Limits Register</u></a>	<a href="#"><u>Hamilton Speed Limit Bylaw 2013</u></a>

<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>
<b>Roads with a Variable Speed Limit</b>					
<b>Speed Limit (km/h)</b>	<b>DESCRIPTION</b>	<b>DATE SPEED LIMIT COMES INTO FORCE</b>	<b>LEGAL INSTRUMENT</b>	<b>PREVIOUS LEGAL INSTRUMENT</b>	
	<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;

<b>Register 4: Roads with a Speed Limit of 40 Km/h</b>					
<b>Speed Limit (km/h)</b>	<b>ROAD NAME</b>	<b>DESCRIPTION</b>	<b>DATE SPEED LIMIT COMES INTO FORCE</b>	<b>LEGAL INSTRUMENT</b>	<b>PREVIOUS LEGAL INSTRUMENT</b>
40	Bettina Road	<u>60m West of Heaphy Terrace to End</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>Hamilton Speed Limit Bylaw 2013.</u>
40	Alfred Street	<u>50m east of Heaphy Terrace to Peachgrove Road</u>	<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 Heaphy Terrace to end</u>	<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 Heaphy Terrace</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>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 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>
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>

The meeting was declared closed at 11.58am.

**Appendix 1**



Appendix 2

# Parking Proposal for Liverpool St

Making 16 of the present 29 parking spaces into all day parking.

1

# 11 x Tenants oppose this proposal

ANGLESEA ST

LIVERPOOL ST

VICTORIA ST

SPEIGHTS ALE HOUSE

Freedom

To Lease

BARTERCARD

ALO FINE

APARTMENTS

Empty

ASIAN SUPER MARKET

LODGE REAL ESTATE

PLUS 91 CAFE

BAFARI SPORTS

Pet shop

After hrs Vet

Accounts

ESCAPE HQ

KINGS RADIO SERVICE

To Lease

Blind & Low Vision

LODGE CAR PARK

COLORS HAIR CO

To Lease

SUSHI

2

## and also 5 x Building Owners



3

## The Council's Focus

- To encourage shoppers back into Central Hamilton
- To have a thriving Centre with successful businesses that choose to be there
- A strong view on the environment – encouraging employees to walk, cycle or use public transport. Reducing the number of cars in Central city.

4

## The Council's Focus

- To encourage shoppers back into Central Hamilton

By taking away carparks surely it will make it more difficult for customers to find a park and consider going elsewhere where it is easier

5

## The Council's Focus

- To have a thriving Centre with successful businesses that choose to be there

By taking away carparks it will make business owners feel unsupported especially after the hardship of the last 2 years and either not survive or leave the central area.

6



## The Council's Focus

- A strong view on the environment – encouraging employees to walk, cycle or use public transport

In making more than half of the car parks in Liverpool St into all day commuter parking, this is going against the council's focus and enabling people to bring their cars into town.

There has been cycle ways put in place however the bus system has had a reduced schedule since February – what is being done to support this getting back to full strength?

7

## Things you may not have considered

Parking utilization – Speights Ale House renovation and empty shop cnr Victoria St & Liverpool St did not apply any demand on parks during the test time

Harwood St, Nisbett St, Clarence St, Knox St and Grantham St do not have any retail/service shops on them. Comparing Liverpool St to those is like comparing apples to cabbages!!! They are entirely different streets.

We rely on car parks for our business to survive and prosper.

8

This is a Wednesday morning when Lodge are having their auctions, their own carpark and the parks on the street are full!



9

## The Impact on Us

- I purchased my hairdressing salon 9 yrs ago with one of the great advantages of parking. I can have easily 10 clients in the salon, so if we are only left with 13 total carparks in Liverpool St what will everyone else do?
- 65% of my customers have a color service which means they are in the salon for a minimum of 2.5 hrs ,this means they are using the spaces for longer and contributing towards council revenue
- Not only does this impact the day to day running of our business but it will also impact its future value when it is time to sell. The reason we all picked Liverpool St instead of Alexander St is because of the available parking.

10

## Future Developments

1. The old Briscoes Building in Liverpool St
2. Lodge Real Estate owns the buildings on the corner of Liverpool & Ulster
3. Lugtons Building in Victoria St

These 3 sites have all been earmarked for multilevel apartments with retail underneath. This will bring more people to live in town and more demand on parking.

11

## Summary

- Liverpool St is a very different street than the other streets you are considering/considered. Because of the types of businesses, we count on our parking to survive, thrive and keep trading.
- If you took those 16 proposed carparks (more than half) it makes the council look hypocritical, and that revenue gathering is more important than supporting your local businesses.

12

### Appendix 3

WAIKATO REGIONAL DIABETES



Waikato District Health Board

14<sup>th</sup> July 2022

Hamilton City  
Council Parking  
Services

Re: Proposed chargeable all day parking along the southern side of Clarence Street, Hamilton

To Whom It May Concern

The Te Whatu Ora Health New Zealand Waikato Regional Diabetes Service is situated at number 26 Clarence Street Hamilton. We are a publicly funded Waikato Hospital outpatient service providing specialist level care to people with diabetes in the Waikato region.

We provide services for people with diabetes aged from 15 years and upwards.

A disproportionate number of people with diabetes in our community are Maori. Unfortunately it is our Maori people who often go on to develop complications of diabetes and need to be seen by our specialist teams. Some of the services we provide are for women with diabetes who are pregnant people with chronic leg or foot ulcers with mobility difficulties, amputees, wheelchair bound, morbidly obese, older adults requiring support person assistance, vision impaired, renal failure, and people attending the retinal photo screening programme. All whom appreciate having the ability to park in Clarence St.

I am sure council is aware of the work being done nationally in the health sector to reduce the inequities for our Maori people. This work needs to be supported at the localities level if we are going to make transformational changes to the health and well-being of all people in Aotearoa New Zealand.

Access to health care is one of the barriers faced by many people in our community, urban and rural. This is one of the reasons the Diabetes Service moved off the hospital campus and into the city over ten years ago. People with diabetes do not require to be seen in an acute hospital setting for the majority of their care. Council should also be aware that there is a greater push to have many of the chronic disease speciality services working from within, or at least closer, to the local community they serve.

Our diabetes team working from Clarence Street have welcomed the free two hour parking as it means car parks are freed up frequently to allow patients to park close to our clinic.

Many patient appointments are for one to two hours and the parking system supports their attendance at clinic.

I understand council may have an outdated view of the parking situation for the Diabetes Service. Initially we had ten car parks behind our building with two disability parks, and another three parks at the front of our building.

With the growth in diabetes leading to the growth in our service we have had to build an addition onto our clinic and as a result we lost over half of the car parks. A resource consent was approved by council for this build even though it reduced the patient car parking considerably.

Council approved the build on the basis of us having six patient car parks at the back of our building - please note two are land-locked and totally unusable - and three car parks at the front of the building - two are mobility reserved. A total of six usable car parks on site.

If any of the current parking in our end of Clarence Street was converted to all day paid parking it would significantly disadvantage those in the community who use our health service and those using the services of other health care providers in the street.

The all day parks will be taken up by people working locally and will be occupied during clinic hours. This is likely to create a barrier to patients attending their clinic appointments. Not a good move when try to reduce inequity and improve access to health care.

We would receive at least one complaint per week from patients unable to find a car park. Converting the two hour free car parks will exacerbate this.

I would implore council to reconsider this proposal and allow the current two hour free car parking to remain on both sides of Clarence Street for the benefit of our vulnerable community.

I am happy to be contacted if further information is required. Kindest

regards

Vikki Lowe-Reid

Charge Nurse Manager Diabetes Service Te  
Whatu Ora Health New Zealand

021 356 828

RP051

26 Clarence St, Private Bag 3200, Hamilton 3240, New Zealand T: 07 859 9180

[www.waikatochb.health.nz](http://www.waikatochb.health.nz)

#### Appendix 4

Hugh Litchfield  
16 Clarence Street  
Hamilton

11<sup>th</sup> July 2022

Hamilton City Council  
Parking Services

**Summary, the services in this street most often are for disabled, seimi-disabled or aged persons and to make it more difficult for them to access the buildings from the road would be a disaster for this street.**

My name is Hugh Litchfield. I am the owner of 12, 16-24, 28 Clarence Street and 109 Anglesea Street. I am a surgeon, I purchased 16 Clarence Street, a five storey building with offices so that I could use the ground floor for my practice, enabling me to set up a day stay hospital, which actually catered for Kohanga Reo children under a contract for grommets at well below cost. In the last twelve years I have been providing a service for the hearing impaired.

I subsequently bought other properties for the purpose of providing parking for occupants of the building. On the south west corner of Clarence Street was an area used for all day parking for cars that arrived early in the morning and their occupants walked into the city centre, they were there all day. Also it was a very untidy entrance to Hamilton city from the south.

I am extremely concerned if there were to be a loss of any carpark for the use of occupants of the buildings in this street. The present system works well and I believe we paid extra rates for this.

The street also houses the District Diabetes Services and this organisation lost carpark recently when they built onto their carpark. This has subsequently increased the demand for short term parking.

As you would understand, medical and disabled people often have to be dropped off close to the service they are visiting. I have carpark and disabled persons carpark as close as possible but it is much easier for disabled persons to be dropped off closer to the door in many cases.

Long term parking here would not service this area. It would tend to serve the workers in the centre of the city and make it more difficult for our clients. This does not attract business to the city which is already in competition with outlying shopping areas such as The Base.

I have contacted nearly everyone in the street and they agree with me that the two hour free parking has been very good for allowing us to provide our services.

All these big buildings need upgrading and it is ideal for them to be brought up to the latest standards. I am looking to do this once more to 16-24 Clarence Street, as I did with 109 Anglesea Street, opposite the court house. This will probably cost around 2 million dollars and I really need to know whether it would be worthwhile if the access to the services we provide are going to be limited.

Please maintain the present parking system in Clarence Street. If any of the committee have further questions please contact me at [hughlitchfield@xtra.co.nz](mailto:hughlitchfield@xtra.co.nz)

## Appendix 5

**The Chairman  
Hearings Committee  
HCC Hamilton**

- HCC PROPOSAL FOR PAYED COMMUTER CARPARKS ON HARWOOD STREET (DAILY BASIS)
- SUBMISSION FROM THE MONCKTON CHARITABLE TRUST, (MCT) CARPARK BUILDING OWNER ON HARWOOD & ROSTREVOR STREETS

Dear Sir,

Our Charitable Trust writes in support of the above HCC Commuter Carparking Proposal.

We do so on the basis of the following four points that were discussed by our Trustee, Geoff Monckton, and Aditya Mitta, Senior Officer of Parking, Streets and Traffic HCC, in a recent telephone conversation:

1. The HCC will be responsible with its Pricing for these Parks.
2. The HCC will not hit upon the MCT with artificially low prices.
3. The HCC parking price will be subject to review from time to time.
4. The MCT will make available to the HCC its schedule of Carpark prices when requested. (These have remained unchanged for the past 8 years)

We make this submission with these above 4 points, as we do not wish to revisit the Historical Situation where for 17 years, our Carpark Building faced Competition from “Zero Priced Carparks” in the surrounding HCC Streets.

On this basis we can all work together and our Carpark Building can have an important Function in keeping the HCC streets safe.

Yours Sincerely,

Kirsty Gillespie

Jonty Bell

FOR THE MONCKTON CHARITABLE TRUST

Good afternoon,

Apologies for the late response but I am unable to attend in person tomorrow due to conflicting appointments. Please do ensure this is shared.

- Firstly, I would like to support the speed reduction proposal for Mahoe Street (however not the painted parking bay proposal). Reducing the legal speed to 30 or 40kms will also achieve nothing.
- I have resided on Mahoe Street for four years and can confidently say speed is a serious issue. I have seen many vehicles and trees being crashed into over a short period of time. Additionally, cars being clipped (wing mirrors) is also an issue. I believe that it is just a matter of time until someone getting out of a parked vehicle will be hit or children/people crossing the road.
- I would estimate that vehicles can easily reach up to 100+km on this road (I know this may be hard to believe but it's a long stretch of road and people often race down here, especially in the evenings). This includes dirt bikes.
- Often this stretch of road is used for burnouts and you can see this from the tyre marks on the roads.

The question I had for one of your engineers were how was this proposal to not include speed bumps on Mahoe Street decided on - and the response was due to the other roads having received more complaints. If I had to complain for speeding vehicles there could easily be 100 per day (that's not even an exaggeration - however speeding is just normal now on this road). This is just a silly process to invest money - based on complaints. Have you monitored speeds on this stretch of road? Any data been collected? Try it for 1 week and I'm sure 80% of vehicles drive over the 50km speed now. Mahoe street is 1.3kms long with no roundabouts or stop signs, meaning cars reach excessive speeds (especially with the layout of the road). I would challenge to look at data for speeds across various locations on the road - and I will guarantee you will be shocked by the speeds people reach.

I am not in support of having parking bays painted as proposed. I believe that a more aggressive approach is required e.g. Aggressive Speed Bumps, single lane avenues or speed cameras.

The parking bays won't work as:

- already cars are parked on this road, it makes no difference and means cars are crossing the centre line at great speed
- people tend to park off-street or on footpath as many cars have been clipped by passing vehicles
- people park off-street as this is not the safest neighbourhood
- there are not enough cars to park on the road to create easing, especially not further down the road - people have bigger sections and park off road. The only place cars are parked generally is close to the hospital, which is only the beginning of the road and is not busy (parked on) in evenings.

I know it's illegal to park on the footpath etc, but this still happens, and will continue to happen.

Thanks

Rickardt van Dyk



Dear Aditya

We are the owners of 11 Liverpool Street Hamilton.

We have been notified by a tenant of these proposed changes. We are disappointed that this notification did not come to us as owners of the building.

We would like to register our opposition to this parking change.

All day parking along one side of Liverpool Street will be detrimental to our tenants businesses. It is against what most councils are doing i.e. trying to get people out of cars for commuting into the city.

It seems that at times there is a lack of short term parking in the area, so your change will exasperate the problem.

This proposal is short sighted and against the philosophy which the council should be adopting.

Please register our opposition.

Also please add us to the information list, so we can be informed on this matter from now on. We are disappointed that we have not been informed to date.

regards

Bridget Ledbrook, Simon Tompkins and David Tompkins  
Owners of 11 Liverpool Street Building.

Hi Aditya,

I am the branch manager of Escape HQ on Harwood/Liverpool Street and I am writing this letter to oppose the upcoming proposal for all day parking on Liverpool Street.

I can't find any evidence of us ever being contacted regarding this proposal and have only just been told about it by Djuanne from Colors Hair Company. I don't know whether this was intentional or not, but this directly affects our business as well as many others on the street.

We have two allocated parking spaces for our staff on site but we have no customer parking so our customers have to use the parking available on the street. There is already very limited parking at our end of the street to begin with but if the northern side of the road isn't able to be used by our customers then they will literally have nowhere to park. There are only 3 car parks on our side of the street in front of the vets on the corner and these are 99% of the time occupied by the vets. Where are our customers expected to park if all the parks are taken?

I think this street needs more parking, not less. So I would like it on the record that we are very much opposed to the all day parking proposal and hope that this doesn't go ahead.

**Kind regards,**

**Maddy Raynel**

**Branch Manager**

**Escape HQ Hamilton**

Ian Campbell

Breast Oncoplastic, General and Endocrine Surgeon

ONZM,

Professor (Honorary)

BHB MBChB Dip.Obst FRACS

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email [ian@stanne.co.nz](mailto:ian@stanne.co.nz)  
• HealthLink [fijhamtn](http://fijhamtn)

14 July 2022

The Manager  
Hamilton City Parking  
Hamilton City Council

Dear Sir/Madam

Re: All day parking on southern side of Clarence Street

There are multiple businesses including my own and a café, and a gym, in Clarence Street where short-term parking is needed. As a business owner in Clarence Street, I am very much against a move to all day parking which will make it very difficult for clients needing relatively short-term parking to access the local businesses. This will also be an issue for people needing to attend the Hamilton Courthouse across the road from this part of Clarence Street. I request that the parking in Clarence Street remains as it is, including the two hours free parking that Hamilton City Council rate payers have been paying for.

Ian Campbell