

Notice of Meeting:

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

Date: Thursday 16 June 2016
Time: 11.00am
Meeting Room: Committee Room 1
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Hearings Subcommittee OPEN AGENDA

Membership

Chairperson Cr M Forsyth
Members Cr K Green
Cr R Pascoe
Cr L Tooman
Cr E Wilson
Cr P Yeung

Quorum: Three Members

Meeting Frequency: When required

Ian Loiterton
Committee Advisor
9 June 2016
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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.

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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:** 16 June 2016
Report Name: Parking Restrictions and Traffic Bylaw Register changes **Author:** Robyn Denton

Report Status	<i>Open</i>
Strategy, Policy or Plan context	<i>Access Hamilton Strategy</i>
Financial status	<i>There is budget allocated in the City Transportation Operating budget to cater for these changes.</i>
Assessment of significance	<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 activities within the road reserve. 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 improve safety and accessibility and can be identified by residents, businesses and staff.
- The changes proposed for approval in this report are considered in two categories:
 - parking restriction changes include No Stopping, bus stops and time limits
 - Traffic Bylaw Register changes including U Turns and Stock Truck routes.
- Consultation has been completed for all proposed changes and in general there is support for the changes. We have received feedback from residents in Lake Crescent and a compromise solution is proposed for Committee approval.

8. Recommendations from Management

That:

- The report be received;
- The Subcommittee approves the changes to parking restrictions and controls as set out below:

Item 4

Location	Description of proposed change
Lake Crescent	Installation of No Stopping restriction in Lake Cres from #109 – 123 & #135 – 145.
Gallagher Drive	Installation of 26m of No Stopping restriction on the west and east side of Gallagher Drive at the exit gate of NZ Dairy Goat (10-16 Gallagher Drive).
151 Ellis Street	Installation of 50m No Stopping restriction on the east side of Ellis Street from #145-155.
556 River Road	Installation of 15m No Stopping restriction between 556 & 558 River Road.
Derbyshire Place	Installation of 36m of No Stopping restriction at the head of the cul de sac.
Foreman Road	Extend the existing bus stop at 4 Foreman Road on the south side outside road from 15m to 18m.
Norton Road	P10 parking restriction be installed on the north side of Norton Road outside 64 Norton Road (17m) and 5m on the south side outside #55.
Nottingham Drive	Installation of 44.2m and 42.2m of No Stopping restriction at the intersection of Nottingham Drive and Old Farm Road.
Nottingham Drive	Installation of 36m & 38.5m of No Stopping restriction either side of the island outside #13, #14 and #16 Nottingham Drive.
Mahoe Street	Installation of 45.5m, 12.5m & 51m on the northern side of Mahoe Street between #6 and #34.
High Street	Installation of 16m & 31m of No Stopping restriction be installed outside #14 and #26 High Street respectively.
Lake Crescent	Installation of 92m of No Stopping restriction on the southern side from Ohaupo Road to #35.
Ohaupo Road	Installation of 78m of No Stopping restriction between Sandleigh Road and Lake Crescent.
Ohaupo Road	Installation of 156.5m of 'No Stopping' between Kahikatea Drive and Sandleigh Road.
Nisbet Street	Installing a 10m P10 loading zone at the back of 131 Ward Street.
127 Peachgrove Rd	Relocate bus stop by 8m, from outside 127 Peachgrove Road, to the boundary of 127 Peachgroove and 28 Bains.
Whatawhata Road	Relocate the existing disabled car park from adjacent to the zebra crossing eastwards to the next carpark along.
Mahoe Street	Rescind 144m of No Stopping restriction
22 High Street	Rescind 62.0m No Stopping restriction building.
Lake Crescent	Rescind 62.0m of No Stopping restriction on Lake Crescent.
Ohaupo Road	Rescind 33.0m of No Stopping restriction on Ohaupo Road on the corner of Lake Crescent.
Ohaupo Road	Rescind 16.0m of No Stopping restriction on Ohaupo Road on the corner of Sandleigh Road.
Ohaupo Road	Rescind 48.0m of No Stopping restriction on Ohaupo Road on the corner of Sandleigh Road.
Ohaupo Road	Rescind 23.0m of No Stopping restriction on Ohaupo Road outside #18 & 20.
Ohaupo Road	Rescind 32.0m of No Stopping restriction on the west side of Ohaupo Road at the intersection of Kahikatea Drive.
Helena Road	Remove the bus stop and cage from outside 28 Helena

- c) The Subcommittee approves the change to the Hamilton City Traffic Bylaw 2015 Turning Restrictions Register, Part 3 U Turns by the addition of the following sites:
- River Road at Harrowfield Drive (north bound)
 - River Road at Harrowfield Drive (south bound)
- d) The Subcommittee approves the change to the Hamilton City Traffic Bylaw 2015 Heavy Traffic Register Part 4 by the addition of the Approved Stock Truck Routes within Hamilton City map included as Attachment 3 to this report.

9. Attachments

10. Attachment 1 - Schedule of Proposed Changes
11. Attachment 2 - Illustrations of Proposed Parking Restriction Changes
12. Attachment 3 - Approved Stock Truck Routes within Hamilton City Map

13. Background

14. The Hamilton City Traffic Bylaw 2015 sets out the requirements for a variety of activities within the road reserve including:
- parking
 - general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions
 - creation of cycle lanes
 - establishment of specific parking zones such as bus stops, taxi stands, loading zones.
- A Council resolution is required to make changes to any of these restrictions.
15. 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.

16. Parking Restriction Changes

17. Several changes are proposed to parking restrictions throughout the city and the details of each of these are scheduled in Attachment 1 with illustrations for each site 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. Generally the feedback received was positive and supportive of the proposed changes, except the proposal for Lake Crescent.

19. Feedback from Lake Crescent residents

20. Safety concerns prompted the proposal for No Stopping on the south western side of Lake Crescent between #109 Lake Crescent and Alison Street. These concerns have been expressed by bus drivers who have difficulty trying to squeeze their vehicle through the narrow gap that is created when vehicles park in this section of road. Reports have also been received regarding minor damage to vehicles parked in this area.

Item 4

- 21. The residents between #123 and #133 wanted to retain the ability to park on-street and were therefore against the proposed No Stopping. Staff have reviewed the site and have agreed that parking could be retained for the section of road adjacent to these properties. The road is slightly wider and there is good forward visibility for motorists travelling in both directions.
- 22. A revised proposal (shown below) with reduced lengths of No Stopping was then consulted on.



Lake Crescent – proposed additional No Stopping circled in red.

- 23. The residents between #123 and #133 are still not supportive as they are concerned that any No Stopping restrictions between their properties and the hospital will result in a shift to parking to outside their properties instead. The parking that occurs in this general area is often all day parking by hospital staff.
- 24. Staff believe that there is a need to install at least these lengths of No Stopping to address the safety issue. Monitoring of the parking that does occur in the section will be undertaken and, if necessary, staff will recommend installation of a P120 time restriction for this section of road. Consultation on any further changes would be undertaken prior to any changes being brought to this committee for approval.
- 25. 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.

26. Hamilton City Traffic Bylaw 2015 Register Changes

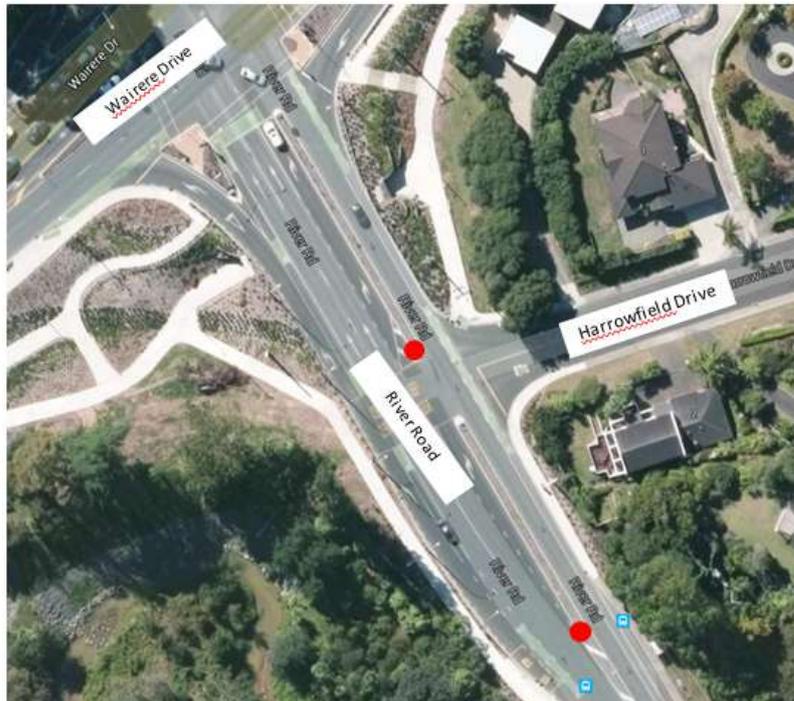
27. The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) has a series of registers that are able to be updated via Council resolution. There are changes proposed for two of the Traffic Bylaw Registers.

28. Heavy Vehicle Prohibitions Register – Part 4 Approved Stock Routes in Urban Areas

29. Clause 16.5 of the Traffic Bylaw specifies:

‘No stock shall be transported in heavy motor vehicles through urban areas except over the routes specified in the Heavy Traffic Register Part 4.’

30. Currently there are no routes specified within the bylaw and there is a need to update this register to reflect the routes used within the city. Stock trucks have to use roads within the city on a daily basis in order to service facilities such as the Frankton Sale Yards, Greenlea Meats and Wally Smith.
31. A map has been developed in conjunction with the Road Transport Association which reflects the key routes that stock trucks need to use within the city boundary.
32. Consultation has been completed with the User Groups specified in the Traffic Bylaw and no objections to the proposed routes were received. The User Groups consulted were:
 - NZ Police
 - Road Transport Association
 - Living Streets
 - CCS Disability Action
 - Cycle Action Waikato
33. It is proposed that a map instead of a list of roads be added to the Traffic Bylaw Register and the map includes both urban (speed limit less than 70km/h) and rural roads. This format will provide clarity and ease of use for stock truck drivers and the general public. A copy of the map is included as Attachment 3 to this report.
- 34. Turning Restrictions Register – Part 3 U Turns.**
35. Two additional U Turn restrictions are proposed in River Road at the intersection of Harrowfield Drive. These restrictions are to address safety concerns that result when vehicles make this turn in peak hour traffic and are shown as red dots in the picture below.



River Road – proposed U-Turn restrictions

36. Financial and Resourcing Implications

37. Funding for the implementation of these changes is included in the Transportation Maintenance and Operations budgets.

38. Risk

- 39. 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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**Schedule of Proposed Parking Restriction Changes
For consideration at Hearings Committee June 2016**

PARKING RESTRICTIONS TO BE INSTALLED		
Location	Requested by	Description of proposed change and reason
Lake Crescent	Resident and WRC	Installation of No Stopping restriction at the top of Lake Cres from 109 – 123 & 135 – 145. Parkec cars are making the road too narrow and unsafe for motorists. Buses are struggling to get through with oncoming traffic.
Gallagher Drive	Business	Installation of 26m of No Stopping restriction on the west and east side of Gallagher Drive at the exit gate of NZ Dairy Goat (10-16 Gallagher Drive). This is to allow large trucks a safe turning space.
151 Ellis Street	Business	Installation of 50m No Stopping restriction on the east side of Ellis Street from #145-155. Trucks are parking across the vehicle entrance all the time and blocking the driveway.
556 River Road	HCC/Resident	Installation of 15m No Stopping restriction between 556 & 558 River Road as the space is only 4.8m and people are parking and blocking their entrance.
Derbyshire Place	Resident	Installation of 36m of No Stopping restriction at the head of the cul de sac to resolve parking issues.
Foreman Road	WRC	Extend the existing bus stop at 4 Foreman Road on the south side outside road from 15m to 18m. The new buses are now 13.5m and they are having trouble accessing this busy stop.
Norton Road	Business	P10 parking restriction be installed on the north side of Norton Road outside 64 Norton Road (17m) and 5m on the south side outside #55. This will provide short term parking for those using the diary.
Nottingham Drive	HCC & WRC	Installation of 44.2m and 42.2m of No Stopping restriction at the intersection of Nottingham Drive and Old Farm Road. This is to keep the road clear for buses and other commuters using the street.
Nottingham Drive	HCC & WRC	Installation of 36m & 38.5m of No Stopping restriction either side of the island outside #13, #14 and #16 Nottingham Drive. This is to keep the road clear for buses and other commuters using the street.
Mahoe Street	HCC	Installation of 45.5m, 12.5m & 51m on the northern side of Mahoe Street between #6 and #34. These restrictions are already in place and the gazette needs to be updated to reflect this.
High Street	Business	Installation of 16m & 31m of No Stopping restriction be installed outside 14 and 26 High Street respectively. The owner of #22 would like the option of parking outside his premises.
Lake Crescent	HCC	Installation of 92m of No Stopping restriction on the southern side of Lake Cress from Ohaupo Road to #35. These restrictions are already in place and the gazette needs to be updated to reflect this.
Ohaupo Road	HCC	Installation of 78m of No Stopping restriction between Sandleigh Road and Lake Crescent. These restrictions are already in place and the gazette needs to be updated to reflect this.
Ohaupo Road	HCC	Installation of 156.5m of 'No Stopping' between Kahikatea Drive and Road and Sandleigh Road. These restrictions are already in place and the gazette needs to be updated to reflect this.
Nisbet Street	IA	Installation of a 10m P10 loading zone at the back of 131 Ward Street. This is to be used by the businesses associated with WINTEC who currently unload their vehicles on the cobbles by the PWC building. These cobbles are being damaged which is causing a health and safety hazard.
127 Peachgrove Rd	HCC/minor safety	Relocated bus stop by 8m, from outside 127 Peachgrove Road, to the boundary of 127 Peachgrove and 28 Bains. This is allow for 12m accessible kerb.

Whatawhata Road	HCC & CCS	Relocate the disabled car park from next to the zebra crossing to the next space east. This request is from CCS. With the park being so close to a zebra crossing it puts pedestrians at risk if the Mobility card holder does not see them when backing out. This will not result in any loss of car parking as the existing mobility park will revert to general parking.
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Key:

Feedback received as part of consultation. Discussed further in the committee report.

PARKING RESTRICTIONS TO RESCIND		
Location	Requested by	Description of proposed change and reason
Mahoe Street	HCC	Rescind 144m of No Stopping restriction due to new gazette
22 High Street	Business	Rescind 62.0m No Stopping restriction to allow the business to park outside their building.
Lake Crescent	HCC	Rescind 62.0m of No Stopping restriction on Lake Crescent. This is now covered by one length of 92m.
Ohaupo Road	HCC	Rescind 33.0m of No Stopping restriction on Ohaupo Road on the corner of Lake Crescent as a new length has been installed.
Ohaupo Road	HCC	Rescind 16.0m of No Stopping restriction on Ohaupo Road on the corner Sandleigh Road as a new length has been installed.
Ohaupo Road	HCC	Rescind 48.0m of No Stopping restriction on Ohaupo Road on the corner of Sandleigh Road as a new length has been installed.
Ohaupo Road	HCC	Rescind 23.0m of No Stopping restriction on Ohaupo Road outside #18 & 20. There is a cycle lane in place and the lines have been removed.
Ohaupo Road	HCC	Rescind 32.0m of No Stopping restriction on the west side of Ohaupo Road at the intersection of Kahikatea Drive & Ohaupo Road. There is now a cycle lane in place and the lines have been removed.
Helena Road	WRC	Remove the bus stop and cage from outside 28 Helena Road due to a change in route on 11 July.

Proposed Parking Restriction Changes Hearings Subcommittee

June 2016



 **Hamilton City Council**
Te kaunihera o Kirikiriroa

Parking Restriction Changes

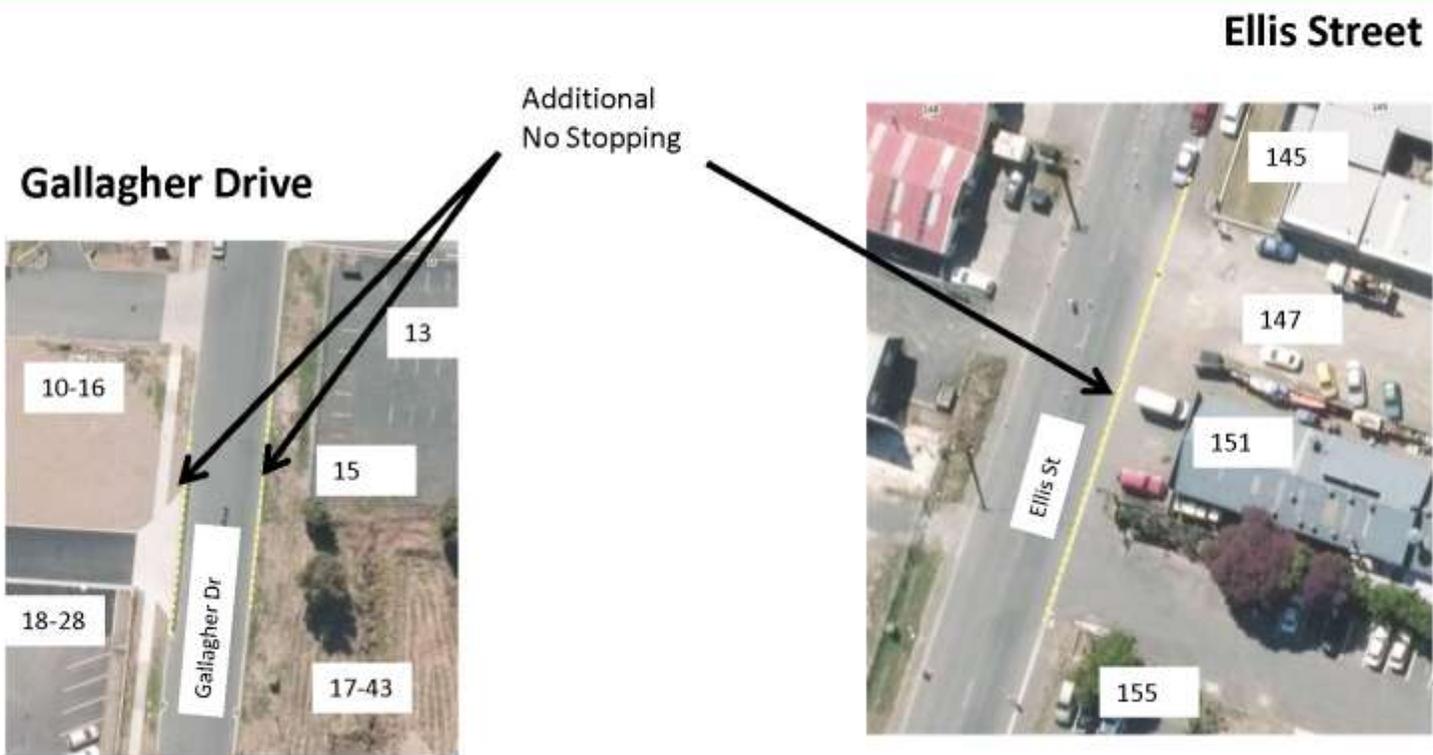
Lake Crescent

Objection to proposal received. Feedback has been included in report.

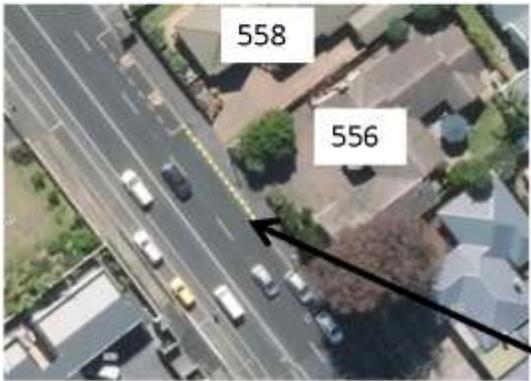
Install new No Stopping restriction for safety. 67.5m & 100m.



Parking Restriction Changes



Parking Restriction Changes



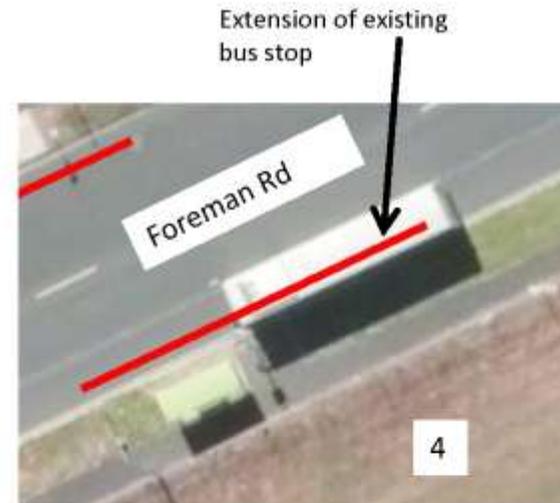
River Road



Derbyshire Place

Install No Stopping

Foreman Road



Extension of existing bus stop

Parking Restriction Changes

Norton Road



Install P10 Parking

Nottingham Drive



Install No Stopping near the islands to allow the buses through

Parking Restriction Changes

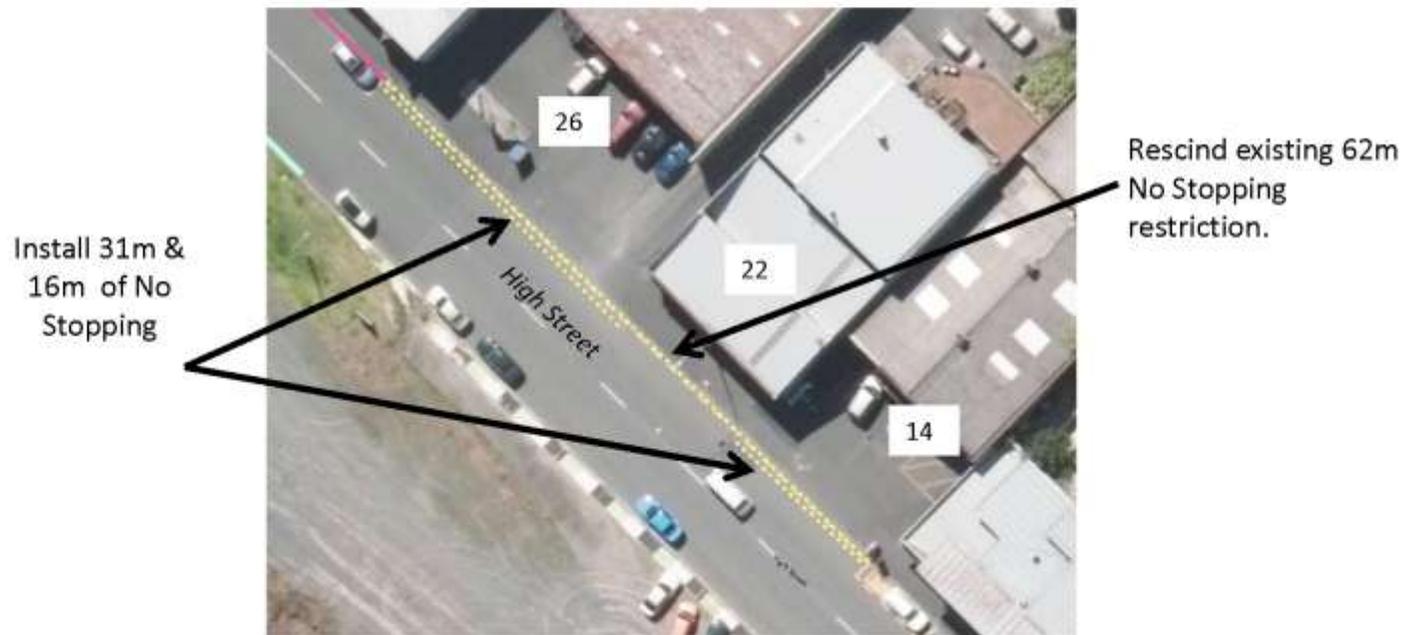
Mahoe Street

Rescind 144m of No Stopping and install 45.5m, 12.5m & 51m to match the current road markings



Parking Restriction Changes

High Street



Parking Restriction Changes

Ohaupo Road & Lake Crescent

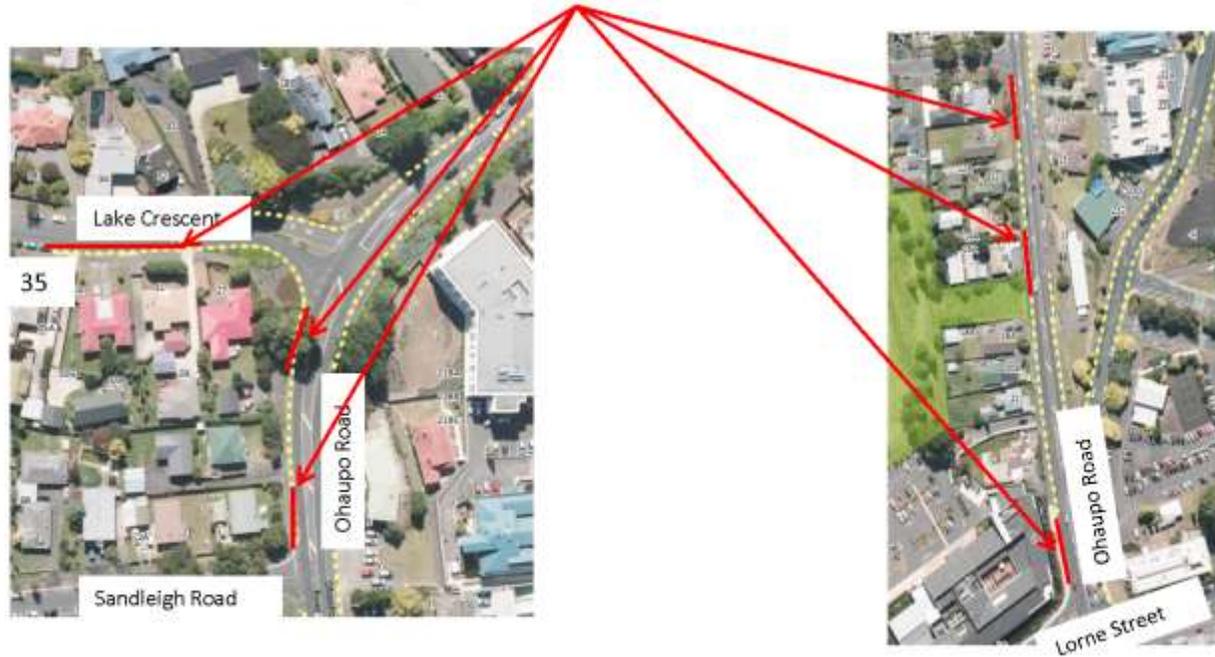
Gazetting already installed No Stopping



Parking Restriction Changes

Ohaupo Road & Lake Crescent

Rescind old markings that have been superseded.



Parking Restriction Changes

Nisbet Street

Proposed new Loading Zone



Peachgrove Road

Bus Stop relocation



Parking Restriction Changes

Dinsdale shops Whatawhata Road service lane

Relocation of existing Mobility car park



Parking Restriction Changes

Helena Road

Rescinding this bus stop cage as the route is changing and this stop is no longer required as of 11 July. It will return to parking.



