

Notice of Meeting:

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

Date: Thursday 2 July 2015
Time: 12:30
Meeting Room: Kauri Room
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

Quorum: Three Members

Meeting Frequency: When required

Brendan Stringer
Committee Advisor

24 June 2015

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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: 02 July 2015

Report Name: Parking Restriction 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 and Discretionary Transport Programme 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 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 and businesses and to formalise work that has been completed as part of the Discretionary Transport Programmes.
- The changes in this report are considered in three categories:
 - No stopping restriction changes
 - Parking control changes
 - Traffic bylaw register 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.

8. 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
Moana Street	<i>Installation of 25.5 metres of No Stopping Restriction outside #4 & 9.</i>
Akoranga Road	<i>Installation of No Stopping signs along Akoranga Road on the south side for 370m</i>
Gilchrist Street	<i>Installation of No Stopping signs along the north side for 260m. Installation of No Stopping restrictions on the south side across the #29 driveways.</i>
Te Wetini	<i>Installation of No Stopping signs along both side of Te Wetini Road.</i>
Queenwood Ave & Constance Street	<i>Installation of 37.5, 40.5 & 48 metres of No Stopping Restriction at intersection.</i>
Palmer Street	<i>Installation of 17 & 23.5 metres of No Stopping Restriction at intersection.</i>
Ruakiwi Road	<i>Installation of 8.5 metres of No Stopping Restriction at #18a</i>
Prescott Place	<i>Installation of 23 & 20 metres of No Stopping Restriction at intersection of Cambridge Road.</i>
Lake Domain Drive	<i>Installation of 49 & 17 metres of No Stopping Restriction at intersection of Ruakiwi Road.</i>
Cambridge Road	<i>Installation of 15 metres of No Stopping Restriction at #109 and 113.</i>
Poaka Ave	<i>Installation of 47 & 27 metres of No Stopping Restriction at #12 to 16 on the western side, and #9, 11 and 11a on eastern side.</i>

Proposed Changes to Parking Controls	
Location	Description of proposed change
Von Tempsky Street	<i>Installation of P60 signs along the west side of Von Tempsky Street for 70m.</i>
High Street	<i>Installation of P60 signs along the west side of High Street for 25m outside #36</i>
Tasman Road	<i>Removal of the bus stop outside #17.</i>
Baverstock Road	<i>Installation of two new bus stops either side of Baverstock Road at #151.</i>

9. Attachments

10. Attachment 1 - Schedule of Proposed Changes
11. Attachment 2 - Illustrations of Proposed Changes

12. Key Issues

13. At the 3 September 2014 [Strategy and Policy Committee, Item 15](#), and subsequent Council meeting it was resolved to establish a new subcommittee to consider and approve traffic bylaw recommendations and the delegations policy be altered to reflect the role and responsibilities of the new subcommittee, with the membership and terms of reference to be confirmed at the subsequent Council meeting. This was aligned with one of the proposed changes in the Traffic Bylaw 2012 to allow information contained within the bylaw schedules to be kept in separate registers that could be more simply updated by resolution rather than requiring a full bylaw review process.
14. The 25 September 2014 Council meeting resolved to have these additional responsibilities delegated to the existing Hearings Subcommittee. The terms of reference for the Hearings Subcommittee have now been changed to enable them to consider changes to the Traffic Bylaw registers, parking controls and no stopping restrictions.

15. Key Issues

16. 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.
17. The changes proposed for approval by this meeting relate to:
 - No Stopping restrictions
 - Parking controls – primarily related to bus stops
18. Details of each of the changes proposed are scheduled in Attachment 1 to this report, with illustrations of these changes shown in Attachment 2.
19. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes.
20. 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:
21. Gilchrist Street
22. We received a query from a developer who owns land on the northern side of Gilchrist (#12) who wanted to understand the impact this new restriction would have on any future developments they undertook.
23. Staff have advised that we would work with them at the time of considering any proposal, and would be able to make changes to the restrictions as needed.
24. Queenwood Street
25. The original request came from a resident, as he believed people were parking too close to the intersection. We have consulted on a proposal which will generally tidy up the intersection but remove as little car parking as possible.
26. Feedback to the proposal was that residents are happy with the proposal, but would still like to see more no stopping installed, as they still think it is a safety concern.

27. At this stage we are recommending the installation of the proposed No Stopping extents as consulted and will monitor the situation to see if any more No Stopping is needed.
28. Ruakiwi Street
29. The original request came from a resident who was having an issue with cars parking over his driveway even though we have marked the vehicle hold bars. There is just enough room for two cars to park in the space – but it is tight.
30. We originally proposed to remove all parking provision, however after further consultation with residents, we will look to redefine a parking space for one vehicle centrally between the vehicle entrances and enforce ‘no parking’ extents by marking no stopping either side of this location and across driveways.
31. Poaka Avenue
32. 11 and 11a Poaka Ave have had a change of zoning from residential in the Operative District Plan to Business Zone 5 (Suburban centres) in the Proposed District Plan. In the Proposed District Plan the explanation of Suburban centres is as follows:
- “Suburban centres anchor the City’s main residential areas and provide a range of activities and services that can reduce reliance on car travel for meeting day-to-day requirements. These centres provide multi-purpose destinations for customers. Parking is provided onsite and these centres are generally well served by passenger transport.*
- Suburban centres vary in size and character between 10,000-20,000m² gross floor area and generally serve between 10,000-30,000 people. Supermarkets commonly anchor these centres and between 20-30 outlets, comprising a variety of smaller specialist retailers, provide retail, limited office, community and other services to the suburban population on an integrated basis. Often another large format retailer is located in the centre. Service stations may also be a feature.”*
33. As a result of the change in zone, a resource consent has been submitted for an extension of the Countdown within the suburban centre. This extension will force a rearrangement of the existing layout, and result in the three service vehicles leaving Countdown after unloading to exit via 11 and 11a Poaka Ave instead of using the main vehicle crossing onto Whatawhata Road. 11 and 11a Poaka Ave would have the two residential dwellings removed and replaced with landscaping and a 20 space staff carpark and the exit for trucks.
34. As part of this resource application an integrated traffic assessment was provided which stated that for service vehicles to safely egress the site, no stopping lines would be required along a portion of Poaka Ave. The resource consent is currently on hold due to the no stopping lines needing to be dealt with prior to the consent being issued, in order to have certainty for the applicant.
35. Details of the truck movements are as follows:
- one ambient goods delivery between 7:30-10:00am on Monday, Tuesday, Wednesday and Friday;
 - one produce delivery between 7:00-10:30am every day except Tuesday; and
 - one temperature-controlled goods delivery between 4:00-7:30pm every day except Mondays and Wednesdays.
 - The service vehicles will be either rigid trucks or up to an 18m semi-trailer.
 - The request has been generated as part of Countdown’s resource consent for redevelopment of the truck exit. Due to width of the street, No Stopping lines will

need to be installed with this new driveway as vehicles may have difficulty turning in and out.

36. During consultation, most residents were concerned with the entrance being installed, rather than the No Stopping lines themselves. Three residents came back with very strong negative responses on proposed entrance, and indirectly the no stopping lines.
37. As an alternative to installation of No Stopping Restrictions, there is an option available for having parking bays installed instead. The costs for this work would have to be met by the applicant.
38. High Street
39. The original request has come from a business owner, who wants more parking for customers and for shoppers in Frankton. The P60 parking will also encourage more turn over in around 6 car parks.
40. One property owner, wasn't happy about the proposal as he thought his tenants would have nowhere to park, however as this is only affecting 6 parking spaces there is plenty of room for long term parking as well.

41. Financial and Resourcing Implications

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

43. Risk

44. 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
For consideration at Hearings Committee July 2015

NO STOPPING RESTRICTIONS		
Location	Requested by	Description of proposed change and reason
Moana Street	Resident & HCC Parking	Installation of 25.5 metres of No Stopping Restriction to eliminate people parking at the end of the street blocking access to the blocks of flats at #4 & 9.
Akoranga Road	Wintec	Installation of No Stopping signs along Akoranga Road on the south side for 370m. To stop students from parking on the grass verge.
Gilchrist Street	Wintec	Installation of No Stopping signs along Gilchrist Street on the north side for 260m. To stop students from parking on the grass verge. On the south side of the street we will be applying yellow lines across the driveways to increase visibility.
Te Wetini	HCC	Installation of No Stopping signs along both side of Te Wetini Road. These need to be installed to prevent people parking in the cycle lanes.
Queenwood Ave & Constance Street	Resident	Installation of 37.5, 40.5 & 48 metres of No Stopping Restriction to increase safety at this intersection.
Palmer Street	Business Owner	Installation of 17 & 23.5 metres of No Stopping Restriction to increase safety at the intersection with Te Aroha Street
Ruakiwi Road	Resident	Installation of 8.5 metres of No Stopping Restriction to improve visibility for residents of 18a entering and exiting their driveway.
Prescott Place	Business Owner	Installation of 23 & 20 metres of No Stopping Restriction to increase safety at the intersection with Cambridge Road.
Lake Domain Drive	HCC	Installation of 49 & 17 metres of No Stopping Restriction to prevent people from parking too close to the intersection.
Cambridge Road	Business Owner	Installation of 15 metres of No Stopping Restriction to discourage drivers from parking across the driveways.
Paaka Ave	Business Owner	Installation of 47 & 27 metres of No Stopping Restriction for trucks to be able to turn out of #11 for the proposed service entry to Dinsdale Countdown.

feedback has been received on the highlighted items and further information on these is included in the body of the report

PARKING RESTRICTIONS		
Location	Requested by	Description of proposed change and reason
Von Tempsky Street	<i>Business Owner</i>	<i>Installation of P60 signs along the west side of Von Tempsky Street for 70m. This will prevent all day parking so that patients can park when attending their appointments.</i>
High Street	<i>Business Owner</i>	<i>Installation of P60 signs along the west side of High Street for 25m. This will prevent all day parking so that shoppers can park.</i>
Tasman Road	<i>HCC</i>	<i>The bus stop be removed as it is no longer in use and become parking.</i>
Baverstock Road	<i>Residents and Waikato Regional Council</i>	<i>Installation of two new bus stops on Baverstock Road near the new residential area of Olly Rise.</i>

feedback has been received on the highlighted items and further information on these is included in the body of the report



Proposed Parking Restriction Changes

Hearings Subcommittee

City Transportation

July 2015

 **Hamilton City Council**
Te kaunihera o Kirikiriroa

No Stopping Restriction Changes



Group Name / Unit



Moana Ave

No Stopping



Akoranga Road

No Stopping



Gilchrist Street

No Stopping



Group Name / Unit



Te Wetini Road



Queenwood Ave & Constance Street



Palmer Street



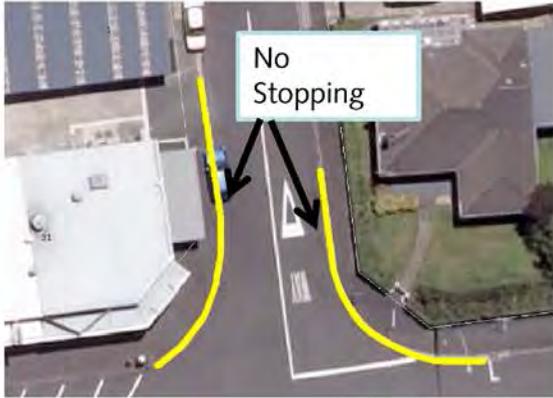
Ruakiwi Road



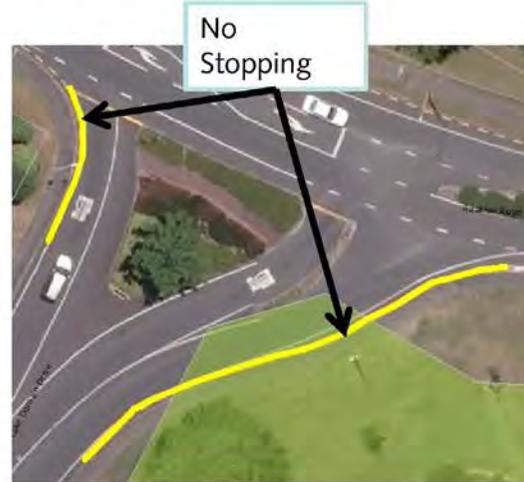
Group Name / Unit



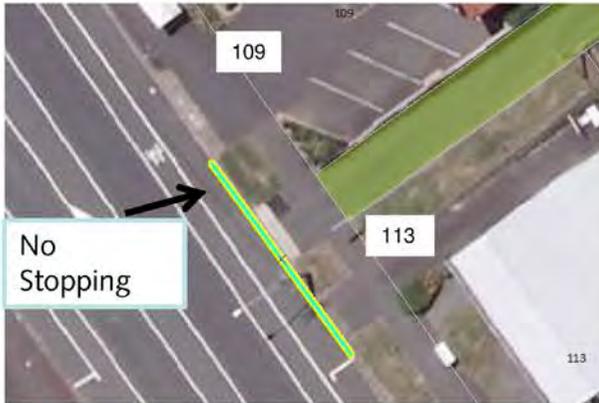
Prescott Place



Lake Domain Drive



Cambridge Road



Group Name / Unit



Poaka Ave



Group Name / Unit

Parking Control Changes



Group Name / Unit



Von Tempsky Street



High Street



Tasman Road

Bus stop to be removed



Baverstock Road



Group Name / Unit