

## Notice of Meeting:

I hereby give notice that an ordinary meeting of the Hearings Subcommittee will be held on:

**Date:** Thursday 29 October 2015  
**Time:** 10.00am  
**Meeting Room:** Kauri Room  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Hearings Subcommittee OPEN AGENDA

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### Membership

Chairperson Cr M Forsyth  
Members Cr L Tooman  
Cr E Wilson

**Quorum:** Three Members

**Meeting Frequency:** When required

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Ian Loiterton  
**Committee Advisor**

**21 October 2015**  
Telephone: 07 838 6439  
Ian.Loiterton@hcc.govt.nz  
www.hamilton.govt.nz

**Terms of Reference:**

To hear and determine:

- Objections under the Dog Control Act 1996;
- Road names where resolution cannot be achieved under the Road, Reserve and Park Naming Policy;
- Development contribution (DC) appeals relating to DCs calculated under the Development and Financial Contributions Policy 2010; and
- Miscellaneous decisions not able to be delegated to management.

**Special Notes:**

- The sub-committee may request expert advice through the Chief Executive when necessary.
- Subject to those matters which Council has not delegated, all hearings under the Resource Management Act 1991 will be heard by hearings commissioners who are recorded on a list of hearings commissioners appointed by Council and given delegation to hear and decide matters under the Act.
- Elected members who obtain accreditation as hearings commissioners will be included on a list of hearings commissioners appointed by Council and given delegations to hear and decide matters under the Resource Management Act 1991. Staff can select hearings commissioners from this list.
- All licence applications under the Sale of Liquor Act 1989 will be heard by the District Licensing Agency.
- All licence applications under the Sale and Purchase of Alcohol Act 2012 will be heard by the District Licensing Committee.

**Power to act:**

- To hear and make determinations in accordance with the matters listed in the terms of reference of this sub-committee.

**Power to recommend:**

- The sub-committee may make recommendations to the Strategy and Policy Committee.

**Changes to the Traffic Bylaw Registers and Parking Restrictions:**

The following additional clauses are related to the additional responsibilities that will be undertaken by the Hearings Sub-committee in dealing with changes to the Traffic Bylaw Registers and Parking restrictions;

Terms of Reference:

1. To consider and determine changes to the Traffic Bylaw 2014 Registers including hearing any submissions relating to those proposed changes.
2. To consider and determine changes to Parking Restrictions including hearing any submissions relating to those proposed changes.

Power to Act:

Make decisions on changes to the Traffic Bylaw registers as outlined in Traffic Bylaw 2014 (or any subsequent amendments/versions) and this Terms of Reference.

<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>1</b>	<b>Apologies</b>	<b>4</b>
<b>2</b>	<b>Confirmation of Agenda</b>	<b>4</b>
<b>3</b>	<b>Declarations of Interest</b>	<b>4</b>
<b>4</b>	<b>Parking Restriction Changes</b>	<b>5</b>

**1 Apologies**

**2 Confirmation of Agenda**

The Committee to confirm the agenda.

**3 Declaration of Interest**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

**Committee:** Hearings Subcommittee

**Date:** 29 October 2015

**Report Name:** Parking Restriction Changes

**Author:** Robyn Denton

<b>Report Status</b>	<i>Open</i>
<b>Strategy, Policy or Plan context</b>	<i>Access Hamilton Strategy</i>
<b>Financial status</b>	<i>There is budget allocated in the City Transportation Operating and Discretionary Transport budgets to cater for these changes.</i>
<b>Assessment of significance</b>	<i>Having regard to the decision making provisions in the LGA 2002 and Councils Significance Policy, a decision in accordance with the recommendations is not considered to have a high degree of significance</i>

## 1. Purpose of the Report

- The report sets out a number of proposed changes to traffic controls throughout the city and seeks approval from the Subcommittee for those changes to proceed.

## 3. Executive Summary

- The Hamilton City Traffic Bylaw 2015 sets out the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic e.g. banning of turns, installation of no stopping restrictions, creation of cycle lanes and establishment of specific parking zones such as bus stops, taxi stands etc. A Council resolution is required to make changes to any of these restrictions.
- Changes to parking restrictions and traffic bylaw registers are recommended in order to respond to requests regarding safety and accessibility by the general public/ businesses and to also formalise work that has been proposed as part of the Northern Suburbs Bus Services review.
- The changes in this report are considered in two categories:
  - No stopping restriction changes
  - Parking control changes
- Details of each of the changes proposed are scheduled in Attachment 1 to this report, with illustrations of the proposed changes shown in Attachment 2.
- At the 2 July meeting of this Subcommittee we were requested to consult on a proposal put forward in verbal submissions for extending the No Stopping Restrictions at the Queenwood Avenue and Constance Street intersection. This work has been undertaken and a revised set of restrictions are now proposed for approval by this committee.

## Recommendations from Management

That:

- a) the report be received; and
- b) Council approves the changes to No Stopping Restrictions and Parking Controls as set out in the tables below:

Proposed Changes to No Stopping Restrictions	
Location	Proposed change
Marama Street	<i>Installation of 25m of No Stopping restriction outside #27.</i>
McNicol Street	<i>Installation of 20m of No Stopping restriction outside #22/24 on the east side.</i>
Twickenham Place	<i>Installation of 69 m of No Stopping restriction around the Cul de Sac from #40 to #51.</i>
Ruakiwi Road	<i>Installation of 45m of No Stopping restriction outside #7 &amp; 8.</i>
Devon Road	<i>Installation of 19m of No Stopping restriction outside #1 &amp;5.</i>
Takahe Street	<i>Installation of 80m of No Stopping restriction on the east side and cul de sac in the street outside #'s 2, 3, 4 &amp;5 Takahe Street and #56 Massey Street.</i>
Angelsea Street	<i>Installation of 18m of No Stopping along the south side of the street outside # 3.</i>
The Boulevard	<i>Installation of 30m of No Stopping along the west side of the street outside #45.</i>
Rostrevor Street	<i>Various locations as on site and shown in attachment 2.</i>
Foreman Road (1)	<i>Installation of 136.5m outside #33 and 59m outside #35 of No Stopping restriction on the west side of the road. Installation of 196m outside #44 to #28 on the east side of the road.</i>
Foreman Road (2)	<i>Installation of 25m of No Stopping restriction on the south side of the road outside #2.</i>
Foreman Road (3)	<i>Installation of 48m of No Stopping restriction on the north side of the road outside #3.</i>
Queenwood Ave & Constance Street intersection	<i>Installation of No Stopping Restriction of 66m outside #14 to 20, 40.5m outside #19 Queenwood and 6 Constance &amp; 45.5m outside #23</i>

Existing restrictions to be rescinded	
Location	Description of proposed change
Foreman Road	<i>Rescinding 'No Stopping' restriction on both sides of the road following removal of railway lines outside #39 &amp; 60</i>
Foreman Road	<i>Rescinding 11 metres of 'No Stopping' outside # 60</i>
Ruakiwi Road	<i>Rescinding 15 metres of 'No Stopping' outside #7</i>

Proposed Changes to Parking Controls	
Location	Description of proposed change
#4, 11, 70 Foreman Road 14 Tasman Rd (in Foreman Road)	<i>Marking 15m long Bus Stop cage at existing bus stop</i>
Opposite # 226 Thomas	<i>Marking 15m long Bus Stop cage at existing bus stop</i>

Road (Grosvenor Park side)	
Opposite #102 Rifle Range Road (Swarbrick Park north end)	<i>Marking 15m long Bus Stop cage at existing bus stop</i>
Opposite #38 Wellington Street (Steele Park)	<i>Marking 15m long Bus Stop cage at existing bus stop</i>
#78 Alison Street	<i>Marking 15m long Bus Stop cage at existing bus stop</i>
#38 Alconbury Drive	<i>Installation of new bus stop</i>
Opposite 30 Moonlight Drive	<i>Installation of new bus stop</i>
32 Moonlight Drive	<i>Installation of new bus stop</i>
67 Moonlight Drive	<i>Installation of new bus stop</i>
Borman Road at Learning Links	<i>Installation of new bus stop</i>
260 Borman Road	<i>Installation of new bus stop</i>
106 Wentworth Drive	<i>Installation of new bus stop</i>
65 Wentworth Drive	<i>Installation of new bus stop</i>
34 Wentworth Drive	<i>Installation of new bus stop</i>
33 Wentworth Drive	<i>Installation of new bus stop</i>
37 Cate Road	<i>Installation of new bus stop</i>
5 Cate Road	<i>Installation of new bus stop</i>
2 Cate Road	<i>Installation of new bus stop</i>
44 Callum Brae	<i>Installation of new bus stop</i>
10 Callum Brae	<i>Installation of new bus stop</i>
1855 River Road	<i>Installation of new bus stop</i>
1787 River Road	<i>Installation of new bus stop</i>
11 Te Huia Drive	<i>Installation of new bus stop</i>
Opposite 36 Te Huia Drive	<i>Installation of new bus stop</i>
Te Huia Drive (opposite Amberley Place)	<i>Installation of new bus stop</i>
10 Petersburg St	<i>Installation of new bus stop</i>
Opposite 10 Petersburg St	<i>Installation of new bus stop</i>
Opposite 129 Cumberland Dr	<i>Installation of new bus stop</i>
129 Cumberland Dr	<i>Installation of new bus stop</i>
56 Magellan Rise	<i>Installation of new bus stop</i>
Opposite 33 Magellan Rise	<i>Installation of new bus stop</i>
33 Magellan Rise	<i>Installation of new bus stop</i>

## 9. Attachments

10. Attachment 1 - Schedule of proposed changes
11. Attachment 2 - Illustrations of proposed changes
12. Attachment 3 - Letter from Queenwood residents presented to 2 July meeting

### 13. Background

14. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g. developments or discretionary transport projects.

### 15. Proposed Changes

16. The changes proposed for approval by this meeting relate to:
- No Stopping restrictions
  - Parking controls – primarily related to bus stops
17. Details of each of the changes proposed are scheduled in Attachment 1 to this report, with illustrations of these changes shown in Attachment 2.
18. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes.
19. In general the feedback received was positive and supportive of the proposed change. All parties who have responded to the consultation have been notified of the final staff recommendations and invited to present to the Hearings Subcommittee meeting if they wish to further discuss their position. The section below only discusses the locations where concerns were raised during the consultation period:
20. ***Queenwood Avenue and Constance Street Intersection***
21. At the 2 July meeting of this Subcommittee, No Stopping Restrictions were proposed by staff at the intersection of Queenwood Avenue and Constance Street to improve visibility and safety at the intersection. It was intended to leave space between the intersection and the service lane to enable on-street parking for a couple of vehicles to continue as it currently does.
22. Verbal submissions were heard from Karen McRae and Clive Hamil requesting that the extent of No Stopping Restrictions be extended beyond that initially proposed as this would improve visibility for vehicles exiting from the service lane. A letter signed by residents from 14, 14a, 14b and 15 Queenwood Avenue was tabled at the meeting and is included as Attachment 3.
23. Consultation has been undertaken on this proposal and the following feedback was received:
- #19 Queenwood was not in support of any restrictions outside his property. We have reduced the extent of the proposed restriction to just cover this driveway and no more, so he will be able to continue parking outside his property. He is happy with this solution.
  - #14a Queenwood Avenue is strongly in support of the proposed restrictions
  - The swimming pool complex owner indicated he was happy for the proposed restrictions to proceed.
24. Based on the outcome of the consultation, the No Stopping Restrictions proposed at the 2 July meeting of this Subcommittee have been revised to accommodate the request from #19 and are now recommended for approval.
25. ***Northern Suburbs Bus Service Improvements***
26. As part of the development of the Regional Public Transport Plan (RPTP) it was confirmed that there has been a lack of public transport services in the north eastern suburbs of the city.

27. While the RPTP identifies a revised public transport network for Hamilton that includes extending bus services into the northern suburbs, these are not planned to commence until 2018 to align with the roll out of the new bus service contracts. Opportunities for early interim improvements to commence in January 2016 have been investigated by the Waikato Regional Council and were reported on at the [Hamilton Public Transport Joint Committee](#) at their 21 September 2015 meeting.
28. Consultation has been undertaken in regard to the two new routes and associated stops (which aim to provide a stop within 600m of most properties). The outcome of this work is discussed below.
29. These new routes will be closely monitored by the Waikato Regional Council and changes may need to be made in the future to the route and the bus stop locations once there is data available on usage and viability of the routes.
30. **Flagstaff North Proposed Extension - Bus Route and Stops**
31. The proposed extension of the Flagstaff North route is shown map below in Figure 1.
32. The original route had Amokura Crescent being used as a loop by the bus, but strong opposition was received from the residents of this street. This feedback was given to the Waikato Regional Council and as a result they have reviewed the route, and now propose to use River Road and Te Huia Drive to create a loop at the end of this route. Consultation has been undertaken with River Road residents, and we have received positive feedback from this proposal. Recessed bus bays are already in place on River Road.
33. Through consultation we have had trouble finding a suitable location around the area of 67 Magellan Rise, so for this reason we are not proceeding with a bus stop on this side of the road (northern – inbound) in the area – this is shown with a green cross on Figure 1 below. Again, this situation will be monitored once the bus service is operational.

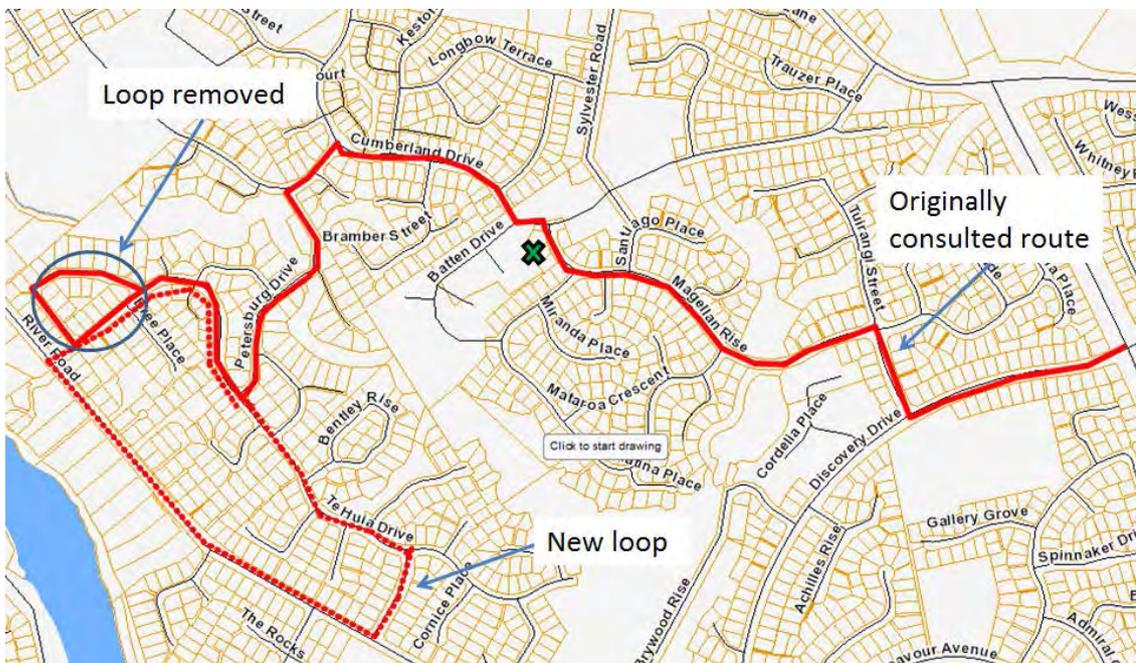


Figure 1: Flagstaff North proposed bus route with amended section via River Road

34. **Rototuna North Proposed Extension - Bus Route and Stops**
35. The proposed extension of the Rototuna North route is shown below in Figure 2.

36. The outcome of the consultation for this new route was positive with feedback in opposition to proposed bus stops being received from only two properties:
- Residents at 117 Wentworth Drive did not want a bus stop in front of their property due to reduction in parking as well having concerns in regard to students waiting outside their property. We re-consulted with the owner 113 Wentworth who also did not want a bus stop outside their property. Due to the feedback we have received from residents around this bus stop, we are not proposing to install one at this stage and will just monitor the need for a stop at this location in the future – refer red/yellow cross on Figure 3.
  - Residents at 48 Callum Brae did not want to lose parking outside their property, they also felt the bus stop was too close to the entrance of the Mini golf ground. We consulted to with 44 Callum Brae as an alternative, which we have no feedback on. We are proceeding with this location which is shown with a green cross on Figure 2.
37. All other proposed bus stops will proceed as planned and are listed in the recommendations table – paragraph 8b and shown in the maps in Attachment 2.
38. During consultation period the Waikato Regional Council decided to make a minor modification to the route and instead of travelling down Caversham Road, the bus is now proposed to go down South Cate Road (shown as a dotted red line in Figure 3 below). This revised route avoids a difficult right turn out of North Cate Road.

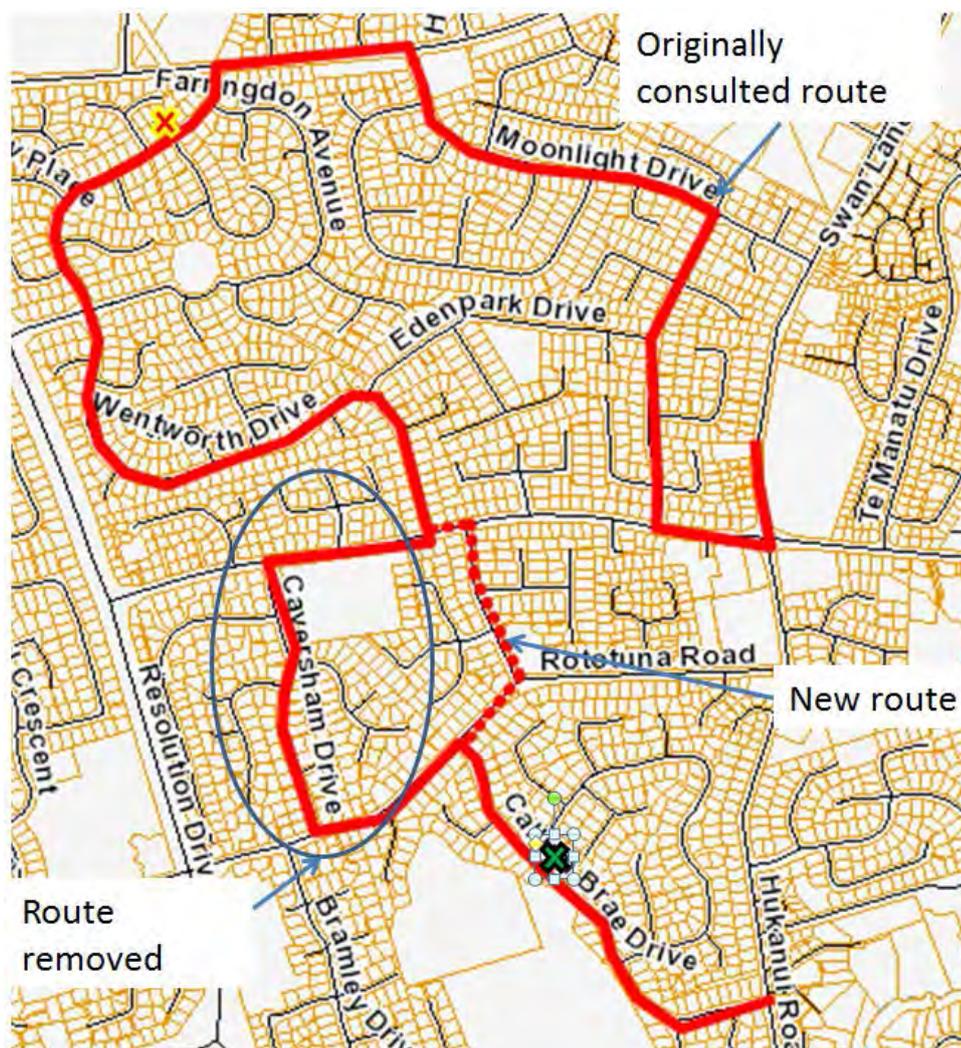


Figure 2: Rototuna North proposed bus route with amended section via South Cate Road

**39. Financial and Resourcing Implications**

40. Funding for the implementation of these changes is included in the Transportation Maintenance and Operations budgets and the Discretionary Transport Programme budget.

**41. Risk**

42. There are no risks associated with these proposals. Consultation with all directly affected parties has been undertaken.

**Signatory**

Authoriser	Chris Allen, General Manager City Infrastructure Group
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## Parking Controls

### Recommendations table for Hearings Committee Report October 2015

No Stopping Restrictions		
Location	Requested by	Proposed change
Marama Street	Waikato Regional Council	Installation of 25m of No Stopping restriction outside #27. This will remove 1 parking space and allow buses more room when approaching the intersection.
McNicol Street	Resident	Installation of 20m of No Stopping restriction outside #22/24 on the east side. This will prevent people parking in a space that is too small for a car in between driveways.
Twickenham Place	Residents & Service vehicles	Installation of 69 m of No Stopping restriction around the Cul de Sac from #40 to #61. With the centre island vehicles can not turn around if cars are parked in this area.
Ruakiwi Road	Developer	Installation of 45m of No Stopping restriction outside #7 & 8 on the east side of the road. This is to accommodate new access from development site and poor visibility due to the corner.
Devon Road	St John Ambulance	Installation of 19m of No Stopping restriction along the east side outside #1 & 5. This will prevent people parking in a space that is too small for a car. Cars have been parking here and semi blocking the back entrance to St John Ambulance.
Takahe Street	Resident & Service vehicles	Installation of 80m of No Stopping restriction on the east side and cul de sac of the street. This street is too narrow for service and residents vehicle if there are cars parked on both sides of the street.
Angelsea Street	Residents	Installation of 18m of No Stopping along the south side of the street outside #3. If cars are parked here it makes it difficult for residents to access their property.
The Boulevard	Business	Installation of 30m of No Stopping along the west side of the street outside #45. This area needs to be clear for pedestrians that are crossing the road at the pedestrian crossing point.
Rostrevor Street	HCC	These lines have been installed in the past and not formalised by a committee.
Foreman Road (1) At stub road intersection	Businesses and staff	Installation of 136.5m outside #33 and 59m outside #35 of No Stopping restriction on the west side of the road. Installation of 196m outside #44 to #28 on the east side of the road. This is to prevent cars from parking in dangerous places and making it difficult for large trucks to move through.
Foreman Road (2)	Business and staff	Installation of 25m of No Stopping restriction on the south side of the road outside #2. This will allow truck better access while entering and exiting this site.
Foreman Road (3)	Business and staff	Installation of 48m of No Stopping restriction on the north side of the road outside #3. This will prevent cars parking to near the SH1 intersection, making it safe for vehicles entering Foreman Road.
Queenwood Ave & Constance Street	Residents	Installation of No Stopping Restriction of 66m outside #14 to 20, 40.5m outside #19 Queenwood and 6 Constance & 45.5m outside #23. Restrictions proposed to improve visibility and safety.

Existing Restrictions to be Rescinded		
Location	Requested by	Description of proposed change
Foreman Road	Staff	Rescinding 'No Stopping' restriction on both sides of the road as the railway lines outside #39 & 60 have been removed and it is now safe for vehicles to park in this location.
Foreman Road	Staff	Rescinding 11 metres of 'No Stopping' outside # 60 and converting into a Bus Stop
Ruakiwi Road	staff	Rescinding 15 metres of 'No Stopping' outside # 7 and replace with a revised length as noted above.

Parking Restrictions		
Location	Requested by	Description of proposed change
#4, 11 & 70 Foreman Road 14 Tasman Rd (in Foreman)	Waikato Regional Council	Marking 15m long Bus Stop cages at these locations. They are existing bus stops which currently only have a sign in place and vehicles are continuously parking in this space and prevent the buses from accessing them. You are not legally allowed to park within 6m of a bus stop sign.
Opp # 226 Thomas Road (Grosvenor Park side)		
Opp #102 Rifle Range Road (Swarbrick Park north end)		
# opp 38 Wellington Street (Steele Park)		
#78 Alison Street		
<b>North Rototuna route</b>	Waikato Regional Council	Installation of new bus stops to cater for the Rototuna North proposed extension of route. These will be active by mid January 2016.
• 38 Alconbury Drive		
• Opp 30 Moonlight Drive		
• 32 Moonlight Drive		
• 67 Moonlight Drive		
• Learning links, Borman Road		

**Parking Controls**  
**Recommendations table for Hearings Committee Report October 2015**

<ul style="list-style-type: none"> <li>• 260 Borman Road</li> </ul>		
<ul style="list-style-type: none"> <li>• 106 Wentworth Drive</li> <li>• 65 Wentworth Drive</li> <li>• 34 Wentworth Drive</li> <li>• 33 Wentworth Drive</li> </ul>		
<ul style="list-style-type: none"> <li>• 37 Cate Road</li> <li>• 5 Cate Road</li> <li>• 2 Cate Road</li> </ul>		
<ul style="list-style-type: none"> <li>• 44 Callum Brae</li> <li>• 10 Callum Brae</li> </ul>		
<p><b>North Flagstaff route</b></p> <ul style="list-style-type: none"> <li>• 1855 River Road</li> <li>• 1787 River Road</li> <li>• 11 Te Huia Drive</li> <li>• Opp 36 Te Huia Drive</li> <li>• Te Huia Drive (opp Amberley Place)</li> <li>• 10 Petersburg St</li> <li>• Opp 10 Petersburg St</li> <li>• Opp 129 Cumberland Dr</li> <li>• 129 Cumberland Dr</li> <li>• 56 Magellan Rise</li> <li>• Opp 33 Magellan Rise</li> <li>• 33 Magellan Rise</li> </ul>	<p><i>Waikato Regional Council</i></p>	<p><i>Installation of new bus stops to cater for the Flagstaff North proposed extension of route. These will be active by mid January 2016.</i></p>



# Proposed Parking Restriction Changes

Hearings Subcommittee

City Transportation

October 2015

 **Hamilton City Council**  
Te kaunihera o Kirikiriroa

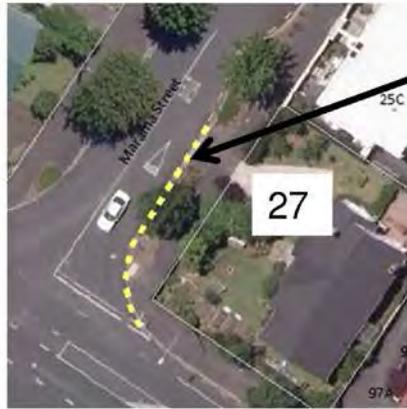
# No Stopping Restriction Changes



Group Name / Unit



Marama Street

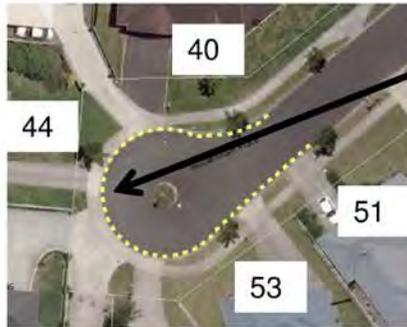


McNicol Street

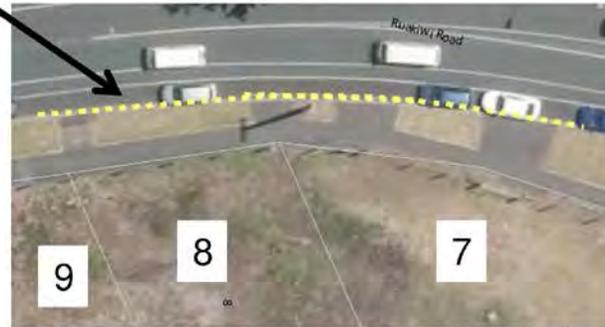


No Stopping

Twickenham Place



Ruakiwi Road

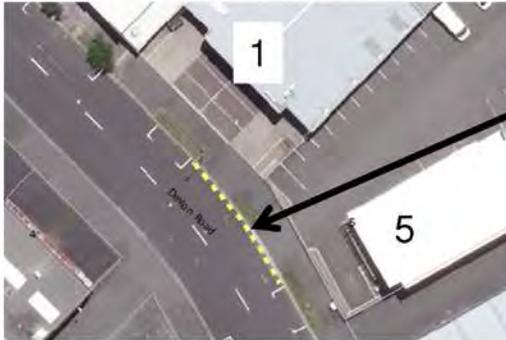


No Stopping

Group Name / Unit



Devon Road



Takahe Street



Angelsea Street



The Boulevard



No Stopping

No Stopping

Group Name / Unit



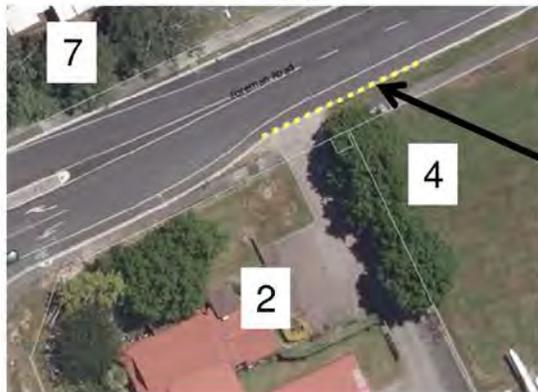
### Rostrevor Street



### Foreman Road (1)



### Foreman Road (2)



### Foreman Road (3)



Group Name / Unit



Queenwood Ave & Constance Street



Group Name / Unit

# Rescind

Foreman Road (1)



Rescinding this 'No Stopping' restriction on both sides of the road as the railway lines have been removed.

Foreman Road (2)

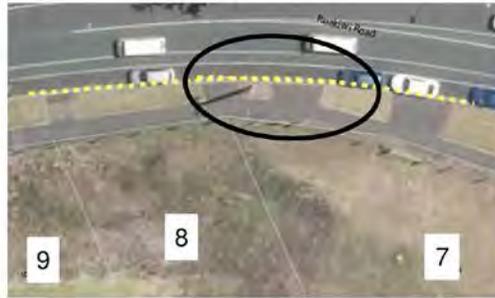


Rescinding 11 metres of 'No Stopping' and converting into a Bus Stop

Group Name / Unit

# Rescind

Ruakiwi Road



Rescinding 15 metres of 'No Stopping' and increasing the length both ways, so will be a new proposed length.

Group Name / Unit

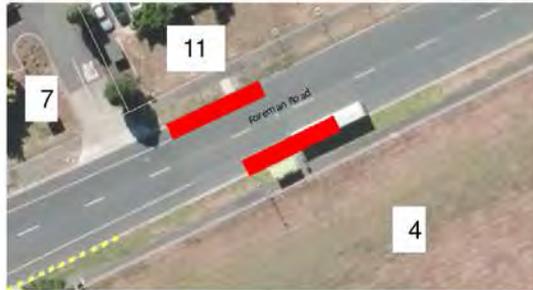
# Parking Control Changes



Group Name / Unit

# New Bus Stop markings

Foreman Road



SH1 end



Tasman Road end

Thomas Road



Rifle Range Road





### Wellington Street



### Alison Street



Group Name / Unit



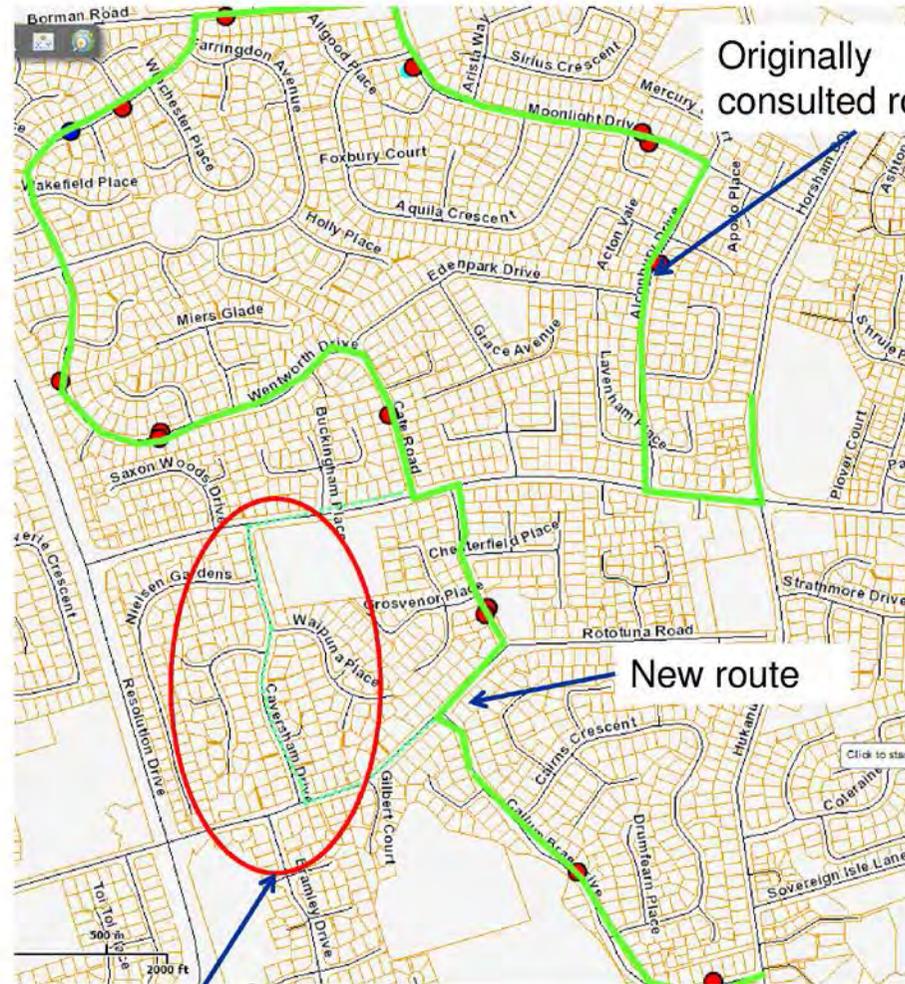
Rototuna North Bus Route

Bus stops shown in Red

Missing bus stops shown in blue

Route shown in green

Group Name / U  
Route removed



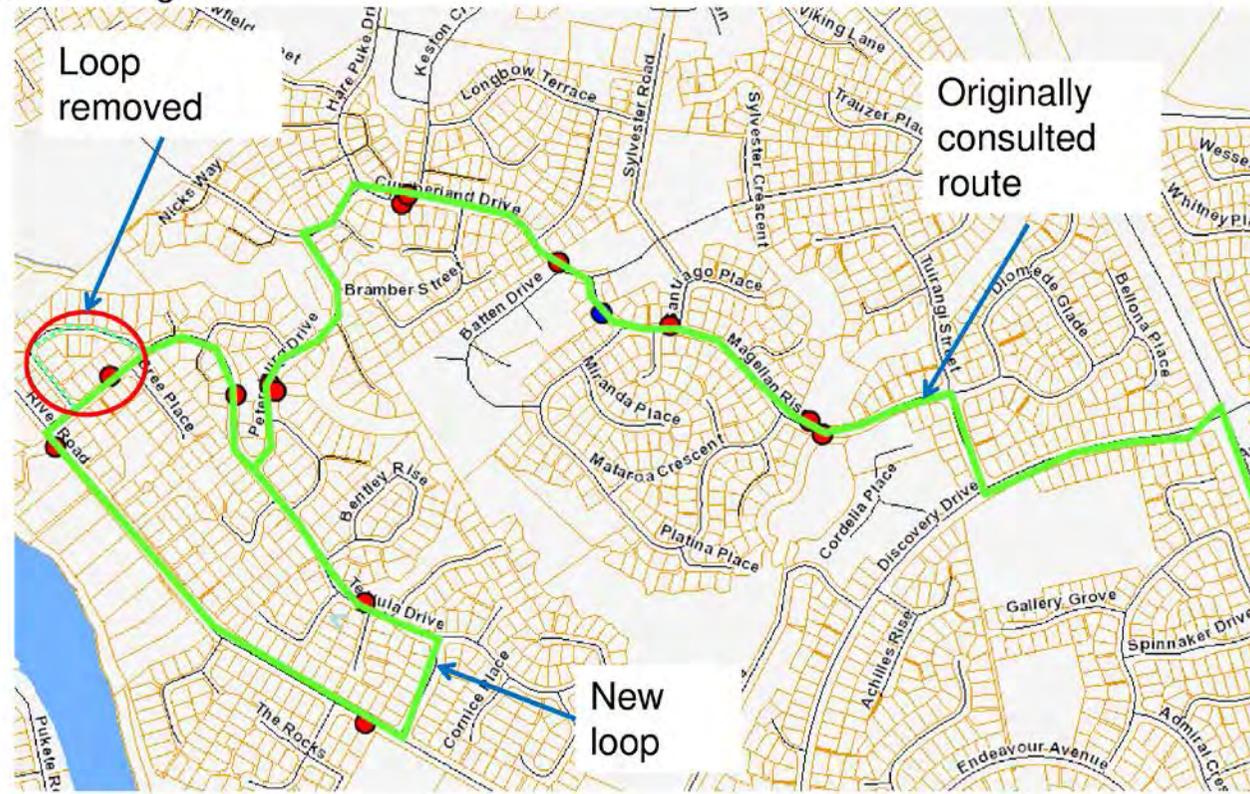
Originally consulted route

New route



### Flagstaff North Bus Route

Bus stops shown in Red. Missing bus stops shown in blue. Route shown in green



Group Name / Unit

Hamilton City Council  
Private Bag 3010  
Hamilton 3240

Colin McCrae  
Po Box 12124  
Chartwell Square Hamilton  
3210

July 01, 2015

To Hamilton City Council,

I am writing this letter in response to the letter dated, May 26, 2015 in regard to the installation of no stopping yellow lines at the intersection of Queenwood Avenue and Constance Street.

The reason for the initial request for yellow lines and parking bays to be installed has come from increased demand for parking on the street by patrons of the Hilton Brown Swim School at 12 Queenwood Avenue. The Traffic issues are worse between 1530 hours to 1830 hours when parents bring their children for after-school swimming lessons.

There is an overall support for the 'no stopping' lines to be installed in this area proposed by the HCC, as it will provide a safer environment for the residents. However, noted in the installation are two car park spaces directly outside 14 Queenwood Avenue. These were not previously marked.

The Installation of these two parking bays is going to narrow Queenwood Avenue to approximately 4m in width, creating a single lane for traffic to use, this is going to create a 'pinch point' in the traffic flow, and will effectively create a give way system.



I would like to respectfully request that these car park bays are not installed and the yellow lines are extended further to the edge of the service lane. Several of the Queenwood residents also feel the same and have signed this letter showing support for this to happen.

Name	Address	Signature
Tim Bunwell	14 Queenwood Avenue	[Signature]
Gaelyn Warren	14a Queenwood Avenue	[Signature]
Tim Bunwell Barr	14b Queenwood Avenue	[Signature]
Karen McCrae	15 Queenwood Avenue	[Signature]

Kind Regards  
[Signature]  
Colin McCrae