

## Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Traffic, Speed Limit and Road Closure Hearings Panel will be held on:

**Date:** Thursday 15 August 2024  
**Time:** 9:30 am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## Traffic, Speed Limit and Road Closure Hearings Panel

### *Ko Ngaa Taki Huarahi*

### OPEN LATE AGENDA

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#### Membership

**Chairperson** Cr Mark Donovan  
*Heamana*

**Members** Deputy Mayor Angela O'Leary  
Cr Anna Casey-Cox  
Cr Ewan Wilson  
Cr Geoff Taylor  
Cr Louise Hutt  
Cr Maxine van Oosten  
Cr Tim Macindoe

**Quorum:** Three members

**Meeting Frequency:** As required

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Amy Viggers  
*Mana Whakahaere*  
Governance Lead

**14 August 2024**

Telephone: 07 838 6727  
Amy.Viggers@hcc.govt.nz  
www.hamilton.govt.nz

ITEM	TABLE OF CONTENTS	PAGE
6	Traffic Bylaw Register Amendment for Heavy Vehicle Access on Waterford Road	3

# Council Report

Item 6

**Committee:** Traffic, Speed Limit and Road Closure Hearings Panel

**Date:** 15 August 2024

**Author:** Robyn Denton

**Authoriser:** Andrew Parsons

**Position:** Network and Systems Operations Manager

**Position:** General Manager Infrastructure and Assets

**Report Name:** Traffic Bylaw Register Amendment for Heavy Vehicle Access on Waterford Road

**Report Status**

*Open*

## Purpose - *Take*

1. To inform the Traffic, Speed Limit and Road Closure Hearings Panel on the need to implement a weight restriction for vehicles crossing the culvert in Waterford Road following the identification of signs of distress in the culvert structure.
2. To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel to add to the Hamilton Traffic Prohibitions Register, Part 6 Weight or Load Restrictions that a portion of Waterford Road to heavy vehicles is restricted to reduce the loading on the culvert.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Traffic, Speed Limit and Road Closure Hearings Panel:
  - a) receives the report;
  - b) approves the following addition to the Hamilton Traffic Bylaw 2021, Heavy Traffic Prohibitions Register, Part 6 Weight or Load Restrictions:

### Part A – Overbridges or Culverts

Name of Road	Name of bridge or culvert	Weight Limits	
		Maximum weight on any one axle	Gross weight (maximum of axle weights)
<u>Waterford Road</u>	<u>Waterford Road culvert across a tributary to the Mangakotukutuku Stream</u>	=	<u>3,500kg</u>

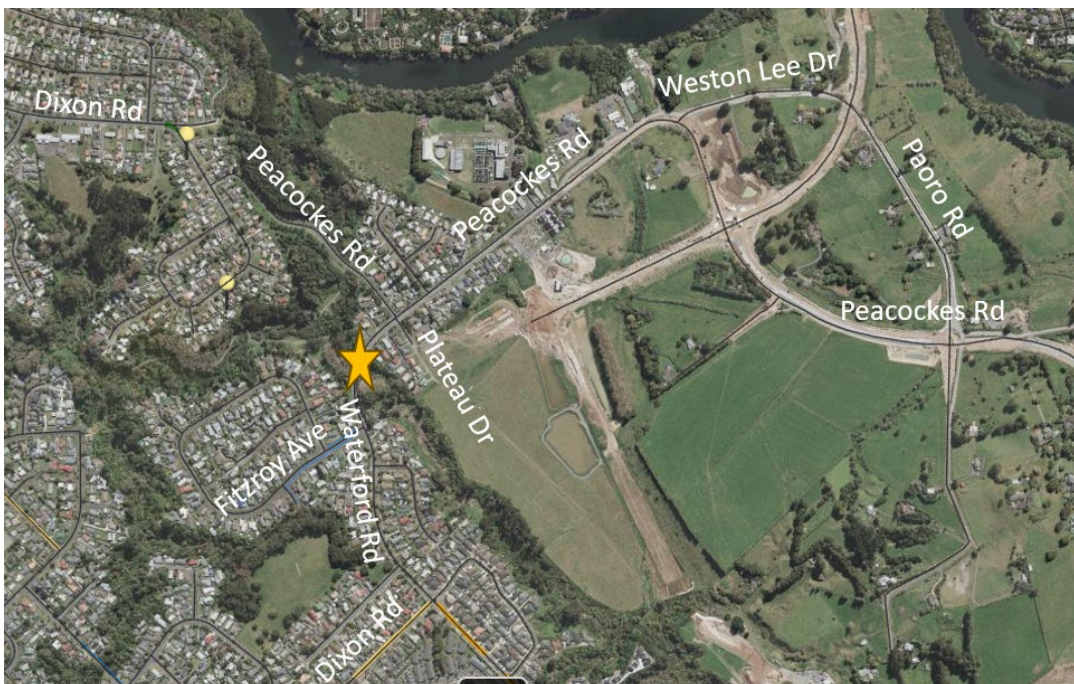
- c) notes that that the weight restriction will be in place until repairs or replacement of the culvert have been completed; and
- d) notes that once a long term solution has been determined a separate report will be provided to the appropriate committee to discuss funding implications and timing of works.

## Executive Summary - *Whakaraapopototanga matua*

4. As part of regular inspections carried out on structures (bridges, culverts and retaining walls) throughout the city, it has been identified that the stormwater culvert on Waterford Road has started to show signs of distress.
5. To mitigate any further impacts on this site and until repair works can be completed, it is proposed that the area where the culvert is located has a heavy vehicle restriction in place to reduce the loading on the culvert.
6. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
7. The changes proposed for approval in this report to be considered are:
  - i. changes to a register of the Traffic Bylaw:
    - a) Heavy Traffic Prohibitions Register Part 6: A – Overbridges or Culverts.
8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

## Discussion - *Matapaki*

9. Hamilton City Council (HCC) have a contract for the regular inspection of structures throughout the city including bridges, culverts and retaining walls to ensure that they are safe and to inform the ongoing maintenance and renewals programmes for them.
10. As part of regular inspections, it has been identified that the stormwater culvert on Waterford Road has started to show signs of distress via small cracks in the roof section of the culvert.
11. The location of the Waterford Road culvert is shown in the plan below:



***Location of Waterford Road culvert shown with yellow star***

12. Further detailed investigation is still required, but as an immediate precaution, a lower speed limit (30km/h) and weight restriction have been recommended by structural engineers.
13. The temporary speed limit has been put in place under the provisions of the Code of Practice for Temporary Traffic Management.
14. It is therefore appropriate to put in place a permanent weight restriction on this culvert under the Local Government Act 1974 via Schedule 10 'Conditions as to stopping of roads and the temporary prohibition of traffic on roads' provisions set out in Clause 11(a) as shown below:

11 The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—

- (a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or
- (b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or
- (c) during a period when public disorder exists or is anticipated; or
- (d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or
- (e) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function:

provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

15. The Traffic Bylaw has a series of registers that can be updated by Council resolution via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel.
16. To formalise the proposed weight restriction on Waterford Road culvert to restrict the movement of heavy motor vehicles the following changes (shown in red underlined text) are proposed to the Heavy Traffic Prohibitions Register Part 6 Weight or Load Restrictions of the Hamilton Traffic Bylaw 2021:

- Heavy Traffic Prohibitions Register Part 6 Weight or Load Restrictions:

**Part A – Overbridges or Culverts**

Name of Road	Name of bridge or culvert	Weight Limits	
		Maximum weight on any one axle	Gross weight (maximum of axle weights)
<u>Waterford Road</u>	<u>Waterford Road culvert across a tributary to the Mangakotukutuku Stream</u>	=	<u>3,500kg</u>

17. It is most likely that the culvert will require either significant repairs or replacement. Either of these options would require the road to be closed to all traffic while the work is completed. Consents will also be required prior to any work being completed.

18. There is a wastewater project (Te Anau Park diversion) currently in the planning stages that has worked planned along this road that will require at least lane closures and potentially some road closures at various times and locations.
19. Staff are therefore working to identify the best timing for the repair/renewal work and the opportunities to minimise the impact of any road closures of these two projects via coordination of projects.
20. Contact has been made with Waikato Regional Council and alternative bus routes will be established for the services in this area. The rubbish collection services managed by Hamilton City will also be using alternative routes.
21. The 2021 traffic count indicated traffic volumes of 4,300 vehicles per day. While we don't have information on the percentage of heavy vehicles on this section of road, the levels are very low in adjacent sections of road including Bader Street and Peacocks Road.
22. Fire and Emergency NZ (FENZ) have been notified of the weight restriction. This was not identified as a priority route by FENZ and access to the area south of this location is provided via Dixon Road and the soon to be opened new bridge into Peacocke adjacent to Hamilton Gardens. Feedback from FENZ indicates that they can work around this proposed weight restriction.

### **Financial Considerations - *Whaiwhakaaro Puutea***

23. The costs associated with the initial management of the speed and weight restrictions can be met from the existing transport operational budget for Structures Maintenance and Renewal.
24. The costs associated with implementing a permanent solution have yet to be determined and will be subject to a separate report to the appropriate committee.

### **Legal and Policy Considerations - *Whaiwhakaaro-aa-ture***

25. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements.

### **Climate Change Impact Statement**

26. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation and determined that no assessments are required for this activity.  
  
Emissions and climate change adaptation assessments will be completed for the culvert repair and/or renewal activities once it has been determined what the most appropriate treatment is for this site.

### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

27. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
28. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
29. The recommendations set out in this report are consistent with that purpose.

### **Social**

30. The proposed weight restriction on the Waterford Road culvert will enable the road to remain open to general light traffic (cars and vans) and thereby enables the community to continue to access the education, health, supermarkets and places of work as they currently do.

## Economic

31. The proposed weight restriction on the Waterford Road culvert has minimal impact on economic development as this is a local residential road with low volumes of heavy vehicles using it.
32. Alternative routes are available for any heavy vehicles associated with infrastructure construction including the roading, 3 waters and housing activities in the area. This will be supplemented by the opening of the new bridge over the Waikato River into Peacocke that is scheduled for September 2024.

## Environmental

33. Managing the weight across the Waterford Road culvert will provide time for a full assessment to be made before any remedial works are completed. A full environmental assessment will be undertaken as part of the development of this solution including the impact on the surrounding stormwater network.

## Cultural

34. No cultural assessment has been completed for this matter. Consultation with Iwi will be completed as part of the development of a repair/renewal activity for the culvert.

## Risks - *Tuuraru*

35. There are no known risks associated with the decisions required for this matter.
36. There is a risk that if a weight restriction for vehicles crossing the culvert is not put in place that it may result in further deterioration of the structure and a need to close it to all traffic.

## Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

### Significance

37. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a medium level of significance.

### Engagement

38. Given the medium level of significance determined, the engagement level is medium. Engagement is required.
39. Notifications have already been issued to the following key stakeholders who are most likely to be affected by the proposed weight restriction:
  - i. Waikato Regional Council – for the public transport bus services on this route
  - ii. Fire and Emergency NZ (FENZ)
  - iii. Transporting NZ (freight industry)
  - iv. Hamilton City – Resource Recovery contract for rubbish collections.
  - v. Hamilton City - contractors working on the Peacocke roading and 3 waters activities.
  - vi. Hamilton City - Connect Hamilton transport maintenance and renewals activities.

## Attachments - *Ngaa taapirihanga*

There are no attachments for this report.