

---

**From:** official information  
**Sent:** Monday, 1 March 2021 17:37  
**To:** [REDACTED]  
**Cc:** official information; Michelle Hawthorne  
**Subject:** RESPONSE - LGOIMA 21003 - Foodstuffs / [REDACTED] - Wairere Drive Speed Reduction  
**Attachments:** Updated Combined and Redacted - LGOIMA.pdf; DS-010469-109-16-V4 (LGOIMA request).pdf

Kia ora,

I refer to your information request below (as per the attachment you also provided), Hamilton City Council is able to provide the following response.

Please see all relevant documents regarding your request attached and at this link: [https://hccgovtnz-my.sharepoint.com/:u:/g/personal/tatiyana\\_taunoa\\_hcc\\_govt\\_nz/EUkJSpkdCuJMt2uat-NwINoB8LP7-aK1xkH2cK6vA-IK3A?e=qdHF0Z](https://hccgovtnz-my.sharepoint.com/:u:/g/personal/tatiyana_taunoa_hcc_govt_nz/EUkJSpkdCuJMt2uat-NwINoB8LP7-aK1xkH2cK6vA-IK3A?e=qdHF0Z)

*Note – we find the link works best when opened using Google Chrome.*

Council has withheld some information pursuant to section 7 of LGOIMA where this is necessary to:

- (f) maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of any local authority, or any persons to whom section 2(5) applies, in the course of their duty;
- (g) maintain legal professional privilege;
- (i) enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or

See below for further explanation as to the redactions which have been applied to some of the documents.

#### **Legal privilege**

Some documents contain information which is subject to solicitor/client privilege. Withholding this information is necessary to protect that privilege and the interest in maintaining the privilege is not outweighed by any considerations which render it desirable, in the public interest, to make the information available.

#### **Negotiations**

Some documents concern negotiations with a third party on a matter unrelated to the Wairere Drive decision. Disclosure would prejudice or disadvantage Council as it would benefit the third party to understand Council's negotiating strategy, which would put Council at a disadvantage in the negotiations.

The balance of these documents or parts of documents concern negotiations with Foodstuffs which were and are reasonably contemplated. Disclosure would prejudice or disadvantage Council as it would benefit Foodstuffs to understand Council's negotiation positions and strategy, putting Council at a bargaining disadvantage. This interest outweighs the countervailing public interest in release of the information.

#### **Improper gain or advantage**

This relates to item C1 in the agenda for the Council Meeting on 8 December 2020. It is a procedural item with no relationship to the Wairere Drive decision. It is withheld in order to prevent the disclosure or use of official information for improper use or advantage as it includes details of decisions previously made in public-excluded Council Meetings.

#### **Free and frank**

This comment was a free and frank expression of opinion. It was expressed off the cuff and in the course of a public-excluded meeting. Accordingly, release of the comment would inhibit the exchange of free and frank opinions in future. That inhibition would prejudice the effective conduct of public affairs as Councillors would restrain themselves from speaking frankly during public-excluded meetings. That would lead to Council meetings, including debates, not being as open, honest, or complete as they could be, making it harder for Council to make good decisions. While there is a degree of public interest in the information, this does not outweigh the importance of the effective conduct of public affairs.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

#### **Tatiana Taunoa**

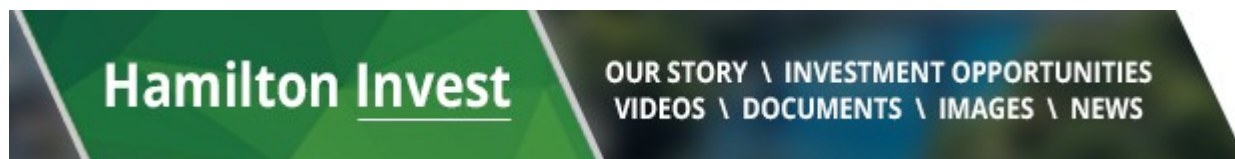
Official Information Team | Legal Services & Risk

DDI: 07 838 6455

Email: [Tatiana.Taunoa@hcc.govt.nz](mailto:Tatiana.Taunoa@hcc.govt.nz) or [officialinformation@hcc.govt.nz](mailto:officialinformation@hcc.govt.nz)

Hamilton City Council | Private Bag 3010 | Hamilton 3240 | [www.hamilton.govt.nz](http://www.hamilton.govt.nz)

 [Like us on Facebook](#)  [Follow us on Twitter](#)



**From:** [REDACTED]

**Sent:** Friday, 15 January 2021 3:18 PM

**To:** Chris Allen <[Chris.Allen@hcc.govt.nz](mailto:Chris.Allen@hcc.govt.nz)>

**Cc:** [REDACTED]

**Subject:** LGOIMA request: Wairere Drive speed reduction proposal

Dear Chris,

Please see our letter **attached**.

I understand that [REDACTED] will be in touch to arrange a meeting to discuss the issues referred to in our letter, however we would appreciate if the request could be actioned in the meantime.

Ngā mihi | Kind regards

[REDACTED]

[REDACTED]

---

Please consider the environment before printing this email.

This email contains information which is confidential and may be subject to legal privilege. If you are not the intended recipient you must not peruse, use, disseminate, distribute or copy this email or attachments. If you have received this email in error, please notify us immediately by return email, facsimile or telephone and delete this mail. Ellis Gould is not responsible for any changes made to this email or to any documents after transmission from Ellis Gould.

**PLEASE NOTE:** As a consequence of recent changes to the Anti-Money Laundering and Countering Financing of Terrorism Act 2009, from 1 July 2018 law firms will be required to collect additional information from clients undertaking certain categories of activity. We will advise you if we need to obtain such information from you. You can read more about the law change [here](#).

# Council Report

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**Author:** Robyn Denton

**Authoriser:** Chris Allen

**Position:** Network Operations and Use Leader

**Position:** General Manager Development

**Report Name:** Wairere Drive - Proposal for Speed Limit Reduction

<b>Report Status</b>	<i>This report is taken as a publicly excluded item to enable Council to carry out negotiations.</i>
----------------------	--

## Purpose - Take

1. To inform the Infrastructure Operations Committee on the resource consent requirements for Foodstuff North Island Limited Pak n Save in Te Rapa.
2. To seek approval from the Infrastructure Operations Committee for a speed limit reduction on Wairere Drive between Te Rapa Road and Pukete Road to 60km/h (down from 80km/h) required as part of the resource consent conditions for the Pak n Save, Te Rapa development, LGOIMA 1987 s(7) (2) (i)

## Staff Recommendation - Tuutohu-aa-kaimahi

3. That the Infrastructure Operations Committee:
  - a) notes that a request has been received from Foodstuffs North Island Limited for Hamilton City Council to commence the process for a speed limit reduction on Wairere Drive between Te Rapa Road and Pukete Road in accordance with the resource consent for the Te Rapa Pak n Save development;
  - b) approves the preparation of a Statement of Proposal, Communications Plan and estimate of costs for a proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to 60km/h to be considered at a future Infrastructure Operations Committee meeting, LGOIMA 1987 s(7) (2) (i)
  - c) requests staff to undertake early engagement with key stakeholders on the proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to 60km/h, to be considered with the information in 3b) above at an Infrastructure Operations Committee meeting;
  - d) notes that additional 'No Stopping' restrictions are recommended in Karewa Place to enable safe movement of large vehicles and that these changes will be progressed separately through the Hearings and Engagement Committee; and
  - e) notes that the decision and information in relation to this matter remain publicly excluded for the reasons outlined in the report.



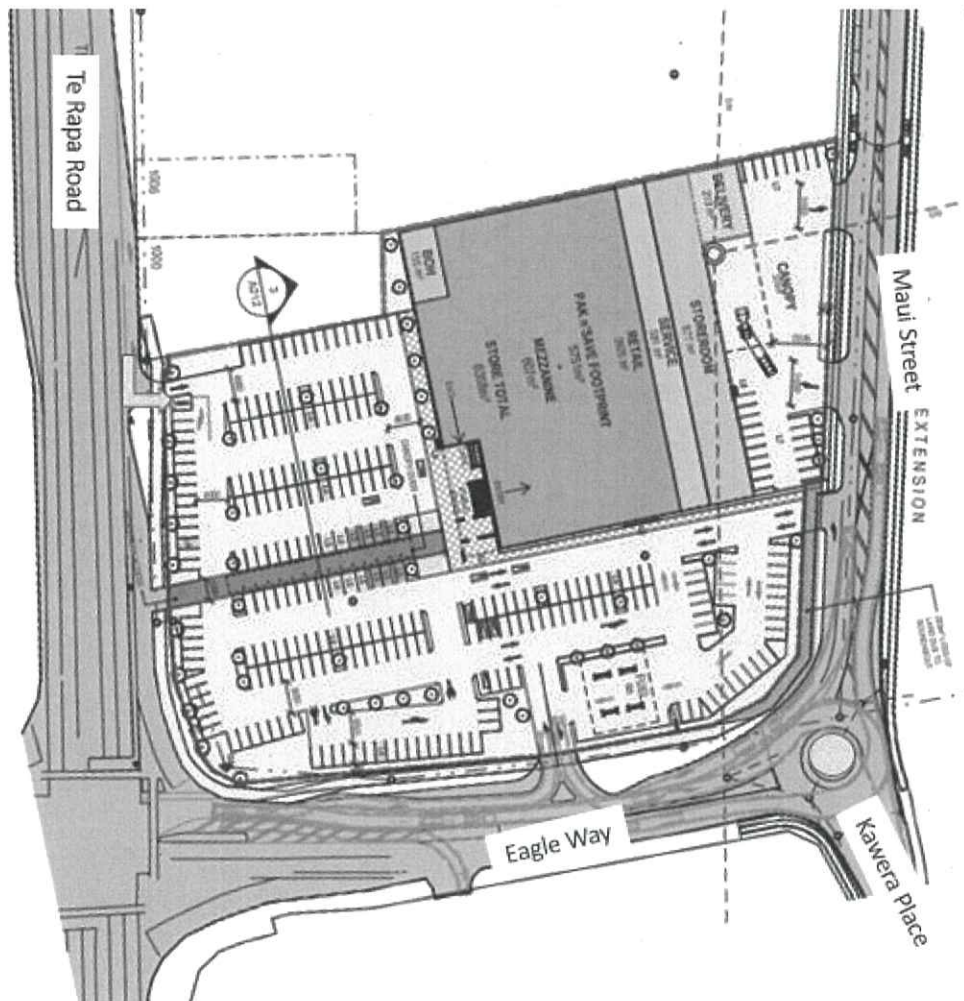
## **Executive Summary - *Whakaraapopototanga matua***

4. Foodstuffs North Island Limited have been granted a resource consent for the development of a Pak n Save supermarket in Te Rapa with primary access off Karewa Place and Eagle Way.
5. There are several improvements to the transport network required by the consent conditions including two that require Hamilton City to complete. These are:
  - a speed limit reduction to 60km/h on Wairere Drive between Te Rapa Road and Pukete Road in order to enable partial signalisation of Karewa Place; and
  - installation of additional No Stopping Restrictions on Karewa Place.
6. Staff recommend that the additional No Stopping Restrictions be dealt with via the Hearings and Engagement Committee who are delegated to approve changes under the Hamilton Traffic Bylaw 2015.
7. The speed limit change proposed does not align with the proposed long-term speed limit set out in the Hamilton Speed Management Plan that was adopted by Council in June 2019.
8. To comply with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 a longer length of speed reduction (Arthur Porter Drive to Pukete Road) and full public consultation would be required.
9. There are a number of steps that need to be followed in order to change the speed limit these are set out in paragraph 44 of this report.
10. LGOIMA 1987 s(7) (2) (i) [REDACTED]  
LGOIMA 1987 s(7) (2) (i) [REDACTED] A Statement of Proposal, Communications Plan and estimate of costs would then be prepared for consideration of the Infrastructure Operations Committee.
11. Equally, the Infrastructure Operations Committee could decide that it does not wish to proceed with the process to reduce the speed limit. If this option were to be chosen, then the consent conditions for the Pak n Save development would not be able to be met and the development would not be able to proceed.
12. Staff consider the matters considered in this report to be low significance and that the recommendations comply with the Council's legal requirements.

## **Background - *Koorero whaimaarama***

13. In July 2018 Hamilton City received an application for a resource consent for the construction and operation of a new 'Pak n Save' supermarket in Te Rapa from Foodstuffs North Island Limited (the Developer). The proposed development included a supermarket with a drive-through fuel facility, at-grade car parking and all other associated enabling works.
14. The applicant requested public notification of the proposed development and the proposed development was publicly notified on Tuesday, 11 December 2018. Submissions closed on Thursday, 7th February 2019.
15. In October 2019 a resource consent hearing was held for the development. The consent process considered the traffic impacts associated with the development on the surrounding road network and as a result there were a number of transport related conditions included in the consent. A copy of the Decision Report for the resource consent can be viewed [here](#), with a copy of the final consent conditions can be viewed [here](#). The transport specific conditions are included clauses 39 - 62 inclusive.

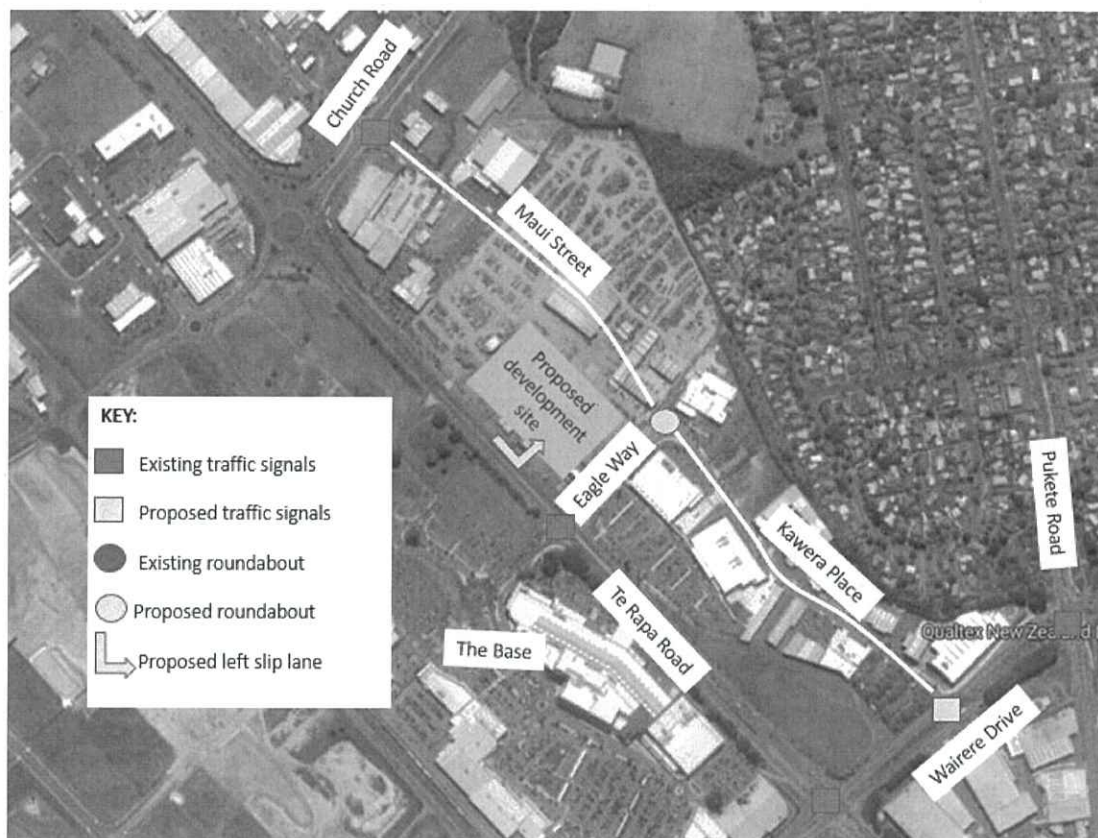
16. The proposed development is shown in Figure 1 below:



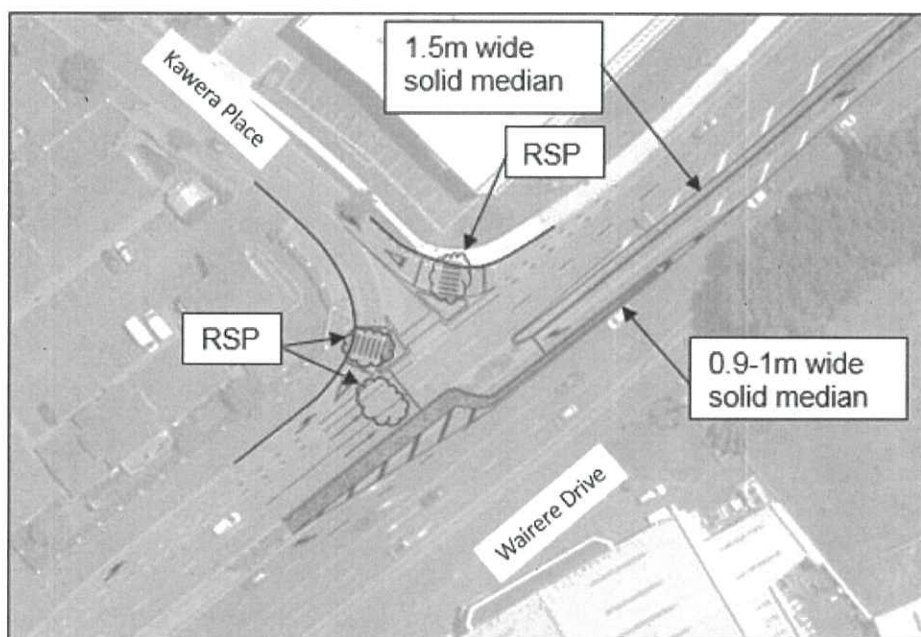
**Figure 1: Proposed Pak n Save, Te Rapa site layout.**

17. The proposed changes and improvements to the surrounding transport network required by the resource consent conditions are:
- installation of a left slip lane off Te Rapa Road into the Pak n Save site;
  - installation of a roundabout at the intersection of Eagle Way and Karewa Place; and
  - partial signalisation of Karewa Place and Wairere Drive to accommodate a right turn into Karewa Place off Wairere Drive.
18. These changes are shown in Figure 2 below, with additional detail of the partial signalisation at Karewa Place and Wairere Drive shown in Figure 2A below:





**Figure 2: Proposed changes and improvements in surrounding transport network**



**Figure 2A: Proposed partial traffic signalisation at Karewa Place intersection with Wairere Drive plus raised safety platforms (RSP)**

19. While the majority of the consent conditions will be completed by the Developer, the change for the speed limit on Wairere Drive between Te Rapa Road and Pukete Road requires completion by Hamilton City Council as the Road Controlling Authority (RCA). The relevant conditions from the resource consent are set out below:

*48. Prior to the start of construction of the supermarket, but without limiting the prior carrying out of Enabling Works, the proposal to reduce the speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections to a maximum of 60km/hr shall be confirmed by Hamilton City Council in accordance with the Hamilton City Speed Limit Bylaw. For the purposes of this condition, "Enabling Works" means preparatory works on and adjacent to the site, including:*

- a. The demolition of any existing structures on the site;*
- b. Earthworks;*
- c. Pre-loading if needed;*
- d. The installation of drainage infrastructure;*
- e. The installation of services (including water supply, waste water, sewerage, communications, power supply and gas supply);*
- f. Works on the road network; and*
- g. Any associated ground works.*

*49. Prior to the operation of the supermarket the posted speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections shall be a maximum of 60km/hr.*

20. Hamilton City Council (HCC) adopted a Speed Management Plan in June 2019 which sets out the long-term plan for speed limits in the City.
21. The development of the Speed Management Plan involved full consultation with key stakeholders and wider community in accordance with the Local Government Act 2002 Clause 83 requirements for Special Consultative Procedure.
22. In the case of Wairere Drive the long-term speed limit is shown as being 80km/h reflecting the importance of the transport corridor in the hierarchy as a Strategic Arterial.
23. A request has been received from the Developer for Hamilton City Council to commence the process for the speed limit change.
24. This report sets out the options available and the process that would be followed if there is agreement to proceed with lowering the speed limit on Wairere Drive. Consideration of the infrastructure changes that would be needed to support the lower speed limit has also been made to assist with decision making.

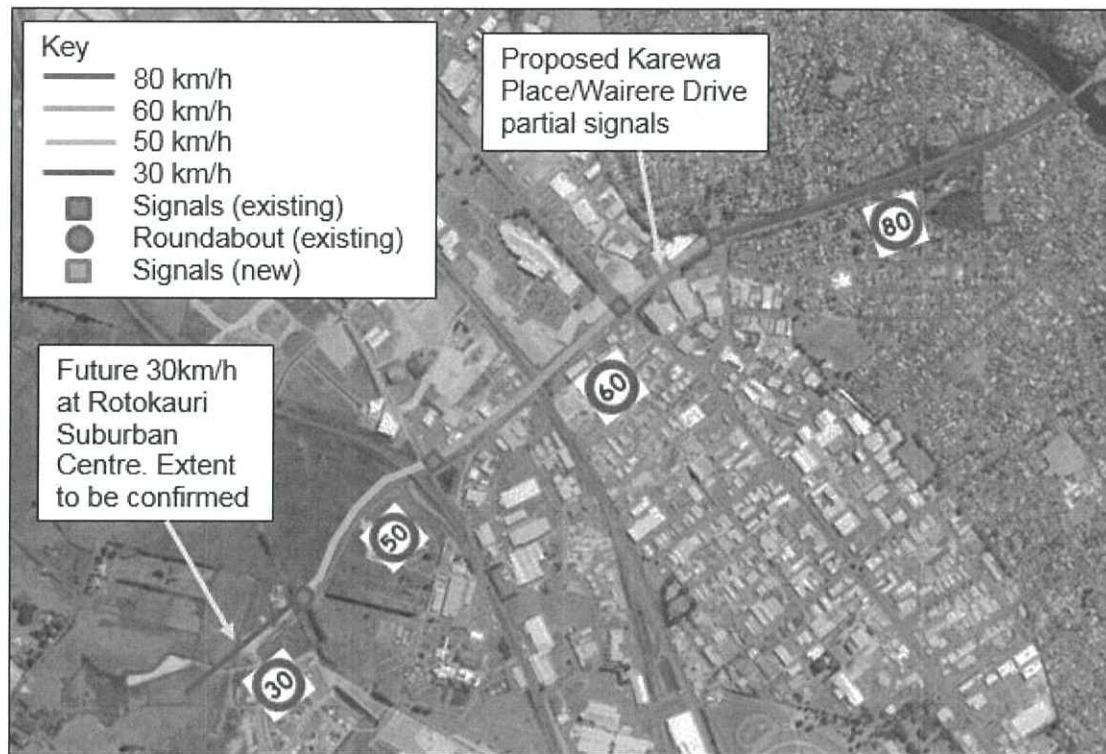
## **Discussion – Matapaki**

### **Length of Wairere Drive to have lower limit**

25. The Land Transport Rule: Setting Speed Limits 2017 (Speed Limits Rule) requires a minimum length of at least 500m for a 60km/h speed limit.
26. While the resource consent conditions only require the speed limit to be lowered for the section of Wairere Drive between Te Rapa Road and Pukete Road, this is only 410m and so a longer length of road needs to be considered. Furthermore, just lowering this short section would result in another short section of 80km/h being left to the west – between Arthur Porter Drive and Te Rapa Road.



27. It is therefore proposed by staff that the length of Wairere Drive between Arthur Porter Drive and Pukete Road be considered for lowering to 60km/h. This is shown in Figure 3 below:



**Figure 3: Proposed length for 60km/h speed limit on Wairere Drive**

#### **Suitability of 60km/h speed limit on Wairere Drive**

28. Section 4.2(2) of the Speed Limits Rule requires that in reviewing a permanent change a road controlling authority must have regard to:
- a) the information about speed management developed and maintained by the Agency; and*
  - b) any relevant guidance on speed management provided by the Agency; and*
  - c) the function and use of the road; and*
  - d) crash risk for all road users; and*
  - e) the characteristics of the road and roadsides; and*
  - f) adjacent land use; and*
  - g) the number of intersections and property accessways; and*
  - h) traffic volume; and*
  - i) any planned modification to the road; and*
  - j) the views of interested persons and groups.*
29. Waka Kotahi New Zealand Transport Agency (the Agency) have developed a speed management tool known as 'Mega Maps' which contains information on all roads in New Zealand in a graphical format to assist with speed management planning and speed limit setting. The information includes:
- personal and collective risk ratings;
  - adjacent land use information based on District Plans;



- an assessment of the road network and its safe features – known as an Infrastructure Risk Rating (IRR);
- existing operating speeds;
- existing speed limits;
- crash data;
- One Network Road Classification (ONRC); and
- recommended Safe and Appropriate speeds.

30. The following is the Mega Maps data for the section of Wairere Drive between Arthur Porter Drive and Pukete Road:

Section	Posted Speed	ONRC	IRR	Collective Risk	Personal Risk	SAAS	Operating Speed	Crashes
Pukete Road - Te Rapa Road	80 km/h	Arterial	Low Medium (EB) Low (WB)	Low Medium (EB) Medium (WB)	Low Medium (EB) Low Medium (WB)	80km/h	60-64 km/h	5 minor injury
Te Rapa Road - Rail overbridge	80 km/h	Arterial	Low medium	Medium High	Medium	60 km/h	50-54 km/h	3 minor injury
Rail Overbridge - Arthur Porter Drive	80 km/h	Arterial	Low Medium	Medium High	Medium	60 km/h	50-54 km/h 45-49 km/h	1 serious injury 1 minor injury

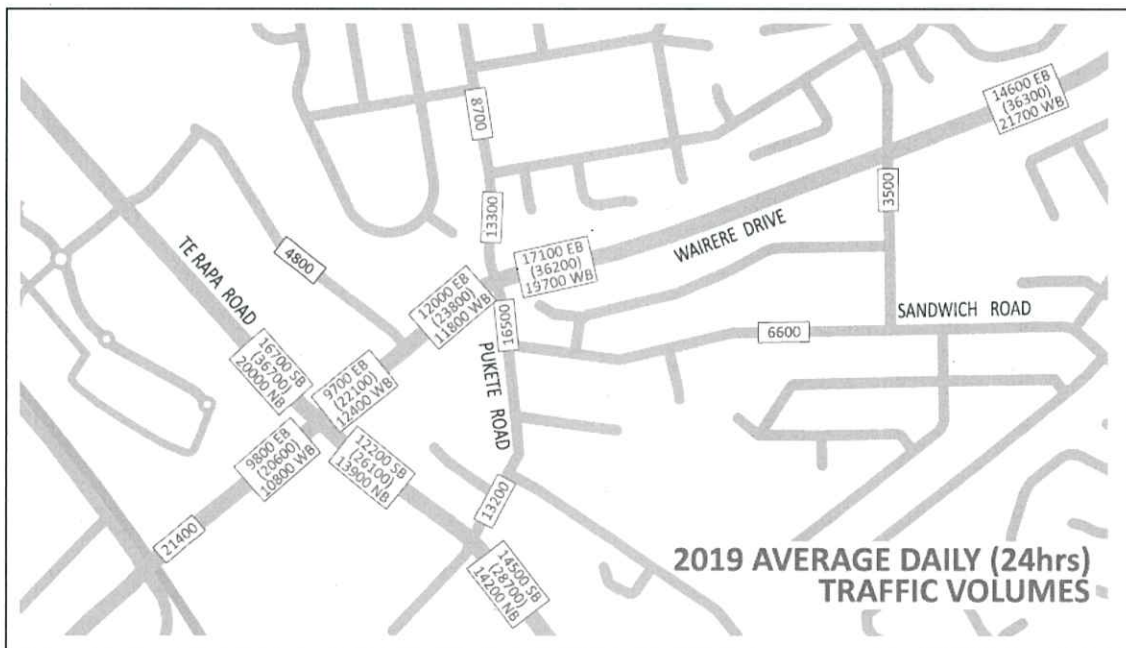
31. Due to the Collective Risk and the form of the road network between Arthur Porter Drive and Te Rapa Drive, the safe and appropriate speed for this section is recommended as being 60km/h.
32. As part of the Pak n Save consent the partial signalisation of the Karewa Place intersection at Wairere Drive is required to facilitate right turn movements in from Wairere Drive and minimise potential delays at the Te Rapa Road/ Wairere Drive intersection. For the partial signalised intersection to operate safely the posted speed between Te Rapa Road and Pukete Road needs to reduce to 60km/h.
33. There are safety concerns with the performance of the Te Rapa Road and Wairere Drive intersection. Changes to the intersections of Te Rapa Road and Pukete Road with Wairere Drive will be required to support the lower speed limit and these could also be utilised to address the safety issues. Early investigations indicate raised safety platforms as an option, but further investigation is currently being undertaken to determine the recommended solution and indicative costs. These costs and proposed treatments would be presented as part of the next stage in the speed limit change process if there is a decision made to proceed with the proposal to lower the speed limit.

**Safety Performance and Infrastructure Changes required to implement a 60km/h speed limit on Wairere Drive**

34. The safety performance of Wairere Drive and the intersections at Te Rapa Road and Pukete Road have been reviewed to determine what improvements are needed at these sites currently for safety reasons. Consideration has also been given to what would be needed to support a lower (60km/h) speed limit proposal.
35. The crash history for each intersection is shown in the table below:

	Wairere/Te Rapa intersection	Wairere/Pukete intersection
<b>Crashes</b> (five year period 2015-2019 inclusive)	<p><b>14 minor injury crashes</b></p> <ul style="list-style-type: none"> <li>1 involved pedestrian</li> <li>1 involved cyclist</li> <li>9 crossing/turning</li> </ul> <p><b>31 non injury crashes</b></p> <ul style="list-style-type: none"> <li>20 rear end</li> </ul>	<p><b>3 serious crashes</b></p> <ul style="list-style-type: none"> <li>2 rear end</li> <li>1 red light running</li> </ul> <p><b>4 minor injury crashes</b></p> <ul style="list-style-type: none"> <li>3 rear end</li> </ul> <p><b>36 non injury crashes</b></p> <ul style="list-style-type: none"> <li>21 rear end crashes</li> <li>6 overtaking</li> <li>6 crossing/turning</li> </ul>

36. The traffic volumes (2019 data) for the roads in this area are shown in Figure 4 below:

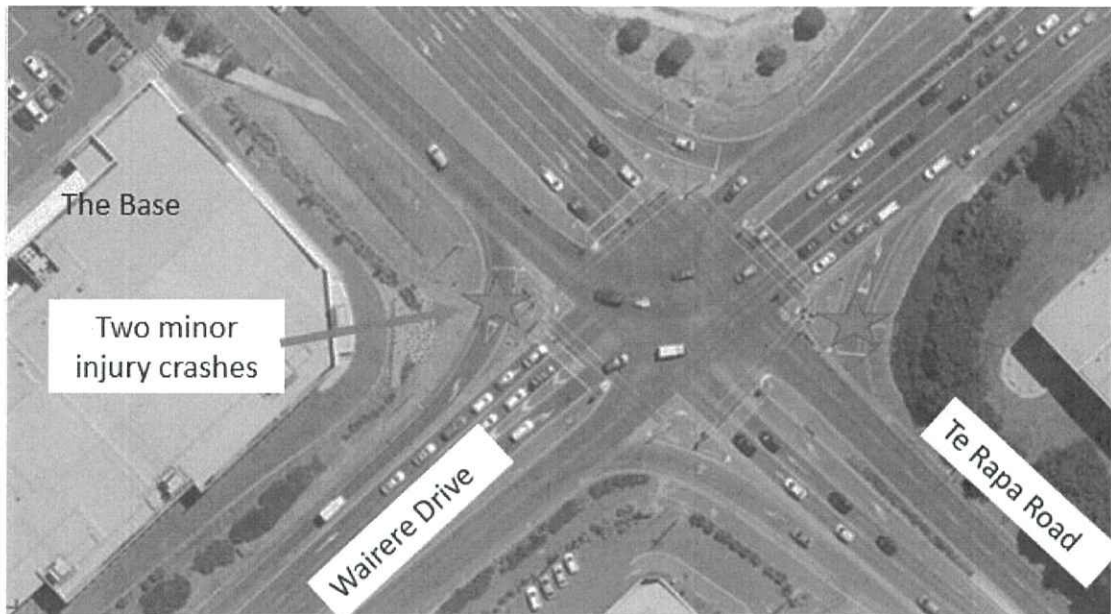


**Figure 4: traffic volumes in the Wairere Drive / Te Rapa Road area in 2019**

37. There is an opportunity to improve pedestrian and cycle safety and amenity at the Wairere Drive and Te Rapa Road intersection at the left slip lanes. The slip lane adjacent to The Base



was the location of two of the minor injury crashes (1 pedestrian and 1 cyclist) as shown in Figure 5 below:



**Figure 5: Wairere/Te Rapa intersection slip lanes**

38. Rear end crashes are a common factor at both intersections and a reflection of high traffic volumes and congestion in this area for extended periods of the day – including weekends.
39. Initial investigations into opportunities for improving cycling and public transport provision at the two intersections have been undertaken – with a specific focus on Te Rapa Road for the public transport 'Comet' route. There is not currently room to provide dedicated lanes for both cycling and public transport without removing a traffic lane. While no modelling has been completed, it is not considered feasible to remove any general traffic lanes without creating a large increase in congestion in this general area. Waikato Regional Council have indicated that they generally do not have problems getting through the two intersections and that the Te Rapa Road and The Base Parade intersection is where they experience the greatest delays.
40. Generally, when considering the high traffic volumes through these sites, they are both performing well in terms of safety and traffic throughput there is not a need for any changes to be made in the next few years
41. If a 60km/h speed limit was to be introduced there would need to be additional work completed at the intersections to support the lower limit. Raised Safety Platforms (RSP) on all approaches to both intersections would be the recommended approach. Due to the high number of bus movements along Te Rapa Road, raising the whole intersection would have been considered the preference to improve passenger comfort at this location – similar to the treatment completed at Anglesea/Bryce intersection.
42. The costs for completing this work would be significant due to the size of the intersections and the traffic management that would be required to deal with the high traffic numbers.
43. Information on the financial implications of proceeding with a review and implementation of a lower speed limit is covered in paragraph 54 below.

### Legal Process to Implement a 60km/h speed limit on Wairere Drive




44. If the Infrastructure Operations Committee agree to commence the process to change to the speed limit on Wairere Drive the following is an indicative timeline of activities that would be required:

Time	Activity
February 2021 - Infrastructure Operations Committee	Staff prepare a <b>Statement of Proposal (SOP)</b> which is a public facing document which sets out why a change is being proposed and the options that were considered. This forms part of the consultation process and approval for the SOP and consultation plan will be required before formal consultation commences. Indicative costs for implementing the speed limit proposal (both consultation and physical works) would also be presented at this time.
March/April 2021	HCC undertake <b>public consultation</b> for a minimum of 4 weeks to comply with LGA 2002 Clause 83 requirements.
April/May 2021 - Hearings and Engagement Committee	Staff prepared a <b>Hearings Report</b> which summarises the written submissions received for consideration by the Hearings and Engagement Committee. An opportunity for hearing of any verbal submissions in support of the written submissions would also be provided.  The Hearings and Engagement Committee would then provide staff with general direction for any questions or issues that they would like to have considered in the Deliberation report.
June 2021 - Infrastructure Operations Committee	Staff prepared a <b>Deliberation and Decision Report</b> which sets out the process used for consultation and the results of the consultation including the Hearings process and any points noted by the Hearings and Engagement Committee. The Committee make a decision whether to adopt a lower speed limit or not. A decision on any other supporting works that may be required for that lower speed limit to be introduced is also made.

### Options

45. Staff have assessed that there are three reasonable and viable options for the Infrastructure Operations Committee to consider. These options are:
- **Option A** - Do nothing and decline the request to commence the process to lower the speed limit on Wairere Drive;
  - **Option B** – Undertake the speed limit review and implementation process LGOIMA 1987 s(7)(2)(i) and LGOIMA 1987 s(7)(i)
  - **Option C** – LGOIMA 1987 s(7)(2)(i) for Council to undertake the speed limit review and implementation process.
46. The advantages and disadvantages of these three options are considered below:



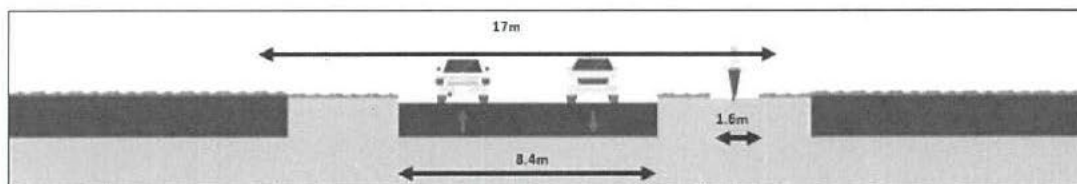
Option	Advantages	Disadvantages
<b>Option A - Do nothing</b>  	<ul style="list-style-type: none"> <li>Aligns with Mega Maps SAAS for Wairere Drive (Te Rapa Road to Resolution Drive).</li> <li>Physical works not required to maintain 80km/h.</li> <li>Travel times are unlikely to change.</li> <li>Unlikely to result in additional trips on Karewa Place and Maui Street.</li> <li>No costs incurred for public consultation process.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed signals at Karewa Place are unsafe and therefore undesirable if posted speed remains at 80km/h.</li> <li>Does not align with posted speed on Te Rapa Road.</li> <li>Cannot implement raised safety platforms at the Wairere Drive intersections.</li> <li>Does not align with recommended Safe and Appropriate Speeds on Wairere Drive west of Te Rapa Road.</li> </ul>
<b>Option B – LGOIMA 1987 s(7)(2)(i) undertake Speed Limit Review and Implementation Process</b>  	<ul style="list-style-type: none"> <li>A lower speed environment would be more appropriate for partial signals at Karewa Place.</li> <li>60km/h aligns with posted speed on Te Rapa Road.</li> <li>Safer to implement raised safety platforms at signalised intersections.</li> <li>Likely to result in safety benefits on the Wairere Drive corridor with less risk of high severity crashes.</li> <li>Would enable consideration of a left in, left out entrance for The Base off Wairere Drive which they have been seeking</li> </ul>	<ul style="list-style-type: none"> <li>May increase travel times on Wairere Drive (strategic corridor).</li> <li>May result in additional trips via Karewa Place and Maui Street in the future.</li> </ul>
<b>Option C – LGOIMA 1987 s(7)(2)(i) undertake Speed Limit Review and Implementation Process</b>  	<ul style="list-style-type: none"> <li>A lower speed environment would be more appropriate for partial signals at Karewa Place.</li> <li>60km/h aligns with posted speed on Te Rapa Road.</li> <li>Safer to implement raised safety platforms at signalised intersections.</li> <li>Likely to result in safety benefits on the Wairere Drive corridor with less risk of high severity crashes.</li> <li>Would enable consideration of a left in, left out entrance for The Base off Wairere Drive which they have been seeking.</li> </ul>	<ul style="list-style-type: none"> <li>May increase travel times on Wairere Drive (strategic corridor).</li> <li>May result in additional trips via Karewa Place and Maui Street in the future.</li> </ul>



47. Staff recommend **Option C** - LGOIMA 1987 s(7)(2)(i) Council to undertake the speed limit review and implementation process for Wairere Drive. While there are safety benefits to be gained from the speed limit being lowered, these intersections are generally performing well. The focus of Vision Zero is to eliminate Deaths and Serious Injuries (DSI's) and there are other locations in the city that would yield higher DSI benefit from any improvement spend.

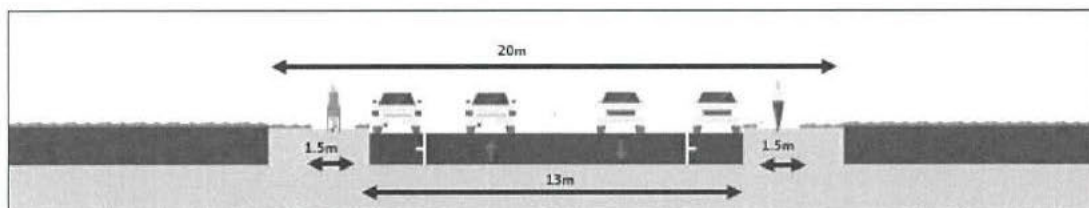
#### Karewa Place

48. The existing cross section of Karewa Place consists of an 8.4m wide carriageway with a footpath on one side. The existing cross section is shown in the figure 6 below:



*Figure 6: Karewa Place - existing cross-section*

49. Karewa Place was initially formed as a cul-de-sac with access to Wairere Drive via a left-in/left-out intersection constructed later on. The existing cross-section is considerably different to a typical local industrial road defined in the District Plan.
50. The HCC District Plan cross section for a local industrial road is shown in figure 7 below. The cross section includes a 9m wide carriageway with 2m wide recessed parking bays, 1.5m footpath and 1.5m services berm on both sides of the road.



*Figure 7: HCC District Plan Industrial Local Road Cross Section*

51. The current extent of on-street parking is shown in yellow in figure 8 below. Most of the no-stopping lines are located within the eastbound lane. The westbound lane is wider to allow for on-street parking and movement within the lane.
52. As part of the Pak n Save consent the extent of No Stopping restriction was assessed to address submitters (9 Karewa Place) concerns. Approximately 80m of no-stopping was suggested as shown in red on figure 8 below.



**Figure 8: Current and proposed extent of No Stopping Restriction in Karewa Place**

53. It is proposed that the additional No Stopping Restriction be dealt with separately and reported via the Hearing and Engagement Committee who have the delegation to consider changes under the Hamilton Traffic Bylaw 2015.

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

54. There is no budget provision in the current 2018 Long-Term Plan for completing a speed limit change on Wairere Drive nor any intersection improvements at Wairere Drive / Te Rapa and Wairere Drive / Pukete Road.
55. The costs to implement **Option B** or **C** have not been determined in detail but the key activities required to implement the lower speed limit would include:
- consultation and engagement for the lower speed limit proposal;
  - physical works at the intersection of Wairere Drive and Te Rapa intersection and Wairere Drive and Pukete Road intersection; and
  - signage changes.
56. As a result of the Pak n Save consent, indicative funding has been included in the development of the 2021 Long Term Plan (LTP) of \$3M for each of the two intersections on Wairere Drive. This is primarily reflective of the size of the intersections and the complexity of delivery associated with any physical works at these very busy sites. Funding is currently being proposed for 2027/28 at the Te Rapa Road intersection and 2028/29 for the Pukete Road intersection.
57. It is not expected that subsidy from Waka Kotahi would be able to be claimed for the intersection changes as they are currently performing well in terms of safety.
58. The consultation and engagement work has been estimated to be in the order of \$25,000 – \$30,000.



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

59. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements and the requirements of the Land Transport Rule: Setting of Speed Limits 2017.

60. This report has been presented as public excluded on the following basis:

*"... enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)."*

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

61. 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').

62. 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.

63. The recommendations set out in this report are consistent with that purpose.

#### Social

64. Lower speed limits on Wairere Drive will provide safety benefits for those travelling along the section between Arthur Porter Drive and Pukete Road, along with those trying to cross at the intersections. The safety improvements would benefit those driving along with people walking or biking and trying to access the nearby retail facilities.

#### Economic

65. If the speed limit reduction does proceed this will enable the completion of the new supermarket which will provide additional employment in the Te Rapa area.

#### Environmental

66. There are no known environmental considerations associated with this matter.

#### Cultural

67. There are no known cultural considerations associated with this matter. Specific engagement with iwi and tangata whenua will be undertaken as part of the consultation process.

#### Risks - *Tuuraru*

68. There are no known risks associated with the recommendations included in this report.

LGOIMA 1987 s(7)(2)(g)

LGOIMA  
1987 (7)

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

#### Significance

69. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matters in this report have a low level of significance.

#### Engagement

70. Community views and preferences are already known to the Council through the consultation undertaken in the development of the Hamilton City Speed Management Plan.

71. Because a change is proposed to the speed limit set out in the Speed Management Plan, there is a statutory requirement to consult in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

**Attachments - *Ngaa taapirihanga***

There are no attachments for this report.



---

## **Infrastructure Operations Committee**

### ***Komiti Hanganga***

### **PUBLIC EXCLUDED MINUTES**

---

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Thursday 19 November 2020 at 1.31pm.

#### **PRESENT**

**Chairperson** Cr A O'Leary  
*Heamana*

**Deputy Chairperson** Cr M Gallagher  
*Heamana Tuarua*

**Members** Mayor P Southgate (Audio-visual Link)  
Deputy Mayor G Taylor  
Cr M Bunting  
Cr M Forsyth (Audio-visual Link)  
Cr R Hamilton  
Cr D Macpherson  
Cr R Pascoe  
Cr S Thomson  
Cr M van Oosten  
Cr E Wilson  
Maangai N Hill

**Attendees** Eeva-Liisa Wright – General Manager Infrastructure Operations  
Chris Allen – General Manager Development  
Maire Porter – City Waters Manager  
Scott Copeland – Contract Manager Rubbish and Recycling  
Jared Hatwell – Project Manager Compliance  
Chris Barton – Capital Projects Manager  
Sarah Pitches – Compliance Manager City Waters  
Surya Pandey – Programme Manager City Wide Waters  
Cliff Newton-Smith – Growth Team Leader  
Tania Hermann – Group Business Manager Infrastructure Operations  
Trent Fowles – Compliance Manager City Waters

**Governance Staff** Amy Viggers – Governance Team Leader  
Narelle Waite and Tyler Gaukrodger – Governance Advisors

---

*The apologies for absence from Cr Naidoo-Rauf were accepted in the open session of the meeting.*

**The meeting adjourned from 1.31pm to 2.19pm**

*Mayor Southgate left the meeting during the above adjournment.*







**The meeting adjourned from 4.04pm to 4.20pm.**

*Deputy Mayor Taylor re-joined the meeting during the above adjournment.*

**C7. Wairere Drive - Proposal for Speed Limit Reduction**

The General Manager Development and the Growth Team Leader introduced the report noting the Resource Management Act (RMA) hearing that lead to the request from Foodstuffs North Island for a reduction in speed limit on Wairere Drive. He introduced Alastair Black, Gray Matter Ltd, Mike Meister, WSP Opus, and Megan Crockett, Tompkins Wake who are familiar with the project and the Foodstuffs North Island RMA hearing. He responded to questions from Members regarding the intersection's safety concerns, cost and the Resource Management Act Hearing.

**Procedural Motion:**

**Resolved:** (Cr Wilson/Cr Pascoe)

That the item being discussed be adjourned to a future Council meeting when the author of the report is available to answer questions.

**Cr Macpherson Dissenting.**

*Deputy Mayor Taylor retired from the meeting (4.26pm) during discussion of the above item. He was not present when the matter was voted on.*

**The meeting was declared closed at 4.35pm.**

# Council Report

**Committee:** Council

**Date:** 08 December 2020

**Author:** Robyn Denton

**Authoriser:** Chris Allen

**Position:** Network Operations and Use  
Leader

**Position:** General Manager  
Development

**Report Name:** Wairere Drive-Proposal for Speed limit Reduction

## Report Status

*This report is taken as a publicly excluded item to enable Council to carry out negotiations.*

## Purpose - Take

1. To inform the Council on the resource consent requirements for Foodstuff North Island Limited (Foodstuffs) PAK'nSAVE development proposed in Te Rapa.
2. To provide the Council with clarification of points raised at the 19 November 2020 Infrastructure Operations Committee meeting prior to the item being deferred to this meeting.
3. To seek approval from the Council to start the process for a speed limit reduction on Wairere Drive between Te Rapa Road and Pukete Road to 60km/h (down from 80km/h) required as part of the resource consent conditions for the PAK'nSAVE, Te Rapa development.

## Staff Recommendations - Tuutohu-aa-kaimahi

That the Council:

- a) notes that a request has been received from Foodstuffs North Island Limited for Hamilton City Council to commence the process for a speed limit reduction on Wairere Drive between Te Rapa Road and Pukete Road in accordance with the resource consent for the Te Rapa PAK'nSAVE development;
- b) approves to reduce the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road as set out in this report, subject to the outcome of the proposed public engagement and subject to network improvements required to support the speed reduction being in place prior to any speed reduction;
- c) approves the preparation of a Statement of Proposal and a Communications Plan for a proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to 60km/h, LGOIMA 1987 s(7)(2)(i) and noting that no public engagement except with key stakeholders will commence until further Council approval is obtained;
- d) requests staff undertake early engagement with key stakeholders on the proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to 60km/h;
- e) requests staff engage with Foodstuffs North Island Limited on the agreed network

improvements required to support the speed reduction and to address any performance issues. LGOIMA 1987 s(7)(2)(i)

- f) requests staff to report back to the 23 February 2021 Infrastructure Committee meeting to:
- i. seek approval of the Statement of Proposal and Communications Plan together with an agreement from Foodstuffs North Island Limited to meet the full further costs of the Public Engagement;
  - ii. seek approval of the agreed network improvements on Wairere Drive from Arthur Porter Drive to Pukete Road required to support the proposed reduction in speed and any performance issues, particularly at the intersections;
  - iii. LGOIMA 1987 s(7)(2)(i)
- g) notes that additional 'No Stopping' restrictions are recommended in Karewa Place to enable safe movement of large vehicles and that these changes will be progressed separately through the Hearings and Engagement Committee; and
- h) notes that the decision and information in relation to this matter remain publicly excluded for the reasons outlined in the report.

### Executive Summary - *Whakaraapopototanga matua*

4. Discussion on the report to the 19 November 2020 Infrastructure Committee meeting seeking approval to start work on a change in speed limit on Wairere Drive was adjourned to a future Council meeting.
5. During the discussions that were completed prior to the adjournment, four key issues were raised:

- **Submission from Foodstuffs North Island Limited** – the network benefits proposed from the installation of traffic signals at Karewa Place mitigate the additional traffic from the proposal but do not result in the network being any better off nor is it any significantly worse off.

- LGOIMA 1987 s(7)(2)(g)

- **Network Changes and Improvements** – there are a number of direct changes to the network required by the consent conditions (including the traffic signals at Karewa Place) to mitigate the effects of the development. Additionally, in order to achieve a lower speed limit on Wairere Drive, changes are required at the intersections of Te Rapa and Pukete in the form of raised platforms.

- LGOIMA 1987 s(7)(2)(i)

6. LGOIMA 1987 s(7)(2)(i)



LGOIMA 1987 s(7)(2)(i)

7.

8. Three options were originally presented to Council.

9. An additional option (D) has been developed. LGOIMA 1987 s(7)(2)(i)

LGOIMA 1987 s(7)(2)(i)

10. If approval to proceed is given by Council, the next steps to be completed will be:

- Refinement of costs to implement the intersection improvements to support the lower speed limit
- LGOIMA 1987 s(7)(2)(i)
- Early engagement with key stakeholders on the proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road
- Development of a Statement of Proposal and consultation plan for the proposal to lower the speed limit

11. This work will then be presented to the Infrastructure Operations Committee and approval sought to commence the formal public consultation process.

12. Staff have assessed the significance of recommendations under the Significance and Engagement Policy and have assessed them as having a medium level of significance. Staff consider that the recommendations comply with the Council's legal requirements.

### Background - *Koorero whaimaarama*

13. Infrastructure Operations Committee received a report at its 19 November 2020 meeting seeking approval for a speed limit reduction on Wairere Drive between Te Rapa Road and Pukete Road to 60km/h (down from 80km/h) required as part of the resource consent conditions for PAK'nSAVE, Te Rapa.

14. The report in its entirety is included in this report for reference as **Attachment 1**.

15. At the 19 November meeting, the Infrastructure Operations Committee resolved as a Procedural Motion:

*"That the item being discussed be adjourned to a future Council meeting when the author of the report is available to answer questions"*

16. There were 4 themes that were discussed at the Infrastructure Operations Committee that were discussed prior to Procedural Motion being passed and these are discussed in more detail in this report:

- Submission from Foodstuffs North Island Limited

LGOIMA 1987 s(7)(2)(g)

- Network Changes and Improvements
- Funding Clarity

## Discussion - Matapaki

### Foodstuffs North Island Submission

17. Foodstuffs provided a written submission to the Infrastructure Operations Committee dated 17 November 2020 (**Attachment 2**).
18. The submission acknowledges that Foodstuffs is reliant upon this speed limit reduction in order to give effect to their resource consent. They wanted to *"highlight a range of positive effects on the environment as a result of implementing the consent which extend beyond Foodstuffs being able to exercise their consent"*.
19. In particular they highlighted that in their opinion there would be *"Wider Transport Network Benefits"* resulting from the installation of traffic signals at the intersection of Wairere Drive and Karewa Place allowing for a right turn into Karewa Place which is not currently available.
20. Staff have now reviewed the expert transport caucusing notes and advise that the submission provided by PAK'nSAVE has reflected some of the evidence provided by their traffic engineer but failed to include the following subsequent statement:

103. In terms of the wider effects of the proposal, Mr Meister's supplementary evidence summarise the conclusions that have been drawn from the Council's updated 2013 VISSIM model runs, and at paragraph 13 he notes that:

*Overall, I am of the view that the revised Pak'n Save proposal with the above mitigation measures will result in an acceptable 2031 network performance when compared with the predicated 2031 Baseline. That is, traffic flows are likely to be within 6% and network delays within 2.2% when the preferred BBO distribution method is adopted. Even, if the Applicant's distribution method is considered closer to reality, the network delays are still expected to be within +10% of the expected Baseline, which in my view is also acceptable.*

21. The conclusion reached following the caucusing was that in the long term (2031) the transport network would be **no better off and not significantly worse off** as a result of the PAK'nSAVE development if the proposal included various improvements to the transport network include introduction of the traffic signals at Wairere Drive and Karewa Place intersection.
22. So, the proposed development was able to meet the RMA requirements of 'mitigating its adverse effects' on the transport network.

### Engagement Process

23. LGOIMA 1987 s(7)(2)(g)



- 24.
25. The proposed speed limit on Wairere Drive is not in accordance with the Hamilton Speed Management Plan which had previously been adopted following an SCP. The proposed speed limit change can therefore be considered significant and justifies the extra time and opportunity for a hearing that the SCP requires over the Section 82 requirements of the Local Government Act 2002.
26. The consultation and engagement work is estimated to be in the order of \$25,000 – \$30,000.

### Network Changes and Improvements



27. The RMA hearing process and technical caucusing has resulted in a decision on the form and function of the change required to the Wairere Drive/Karewa Place Intersection, which is a partial traffic signalisation which includes Raised Safety Platforms (RSP) as shown in Figure 2A of the previous report.
28. It was made very clear through the RMA hearing and caucusing process that this signalisation can only be introduced if the speed limit on Wairere Drive is reduced from the current speed of 80km/h using a separate Local Government Act process outside the Resource Management Act and therefore outside the jurisdiction of the hearing. The previous report considers an appropriate proposal to reduce speeds on Wairere Drive from the intersection with Arthur Porter Drive to the intersection with Pukete Road.
29. In considering a permanent change to a speed limit the road controlling authority must have regard to a number of factors including *"crash risk for all road users"* and *"any planned modifications to the road"*.
30. Staff have looked at the safety of this section of road based on current crash history and also anticipating future public transport and biking needs (refer to paragraphs 30 - 33 of previous report).
31. Generally, when considering the high traffic volumes through these sites, they are both performing well in terms of safety and traffic throughput and there is not a need for any **major infrastructure changes** to be made in the immediate future.
32. Ongoing work to optimise the traffic flows through the intersections is being undertaken as part of our normal network operations and management activities.
33. There is also an opportunity to improve pedestrian and cycle safety and amenity at the Wairere Drive and Te Rapa Road intersection via installation of raised safety platforms at the left slip lanes in the short term.
34. If a 60km/h speed limit was to be introduced there would need to be additional work completed at the intersections to support the lower limit. Raised safety platforms on all approaches to both intersections would be the recommended approach. Due to the high number of bus movements along Te Rapa Road, raising the whole intersection would have been considered the preference to improve passenger comfort at this location – similar to the treatment completed at Anglesea/Bryce intersection.
35. The costs for completing this work would be significant due to the size of the intersections and the traffic management that would be required to deal with the high traffic numbers.
36. Indicative estimates of improvement cost are \$3m for each of the two intersections on Wairere Drive. This is primarily reflective of the size of the intersections and the complexity of delivery associated with any physical works at these very busy sites. Funding is currently being proposed for 2027/28 at the Te Rapa Road intersection and 2028/29 for the Pukete Road intersection. These are currently included as unfunded opportunities in the draft 2021-31 10-Year Plan.
37. It is likely that there will need to be pavement improvements undertaken prior to installation of any raised safety platforms and this would be an additional significant cost to the project. This matter will be addressed in the next report back to Committee.
38. It is not expected that subsidy from Waka Kotahi would be able to be claimed currently for the major intersection changes as only minor improvements are justified at this time.

## Options

44. Staff presented three options for the 19 November 2020 Infrastructure Operations Committee to consider. These options were:

- **Option A** - Do nothing and decline the request to commence the process to lower the speed limit on Wairere Drive;
- **Option B** – Undertake the speed limit review and implementation process LGOIMA 1987 s(7)(2)(i) LGOI and
- **Option C** – LGOIMA 1987 s(7)(2)(i) Council to undertake the speed limit review and implementation process.





45. A fourth option has been developed:

- **Option D** – LGOIMA 1987 s(7)(2) speed limit review and implementation process LGOIMA 1987 s(7)(2)(i)

46. The table below sets out the advantages and disadvantages of these options:

Option	Advantages	Disadvantages
<b>Option A</b> - Do nothing	<ul style="list-style-type: none"> <li>• Aligns with Mega Maps SAAS for Wairere Drive (Te Rapa Road to Resolution Drive).</li> <li>• Physical works not required to maintain 80km/h.</li> <li>• Travel times are unlikely to change.</li> <li>• Unlikely to result in additional trips on Karewa Place and Maui</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed signals at Karewa Place are unsafe and therefore undesirable if posted speed remains at 80km/h.</li> <li>• Does not align with posted speed on Te Rapa Road.</li> <li>• Cannot implement raised safety platforms at the Wairere Drive intersections.</li> </ul>



	<p>Street.</p> <ul style="list-style-type: none"> <li>• No costs incurred for public consultation process.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not align with recommended Safe and Appropriate Speeds on Wairere Drive west of Te Rapa Road.</li> </ul> <p>LGOIMA 1987 s(7)(2)(g)</p>
<p><b>Option B</b> – Council agree to undertake Speed Limit Review and Implementation Process. LGOIMA 1987 s(7)(2)(i)</p> 	<ul style="list-style-type: none"> <li>• A lower speed environment would be more appropriate for partial signals at Karewa Place.</li> <li>• 60km/h aligns with posted speed on Te Rapa Road.</li> <li>• Safer to implement raised safety platforms at signalised intersections.</li> <li>• Likely to result in safety benefits on the Wairere Drive corridor with less risk of high severity crashes.</li> </ul>	<ul style="list-style-type: none"> <li>• May increase travel times on Wairere Drive (strategic corridor).</li> <li>• May result in additional trips via Karewa Place and Maui Street in the future.</li> </ul> <p>LGOIMA 1987 s(7)(2)(i)</p>
<p><b>Option C</b> – Council agree to undertake Speed Limit Review and Implementation Process. LGOIMA 1987 s(7)(2)(i)</p> 	<ul style="list-style-type: none"> <li>• A lower speed environment would be more appropriate for partial signals at Karewa Place.</li> <li>• 60km/h aligns with posted speed on Te Rapa Road.</li> <li>• Safer to implement raised safety platforms at signalised intersections.</li> <li>• Likely to result in safety benefits on the Wairere Drive corridor with less risk of high severity crashes.</li> </ul> <p>LGOIMA 1987 s(7)(2)(i)</p>	<ul style="list-style-type: none"> <li>• May increase travel times on Wairere Drive (strategic corridor).</li> <li>• May result in additional trips via Karewa Place and Maui Street in the future.</li> </ul> <p>LGOIMA 1987 s(7)(2)(g)</p>
<p><b>Option D</b> – Council agree to undertake speed Limit Review and Implementation Process. Foodstuff LGOIMA 1987 s(7)(2)(i)</p> 	<ul style="list-style-type: none"> <li>• A lower speed environment would be more appropriate for partial signals at Karewa Place.</li> <li>• 60km/h aligns with posted speed on Te Rapa Road.</li> <li>• Safer to implement raised safety platforms at signalised intersections.</li> <li>• Likely to result in safety benefits on the Wairere Drive corridor with less risk of high severity crashes.</li> </ul> <p>LGOIMA 1987 s(7)(2)(g)</p>	<ul style="list-style-type: none"> <li>• May increase travel times on Wairere Drive (strategic corridor).</li> <li>• May result in additional trips via Karewa Place and Maui Street in the future.</li> </ul> <p>LGOIMA 1987 s(7)(2)(i)</p>

47. In the 19 November 2020 to Infrastructure Operations Committee staff recommended **Option C**. LGOIMA 1987 s(7)(2)(i) [REDACTED]  
LGOIMA 1987 [REDACTED] it was noted that while there are safety benefits to be gained from the speed limit being lowered, these intersections are generally performing well. The focus of Vision Zero is to eliminate Deaths and Serious Injuries (DSI's) and there are other locations in the city that would yield higher DSI benefit from any improvement spend.
48. Recognising that there would be safety benefits from lowering the speed limit and installing raised safety platforms at the intersections early than planned, **Option D** provides an opportunity. LGOIMA 1987 s(7)(2)(i) [REDACTED]  
LGOIMA 1987 s(7)(2) [REDACTED]
49. On reflection and with the benefit of additional information, Staff believe that Option D is the more appropriate and equitable option. LGOIMA 1987 s(7)(2)(i) [REDACTED]  
LGOIMA 1987 s(7)(2)(i) [REDACTED]

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

50. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements and the requirements of the Land Transport Rule: Setting of Speed Limits 2017.
51. This report has been presented as public excluded on the following basis:  
*"... enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)."*

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

52. 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').
53. 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.
54. The recommendations set out in this report are consistent with that purpose.

##### **Social**

55. Lower speed limits on Wairere Drive will provide safety benefits for those travelling along the section between Arthur Porter Drive and Pukete Road, along with those trying to cross at the intersections. The safety improvements would benefit those driving along with people walking or biking and trying to access the nearby retail facilities.

##### **Economic**

56. If the speed limit reduction does proceed this will enable the completion of the new supermarket which will provide additional employment in the Te Rapa area.

##### **Environmental**

57. There are no known environmental considerations associated with this matter.

##### **Cultural**

58. There are no known cultural considerations associated with this matter. Specific engagement with iwi and tangata whenua will be undertaken as part of the consultation process.



### **Risks - *Tuuraru***

59. There are no known risks associated with the recommendations included in this report.

LGOIM

LGOIMA 1987 s(7)(2)(g)

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

#### **Significance**

60. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a medium level of significance.

#### **Engagement**

61. Community views and preferences are already known to the Council through the consultation undertaken in the development of the Hamilton City Speed Management Plan.
62. There is a statutory requirement to consult in accordance with the Land Transport Rule: Setting of Speed Limits 2017.
63. The Special Consultative Process is proposed because the proposed change of speed limit on Wairere Drive is different to that set out in the Speed Management Plan and there is a need to amend the Speed Limit Bylaw.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Foodstuffs North Island submission re Wairere Drive speed limit for 19.11.2020 Infrastructure Operations Committee meeting

Attachment 2 - Wairere Drive speed limit report to 19 November 2020 Infrastructure Operations Committee .



---

**Council**  
***Kaunihera***  
**PUBLIC EXCLUDED MINUTES**

---

Minutes of a meeting of the Council held in Council Chamber, Municipal Building, Garden Place, Hamilton and via Audio-Visual link on Tuesday 8 December 2020 at 4.31pm.

**PRESENT**

<b>Chairperson</b>	Mayor P Southgate
<i>Heamana</i>	
<b>Deputy Chairperson</b>	Deputy Mayor G Taylor
<i>Heamana Tuarua</i>	
<b>Members</b>	Cr M Bunting
	Cr M Forsyth (via Audio Visual link)
	Cr M Gallagher
	Cr R Hamilton
	Cr D Macpherson
	Cr K Naidoo-Rauf (via Audio Visual link)
	Cr A O'Leary
	Cr R Pascoe
	Cr S Thomson
	Cr M van Oosten
	Cr E Wilson (via Audio Visual link)

**In Attendance:**

- Richard Briggs – Chief Executive
- Lance Vervoort – General Manager Community
- Chris Allen - General Manager Development
- Lee-Ann Jordan - Unit Director Visitor Destinations,
- Inde King - Partnership Manager
- Robyn Denton - Operations Team Leader
- Mike Meister – Consultant/WSP
- Megan Crocket - Tompkins Wake

**Governance Team:**

- Becca Brooke – Governance Manager
- Amy Viggers – Governance Team Leader
- Tyler Gaukrodger – Governance Advisor

---

C1. LGOIMA 1987 s(7) (2) (j)



Item C3 (Wairere Drive-Proposal for Speed limit Reduction) was taken after C1 (Confirmation of the Council Public Excluded Minutes of 26 November 2020) to accommodate staff availability.

**C3. Wairere Drive-Proposal for Speed limit Reduction**

The Operations Team Leader introduced the report. Staff responded to questions from Elected Members concerning the details and requirements of the consent, cost to Council, the proposed raised safety platforms and negotiations with foodstuff.

**Motion:** (O'Leary/Cr Macpherson)

That the Council:

- a) notes that a request has been received from Foodstuffs North Island Limited for Hamilton City Council to commence the process for a speed limit reduction on Wairere Drive between Te Rapa Road and Pukete Road in accordance with the resource consent for the Te Rapa PAK'nSAVE development;
- b) approves to reduce the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road as set out in this report, subject to the outcome of the proposed public engagement and subject to network improvements required to support the speed reduction being in place prior to any speed reduction;
- c) approves the preparation of a Statement of Proposal and a Communications Plan for a proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to 60km/h, LGOIMA 1987 s(7)(2)(i)  
LGOIMA 1987 s(7)(2)(i) noting that no public engagement except with key stakeholders will commence until further Council approval is obtained;
- d) requests staff undertake early engagement with key stakeholders on the proposal to lower the speed limit on Wairere Drive between Arthur Porter Drive and Pukete Road to 60km/h;
- e) requests staff engage with Foodstuffs North Island Limited on the agreed network improvements required to support the speed reduction and to address any performance issues, LGOIMA 1987 s(7)(2)(i)
- f) requests staff to report back to the 23 February 2021 Infrastructure Committee meeting to:
  - i. seek approval of the Statement of Proposal and Communications Plan together with an agreement from Foodstuffs North Island Limited to meet the full further costs of the Public Engagement;
  - ii. seek approval of the agreed network improvements on Wairere Drive from Arthur Porter Drive to Pukete Road required to support the proposed reduction in speed and any performance issues, particularly at the intersections;  
LGOIMA 1987 s(7)(2)(i)
- g) notes that additional 'No Stopping' restrictions are recommended in Karewa Place to enable safe movement of large vehicles and that these changes will be progressed separately through the Hearings and Engagement Committee; and
- h) notes that the decision and information in relation to this matter remain publicly excluded for the reasons outlined in the report.

**Those for the Motion:**

Mayor Southgate, Councillors Pascoe, O'Leary, Macpherson, van Oosten and Wilson.

**Those against the Motion:**

Deputy Mayor Taylor, Councillors Gallagher, Bunting, Hamilton, Forsyth,

Naidoo-Rauf and Thomson.

The Motion was declared LOST.

LGOIMA 1987 s(7) (2) (j)



The meeting was declared closed at 5.58pm



IRD 119 841 372

1 Brisbane Street, Sydenham,  
Christchurch 8023 NZ

Phone +64 (0) 3 366 9671

Email [nzclient@epiqglobal.com](mailto:nzclient@epiqglobal.com)

Event: Council Meeting - Item C3 Transcript

Date: 8 December 2020

Speakers: Paula Southgate - Chairperson

Robyn Denton

Ryan Hamilton

Chris Allen

Rob Pascoe

Dave Macpherson

Mark Bunting

Martin Gallagher

Ewan Wilson

Richard Briggs

Angela O'Leary

~~Eeva-Liisa Wright~~

Maxine van Oosten

Margaret Forsyth

Geoff Taylor

Sarah Thomson

Amy Viggers

Also present:

Kesh Naidoo-Rauf

Megan Crocket - Tompkins Wake

Mike Meister - WSP



PAULA SOUTHGATE: So we're on to C3, sorry, apologies. C3 which is the Wairere Drive proposal for speed limit reduction. Okay?

DAVE MACPHERSON: This is a heavy-duty delegation. They must seriously want us to pass this.

PAULA SOUTHGATE: Okay, please, Robyn, just give us the summary version because it has been an extraordinarily long day and everyone's had the chance to read it, unless you want to take it as read and just take questions. Up to you.

ROBYN DENTON: Thank you, Mayor Paula. I think the big thing is just to be clear today that we're seeking a decision today about whether Council will consider lowering a speed limit on a section of Wairere Drive, so that's the key decision today.

If we decide, if you decide, to consider lowering the speed limit, then I will be coming back in February with further details and that will then look at details around costing, cost sharing, statement of proposal and those sorts of things. So the key decision to be made today is whether Council will consider lowering a speed limit or not.

PAULA SOUTHGATE: So it's only intent at this point?

ROBYN DENTON: Correct.

PAULA SOUTHGATE: Subject to --

ROBYN DENTON: Yes.

PAULA SOUTHGATE: Okay.

RICHARD BRIGGS: So let's give you a clear signal, Robyn, to go off and prepare that work.

PAULA SOUTHGATE: Okay, correct. Okay, thank you. Oh, my gosh, everybody's got a question.

ANGELA O'LEARY: Mine's not a question.

PAULA SOUTHGATE: Pardon?

ANGELA O'LEARY: I think mine's not a question.

PAULA SOUTHGATE: Oh, yours is not a question?

ANGELA O'LEARY: No.

PAULA SOUTHGATE: Councillor O'Leary will move it just subject to having -- yes, and Councillor Macpherson will second. Okay, so now I'll go to the questions. Councillor Hamilton.

RYAN HAMILTON: Thanks, Chair, I've got a few. Just procedurally, Robyn, I just wonder if you could introduce your guests because I don't know whether they've come in with this item. I don't know.

ROBYN DENTON: Yes. So, sorry, hidden by the Chair, we have Megan Crocket from Tompkins Wake and Mike Meister from WSP.

RYAN HAMILTON: Thank you, because Mike Meister is in the report and I was wondering who he was.

ROB PASCOE: Sorry, who is WSP?

ROBYN DENTON: It used to be Opus.

ROB PASCOE: Oh, Opus. Okay, thank you.

RYAN HAMILTON: Just wondering, Robyn, why in this report and the staff recommendation there's no reference to Karewa Place but it was all over the staff recommendation of two weeks ago or three weeks ago? The right-hand turn?

ROBYN DENTON: So the right-hand turn, that is a condition of the consent. So that's not a decision for this committee as to whether we want that or not, it's a condition of the consent. The issue that this committee needs to think about is the speed limit and if we lower the speed limit then that work can go ahead. If we don't lower the speed limit, then the work can't proceed.



RYAN HAMILTON: Okay, so that decision, how come it was in the staff recommendation last time and now you're saying it will go ahead but there's no visibility to elected members in this staff recommendation?

MALE SPEAKER: What was the name, sorry?

RYAN HAMILTON: The right-hand turn into Karewa Place.

ROBYN DENTON: I don't recall it being in the original report about a specific recommendation, sorry.

CHRIS ALLEN: Can I ask, while I think in the original report you talked about the no stopping restrictions on Karewa Place, so that was in the previous resolutions, but I think Councillor Ryan is saying why we got (several inaudible words).

RYAN HAMILTON: That's in here. I'm talking about the right-hand turn off Wairere Drive into Karewa Place.

ROBYN DENTON: That wasn't in the staff recommendations specifically last time but I can see on page 29, if that is -- sorry, just to make sure I'm looking at the right place. All right, Ryan?

RYAN HAMILTON: Okay, I'll take your word on that. LGOIMA 1987 s(7) (2) (i)

LGOIMA 1987 s(7) (2) (i)

LGOIMA 1987 s(7) (2) (i)

ROBYN DENTON:

RYAN HAMILTON:

ROBYN DENTON:

RYAN HAMILTON:

LGOIMA 1987 s(7) (2) (i)

On page 20, bullet point 20, you talk

about:

"In terms of the wider effects of the proposal, Mr Meister says that the above mitigations will result in an acceptable network performance. The traffic flows are likely to be within 6%."

Is Mr Meister -- is that a consultant that HCC employed?

ROBYN DENTON: Sorry, Councillor Hamilton?

RYAN HAMILTON: Who does Mr Meister work for? Was he recruited by us as a consultant?

ROBYN DENTON: Yes, he was.

RYAN HAMILTON: Okay. On page 21, it talks about:

"If a 60 km speed limit was to be introduced there would need to be an additional work. Raised safety platforms on all approaches would be the recommended approach."

Why do safety platforms seem to be flavour of the month when that's one of our major gateway intersections with thousands of traffic movements? Why would we look at putting those things all over?

ROBYN DENTON: So, Council has signed up to Vision Zero which has the aim of no more deaths and serious injuries. Under the Vision Zero and Road to Zero national strategy they have what they call a safe-system approach and that looks at the multiple ways that you can reduce the trauma and likelihood of crashes. And in order to lower speed limits, you need to also provide the appropriate infrastructure and you need to minimise the likelihood of high-impact crashes so that -- particularly side-on crashes at high speeds.

Hamilton City has been leading the way with the work that we did at Thomas/Gordonton with the raised safety platforms and they are now being recognised as a key tool to ensure that traffic signals are safe.



RYAN HAMILTON: Yes, with respect to that, we had deaths on that road, and that was a right-hand turn, and this intersection has not triggered the need for HCC to adjust it but because of the first application. So that's --

ROBYN DENTON: Correct. In order to lower the speed limit you need to do some positive physical works to get those lower speeds and the recommendation is for raised safety platforms and they are becoming the standard treatment for traffic signals to ensure that they can operate safely.

RYAN HAMILTON: I'll just have one more question to you, and then I may come back later, to give others a go. LGOIMA 1987 s(7) (2) (i)

LGOIMA 1987 s(7) (2) (i)

ROBYN DENTON:

RYAN HAMILTON: LGOIMA 1987 s(7) (2) (i) I'll leave it there for now.

PAULA SOUTHGATE: Thank you, Councillor Hamilton. Councillor Pascoe.

ROB PASCOE:

LGOIMA 1987 s(7) (2) (i)

LGOIMA 1987 s(7) (2) (i)

ROBYN DENTON

ROB PASCOE:

ROBYN DENTON

ROB PASCOE:

ROBYN DENTON

LGOIMA 1987 s 7(2) (i)

ROB PASCOE:

ROBYN DENTON:

ROB PASCOE:

ROBYN DENTON:

ROB PASCOE:

PAULA SOUTHGATE: LGOIMA 1987 s 7(2) (i)

DAVE MACPHERSON

Robyn, when you talked about it being a condition of consent, that consent was 100% applied for by Countdown? Or by PAK'nSAVE, sorry.

ROBYN DENTON: Yes, Foodstuffs is.



DAVE MACPHERSON LGOIMA 1987 s 7(2) (i)

ROBYN DENTON:

DAVE MACPHERSON

ROBYN DENTON:

DAVE MACPHERSON

ROBYN DENTON:

DAVE MACPHERSON

ROBYN DENTON:

DAVE MACPHERSON

ROBYN DENTON:

DAVE MACPHERSON

LGOIMA 1987 s 7(2) (i)

ROBYN DENTON: LGOIMA 1987 s 7(2) (i) And the speed management plan also indicated that section of road being 80 km, so it was very clear that there was a requirement to go through a speed limit change as well.

DAVE MACPHERSON: Right, and there's a wide-sweeping free left turn coming southbound off Te Rapa Road onto that stretch, from memory?

ROBYN DENTON: Correct.

DAVE MACPHERSON: There's no traffic signal stop there?

ROBYN DENTON: Correct.

DAVE MACPHERSON: Yes, okay. So it's built and designed at the moment for 80 km?

ROBYN DENTON: Yes.

DAVE MACPHERSON: LGOIMA 1987 s 7(2) (i)

ROBYN DENTON: LGOIMA 1987 s 7(2) (i)



DAVE MACPHERSON: I've got another question on consent, I guess, because I'm sort of wondering where these commissioners get off on ordering things to be done to our roading network without us having asked for it but that's probably generally the premise that they're in charge of the world.

PAULA SOUTHGATE: Questions.

DAVE MACPHERSON: LGOIMA 1987 s 7(2) (i)



ROBYN DENTON:

DAVE MACPHERSON

ROBYN DENTON:



DAVE MACPHERSON LGOIMA 1987 s 7(2) (i)

ROBYN DENTON:

DAVE MACPHERSON

ROBYN DENTON:

PAULA SOUTHGATE: Okay, I'd like to move on, so one more question from Dave.

DAVE MACPHERSON: No, no, that's it.

PAULA SOUTHGATE: If not, we'll move on very quickly through the questions. Councillor Bunting.

MARK BUNTING: Thank you. I just want to drill into this right-hand turn at Karewa. This is really what it's all about, isn't it? If we slow the speed down then they can go for a right-hand turn into Karewa, is that right?

ROBYN DENTON: Correct.

MARK BUNTING: Okay. So, if that's the case because, you know, we've been talking about another instance like Mitre 10 over in Ruakura saying the same question, could they do the same thing if we had the same arrangement? It seems to be the same issue.

ROBYN DENTON: It's not tied up in their consent so, I mean, they are done and dusted at the moment. They have come to us and asked for the ability to turn right off Ruakura Road and at this stage we have looked at it but have said, "We actually want to work through -- on Ruakura Road we want to work through getting the walking and cycling and that sorted to link to the Ruakura upgrade" and until we've got all of that in place, we can't actually have that but it would be looking at it on a safety perspective.

MARK BUNTING: LGOIMA 1987 s 7(2) (i)

PAULA SOUTHGATE:

MARK BUNTING:

RICHARD BRIGGS:

LGOIMA 1987 s 7(2) (i)

MARK BUNTING: Okay. So, no, okay, I'll get to the point. So when you talk about raised platforms, etc, so you're talking about the corner of Te Rapa and Wairere?

ROBYN DENTON: That intersection, yes.

MARK BUNTING: Pukete and Wairere?

ROBYN DENTON: Correct.

MARK BUNTING: And Karewa?

ROBYN DENTON: Karewa Place, yes. Yes, so that's a requirement. At Karewa that's a requirement of the first thing to happen.

MARK BUNTING: Yes. But those ones at Wairere in particular, they're huge intersections.

ROBYN DENTON: That's right, they're big intersections.

MARK BUNTING: About the size of a small building. So what would all this cost?

ROBYN DENTON: So, we've given an indicative cost at this stage in the order of \$3 million each to do that work.



MARK BUNTING: Each?

ROBYN DENTON: Yes.

MARK BUNTING: So there's potentially \$9 to \$10 million of work?

PAULA SOUTHGATE: Okay, so last question.

ROBYN DENTON: It's \$6 million for Council because -- that street and the two intersections. The intersection of Karewa does have a cost but that's clearly included in the consent.

MARK BUNTING: Yes, okay. Okay, thank you.

PAULA SOUTHGATE: Thank you. Councillor Gallagher and then Councillor Wilson and then Councillor Hamilton. Councillor Gallagher.

MARTIN GALLAGHER: Yes, just putting aside the proposal in terms of the right turn and in terms of the Vision Zero and the speed limit, myself, as a lay person, you know, with the two traffic lights there, the overbridge, the traffic density at certain times of the day, I feel very uncomfortable in driving 80 km in that area.

PAULA SOUTHGATE: Question, please.

ANGELA O'LEARY: Yes, I agree.

MARTIN GALLAGHER: Well, no, this is a city council Vision Zero question. In terms of our policy to aspire to Vision Zero, quite apart from everything else, might just the basic reduction to 60 km in this area, given the design of the road even currently, assist that?

ROBYN DENTON: Yes, but it's not the most pressing issue the city has from a safety perspective. So, when we look at Vision Zero it's about reducing deaths and serious injuries and targeting our limited budget to the best outcomes. And that's why in the LTP we've got them sitting out in the future so we recognise that there is some benefit to be had but when you look at your limited dollar that you have to spend today, and where would you next spend it, it wouldn't be at that location.

MARTIN GALLAGHER: But the answer to the question, though, if (inaudible) decides yes, it would have a positive contribution towards our achievement towards Vision Zero?

ROBYN DENTON: Correct.

MARTIN GALLAGHER: Put it another way, it would have a lower impact in other areas of the city?

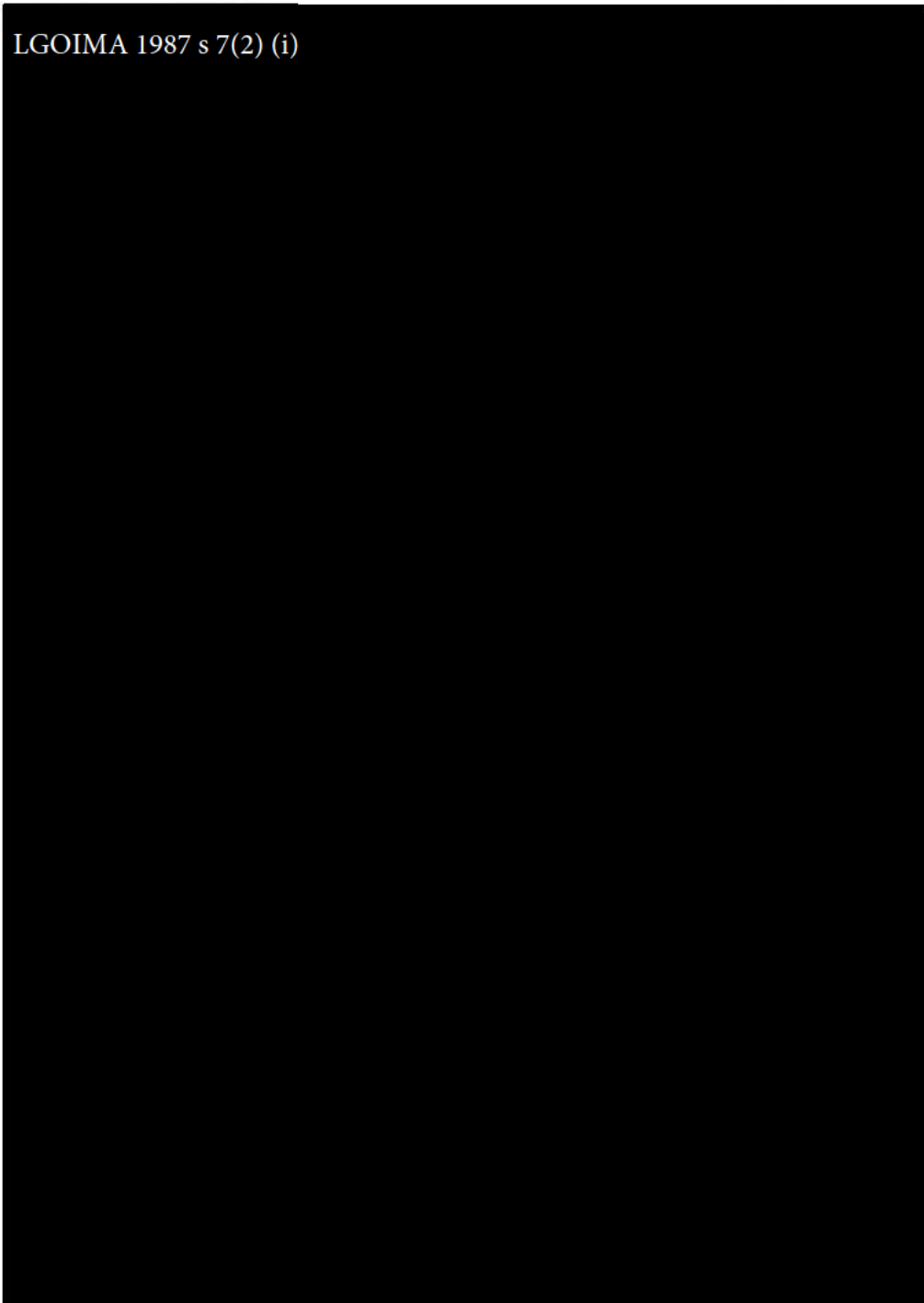
ROBYN DENTON: Correct.

MARTIN GALLAGHER: Yes, thank you. I thought the question I'm going to ask is, can we assume that you drive at 80 km anyway?

PAULA SOUTHGATE: Okay, time is so precious. Councillor Wilson. Councillor Wilson.

EWAN WILSON:

LGOIMA 1987 s 7(2) (i)



ROBYN DENTON:

EWAN WILSON:

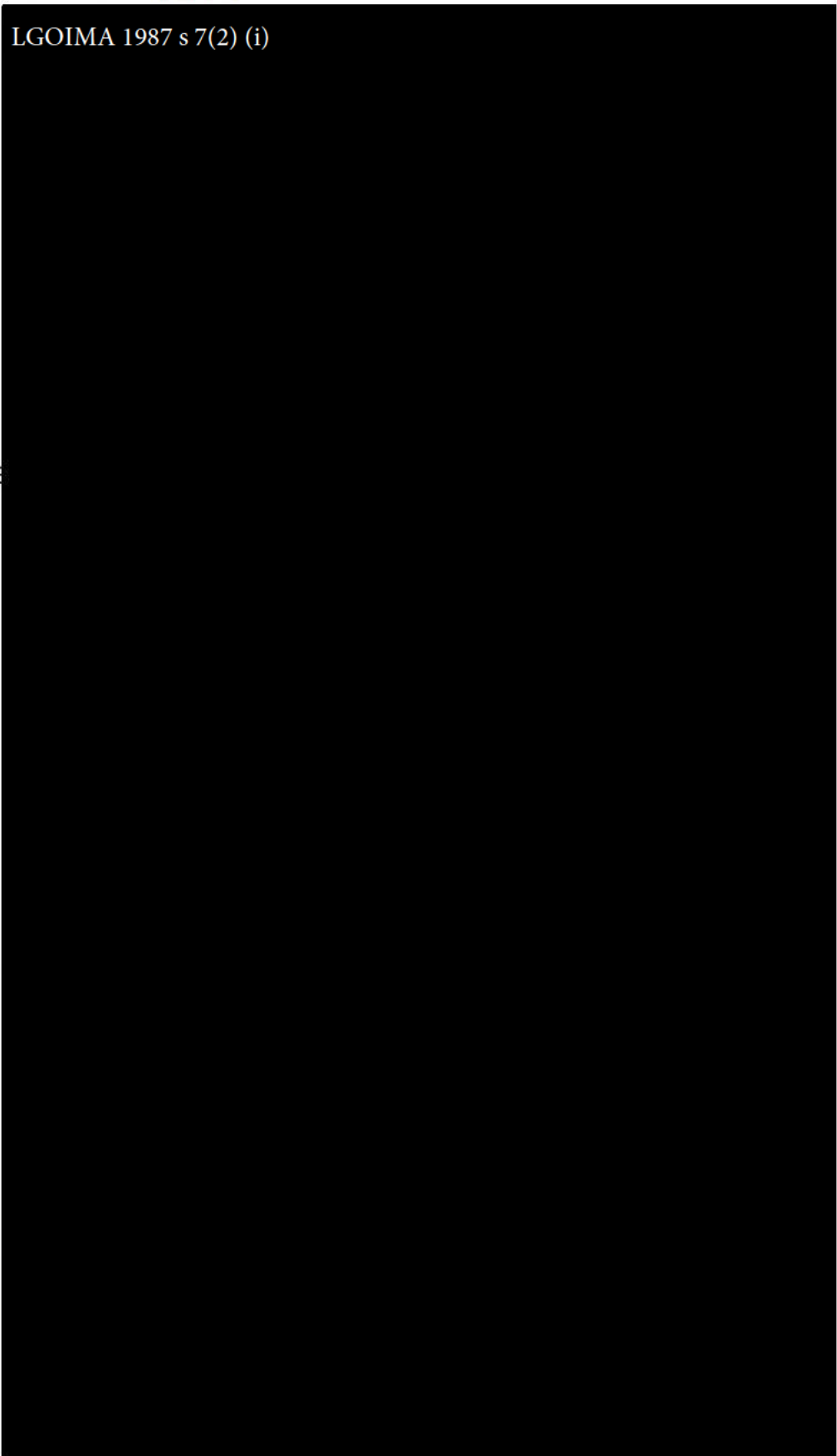
ROBYN DENTON:

EWAN WILSON:

ROBYN DENTON:



LGOIMA 1987 s 7(2) (i)



EWAN WILSON:

PAULA SOUTHGATE

ROBYN DENTON:

EWAN WILSON:

ROBYN DENTON:

EWAN WILSON:

RICHARD BRIGGS:

LGOIMA 1987 s 7(2) (i)

LGOIMA 1987 s(7) (2) (g)

EWAN WILSON: So a final question to the chief executive, if I may, Mayor Paula, when did Council decide that Wairere Drive was no longer going to be an 80 km road that enables quick movement of traffic? When did we decide that that was no longer our vision with that, we wanted to slow everything up to 60 km? Because that's what you're suggesting.

PAULA SOUTHGATE: Okay, well that's a leading question I think we know the answer to, Ewan. So, I don't mean to jump on your question but you can raise some of those important issues in your debate and I would agree with

some of them. So, let's chop through. Councillor Hamilton, I know you're a man of few words, get to the point, good on you.

RYAN HAMILTON: There's just a couple more follow-up questions, Robyn. You talked about, was it \$3 million or \$6 million per --

ROBYN DENTON: \$3 million per site.

RYAN HAMILTON: And how many would there be on that intersection?

ROBYN DENTON: Sorry?

RYAN HAMILTON: How many of those speed bump things?

ROBYN DENTON: Raised safety platforms?

RYAN HAMILTON: Yes.

ROBYN DENTON: So, at this stage we think it would look something like Anglesea/Bryce so it would be the whole intersection. Because you've got buses going through there --

RYAN HAMILTON: So how many?

RICHARD BRIGGS: Three.

PAULA SOUTHGATE: It's four, isn't it?

ROBYN DENTON: Every approach has it, so the whole intersection like Anglesea/Bryce has --

MALE SPEAKER: Three.

RYAN HAMILTON: So, four?

PAULA SOUTHGATE: No.

ROBYN DENTON: Sorry, I'm not quite understanding the question. I don't think that --

RYAN HAMILTON: Everyone else is answering for you, I wish they wouldn't. I see an intersection as four directions.

ROBYN DENTON: Right, every direction would have --

RYAN HAMILTON: So there'd be four?

ROBYN DENTON: Yes.

RYAN HAMILTON: Okay, times \$3 million?

ROBYN DENTON: No. \$3 million to treat the intersection.



RYAN HAMILTON: Okay, and then there'd be further treatments further up Wairere Drive to slow --

ROBYN DENTON: So, \$3 million to treat the intersection of Wairere/Te Rapa, \$3 million to treat the intersection of Wairere/Pukete.

RYAN HAMILTON: Okay, so \$6 million?

ROBYN DENTON: \$6 million.

RYAN HAMILTON: Okay. On your staff recommendations you talk about, "No public engagement except with key stakeholders", who are the key stakeholders of that intersection?

ROBYN DENTON: So for speed limits, the speed limit rule sets out who the key stakeholders are to do the early engagement with. So that is Waka Kotahi NZTA, the New Zealand Police and the Road Transport Forum.

RYAN HAMILTON: Okay, do you know how many people travel through that intersection a day?

ROBYN DENTON: A large number.

RYAN HAMILTON: Because I would've thought they were also key stakeholders.

ROBYN DENTON: I agree. So if we proceed to doing a special consultation process, then very much that's where that picks up all of those parties as well and that would be where that engagement looks at going wider and picking all of those people up.

RYAN HAMILTON: Final question, what are the alternatives to these raised safety platforms?

ROBYN DENTON: To make a signalised intersection safer.

RYAN HAMILTON: Given that they've only came out a few years ago and we've survived without them with other treatments?

ROBYN DENTON: At the moment, the only other option is considered to be a roundabout, if you want to take a safe-system approach.

RYAN HAMILTON: Safer than traffic lights?

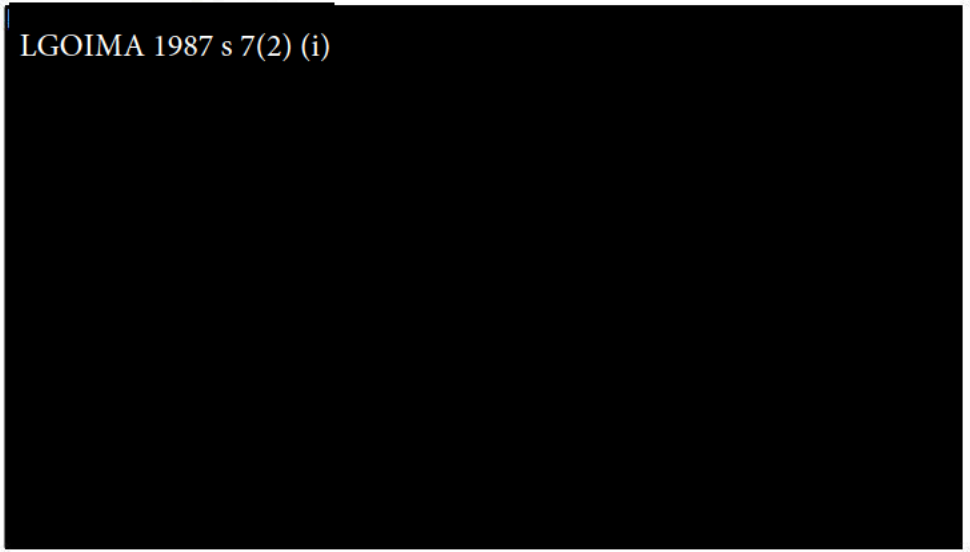
ROBYN DENTON: Correct.

RYAN HAMILTON: Okay, thank you.

PAULA SOUTHGATE: Thank you. Councillor O'Leary.

ANGELA O'LEARY: LGOIMA 1987 s 7(2) (i)

LGOIMA 1987 s 7(2) (i)



ROBYN DENTON:

RICHARD BRIGGS:

PAULA SOUTHGATE

*Megan Crocker*  
EEVA-LIISA WRIGHT

ANGELA O'LEARY:

RICHARD BRIGGS: LGOIMA 1987 s(7) (2) (i) and (7) (2) (g)

ANGELA O'LEARY:

RICHARD BRIGGS:

PAULA SOUTHGATE: And we'll have quite a bit of robust debate on it, I'm sure. Councillor van Oosten.

MAXINE VAN OOSTEN: I've just a very small question with regard to the treatment at Anglesea and Bryce and the expectation that we had around that and the rather disappointing end of it and yet it's being proposed at both of these others. Will there be anything different that's done at Pukete and Te Rapa where they join Wairere that improves on the treatment at Bryce?

ROBYN DENTON: So from a - and it's without being clear exactly why you're disappointed with what's there - because I guess from a speed perspective and how that intersection is behaving, we're happy with its performance.

MAXINE VAN OOSTEN: Okay. I think I expected it to be a bigger and better --



MALE SPEAKER: Brighter.

MAXINE VAN OOSTEN: Yes, and yet it seems like a big patch of tarmac that may indeed slow people down but, I guess, failed to meet the expectation of the time spent putting it in and of course the money as well. So would there be any different treatment that you would do on it to highlight it? There's not a lot of paint on it, there's not a lot of -- to show that it is even raised and so, you know?

ROBYN DENTON: So, no, generally. No, because any additional paint, etc, that you add requires maintenance and the key thing we wanted to do is to get people to slow down as they approach it and that's why we treat the approaches with it. So that would be sort of the general look and feel of it.

MAXINE VAN OOSTEN: I just worry that it will just be a nice little hump rather than something that slows you down.'

ROBYN DENTON: So each site is designed according to the approach speeds and the speeds that we're trying to achieve, so the design here is slightly different to what we have at Gordonton/Thomas as to other locations. So it's a case by case as to the ramps, etc, but in general from a look perspective, it will be something like that.

MAXINE VAN OOSTEN: Do we have also - last tiny thing - any data on people red-light running at either of those sites?

ROBYN DENTON: Yes. So, red-light running is an issue across the country, certainly across the city. We've had one crash I think at Pukete which was a red-light running. Unfortunately, or fortunately, Hamiltonians have got very used to expecting red-light runners and so they do tend to pause and let everyone finish their turn movements before they then proceed.

I know that certainly NZ Police have identified red-light running as being a key issue but they themselves also say that the statistics are not saying it's a problem, it's a behavioural problem. So, I think as and when speed cameras become under the operational requirements of Waka Kotahi, which is being proposed, then we will probably see more of these rolled out as safety devices to try and stop people doing that red-light running.

But there's also good technology just about slowing speeds through intersections, the little else that we know, people who are running on a yellow light, for example. So they might get through under a yellow, they're not running a red, but often speed up in order to do that so it picks up that as well, so the technology is coming.

MAXINE VAN OOSTEN: Okay, thank you. Thanks, Chair, that's all from me.

PAULA SOUTHGATE: Okay, sorry, more questions have popped up.

MARK BUNTING: I'm very brief, you know. Okay, I'm just trying to be realistic about it, the supermarkets going in, they are trying to get the right turn in there, and I'm trying to think it's not just for economics, all right, they just don't want

to attract more customers and make it easier, what happens if we don't put it in? Where is the traffic flow likely to go? Will it go right down to the Mill Street intersection, then along, then right? That's what they're trying to avoid, is that right?

ROBYN DENTON: Yes. So, in the caucusing work that was done, when they first started off, Council said no to the proposal because of the adverse impact on the network.

MARK BUNTING: When the supermarket started up?

ROBYN DENTON: When they first looked at it. And then when they worked through the options and came up with this option of signalling and putting a right turn, it was seen to balance out the adverse effects. So it doesn't make it significantly better, it may be slightly worse, but overall the RMA requires you to mitigate for adverse effects and so they were able, through the consent process, to agree that as a whole and that's where we've ended up with this requirement around Karewa signalised. But in order for that type of -- so from a network perspective that's all good, we want to have traffic signals. But then once you've looked at that, then we had the issue of safety and in order for that type of intersection treatment to be safe, there's a need to lower the speed limit on Wairere Drive.

MARK BUNTING: Got you, I understand that. So, in your opinion, are they after this for business reasons or for safety reasons from their point of view?

ROBYN DENTON: From their point of view they're after it so they can open the supermarket because without getting this, they're not allowed to open the supermarket.

MARK BUNTING: Then the commissioners put the requirement on them to be able to break ground, that intersection, so it's not something they requested necessarily but it does benefit them in that it will take traffic down behind their competitor, Countdown, before it reaches there but they didn't request it.

DAVE MACPHERSON: But how's that a requirement on us?

MARK BUNTING: No, let's hold that.

PAULA SOUTHGATE: Let's just keep to order.

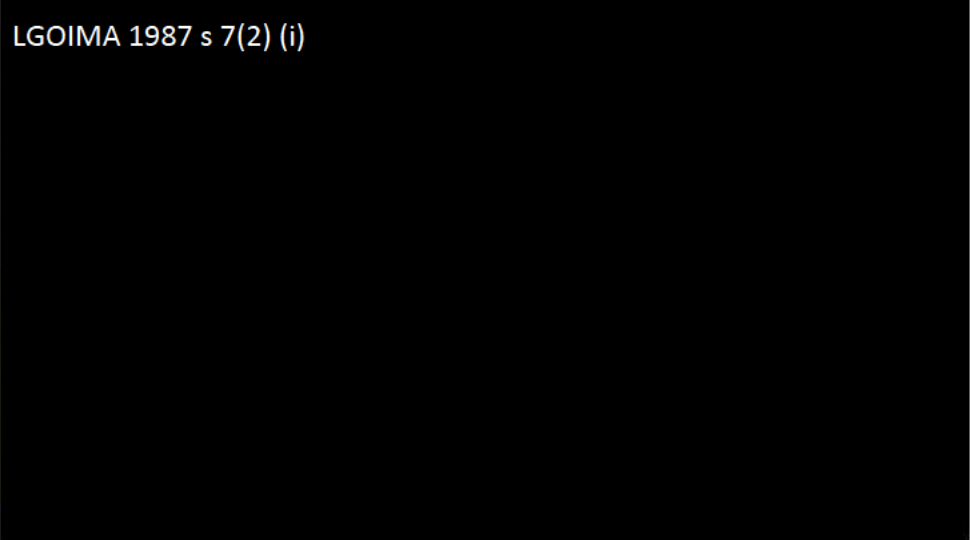
MARK BUNTING: So I think that's a really important point, Richard. So they can't open their supermarket if we don't get the right-hand turn into Karewa?

RICHARD BRIGGS: No, no, no, the consent meeting can explain this a lot better than I can. The consent that's been issued for PAK'nSAVE by the commissioners on our behalf is for, they cannot progress until the Karewa intersection is provided a right turn. They cannot do without that intersection being lowered. That section cannot be lowered unless the entire eco-network system for either side of that, including up, is actually lowered down as



well because you can't just instantly stop 80 km at a hump, you've got to actually bring them down speed as well, so it's a string of events.

LGOIMA 1987 s 7(2) (i)



MARK BUNTING:

PAULA SOUTHGATE:

MARK BUNTING: I'm sorry, Mayor Paula, this is really important.

PAULA SOUTHGATE: This is really important but we need to wrap these questions up.

MARK BUNTING: Yes, okay, so --

PAULA SOUTHGATE: One more question and one more for Dave.

MARK BUNTING: Does whether or not they open the supermarket depend on whether they get a right turn into Karewa Place?

RICHARD BRIGGS: Yes.

MARK BUNTING: Thank you.

PAULA SOUTHGATE: Okay, Dave, one good question, and make it a question.

DAVE MACPHERSON: EGOIMA 1987 s 7 (2) (i) and s 7 (2) (g)

PAULA SOUTHGATE:

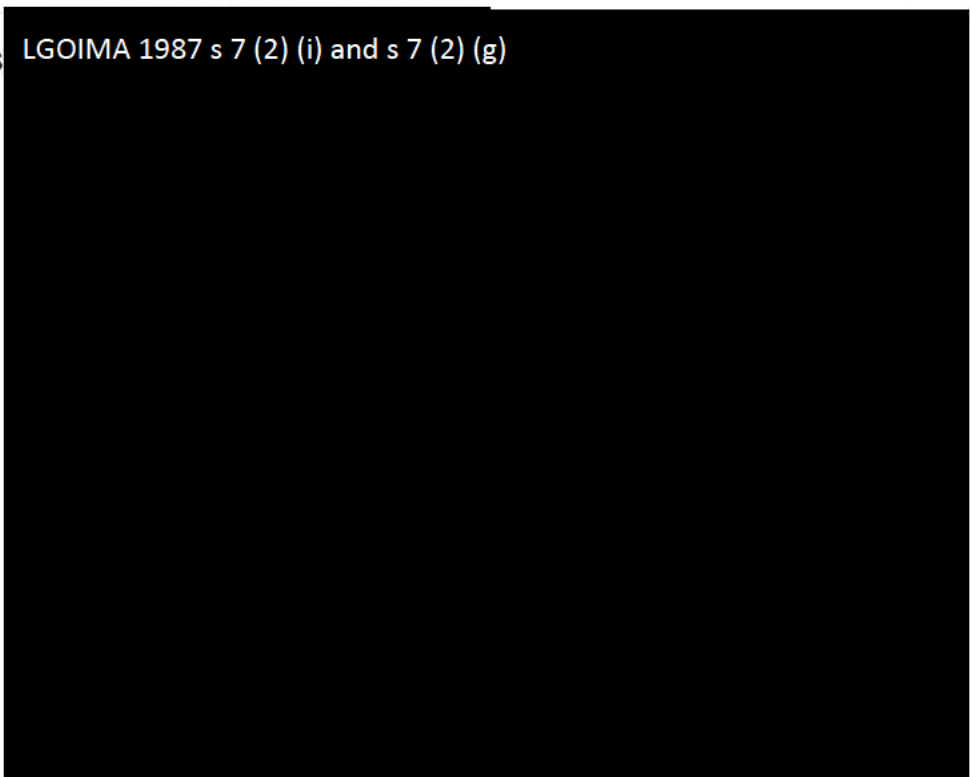
RICHARD BRIGGS:

DAVE MACPHERSON:

RICHARD BRIGGS:

DAVE MACPHERSON:

RICHARD BRIGGS: LGOIMA 1987 s 7 (2) (i) and s 7 (2) (g)



DAVE MACPHERSON: Yes, so there is a subsequent thing, the issue of walking and cycling in that vicinity has been raised off and on for some time with some concerns about the lack of access for them. We wouldn't want to be doing a major piece of work in an area like that that wasn't considering our wider future of this.

PAULA SOUTHGATE: Okay, that's a long question but a quick answer to that one.

RICHARD BRIGGS: We'll come back and report when Robyn brings it back, I suggest. Yes? No? Yes?

ROBYN DENTON: Yes, and any work that we did do certainly would, and lower speeds are a really good start.

DAVE MACPHERSON: Okay, thank you.

PAULA SOUTHGATE: Okay, we understand there's a report coming back, we understand this is an indicative direction from Council. We've had lots of questions and out of these questions there's some concerns been raised. So I think the best thing is to go to the debate but at the moment we haven't got anybody moving the staff recommendations.

ANGELA O'LEARY: Yes, I did and Dave seconded.

PAULA SOUTHGATE: Oh, did you? Oh, thank you so much.

MARK BUNTING: Remember, that ages ago?

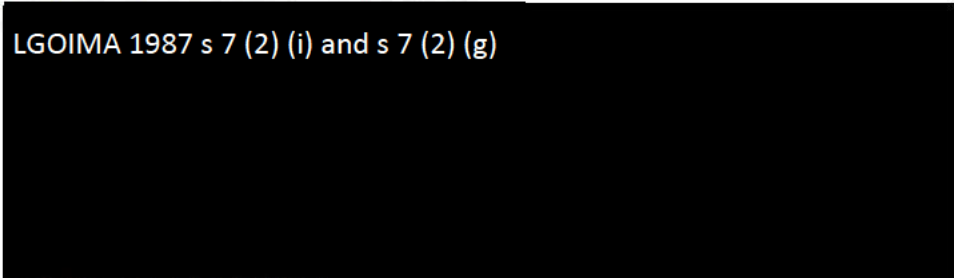
PAULA SOUTHGATE: It was, like, three hours ago. So, it's been moved and it's been seconded, we will go into debate. Councillor O'Leary, as the mover, go first, please.

ANGELA O'LEARY: Thank you. Yes, look, just a couple of comments and observations that's resulted from some of the questions. Look, my first reaction was the same as some around the table, I think, you know, "Well, bugger that, why have the commissioners done this to us, it's not our policy?" But then I decided to actually look at it as an opportunity and I completely agree with Councillor Gallagher, and that's the way that I travel to see the member from Netherville and bedamned if I can get



80 km through there, anywhere through there. With The Base there's always such a long line of cars and there's a lot more workers and pedestrians moving around that area, so I think we have an opportunity here for Vision Zero as good outcomes as well.

LGOIMA 1987 s 7 (2) (i) and s 7 (2) (g)



LGOIMA 1987 s(7) (2) (f) (i)



But, look, this is just a step in the process. I think it's coming back to 23 February so, look, I'm more than happy to - if Robyn's got time of course - to organise a bit of a round-table discussion prior to that report just to see her draft report and see if everybody is happy with the direction. But it is a step in the process, yes, but, I mean, Robyn will be happy with that as well. Yes, she's smiling and nodding at me. So, yes, hopefully some of those comments have helped to alleviate a few fears as well.

PAULA SOUTHGATE: Thank you. Councillor Wilson.

EWAN WILSON: Thanks, Mayor Paula. Look, I think the cheese has fallen off the cracker. This would not pass the common-sense barbecue test. Wairere Drive is our ring road. It's an incredibly important economic artery that enables vehicles to get around the city efficiently. And Foodstuffs may find it commercially advantageous for them to have a supermarket there but if the repercussions are that the city has to reduce one of its critical ring road's speed limit, I just cannot even believe we would be discussing or thinking this because of the negative economic consequences.

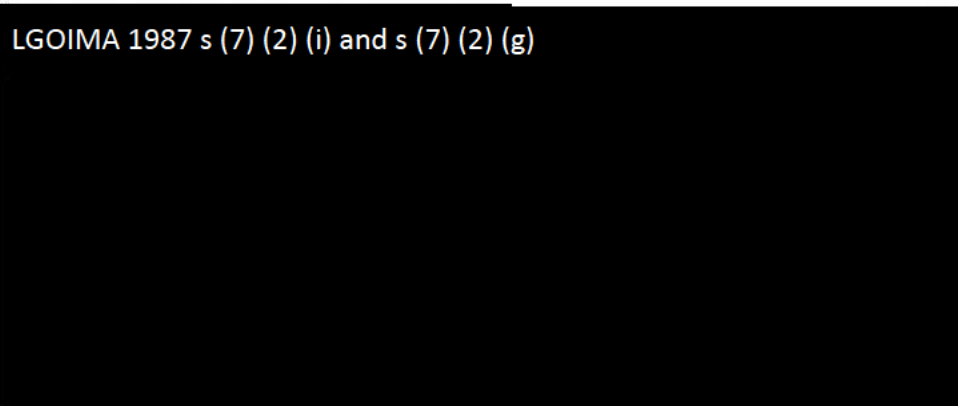
LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i) So the simple response to the applicant is, "No, the city council believes Wairere Drive is a ring road and our preference is that it remains an 80 km an hour for all the reasons we originally set the speed limit at 80 km an hour" period.

PAULA SOUTHGATE: Thank you. Councillor Hamilton.

RYAN HAMILTON: Thanks, Chair. Yes, I mean, I obviously support employment but this is one of the wealthiest companies in New Zealand. We're seeing two supermarkets in Hamilton (several inaudible words) Countdown where their own driveways have created safety issues for pedestrians and cycleways and that sort of thing and that's not even on this radar.


LGOIMA 1987 s (7) (2) (i) and s (7) (2) (g)



PAULA SOUTHGATE: Thank you. Councillor Pascoe.

ROB PASCOE: Yes, look, I'm following very much the same line. The market forces have determined the site for this new supermarket so therefore they need to work around the existing environment that's already there in order to get their business where they want it to be. LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)



LGOIMA 1987 s (7) (2) (i) and s (7) (2) (g)

PAULA SOUTHGATE: Councillor Bunting.

MARK BUNTING: Thank you. Look, I'm all for slow speeds, as you know, but it's not the slow speed in this instance that worries me. It's two things: it's the right-hand turn into Karewa there from that road - what's it called? - Wairere Drive. You may have slower speeds but you've still got massive volume. You've still got massive volume. Imagine trying to turn right across there, imagine the disruption and the impatience as you try and turn right there. I think, quite simply, it's a dumb idea.

Secondly, I agree with raised platforms, as you know with Thomas/Gordonton and Bryce and Anglesea but this is a massive ring road. It's not the slower speed, it's the inconvenience of \$2, \$3 million raised platforms that such a huge volume of cars, trucks and buses are going to have to get across and we're just going to create more angst. It's not the slow speed, it's the inconvenience that worries me. And the right turn into Karewa Place, how come it's okay for people to do this, to turn right into Karewa Place, yet not into Mitre 10, yet not into Huntington off Wairere?

LGOIMA 1987 s(7) (2) (g)

LGOIMA 1987 s(7) (2) (g)

LGOIMA 1987 s(7) (2) So, I'm sorry, I'm going to pull the pin on this one, I just don't think we've got it right here.



Plus, have you seen the traffic? I don't know if you've ever tried to get into Kmart even when there's not a Christmas special on and there's Countdown right next door, it's going to be even worse. Forget cycling, forget walking, it's over, it's not going to happen there.

PAULA SOUTHGATE: Thank you.

MARK BUNTING: Thank you.

PAULA SOUTHGATE: Councillor Forsyth.

MARGARET FORSYTH: Thank you, Chair. I think it's pretty straightforward as well and I agree with what Councillor Wilson has already said. It's a pretty straightforward situation, I think. We've got a designated road with a particular purpose

LGOIMA 1987 s (7) (2) (i)

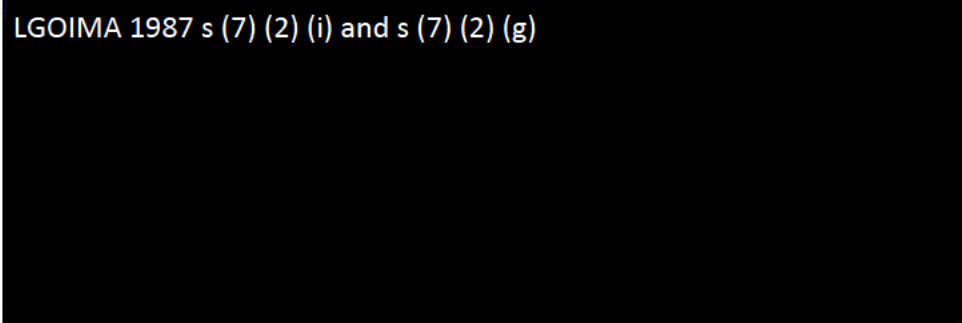
LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i) an important piece of infrastructure for the city, not a 60 km purpose road, it's there for moving traffic around efficiently and quickly.

PAULA SOUTHGATE: Thank you. Councillor Macpherson.

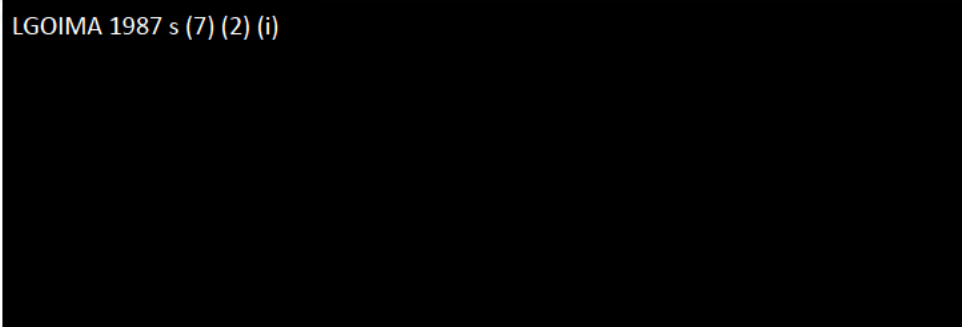
DAVE MACPHERSON: Thank you. Look, I'm all in favour of more 60 km instead of 80 km zones but I'm not in favour of a commissioner who's only done planning 201 to tell us that that's the case and tell us out of sequence. This whole area is one that's been decided by commissioners and Environment Court Judges, The Base for something opposed by this Council, but we were overruled by a planning commissioner sitting as a Judge there and it looks like the same thing might happen now.

LGOIMA 1987 s (7) (2) (i) and s (7) (2) (g)



I mean, it's clear that they have -- that the whole deal is to take pressure off the intersection out the front of The Base by having the exit down the other end. The trouble is, they could've bought that property, done a deal with Porters three or four years earlier but they chose to wait this long, they're second off the mark, too bad, Kmart and Countdown got in first. We know, as Ryan has correctly pointed out, if you have two supermarkets in the same intersection, the mayhem that you get as a result of that of unplanned things like that.

LGOIMA 1987 s (7) (2) (i)



PAULA SOUTHGATE: Deputy Mayor Taylor.

GEOFF TAYLOR: Thanks, Mayor Paula. Yes, look, I'm just not convinced about the wisdom of slowing the speed in this area or putting in these massive, raised platforms there. As Ewan says, it's a ring road, my thinking is that you're directing motorists away from other roads on to the ring road. You want them to use the ring road, you want it to be reasonably fast-flowing. It's a bit like recently when NZTA were talking about lowering the speed on the Avalon Bypass and I thought, "Well that's weird" because you want cars, not on Avalon Drive, you want them on the bypass.

So I just don't agree with it and, yes, I'm also just kind of annoyed, to be honest, about commissioners trying to dictate what we do with our roading network

LGOIMA 1987 s(7) (2) (g)

LGOIMA 1987 s(7) (2) (g)

LGOIMA 1987 s(7) (2) (g) If a supermarket can't go there without the speed being lowered, then it shouldn't be going there, it can go somewhere else. So, I've got to say, they may be the next best thing, these raised intersections, but I'm getting quite a lot of feedback now from people who are saying they're getting a bit tired of it. I don't like the ones in Anglesea Street, I've got to say. Cars have still got a place in this city. Mode shift, yes, Vision Zero, yes, but cars have still got a place, they've still got to get around and people have still got to make money. So, yes, I'm kicking this one into touch.

PAULA SOUTHGATE: Councillor Thomson.

SARAH THOMSON: LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

And just to comment to Geoff's

comment on that there's still a place for cars in the city, I'd say that's exactly why you need different intersection treatments because there are cars in the city and we intend for them to still be using these transport networks but we need to make sure that it's as safe as possible.

We all know that the faster you go, the bigger the mess, so having something physically there to slow them down is just really important in terms of achieving that Vision Zero.

PAULA SOUTHGATE: Thank you. Just a few comments from myself, we do need to -- every new bit of road that's done needs to be best in its class and has to have safety at the heart and also that multi-modal ability to keep people safe if they should choose to cycle down there. And, look, we go into the long-term plan tomorrow with some huge requirements from government and other things.



This is a requirement from a private commercial interest in some respects dictated through the hearings process by the commissioners and in that respect I'm uncomfortable.

LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

So, I find this a very difficult

one because, either way it's not really a win-win in any situation, it's almost a bit of a lose-lose because they'll have the right to develop there and we will need to manage the safety effects of a new activity on that piece of road.

And, yet, I agree wholeheartedly with Councillor Wilson that it is in fact designed to be the arterial route and maintain a certain flow in the speed which it doesn't always do, by the way. At peak hour nobody is going 80 km, or anywhere near it, so just bear that in mind as well.

Okay, we'll go to the vote, thank you.

ANGELA O'LEARY: Can I have a right of reply?

PAULA SOUTHGATE: Oh, sorry, sorry.

ANGELA O'LEARY: I wouldn't if I didn't have anything to say but I do have something to say.

PAULA SOUTHGATE: Cool.

ANGELA O'LEARY: Look, I hear both sides of the debate LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

But I

feel we're being a little bit inconsistent, and the deputy mayor raised when NZTA came to us and talked about reducing the speeds of state highways within the city boundary with the exception of Avalon Drive, which is a bypass, we supported that in our submission and we supported those reductions and we talked about Vision Zero, Vision Zero, Vision Zero.

So that's why when I looked at this issue I decided to approach it with an open mind but also as an opportunity. It is impossible to go 80 km prior to 6.00 pm or 7.00 pm at night through those three sets of lights. It doesn't happen, I do it almost every day. LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

LGOIMA 1987 s (7) (2) (i)

Whether we

like what the commissioners have passed down or not, they have been given conditions and this is just part of the process where you can absolutely say yes and we can absolutely say no.

Just in response to the comment the deputy mayor raised about cars and we still need to move them efficiently around the city and we absolutely do. But our discussion today seems to me like we're still putting cars before people and, as I said in my first opening debate, this intersection is getting busier and busier with people, there are more small businesses opening up and moving there.

So, look, that was just a response to a couple of the comments made. I

think I'll finish with just, I think we are being inconsistent with this one

LGOIM  
A 1987

LGOIMA 1987 s (7) (2) (i)

think this is an

opportunity for Vision Zero and while we might not be doing it in the next foreseeable future, I think we would be doing it.

And I'm always concerned when we start any conversation about safety improvements or slowing speed that, you know, imagine what you would feel like if we didn't take this opportunity (a) we don't get the 300 or 250 jobs there and that becomes a front-pager but, putting that aside, what if an accident did happen? Because I have observed a lot more pedestrians using that area but, yes, the data doesn't back that up yet. Thank you.

PAULA SOUTHGATE: Thank you, we'll go to the vote.

MARGARET FORSYTH: Sorry, I've --

PAULA SOUTHGATE: Oh, have you made a mistake? No, we can clear it if you've made a mistake. Not that I'm trying to load them but we need to be careful what we vote here so that you know what you're voting. Who are we waiting on? The Zoomies, have you voted? Oh, yes, you have. Thank you. Who are we waiting on?

AMY VIGGERS: The motion is lost: six for; seven against. Those on Zoom, Councillor Wilson, Councillor Naidoo-Rauf and Councillor Forsyth voting against.

DAVE MACPHERSON: So, can I ask the chief executive, your Worship --

ANGELA O'LEARY: Yes, what happens now?

DAVE MACPHERSON: -- where that leaves us?

PAULA SOUTHGATE: Hang on, just let's get --

DAVE MACPHERSON: And don't say things without --

MALE SPEAKER: Point of order.

PAULA SOUTHGATE: Yes, yes. Wait, wait, wait, wait. I call a point of order with some confusion about the result. Don't forget the Zoom people.

DAVE MACPHERSON: Yes, Chair (overspeaking)

MARK BUNTING: One, two, three against there, four against here, that's seven.

ANGELA O'LEARY: That's what they said.

DAVE MACPHERSON: Yes, that's what she said. There's 13 on Council --

MALE SPEAKER: Oh, so the motion was lost?

ANGELA O'LEARY: Yes.



DAVE MACPHERSON: Yes, that's what she said.

MARK BUNTING: Oh, yes, all right. Sorry, I had to work -- thank you.

ANGELA O'LEARY: But Dave was just asking, what next, which is --

RICHARD BRIGGS: Well, next we notify -- first up is that we need to consider our speed reduction in that area full stop until we hear from them, I guess.

PAULA SOUTHGATE: We're going to have to negotiate some safety stuff, aren't we?

RICHARD BRIGGS: No.

ANGELA O'LEARY: No.

DAVE MACPHERSON: No. There's no speed reduction, there's no --

RICHARD BRIGGS: There's a blind corner.

PAULA SOUTHGATE: Anyway, Councillors, we're done, so we're moving on now, please.

DAVE MACPHERSON: LGOIMA 1987 s(7) (2) (g)



LGOIMA 1987 s(7) (2) (g)

RICHARD BRIGGS:

PAULA SOUTHGATE

RICHARD BRIGGS:

PAULA SOUTHGATE

