

Information Sessions – 9 March 2022

Time	Topic	HCC Presenter(s)	Open / Closed	Time Req'd (mins)
9.30am	Rostrevor Street – Next Steps following Completion of Innovating Streets Project <i>(Infrastructure Operations Committee)</i>	Robyn Denton, Martin Parkes, Eeva-Liisa Wright	Open Briefing	60 mins

DISCUSSION TOPIC SUMMARY

Topic: Rostrevor Street – post innovating streets

Related Committee: Infrastructure Operations Committee

Business Unit/Group: City Transportation Unit / Infrastructure Operations Group

Key Staff Contact/s: Robyn Denton

Direction Discussion/Drop in Session recommended? Discussion

Information Status: Open

PURPOSE OF TOPIC/INFORMATION

The 17 August 2021 Infrastructure Operations Committee meeting considered a report on the Innovating Streets project completed in Rostrevor Street and resolved to:

request staff bring this matter to a briefing/workshop for further discussion on the options, including indicative costs prior to coming back to a future Infrastructure Operations Committee meeting for a decision on an interim treatment of Rostrevor Street.

Staff require direction/feedback from Members on this topic to put together recommendations for an upcoming report.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

The current layout/format in Rostrevor Street cannot remain long term. There are two key issues which need to be addressed:

- For the street art to remain we need to do more work to manage the speeds down to a lower level – maximum is 30km/h, current speeds are 40-45km/h
- Speed treatment (humps) is via temporary installations and these will not last for an extended period of time.

There is currently no funding for any further work within the 2021-31 Long Term Plan budget

KEY SUMMARY POINTS

The Rostrevor Street trial was conducted over a 2 ½ month period (12 April 2021 – 5 July 2021) and was undertaken as part of the Innovating Streets for People Programme developed by Waka Kotahi NZ Transport Agency.

The programme provided councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice.

The programmes vision is to enable quick testing and piloting of projects to transition streets to safer and more liveable spaces by demonstrating their value to the community. This is completed by live trialling and retrofitting streets to reduce vehicle speeds and create more space for people.

Evaluation of the trial showed that the Rostrevor Street project met most of its measured goals. The following goals were met:

- More attractive to more people and people stay longer on the street
- Enhance community pride in the space
- The West Town Belt 'heart' is experienced as one cohesive open space
- Raise awareness of mana whenua narratives amongst the wider community
- Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network
- Demonstrate that removal of on-street parking has neutral or positive impact on communities
- Provide a safe place for people walking, biking, scootering, and skateboarding

From the trial 4 options and 7 optional 'add-ons' have been identified for elected member consideration (refer to the 'Options' section of this report).

Staff do not have a preferred option and are seeking Member guidance.

Rostrevor Street interim and/or permanent design (dependant on committee approval) are currently unfunded within approved 2021-31 Long Term Plan budgets. Consideration for funding will be required for any approved option.

WHERE CAN MEMBERS FIND MORE INFORMATION?

- further information is available on Diligent for the 17 August 2021 Infrastructure Operations Committee meeting – Item #10
- further information is attached as a presentation and is included via appendix to this topic summary document

WHAT DIRECTION/FEEDBACK/INPUT IS NEEDED FROM MEMBERS

- Staff need direction on preferred option/s?
- Staff would like to know if there is anything further that Members would like covered in the staff report?
- Are there any other options Members would like to see covered in the report?
- Are there any known views of the community or do Members have any concerns around community reactions?
- Do Members have preference/views around how community engagement is managed?

Rostrevor Street

Next steps following completion of
Innovating Streets project



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Purpose of Briefing/Workshop

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Issues

- Current layout can not remain long term:
 - Street art
 - Speed treatment is via temporary speed humps along Rostrevor Street
 - Speed treatment at Rostrevor/Tristram intersection is via temporary speed humps
 - We still have a large number of pots sitting in the adjacent park
- There is currently no funding for any further work within the 2021-31 Long Term Plan budget.

Learnings and evaluation

- The surrounding network can operate with this section closed
- There is an issue for right turning traffic at London/Tristram intersection
- There is an impact on traffic flows when Mill Street is closed for events at FMG Stadium but these are manageable
- There was use made of the area via events, but generally there is not a high demand at this stage
- Could be reassessed in conjunction with decisions on Founders Theatre
- The slower speeds at the Rostrevor/Tristram roundabout have improved accessibility for pedestrians at the roundabout

Options

Option	Option Description	
Option 1	Keep road open, return to pre Innovating Street layout	
Option 2	Keep road open, retain some elements of the Innovating Streets	
Option 3	Keep road open, install separated cycle lanes and remove parking	
Option 4	Close road, consider long term status of the road	

Option	Add-on option description	
A	Commuter Parking Charge	
B	Raised Safety Platforms and Zebra Crossings at Tristram/Rostrevor Intersection	
C	Raised Safety Platform and Zebra Crossing mid block on Rostrevor Street	
D	Introduce a separated cycle facility between Tristram Street and Victoria Street	
E	Raised Safety Platform and Zebra Crossing on left slip lane at Tristram/Norton	
F	Norton/King/Seddon/Rostrevor Roundabout Improvements for walking and cycling	
G	Changes to lanes and phasing of traffic signals at Tristram/Norton	

Possible combinations

Option	Option Description	Possible add-on
Option 1	Keep road open, return to pre Innovating Street layout	A, B, C
Option 2	Keep road open, retain some elements of the Innovating Streets	A, B, C
Option 3	Keep road open, install separated cycle lanes and remove parking	B, C, E
Option 4	Close road, consider long term status of the road	B, D, E, F, G

Option	Add-on option description
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What direction/feedback is needed from Members?

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