

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Regulatory and Hearings Committee will be held on:

Date: Tuesday 13 March 2018
Time: 1.00pm
Meeting Room: Committee Room 1
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Regulatory and Hearings Committee OPEN AGENDA (Parking Restrictions and Traffic Bylaw Changes)

Membership

Chairperson: Cr Angela O'Leary

Deputy Chairperson: Cr Leo Tooman

Membership: The Mayor and all Councillors
(The composition of any Regulatory Hearings Committee for quorum purposes to be determined by the Chairperson)

Meeting frequency: As required

Quorum: Three members

Claire Guthrie
Committee Advisor

5 March 2018

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Purpose:

1. To conduct fair and effective hearings and make determinations on a range of the Council's quasi-judicial functions under legislation and other matters as referred to the Committee.
2. To convene and coordinate Task Force groups on matters referred by other Committees.

The Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. Hear and determine any statutory or regulatory hearings under relevant legislation unless otherwise delegated by Council, including (but without limitation):
 - objections under the Dog Control Act 1996;
 - matters regarding drainage and works on private land under the Local Government Act 1974 and Local Government Act 2002;
 - proposals for temporary closure of any road.
2. Consider and determine changes to the registers and parking restrictions in the Traffic Bylaw 2015, including hearing any submissions relating to those proposed changes.
3. Hear and determine matters arising under current bylaws, including applications for dispensation from compliance with the requirements of bylaws, unless such matters are otherwise delegated by Council.
4. Hear and determine other matters that require hearings or submissions, as referred by Council or other Committees.
5. To convene Task Force groups and carry out the terms of reference approved and referred by Council or other Committees.

The Committee is delegated the following powers to act:

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of activities and expenses relating to Task Force groups consistent with their terms of reference and approved Task Force group budget.

The Committee is delegated the following recommendatory powers:

- The Committee may make recommendations to Council.
- The Committee may make recommendations to Committees.

Special Notes:

- The Committee may request expert advice through the Chief Executive when necessary.
- The Committee may appoint additional members for hearings where the relevant terms of reference specify the requirement for expert or external representation.

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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.

Council Report

Committee: Regulatory and Hearings Committee
Date: 13 March 2018
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations Team Leader
Position: General Manager City Infrastructure
Report Name: Parking Restrictions and Traffic Bylaw Changes

Report Status	<i>Open</i>
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Purpose

- To seek approval of proposed changes to traffic controls throughout the city.

Staff Recommendation

- That the Regulatory and Hearings Committee:
 - approves the changes to parking restrictions and controls as set out below:

Location	Description of proposed change and reason
103 Horsham Downs Road	Gazette the existing 40m 'No Stopping' on the West side of Horsham Downs Road.
24 Horne Street	Installation of 12m 'No Stopping' outside of 24 Horne Street.
Kahu Cres	Installation of 334m 'No Stopping' around the inside of Kahu Crescent from both intersections with The Boulevard. Installation of 23m 'No Stopping' on the most Northern intersection. Installation of 14m 'No Stopping' across both driveways at 21 Kahu Crescent. Installation of 40m 'No Stopping' in front of 15, 17, 19 Kahu Crescent. Installation of 18m 'No Stopping' in front of 5 Kahu Crescent. Installation of 50m Goods Service Vehicle Zone outside #1 Kahu Crescent. Installation of 32m 'No Stopping' on Southern intersection.
412 – 414 Peachrove Road	Installation of 26m 'No Stopping' across the driveways of 2 Springfield Crescent, 412 – 414 Peachgrove Road. Cars blocking access.
Riverlea Road	Increase the 'No Stopping' outside 83 Riverlea Road from 214.5m to 247.0m
666 Grey Street	Installation of 12m bus cage in front of 666 Grey Street.
775 River Road	Bus stop relocation from opposite 788 River Road to outside 775.
Edinburgh Road	Installation of 20m 'No Stopping' outside 30 Knighton Road in Edinburgh Road. Installation of 24m 'No Stopping' outside 1A Edinburgh Road to the intersection with Knighton Road.
Barrington Drive	Installation of 24m 'No Stopping' on the corner of 119 Barrington Drive at Borman Road, Installation of 20m 'No Stopping' on the corner of 120 Barrington Drive and Borman Road.

Item 4

Anzac Parade	Extend the current Bus Stop on the southern side of Anglesea Street directly outside Police Station by 10m.
Anzac Parade	Extend existing 'No Stopping' from Anglesea Street by 5m to the East (outside the court house).
Ellis Street	Installation of 33m 'No Stopping' on the corner of 40 Duke Street, 42m 'No Stopping' to also be installed on 42 Duke Street. Installation of 30m 'No stopping' across the driveways of 232 – 324 Ellis Street.
Lake Crescent	Reposition the Bus stop to be outside 43 Lake Cres.
Stanley Street	Installation of 10.5m 'No Stopping' in front of 2a Stanley Street. Installation of 14m 'No Stopping' 12 Oakley, installation 14m 'No Stopping' on 2–4 Stanley Street driveways, 30m 'No Stopping' 17 Stanley Street both driveways, installation of 12m 'No Stopping' 19 Stanley Street, 12m 'No Stopping' 26-28 Stanley Street, installation of 9m 'No Stopping' 23-25 Stanley Street, installation of 12m 'No Stopping' Stanley Street, installation of 7m 'No Stopping' on Stanley street outside 901 Heapy Terrace Road.
Gallagher Drive	Installation of 48m 'No Stopping' on 2 Gallagher Drive, installation 14.5m 'No Stopping, on the corner of 2 Gallagher Drive at Clow Street. Installation of 'No Stopping' across 1 Gallagher Drive. Installation of 13m 'No Stopping' 4 Gallagher Drive at Clow Street. Installation of 14m 'No Stopping' 36 Gallagher Drive. Installation of 26m 'No Stopping' opposite 36 Gallagher Drive. Installation of 27m 'No Stopping' across 40-42 Gallagher Drive. Installation of 36m 'No Stopping' opposite 40 Gallagher Drive. Installation of 45m 'No Stopping' 44 Gallagher Drive.
Thomas Road	Gazette the existing 42m of 'No Stopping' located at 55c Thomas Road.
Tongariro Street	Gazette the existing 22m of 'No Stopping' located at 72 Tongariro Street.
Tramway Road	Gazette the existing 31m 'No Stopping' located 214 Tramway Road.
Tristram Street	Gazette the existing 129m 'No Stopping' located outside Hamilton Girls High.
Tristram Street	Gazette the existing 314m 'No Stopping' located opposite Hamilton Girls High.
Tristram Street	Gazette the existing 351m 'No Stopping' in front of 62 Tristram Street.
Sandleigh Road	Installation of 324.9m 'No Stopping' on the northern side of Sandleigh Road from Lake Cres up to and including the cul-de-sac head. Gazette the existing 12m 'No Stopping' at the Gower Park entrance.
341 Borman Road outside Cumberland Childcare Centre 80 Te Huia Drive 54-56 Cumberland Drive 16 Naylor Street	Install new bus stops.
22 Thomas Road 91 Barrington Drive Opposite 91 Barrington Dr South of 103 Horsham Downs Rd on the western side of the road Horsham Downs Rd outside 5A Swan Lane Both the northern and	Install new bus stops.

<p>southern side of Kimbrae Drive just east of Rototuna Highschool.</p> <p>Northern side of Borman Road opposite 14 Watham Place</p> <p>Southern side of Borman Road outside 14 Watham Place</p> <p>Opp 343 Borman Road on the northern side of the road.</p> <p>Northern side of Borman Road (east of Radius Glaisdale Village)</p> <p>Southern side of Borman Road (east of Radius Glaisdale Village)</p> <p>Hare Puke Drive outside 9 Wetherby Rd</p> <p>Hare Puke Drive opposite 2 Eastby Way</p> <p>1768 River Road</p> <p>Opposite 1770 River Road</p> <p>59 Cumberland Drive</p> <p>17 Endeavour Ave</p> <p>109 Endeavour Ave</p> <p>9 Hillcrest Road</p>	
Riverlea Road	Rescind 214.5m of 'No Stopping' outside 83 Riverlea Rd.
Anzac Parade	Rescind P60 Parking, rescind Clearway, rescind 10min Loading Zone on northern side.
Anglesea Street	Rescind 129m of 120min Parking between Knox St and Anzac Pde.
Lake Cres	Rescind existing bus stop outside 41 & 43.
Thomas Road	Rescind 55m of 'No Stopping' outside 55c Thomas Rd.
Tongariro Street	Rescind 10m of 'No Stopping' as length outside 72 Tongariro Street.
Tramway Road	Rescind 48m 'No Stopping' outside 214 Tramway Rd.
Tristram Street	Rescind 94m 'No Stopping' outside Girls Highschool.
Tristram Street	Rescind 309.5 'No Stopping' outside Wintec.
Tristram Street	Rescind 330m 'No Stopping' outside 62 Tristram Street.
Sandleigh Drive	Rescind 80m 'No Stopping' and of 238.4m of 120min parking on the northern side of Sandleigh Drive.

b) approves the changes to The Hamilton Traffic Bylaw 2015 as set out below:

- i. Special Vehicle Lanes Register – Part 2: Bus Lanes - amendment to the existing restriction on Anglesea Street to read:

Location	Description
Anglesea Street	A carriageway lane on the eastern side of Anglesea Street from the intersection of Knox Street continuing 165m in a southerly direction towards

	the intersection of Anzac Parade. This lane will operate between 6.00am and 6.30pm Monday to Saturday.
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- ii. Light Motor Vehicle Prohibition Register – Part 2: Motor Vehicles under 3,500kg - addition of the following locations:

Location	Description
Quentin Drive	From the intersection with Kahikatea Drive to its northern end.
Quail Place	From the intersection with Quentin Drive to its western end.
Gallagher Drive	From the intersection of Kahikatea Drive to its southern end.
Clow Place	From the intersection of Gallagher Drive to its western end.

Executive Summary

3. The Hamilton City Traffic Bylaw 2015 sets out the requirements for transport related activities within the road reserve. A Council resolution is required to make changes to any of these restrictions.
4. 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 - changes to various registers including:
 - Special Vehicle Lanes Register – Part 2: Bus Lanes
 - Light Motor Vehicle Prohibitions Register – Part 2: Motor Vehicles under 3,500kg
5. Changes are recommended to improve safety and accessibility and can be identified by residents, businesses and staff.
6. Consultation has been completed for all proposed changes and in general there is support for the changes.
7. We have received feedback regarding the proposed installation of bus stops at various locations throughout the city to cater for bus route changes and also feedback regarding a proposed change to parking restrictions in Sandleigh Road. It is likely that we will have residents at the meeting to present their thoughts.

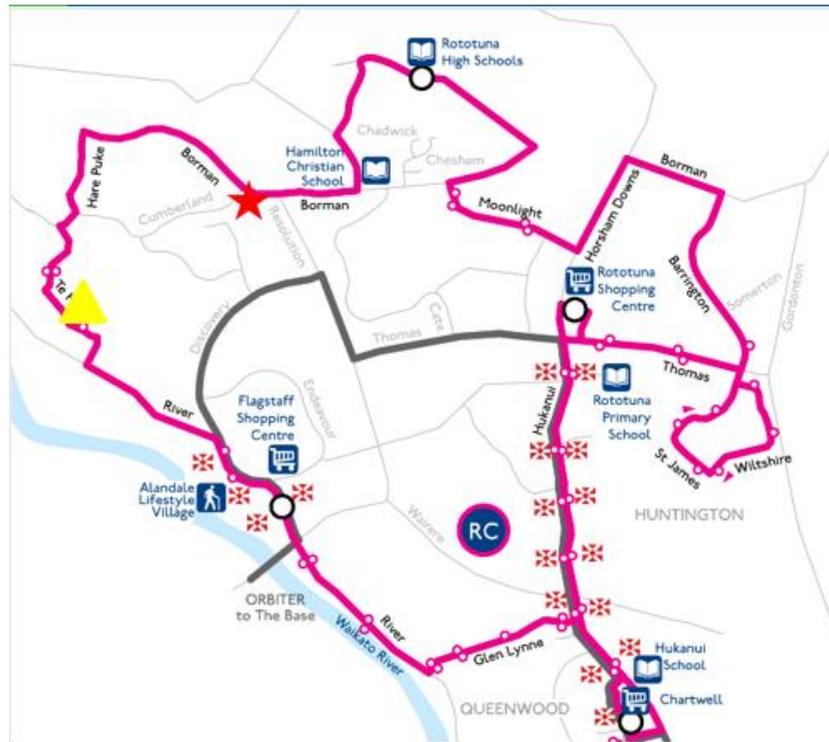
Background

8. The Hamilton City Traffic Bylaw 2015 sets out the requirements for a variety of restrictions 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.
9. A Council resolution is required to make changes to any of these restrictions.
10. 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.

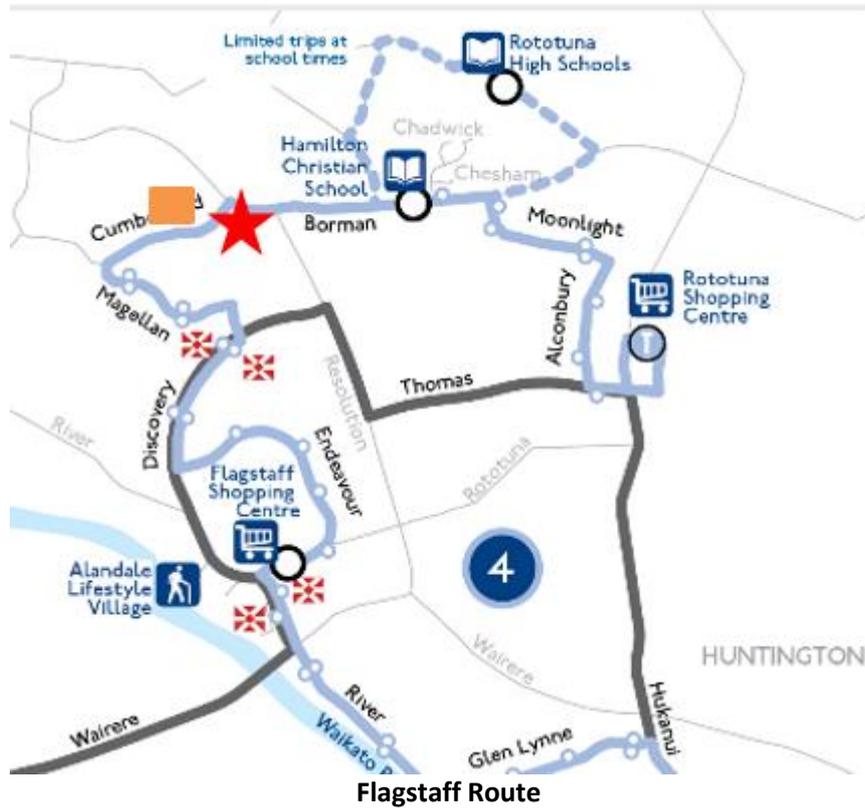
Parking Restriction Changes

- 11. 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.
- 12. 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 proposals for the proposed changes to parking restrictions in Sandleigh Road and introduction of bus stops various locations. These are discussed further in the following sections of this report.
- 13. **Rototuna Circular and Flagstaff routes**
- 14. Late last year (2017) the Waikato Regional Council proposed changes to the Rototuna Circular and Flagstaff routes to provide greater coverage for the areas of growth in Rototuna – including the Rototuna Highschool on Kimbrae Drive. Maps of the new routes (which became operational in January 2018) are shown below:



New Rototuna Circular Route

Item 4



15. In completing consultation on the proposed new bus stops on these routes, objections were received for the following locations:
16. 341 Borman Road (outside Cumberland Kindy)



The Kindy staff are worried about ‘perverts and people taking photos of the children’.

We have installed a bus stop in a similar position further east on Borman Road outside a day care centre and they have not had any issues.

Bus stops were formed for this purpose at the time of constructing Borman Road.

This location caters for two bus routes (Rototuna Circular and Flagstaff).

17. Alternative locations are not available which will cater for both new bus routes and the infrastructure (bus bay) is already in place. While the Cumberland Kindy has raised concerns, these are not considered to be likely based on experience elsewhere on this bus route.
18. It is recommended that the bus stop outside 341 Borman Road be introduced as proposed by staff.
19. 80 Te Huia Drive



The resident at #80 don't want the stop at this location because they think that it is dangerous.

Their driveway to their house is on Hensley Cres and they have a large hedge that is between their house and Te Huia Drive.

- 20. Visibility on this route is reasonable for both directions of traffic. The bus stop will not have an impact on access into or out of #80 Te Huia Drive.
- 21. It is recommended that the bus stop outside 80 Te Huia Drive be introduced as proposed by staff.
- 22. 54/56 Cumberland Drive



The residents from both 54 & 56 Cumberland Drive are concerned about fumes and do not want it outside their house.

There were no concerns expressed about the bus stop proposed outside #59 Cumberland Drive.

- 23. The bus will only stop at these locations if there is a passenger to get on or off, and on average the bus will only be stopped for a very short period of time (ie less than a minute).
- 24. It is recommended that the bus stop outside 54 & 56 Cumberland Drive be introduced as proposed by staff.
- 25. **Hillcrest Route**
- 26. As part of streamlining routes in the Hillcrest area a couple of routes have been combined with Hayes Paddock included in the route.

Item 4



Hillcrest Bus route

27. 16 Naylor Street



The resident of #16 Naylor Street is concerned that people would look over the fence into her house.



The house has a high fence and we would locate the stop as far away from the house as possible and closer to the neighbour's driveway (right hand side of the photo)

- 28. This section of Naylor Street is a 'limited route' and will only have the bus use this stop once a day.
- 29. It is recommended that the bus stop outside 16 Naylor Street be introduced as proposed by staff.

The Hamilton Traffic Bylaw 2015 Register Changes

- 30. The Hamilton Traffic Bylaw 2015 (the Traffic Bylaw) has a series of registers that are able to be updated via Council resolution. Changes are proposed for two of the Traffic Bylaw Registers as set out below:
- 31. Special Vehicle Lanes Register – Part 2: Bus Lanes
- 32. The Waikato Regional Council (WRC) have made several changes to bus routes which will result in a decrease in the number that move along the southern end of Victoria Street, and will instead use the southern end of Anglesea Street, then turn into Anzac Parade to cross the bridge into Hamilton East.
- 33. A dedicated bus lane network on the southern end of Anglesea Street (Knox Street to Anzac Parade) and Anzac Parade (Anglesea Street to Victoria Street) is proposed for installation this year as part of the Discretionary Transport Programme. It was originally proposed to have the bus lane wrap around the court house corner of Anglesea/Anzac but safety concerns were identified with this proposal, and the major benefits for the buses can still be obtained by having the two separated sections of bus lane installed. The map below sets out the proposed extent of the bus lanes (in red).



Proposed bus lane network

- 34. The first stage of the bus lane network in Anzac Parade between Anglesea Street and Victoria Street was installed in February 2018 and has the bus lane operational between 6.00am and 6.30pm Monday to Saturday. There are no carparks available during bus lane operation hours however carparks will be available for night events, particularly given the proximity to Meteor Theatre.

- 35. The current bus lane in Anglesea Street that is in place between the intersection of Knox Street and Anzac Parade operates between 4.00pm and 6.00pm Monday to Friday, with parking being available outside of these hours.
- 36. The second stage will be to install the same restrictions in Anglesea Street between Knox Street and Anzac Parade ie bus lane operational between 6.00am and 6.30pm Monday to Saturday.
- 37. This will result in the loss of parking in this section – but the loss will be offset by the installation of angle parking in Knox Street on the southern side of the road in conjunction with the bus lane installation on Anglesea Street.
- 38. A signalised pedestrian crossing will also be installed in Anglesea Street to provide a safe crossing point for pedestrians who will have to cross five traffic lanes once the bus lane is introduced.
- 39. Consultation has been undertaken with adjacent businesses and no feedback has been received.
- 40. It is therefore proposed that the current restriction in the Special Vehicle Lanes Register – Part 2: Bus Lanes be amended to read:

Location	Description
Anglesea Street	A carriageway lane on the eastern side of Anglesea Street from the intersection of Knox Street continuing 165m in a southerly direction towards the intersection of Anzac Parade. This lane will operate between 6.00am and 6.30pm Monday to Saturday.

- 41. Light Motor Vehicle Prohibitions Register
- 42. At the 24 October 2017 Growth and Infrastructure Committee meeting an update on Illegal Street Races and Antisocial Driving Behaviour was included in the GM’s Report.
- 43. It was proposed that a report be brought to the Regulatory and Hearings Committee meeting with recommendations on some initial locations to implement the Light Vehicle Bans following completion of consultation with adjacent property owners and business in the area.
- 44. The Light Motor Vehicle Prohibition clause in the Hamilton City Traffic Bylaw 2015 allows the Council, by resolution, to restrict or prohibit any vehicle under 3500kg (cars, utes and vans) from being on these streets between the hours of 9pm and 4am, unless they are there on legitimate business.
- 45. These changes will not affect legitimate road users such as business employees, residents and anyone with a genuine reason for being on the street. The purpose of the clause is to prevent nuisance and anti-social road users from accessing the street and creating problems.
- 46. The NZ Police have ‘heat maps’ which illustrate the locations for which they are receiving complaints regarding ‘boy racer’ activities.

Based on discussions with NZ Police, the following locations were chosen as potential sites for Light Vehicle Bans:

- Quentin Drive
- Quail Place
- Gallagher Drive
- Clow Place

The identified streets have a history of problems such as noise, illegal driving behaviour (excessive speed, burnouts etc), property vandalism (tagging) and rubbish dumping.



47. Consultation has been undertaken regarding the proposal via a letter drop of a flyer to businesses on these streets (refer Attachment 3) and information on our 'Have Your Say' component of the Hamilton City Council website. An article was also included on the front page of the Waikato Times on 1 February 2018.
48. A total of 27 responses were received with 16 (47%) in support of the proposal and 18 (53%) against the proposal. Comments were made by some of the submitters and a verbatim copy of these comments is included in Attachment 4 to this report.
49. Submitters who were against the proposal indicated that this approach was not addressing the key issue and may even irritate it. Suggestions of providing locations for 'boy racer' gatherings and activities were made, along with dealing with more important issues such as robberies at dairies and gas stations. Submitters who were against the proposal were generally individuals who did not have a business in the roads that the Light Vehicle Ban was proposed.
50. Submitters who were in support of the proposal were often business owners/organisations located on roads that the Light Vehicle Ban was proposed. There were comments about the rubbish and debris left by the 'boy racers' as well as requests for other roads to be included in the ban eg Onion Road.
51. Given the very limited scope of the roads that are proposed for the Light Vehicle Ban, the fact that there is good support from the businesses in the area and the NZ Police records of the large number of complaints in this area, staff believe that it is appropriate to implement the Light Vehicle Ban as proposed.
52. It is therefore proposed that the following restrictions be added to the Light Motor Vehicle Prohibitions Register – Part 2: Motor Vehicles under 3,500kg:

Location	Description
Quentin Drive	From the intersection with Kahikatea Drive to its northern end
Quail Place	From the intersection with Quentin Drive to its western end
Gallagher Drive	From the intersection of Kahikatea Drive to its southern end
Clow Place	From the intersection of Gallagher Drive to its western end

Legal and Policy Considerations

53. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

Financial Considerations

54. Funding for the implementation of the proposed changes is included in the 2017/18 City Transportation Operations and Parking Activity budgets along with the Discretionary Transport Capital Programme.

Risks

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

Significance & Engagement Policy

Significance

56. Staff considered the following factors under the Significance and Engagement Policy:

- The form of engagement used in the past for similar proposals and decisions.

57. Based on these factors, staff have assessed that the recommendations have low significance.

Engagement

58. Community views and preferences are already known to the Council through the consultation that has been undertaken prior to the preparation of this report

Attachments

Attachment 1 - Schedule of Parking Restriction Changes

Attachment 2 - Illustrations of proposed parking restriction changes

Attachment 3 - Light Vehicle Prohibition Consultation Flyer

Attachment 4 - Light Vehicle Prohibition Submission Results .

**Schedule of Proposed Parking Restriction Changes
March 2018**

PARKING RESTRICTIONS TO BE INSTALLED		
Location	Requested by	Description of proposed change and reason
103 Horsham Downs Road	HCC	Gazette the existing 40m 'No Stopping' on the West side of Horsham Downs Road.
24 Horne Street	Resident	Installation of 12m 'No Stopping' outside of 24 Horne Street to prevent cars from parking in a space that is too small.
Kahu Cres	Business	Installation of 334m 'No Stopping' around the inside of Kahu Crescent from both intersections with The Boulevard. Installation of 23m 'No Stopping' on the most Northern intersection. Installation of 14m 'No Stopping' across both driveways at 21 Kahu Crescent. Installation of 40m 'No Stopping' in front of 15, 17, 19 Kahu Crescent. Installation of 18m 'No Stopping' in front of 5 Kahu Crescent. Installation of 50m Goods Service Vehicle Zone outside #1 Kahu Crescent. Installation of 32m 'No Stopping' on Southern intersection. This is to ensure safe access to businesses which has been compromised with an increasing number of workers parking cars in this area.
412 – 414 Peachrove Road	Resident	Installation of 26m 'No Stopping' across the driveways of 2 Springfield Crescent, 412 – 414 Peachgrove Road to prevent people from parking to close and or in front of the driveways blocking access.
Riverlea Road	Business	Increase the 'No Stopping' outside 83 Riverlea Road from 214.5m to 247.0m to prevent people from parking in the small space between the driveways.
666 Grey Street	HCC & Regional Council	Installation of 12m bus cage in front of 666 Grey Street. This is an existing bus stop which has ongoing issues with cars parking in it. The cage will formalise the bus stop with yellow markings on road.
775 River Road	Resident	Bus stop relocation from opposite 788 River Road to outside 775. This stop was moved some years ago for construction reasons. Now that the houses are both built we can move the bus stop back.
Edinburgh Road	Regional Council	Installation of 20m 'No Stopping' outside 30 Knighton Road in Edinburgh Road. Installation of 24m 'No Stopping' outside 1A Edinburgh Road to the intersection with Knighton Road.
Barrington Drive	Regional Council	Installation of 24m 'No Stopping' on the corner of 119 Barrington Drive at Borman Road, Installation of 20m 'No Stopping' on the corner of 120 Barrington Drive and Borman Road
Anzac Parade	HCC & Regional Council	Extend the current Bus Stop on the southern side of Anglesea Street directly outside Police Station by 10m to assist the bus with exiting from the existing bus stop.
Anzac Parade	HCC & Regional Council	Extend existing 'No Stopping' from Anglesea Street by 5m to the East (outside the court house) to prevent cars parking immediately prior to the new bus lane
Ellis Street	HCC	Installation of 33m 'No Stopping' on the corner of 40 Duke Street, 42m 'No Stopping' to also be installed on 42 Duke Street. Installation of 30m 'No stopping' across the driveways of 232 – 324 Ellis Street to provide trucks with

D-2469337

**Schedule of Proposed Parking Restriction Changes
March 2018**

		better access entering and exiting.
Lake Crescent	Resident	Reposition the Bus stop to be outside 43 Lake Cres to accommodate redevelopment of the site
Stanley Street	Resident	Installation of 10.5m 'No Stopping' in front of 2a Stanley Street. Installation of 14m 'No Stopping' 12 Oakley, Installation 14m 'No Stopping' on 2-4 Stanley Street driveways, 30m 'No Stopping' 17 Stanley Street both driveways, installation of 12m 'No Stopping' 19 Stanley Street, 12m 'No Stopping' 26-28 Stanley Street. Installation of 9m 'No Stopping' 23-25 Stanley Street. Installation of 12m 'No Stopping' Stanley Street. Installation of 7m 'No Stopping' on Stanley street outside 901 Heapy Terrace Road.
Gallagher Drive	Business	Installation of 48m 'No Stopping' on 2 Gallagher Drive, installation 14.5m 'No Stopping, on the corner of 2 Gallagher Drive at Clow Street. Installation of 'No Stopping' across 1 Gallagher Drive. Installation of 13m 'No Stopping' 4 Gallagher Drive at Clow Street. Installation of 14m 'No Stopping' 36 Gallagher Drive, Installation of 26m 'No Stopping' opposite 36 Gallagher Drive. Installation of 27m 'No Stopping' across 40-42 Gallagher Drive, installation of 36m 'No Stopping' opposite 40 Gallagher Drive. Installation of 45m 'No Stopping' 44 Gallagher Drive. With the opening of the new WDHB facility at the end of Gallagher Drive there has been an increase on onroad parking by workers.
Thomas Road	HCC	Gazette the existing 42m of 'No Stopping' , located at 55c Thomas Road
Tongariro Street	HCC	Gazette the existing 22m of 'No Stopping' located at 72 Tongariro Street
Tramway Road	HCC	Gazette the existing 31m 'No Stopping' located 214 Tramway Road
Tristram Street	HCC	Gazette the existing 129m 'No Stopping' located outside Hamilton Girls High.
Tristram Street	HCC	Gazette the existing 314m 'No Stopping' located opposite Hamilton Girls High.
Tristram Street	HCC	Gazette the existing 351m 'No Stopping' in front of 62 Tristram Street
Sandleigh Road	Resident	Installation of 324.9m 'No Stopping' on the northern side of Sandleigh Road from Lake Cres up to and including the cul-de-sac head at the request of residents who have difficulty entering properties due to high levels of parking demand in the street. Gazette the existing 12m 'No Stopping' at the Gower Park entrance
341 Borman Road outside Cumberland Childcare Centre 80 Te Huia Drive 54-56 Cumberland Drive 16 Naylor Street	Regional Council	These are the new bus stops that Regional Council have requested for their route changes and negative feedback has been received.
22 Thomas Road 91 Barrington Drive Opposite 91 Barrington Dr South of 103 Horsham Downs Rd on the western side of the road	Regional Council	These are the new bus stops that Regional Council have requested for their route changes. 12m bus stops are proposed

D-2469337

**Schedule of Proposed Parking Restriction Changes
March 2018**

<p>Horsham Downs Rd outside 5A Swan Lane Both the northern and southern side of Kimbrae Drive just east of Rototuna Highschool. Northern side of Borman Road opposite 14 Watham Place Southern side of Borman Road outside 14 Watham Place Opp 343 Borman Road on the northern side of the road. Northern side of Borman Road (east of Radius Glaisdale Village) Southern side of Borman Road (east of Radius Glaisdale Village) Hare Puke Drive outside 9 Wetherby Rd Hare Puke Drive opposite 2 Eastby Way 1768 River Road Opposite 1770 River Road 59 Cumberland Drive 17 Endeavour Ave 109 Endeavour Ave 9 Hillcrest Road</p>		
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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
Riverlea Road	HCC	Rescind 214.5m of 'No Stopping' outside 83 Riverlea Rd to to allow a new length of 247.0m to be gazetted

D-2469337

**Schedule of Proposed Parking Restriction Changes
March 2018**

Anzac Parade	HCC	Rescind P60 Parking, rescind Clearway, rescind 10min Loading Zone to accommodate new bus lane.
Anglesea Street	HCC & WRC	Rescind 129m of 120min Parking - to reflect the new the 6am-6:30pm Mon-Sat Bus Lane
Lake Cres	HCC and Regional Council	Rescind existing bus stop outside 41 & 43 – to accommodate redevelopment of 43 Lake Cres
Thomas Road	HCC	Rescind 55m of 'No Stopping' outside 55c Thomas Rd to reflect on site markings
Tongariro Street	HCC	Rescind 10m of 'No Stopping' as length outside 72 Tongariro Street to reflect on site markings
Tramway Road	HCC	Rescind 48m 'No Stopping' outside 214 Tramway Rd to reflect on site markings
Tristram Street	HCC	Rescind 94m 'No Stopping' outside Girls Highschool to reflect on site markings
Tristram Street	HCC	Rescind 309.5 'No Stopping' outside Wintec to reflect on site markings
Tristram Street	HCC	Rescind 330m 'No Stopping' outside 62 Tristram Street to reflect on site markings
Sandleigh Drive	HCC	Rescind 80m 'No Stopping' and of 238.4m of 120min parking on the northern side of Sandleigh Drive

D-2469337

Proposed parking restriction changes

Regulatory and Hearings Committee

13th March 2018

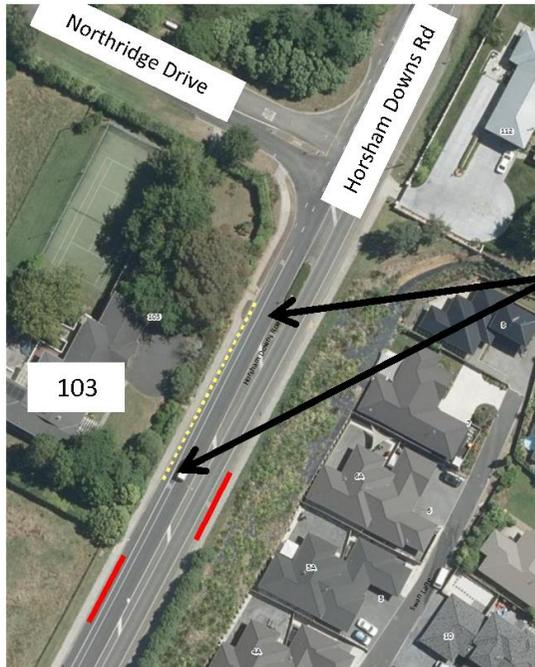


Item 4

Attachment 2

Parking Restriction Changes

Horsham Downs Road



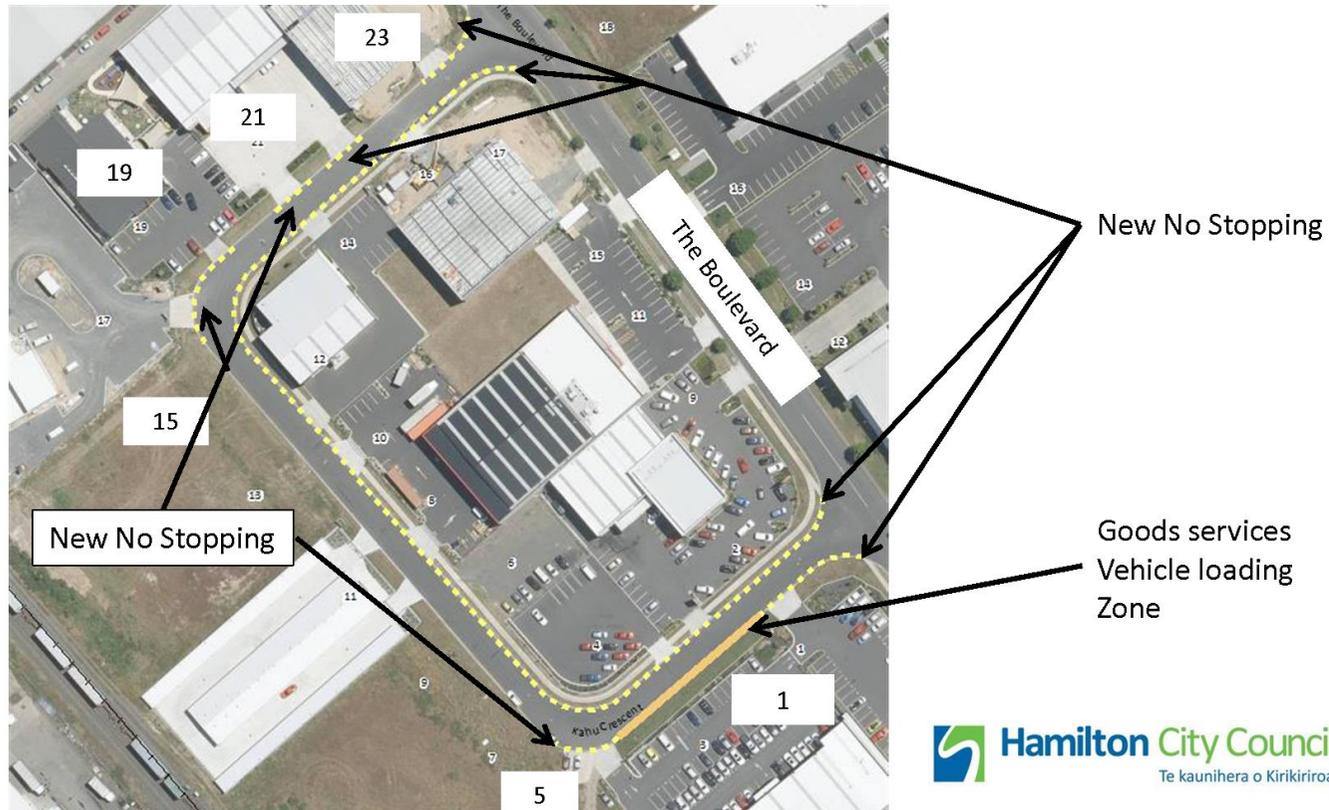
Horne Street



Installation of
'No Stopping'

Parking Restriction Changes

Kahu Crescent



Parking Restriction Changes

Peachgrove Road



Riverlea Road



No Stopping

Rescind
214.5m of
No Stopping
Install a new
length of
247.0m

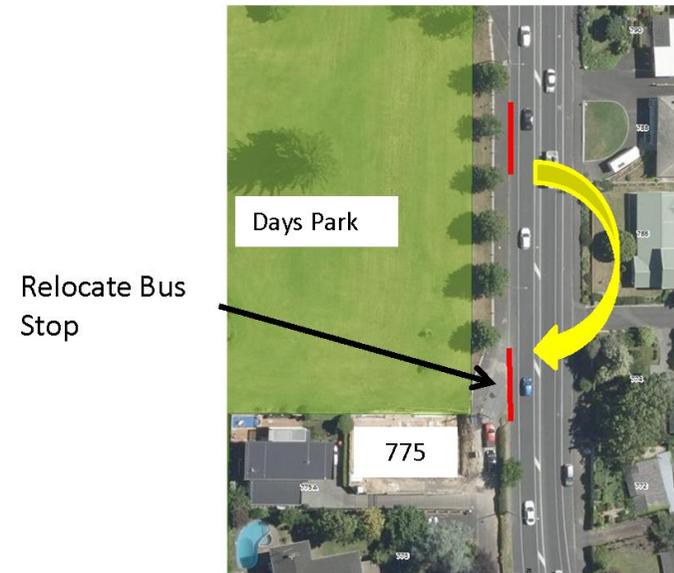
Parking Restriction Changes

Grey Street



New Bus Stop
Cage

775 River Road



Relocate Bus
Stop

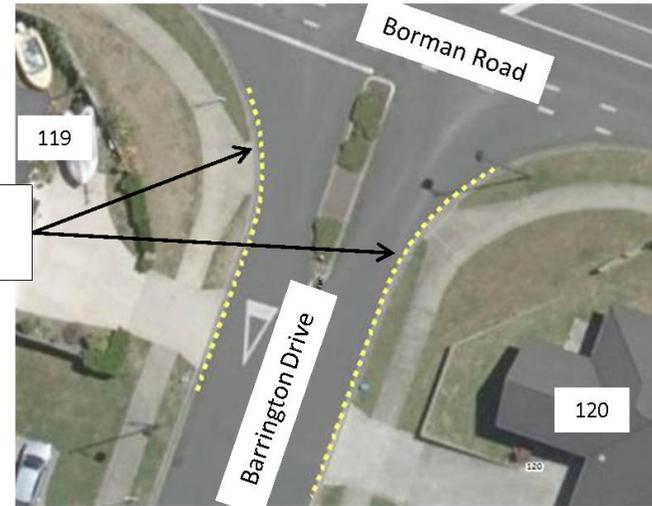
Parking Restriction Changes

Edinburgh Road

Barrington Drive

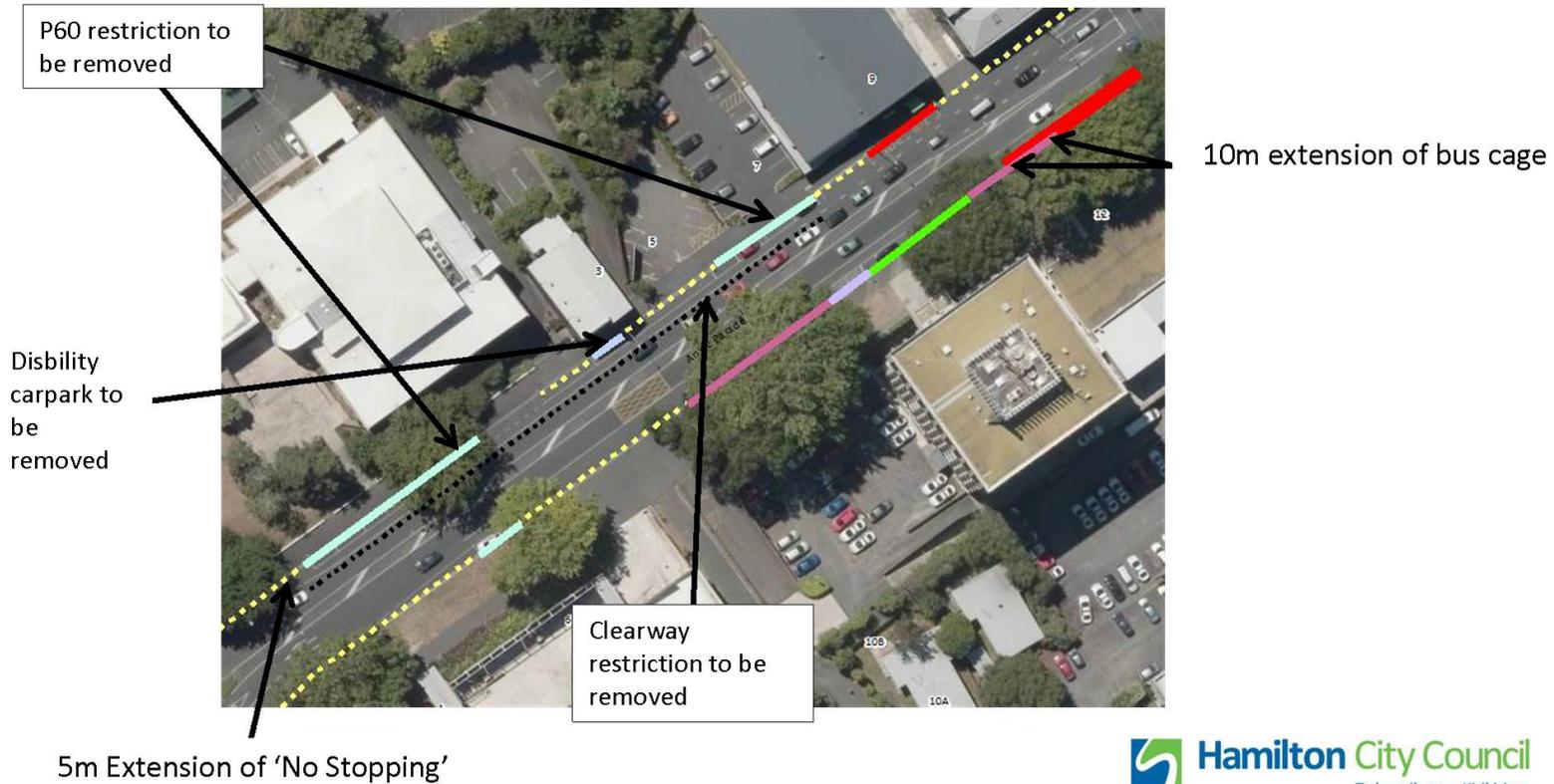


Installation of 'No Stopping'



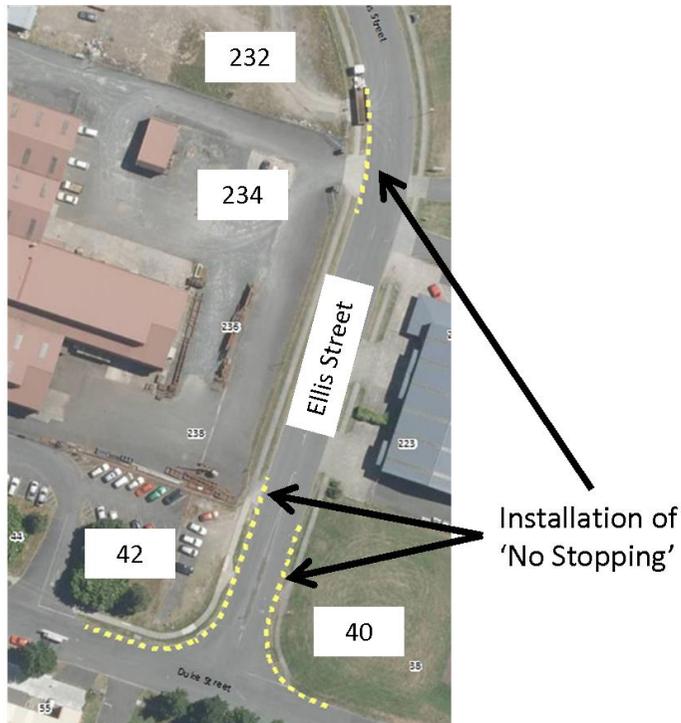
Parking Restriction Changes

Anzac Parade



Parking Restriction Changes

Ellis Street



Lake Crescent



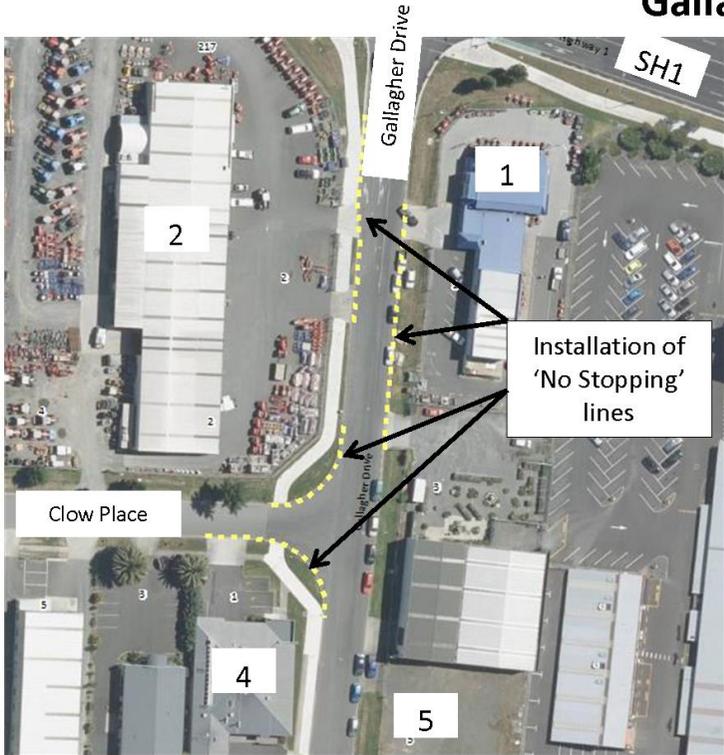
Parking Restriction Changes

Stanley Street



Parking Restriction Changes

Gallagher Drive

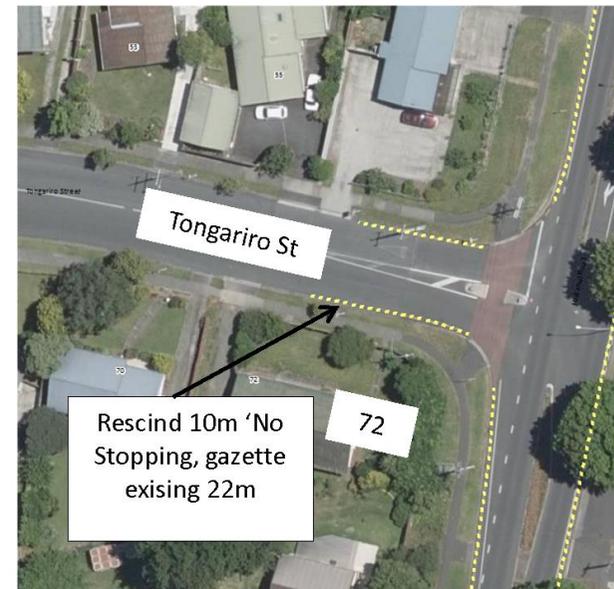


Parking Restriction Changes

Thomas Road



Tongariro Street



Parking Restriction Changes

Tramway Road



Tristram Street



Parking Restriction Changes

Tristram Street



Parking Restriction Changes

Sandleigh Road



Parking Restriction Changes

Borman Road



Te Huia Drive



Parking Restriction Changes

Cumberland Drive

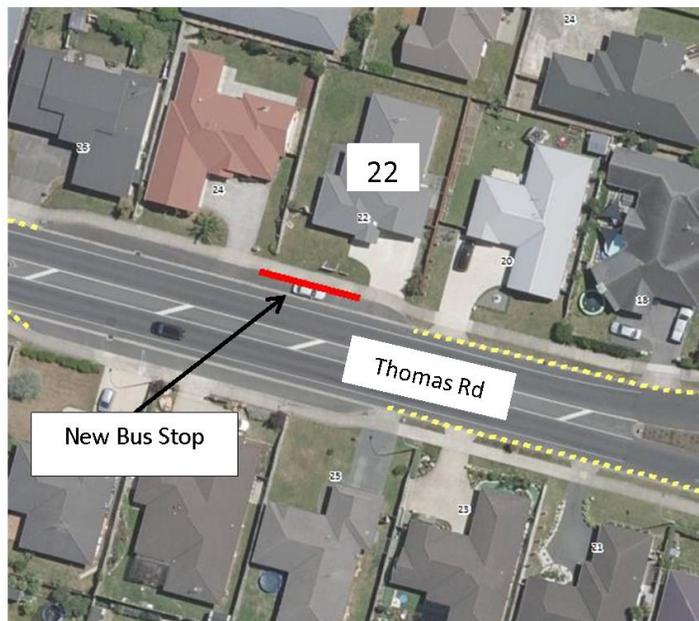


Naylor Street

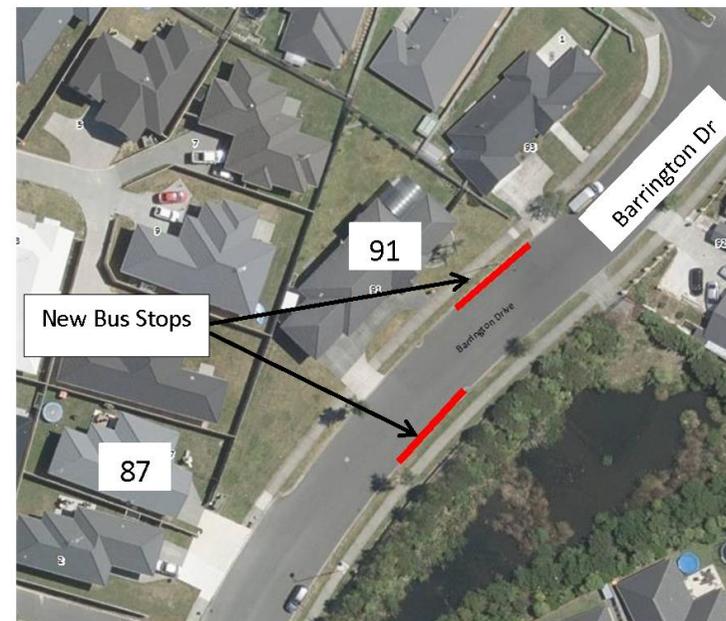


Parking Restriction Changes

Thomas Road



Barrington Drive

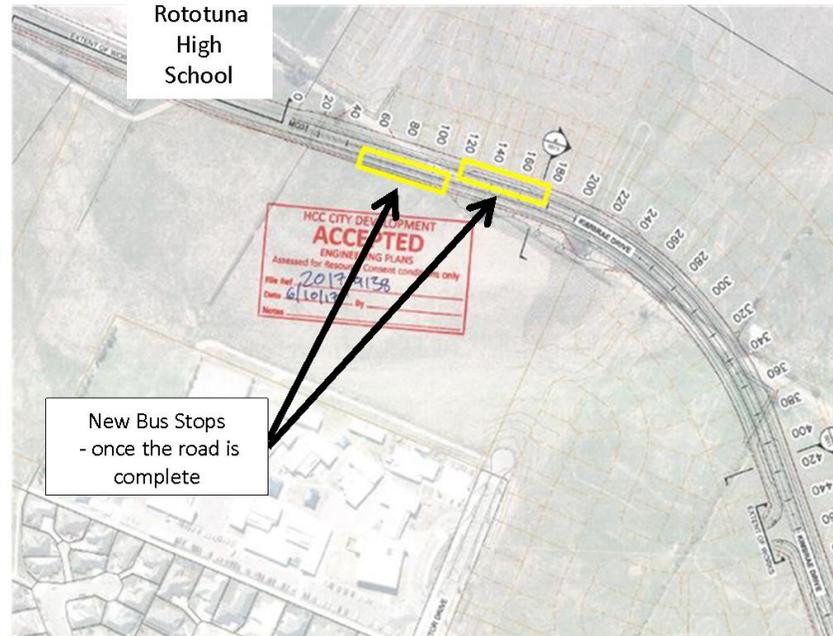


Parking Restriction Changes

Horsham Downs



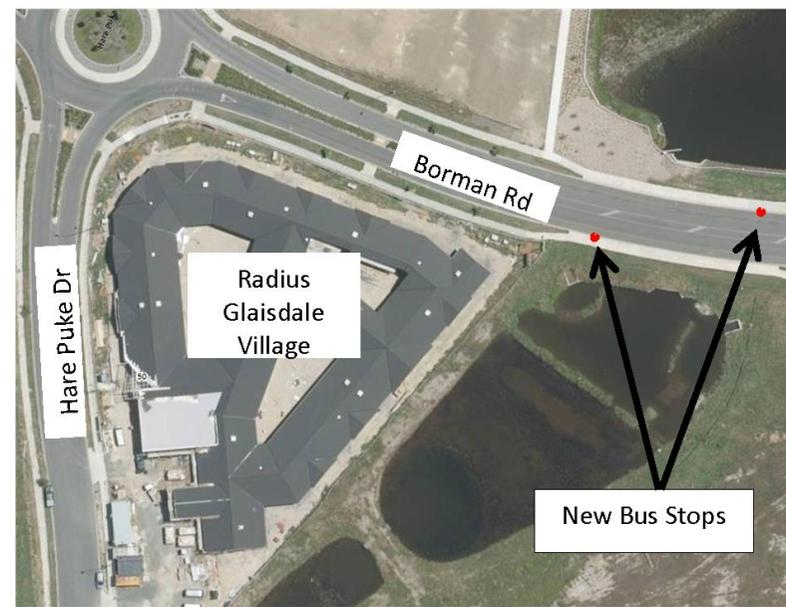
Kimbrae Drive



Parking Restriction Changes

Item 4

Borman Road



Attachment 2

Parking Restriction Changes

Hare Puke Drive



River Road



Parking Restriction Changes

Item 4

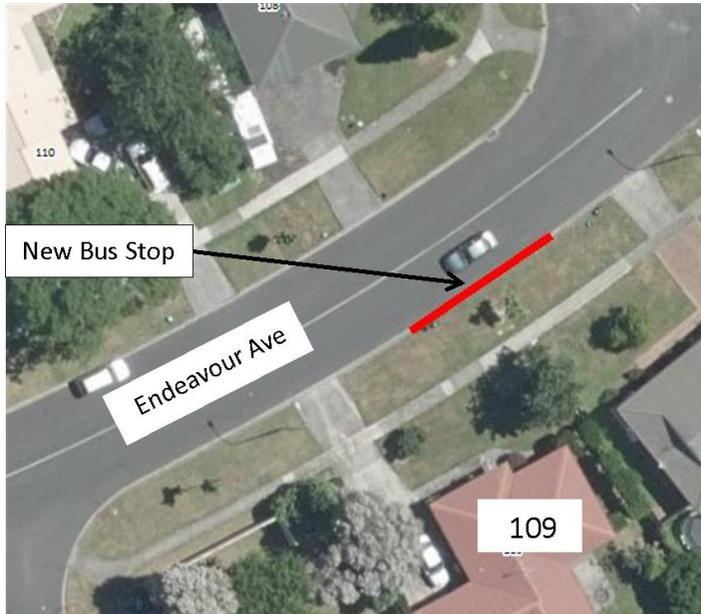
Endeavour Avenue



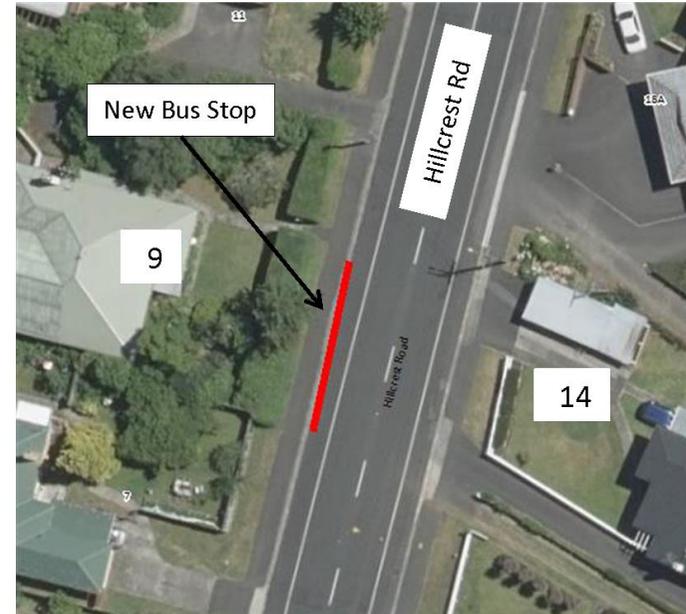
Attachment 2

Parking Restriction Changes

Endeavour Avenue

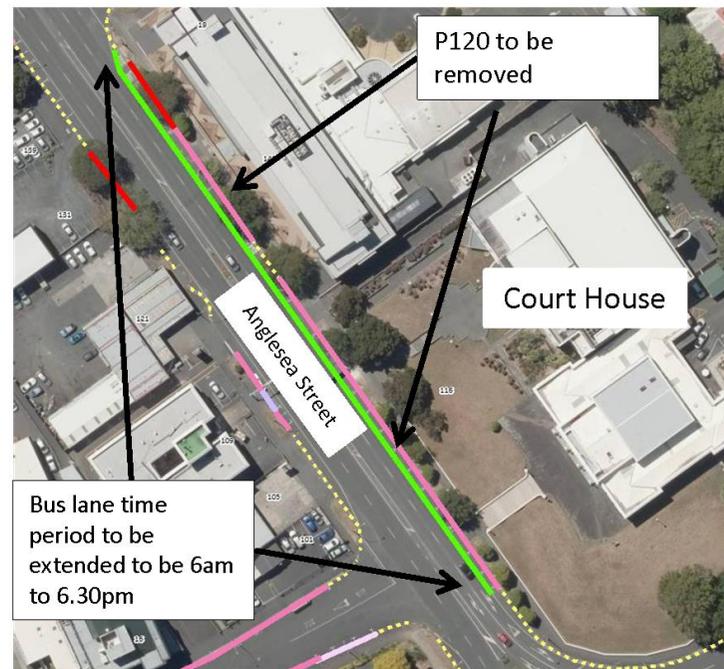


Hillcrest Road



Parking Restriction Changes

Anglesea Street



Proposed night-time Light Vehicle Restriction in Gallagher Dr industrial area

Gallagher Dr, Quentin Dr and surrounding streets have a history of night time light vehicle problems such as noise, illegal driving behaviour (excessive speed, burnouts etc), property vandalism (tagging) and rubbish dumping.

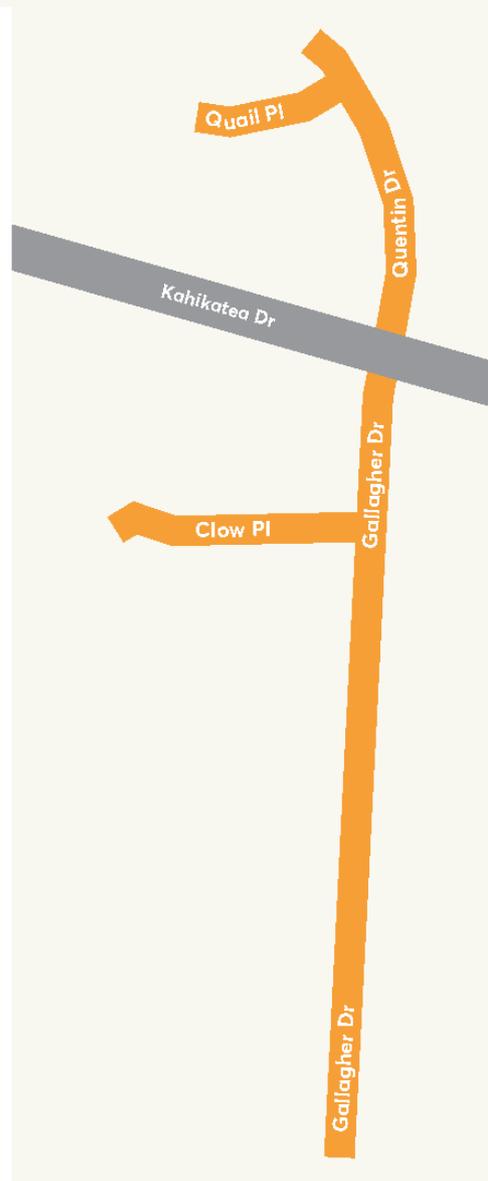
Hamilton City Council is proposing to help the New Zealand Police address these issues by imposing a night-time Light Vehicle Restriction in the streets marked in orange to the right.

This means that cars, utes and vans will be banned from these streets between the hours of 9pm and 4am, unless they are there on legitimate business. These changes will not affect legitimate road users such as business employees, residents and anyone with a genuine reason for being on the street.

Have Your Say

Your views on this proposal are important to us. Go to hamilton.govt.nz/haveyoursay.

Submissions close 5pm, 11 February 2018.



 hamilton.govt.nz/haveyoursay
 07 838 6699 (24-7)



Have questions?

If you wish to discuss this proposal in more depth or if you have questions please contact Robyn Denton, Network Operations Team Leader, phone 07 838 6699 or email robyn.denton@hcc.govt.nz.

Below is an example of what the 'No Entry' signs will look like.

If you see one of these and you are in the area for a genuine reason, you will not be fined.



Submissions against the proposed introduction of a Light Vehicle Ban. (53% of submitters did not support the proposal)	Address of Submitter
<p>"Whilst I agree to many of the key factors in the background of this proposal, I see this as Hamilton City Council and the police putting a rug over the issue.</p> <p>The anti-social driving behaviour will continue and there will always be new locations used by these people.</p> <p>Why don't the council invest in offering a rural location for these people at their own risk to use? It will drive the problem away from town and noise and allow the police to monitor in a safe environment.</p> <p>The police have powers under the boy racer act to break up these gatherings but they don't.</p> <p>Putting these bylaws in place are silly and a waste of ratepayers money unless you make the rule across the whole of Hamilton City.</p> <p>Resolve the issue don't irritate it! "</p>	Frankton
I think you guys should focus on all the ram raids and shop robberies. I think more shop owners/ public are in danger then burnt rubber.	Rotokauri
Waste of time and money. Focus on real issues. Gas stations and dairys getting robbed. Help the people that actually need your help	Pukete
Usually everyone is considerate of people who work there and need to get in. If it is such an issue create a spot for them to do their skids etc away from people and industrial areas and charge \$10 a car every Friday night. If they get injured its their fault. Would free up police to deal with actual crimes, get the boy racers off the streets, making them safer. The people in the industrial areas wouldn't have a problem and the boy racers would have a spot to use. Everybody wins. And to fund the making of such a space have the boy racers set up a give a little place so everyone can help out to get it made.	Frankton
Focus on more important things	Pukete
Said vehicles group up within these small cul-de-sac don't cause any issues with any businesses or there premises. Generally not messy, rubbish in these areas is a relevant issue regardless of these people meeting up. In comparison I'd rather see them meet in these industrial areas where they are around normal drivers on route with there own business. They are away from children and pedestrians. We would rather them being down there than anywhere else. They seem well organised	Frankton
Do not support gives police to take money from innocent people	Nawton
Better place for them to do skids than in the city centre	Nelson
No	Chartwell

Its pathetic get these guys a place to hang out fix the problem properly instead of revenue gathering	Pukete
That's pretty shit really I don't live in Hamilton anymore and defiantly have never skidded around there BUT I have been to park ups at night over there and it is always a awesome time!! I'm a 28 yr old female and I think all the van will do is push them somewhere else to do skids... why not give them somewhere to go instead? Ngongotaha Motorsport is a locally owned skid pad that's cheap as chips to use, it has got a lot "Boys" and girls off the streets and skidding on the pad most weekends. Waikato council need to do something the same open it every weekend night give them somewhere safe to go or like I said they will move somewhere else to park up and hang out... It's just a bit of fun NZ is turning so shit with all these rules! Like you didn't have good times when u where younger the tagging is shit yes but you will never ever stop them I guarantee this will make them retaliate! Thank you	Rotorua
Putting a ban on light vehicles will not only cause drama within the community but throughout the city.	St Andrews
Too open for interpretation/abuse. Slippery slope towards a police state (don't laugh, its hundreds of little laws/changes like this that eventually add up). Existing disorderly conduct laws should be more than sufficient	Glenview
I understand that people are sick of the rubbish left behind as well as the bottles i think that's just idiotic. But since cops wont give us anywhere else to go do skids and have a yarn and we're chased out of quiet areas were forced to go to places like quiet business streets where were out of the way of others on the road. Everything is going to cause some sort of problems but the easiest solution is just give everyone somewhere to go and we're out of sight out of mind and can be left to our own domains.	Melville

Submissions in support of the proposed introduction of a Light Vehicle Ban (47% of submitters supported the proposal)	Address of Submitter
As Manager of Higgins Contractors Waikato on Gallagher Drive, we fully support any proposal that will reduce vandalism and reckless driving.	Melville
Believe its a good idea	Cambridge
As a business on Quentin Drive, we fully support and endorse this proposal.	Hamilton Lake
We have had a visit from your people today, and would like to say we 100 per cent support this.	Melville
What about a ban in Onion road? This area has boy racers every Thursday, Friday and Saturday nights and being a resident of this area I am sick of it. Yes I have dialled star 555, but by the time the police arrive they have gapped it!	Horotiu
Fully support this. With ability to bring in other streets very easily for council.	Thames
Good idea and could work. From experience its well and good having the bylaw, but there needs to be a process there to enforce them	Melville
It won't fix the problem. It will move the problem. Christchurch has done it and only the locations changed.	Rangariri
Great idea! Implement it!	Dinsdale
Can you please add Grasslands Place. They also use this road as a skid pad.	Frankton
Great initiative. Hope to see some further bans on other problem areas in future too	Frankton
Great to see some action being taken against the boy racers..... if only this law could be extended to other areas like Raynes Rd (Hamilton airport area) and Onion Rd.	Tamahere
We fully support this restriction for all of the streets outlined in the letter. Our facility at 15 Clow place has been affected by dumped rubbish and tyre debris in the turning circle in front of the building after hours. (We do have video footage and stills of burnouts if required). We believe this is an excellent step in protecting the properties, keeping legitimate drivers safe and keeping all businesses around this area free from anti-social behaviour.	Frankton

Shading indicates the submitter is a business operator on one of the streets that the Light Vehicle Ban is proposed.

