

Notice of Meeting:

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

Date: Thursday 9 April 2015
Time: 10:00am
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

Brendan Stringer
Committee Advisor

27 March 2015
Telephone: 07 838 6583
Brendan.stringer@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.

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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: 09 April 2015

Report Name: Hearings Subcommittee Open Minutes 8 December 2014 and 2 April 2015

Author: Brendan Stringer

Status	<i>Open</i>
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Recommendation

That the Subcommittee adopt as a true and correct record the Open Minutes of the Hearings Subcommittee of 8 December 2014 and 2 April 2015.

The above Minutes will be circulated to the Members separate from the Agenda.

1. Attachments

2. There are no attachments for this report.

Committee: Hearings Subcommittee **Date:** 09 April 2015
Report Name: Parking Restriction 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 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 Committee 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 Programme.
- 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:

- the Report be received; and

- b) Council approves the changes to No Stopping and Parking restrictions along with changes to Traffic Bylaw registers as set out in the tables below.

Proposed Changes to No Stopping Restrictions	
Street	Proposed Change
Colombo St	Installation of 51 meters of No Stopping at #60 and #64 Colombo Street
Somerset St	Installation of 16 meters of No Stopping #7 Somerset Street
Quentin Drive	Installation of 45 meters of No Stopping restriction at #11a Quentin Drive
Te Rapa Road & Northway St intersection	Installation of 20 meters of No Stopping restrictions around each corner of Northway St onto Te Rapa Road
Boundary Road	Installation of 10 meters of No Stopping restriction at #67a Boundary Road
Peachgrove Road	Installation of 180 meters of No Stopping restriction between #146 Peachgrove Road and the railway in front of the new Countdown supermarket.
Peachgrove Road	Installation of No Stopping restrictions outside between #161 and #157, and #155 and #151, and 149 and #143 Peachgrove Road, opposite the new Countdown supermarket.
Galloway St & Cook St intersection eastern side	Installation of 40 meters of No Stopping restriction outside #128 Galloway Street.
Galloway St & Cook St intersection western side	Installation of 40 meters of No Stopping restriction outside #185 Galloway Street.
Edgecumbe Street & Victoria St intersection	Installation of No Stopping restrictions in the.
Glenview Avenue & Tomin Ave intersection.	Installation of No Stopping restrictions in the intersection.
Maeroa Road	Installation of 35 meters of No Stopping restrictions outside #145 Maeroa Road.
Queens Avenue & Killarney Road intersection	Installation of No Stopping restrictions in the intersection.
Queens Avenue & Lake Road intersection	Installation of No Stopping restrictions in the intersection.
Pembroke Street (Hospital)	Installation of 80 meters of No Stopping restrictions following removal of metered parking outside hospital.
Tristram Street	Installation of 12 meters of No Stopping restriction for Seddon Park driveway.
Brooklyn Road	Installation of 10 meters of No Stopping restriction Claudelands Events Centre driveway.

Proposed Changes to Parking Controls	
Street	Proposed change
Gibson Road	New bus stop at #4 Gibson Road
Tuhikaramea Rd	New bus stop at #183 Tuhikaramea Rd
Whatawhata Road	Relocation of existing in-bound bus stop to outside #42 & 44 Whatawhata Road.
Collingwood St	Lengthing the existing bus stop outside #2 Collingwood Street.
Pembroke St (Hospital)	Relocation of the out-bound bus stop
High Street	Introduction of P60 time restriction outside #34 High Street
Queens Avenue	Relocation of the out-bound bus stop

Proposed change to the traffic bylaw registers	
Turning Restrictions Register	
Edgumbe Street and Victoria Street intersection	Restriction on Victoria Street for the right turn into Edgumbe Street (north bound)
Cycle Paths	
Queens Avenue	Cycle path on the northern side of Queens Avenue from the intersection of Lake Road, progressing 20 metres west
Queens Avenue	Cycle path on the southern side of Queens Avenue from the intersection of Lake Road, progressing 24 metres west
Queens Avenue	Cycle path path on the western side of Queens Avenue from the intersection of Killarney Road, progressing 22 metres north
Queens Avenue	Cycle path on the eastern side of Queens Avenue from the intersection of Killarney Road, progressing 20 metres north
Lake Road	Cycle path on the southern side of Lake Road from the intersection of Queens Avenue, progressing 24 metres west
Lake Road	Cycle path on the southern side of Lake Road from the intersection of Queens Avenue, progressing 30 metres east
Lake Road	Cycle path on the northern side of Lake Road from the intersection of number 87 , progressing 53 metres east to the intersection of number 93a
Killarney Road	Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 29 metre west
Killarney Road	Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metre east
Killarney Road	Cycle Path on the northern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metre east
Killarney Road	Cycle Path on the southern side of Killarney Road from the intersection of Queens Avenue, progressing 13 metre west
Killarney Road	Cycle Path on the southern side of Killarney Road from the intersection of Queens Avenue, progressing 21 metre east
Kahikatea Drive	Cycle Path on the southern side of Kahikatea Drive from the intersection of Ohaupo Road, progressing 1837 metre east to the intersection of Greenwood Street
Greenwood Street	Cycle Path on the western side of Greenwood Street from the intersection of Kahikatea Drive, progressing 1128 metre north to the intersection of Killarney Road

9. Attachments

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

12. Background

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. The 24 February 2015 meeting of the Strategy and Policy Committee recommended that:
 - Council accept the recommended changes to the Hamilton Traffic Bylaw 2015, and
 - That the Hamilton Traffic Bylaw be adopted and come into force on 5 March 2015,
 - That Council adopts the Registers and that they come into force on 5 March 2015.
16. The Hamilton City Traffic Bylaw 2015 sets out the authority for changes to be implemented via a resolution of Council. A copy of the bylaw can be viewed via the following link:
<http://www.hamilton.govt.nz/our-council/policies-bylaws/bylaws/Documents/Hamilton%20Traffic%20Bylaw%202015%20Signed%20-%202015-03-04.pdf>

17. Key Issues

18. Regular changes to traffic restrictions (including parking) 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.
19. The changes proposed for approval by this meeting relate to:
 - No Stopping restrictions
 - Parking controls – primarily related to bus stops
 - Traffic Registers for
 - Turning restrictions
 - Cycle paths
20. Details of each of the changes proposed are scheduled in Attachment 1 to this report, with illustrations of these changes shown in Attachment 2.
21. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. In the case of the changes proposed to the Traffic Registers, consultation was also undertaken with key stakeholders (including AA, Living Streets, CAW, CCS Disability Action, Road Transport Association and NZ Police) during the development of the Discretionary Transport Programme.

22. 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:
23. High Street – P60 Parking Restriction
24. As a result of a request from a business owner at 34 High Street, a proposal to install a 25 meter length of P60 Parking restriction outside the business was consulted upon.
25. We have received one negative response from an owner of a building in High Street. They do not see the need for the restriction, and believe all day parking is better for the area.
26. We have responded by outlining that this proposal was as a result of a request from another small business owner in the street who was concerned about the turnover of parking and inability for his customers to get parking in front of his business.
27. We have not received any further feedback from this person but they have been informed of our recommendation to proceed with the change to the time limit to assist with the operation of the business at 34 High Street.
28. Peachgrove Road – No Stopping Restrictions
29. The need for the introduction of No Stopping restrictions on both sides of Peachgrove Road outside the new Countdown supermarket was identified as part of the resource consent to provide safe access into and out of the driveways associated with the supermarket.
30. Consultation with all affected parties resulted in 4 residents opposing the restrictions initially proposed as they do not want to lose on street parking, and 3 residents are supportive of the proposal as they currently have trouble with visibility out of their own driveways.
31. A compromise has been developed which will enable the full length of No Stopping restriction to be installed on the eastern side of Peachgrove Road along the Countdown frontage, and blocks of No Stopping restrictions to be installed on the western side of Peachgrove Road accommodating the feedback received from the residents. While it would have been desirable to have the full length of the western side covered by the No Stopping restrictions, staff believe that the shorter lengths still provide for the key turning movements that are expected for this development.
32. This location will be monitored once Countdown is operational and if the need for additional No Stopping restrictions are felt necessary due to safety concerns, then further consultation will need to be undertaken with those residents who have objected at this stage.
33. Columbo St – No Stopping Restrictions
34. The proposed installation of the No Stopping restriction was as a result of a request by a business owner at 60 Colombo St to improve visibility for vehicles entering and exiting his business driveway.
35. As a result of the consultation process we have been contacted by the owner of 64 Colombo Street who did not want to lose the car parking outside of their business.
36. Staff have developed a revised proposal which will enable three carparks to remain in place in this section of road, including one in front of 64 Colombo Street. The proposed no stopping restrictions will formalise the existing carparking that is currently legally available while improving safety by reducing the illegal parking that is occurring. We have notified the owner of 64 Colombo Street of this change in the proposal which we believe is a suitable compromise.

37. Financial and Resourcing Implications

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

39. Risk

40. 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 April 2015

NO STOPPING RESTRICTIONS		
Location	Requested by	Description of proposed change and reason
Colombo St	Business owner	Installation of 51 meters of No Stopping restriction to improve visibility for vehicles and entering and exiting business driveway at # 60 and #64 Colombo Street
Somerset St	Business owner	Installation of 16 meters of No Stopping restriction to improve visibility for vehicles and entering and exiting business driveway at #7 Somerset Street
Quentin Drive	Business owner	Installation of 45 meters of No Stopping restriction to improve visibility for vehicles exiting and entering driveway at #11a Quentin Drive
Te Rapa Road & Northway St intersection	Staff	Installation of 20 meters of No Stopping restrictions around each corner of Northway St to provide safe visibility for vehicles exiting onto Te Rapa Road following a request from the public.
Boundary Road	Residents	Installation of 10 meters of No Stopping restriction to improve visibility for residents exiting and entering driveway at #67a Boundary Road
Peachgrove Road	Developer	Installation of 180 meters of No Stopping restriction between #146 Peachgrove Road and the railway in front of the new Countdown supermarket to improve visibility for vehicles exiting and entering driveways. This is part of the resource consent conditions for the new Countdown being built.
Peachgrove Road	Developer	Installation of No Stopping restrictions outside between #161 and #157, and #155 and #151, and 149 and #143 Peachgrove Road, opposite the new Countdown supermarket, to improve visibility for vehicles exiting and entering residential driveways and to facilitate safe movements by large vehicles servicing the new supermarket. This is part of the resource consent conditions for the new Countdown being built
Galloway St & Cook St intersection eastern side	Staff	Installation of 40 meters of No Stopping restriction outside #128 Galloway Street to ensure drivers not to park over the access ramps to the cycle refuge island recently installed as part of the Discretionary Transport programme.
Galloway St & Cook St intersection western side	Staff	Installation of 40 meters of No Stopping restriction outside #185 Galloway Street to ensure drivers not to park over the access ramps to the cycle refuge island recently installed as part of the Discretionary Transport programme.
Edgecumbe Street & Victoria St intersection	Staff	Installation of No Stopping restrictions in the intersection in conjunction with the minor safety works being undertaken as part of the Discretionary Transport programme.
Glenview Avenue &	Staff	Installation of No Stopping restrictions in the intersection in conjunction with the minor safety works

Tomin Ave intersection.		completed as part of the Discretionary Transport programme.
Maeroa Road	Staff	Installation of 35 meters of No Stopping restrictions outside #145 Maeroa Road in conjunction with the minor safety works completed as part of the Discretionary Transport programme
Queens Avenue & Killarney Road intersection	Staff	Installation of No Stopping restrictions in the intersection in conjunction with the minor safety works being undertaken as part of the Discretionary Transport programme
Queens Avenue & Lake Road intersection	Staff	Installation of No Stopping restrictions in the intersection in conjunction with the minor safety works being undertaken as part of the Discretionary Transport programme.
Pembroke Street (Hospital)	Staff and Waikato Regional Council	Installation of 80 meters of No Stopping restrictions following removal of metered parking outside hospital and relocation of the south bound bus stops as part of the minor safety works and public transport improvements under the Discretionary Transport programme.
Tristram Street	Staff	Installation of 12 meters of No Stopping restriction to improve visibility for staff exiting and entering driveway for Seddon Park.
Brooklyn Road	Staff	Installation of 10 meters of No Stopping restriction to improve visibility for staff exiting and entering driveway for Claudelands Events Centre.
		feedback has been received on the highlighted items and further information on these is included in the body of the report

Parking Controls
For consideration at Hearings Committee April 2015

PARKING RESTRICTIONS		
Location	Requested by	Description of proposed change and reason
Gibson Road	Residents	New bus stop at #4 Gibson Road for the residents who live nearby in the village for the elderly
Tuhikaramea Rd	Staff	New bus stop at #183 to pair with one of the opposite side of the road
Whatawhata Road	Staff and NZTA	Relocation of existing in-bound bus stop to outside #42 & 44 Whatawhata Road as part of minor safety works taking place in this location in conjunction with NZTA following the pedestrian fatality last year.
Collingwood St	Staff and Waikato Regional Council	Lengthing the existing bus stop outside #2 Collingwood Street by 10 meters for better accessibility for buses and passengers
Pembroke St (Hospital)	Staff and Waikato Regional Council	Relocation of the out-bound bus stop as part of the minor safety and public transport improvements project.
High Street	Business owner	Request for introduction of P60 time restriction outside #34 High Street to facilitate better turn over of parking to assist customers.
Queens Avenue	Staff	Relocation of the out-bound bus stop as part of the minor safety and public transport improvements project.
		feedback has been received on the highlighted items and further information on these is included in the body of the report

Traffic Registers		
Location	Register	Description of proposed change and reason
Edgecumbe Street and Victoria Street intersection	Turning Restrictions	Restriction on Victoria Street for the right turn into Edgecumbe Street (north bound)
Queens Avenue	Cycle Paths	Cycle path on the northern side of Queens Avenue from the intersection of Lake Road, progressing 20 metres west
Queens Avenue	Cycle Paths	Cycle path on the southern side of Queens Avenue from the intersection of Lake Road, progressing 24 metres west
Queens Avenue	Cycle Paths	Cycle path path on the western side of Queens Avenue from the intersection of Killarney Road, progressing

		22 metres north
Queens Avenue	Cycle Paths	Cycle path on the eastern side of Queens Avenue from the intersection of Killarney Road, progressing 20 metres north
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Kahikatea Drive	Cycle Path	Cycle Path on the southern side of Kahikatea Drive from the intersection of Ohaupo Road, progressing 1837 metre east to the intersection of Greenwood Street
Greenwood Street	Cycle Path	Cycle Path on the western side of Greenwood Street from the intersection of Kahikatea Drive, progressing 1128 metre north to the intersection of Killarney Road



Proposed Parking Restriction Changes

Hearings Subcommittee

City Transportation

9 April 2015

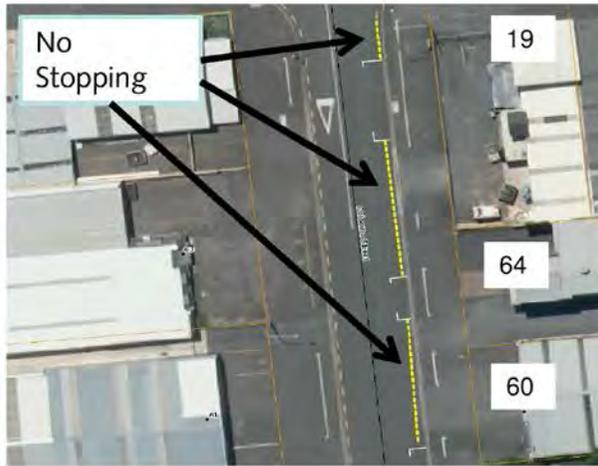
No Stopping Restriction Changes



Group Name / Unit



Colombo Street



Somerset Street



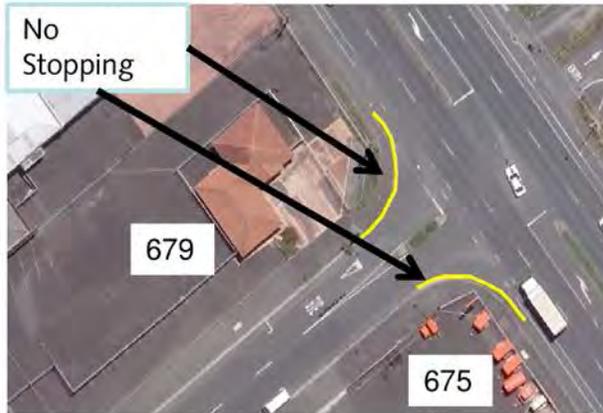
Quentin Drive



Group Name / Unit



Te Rapa Road



Boundary Road



Peachgrove Road



Galloway Street



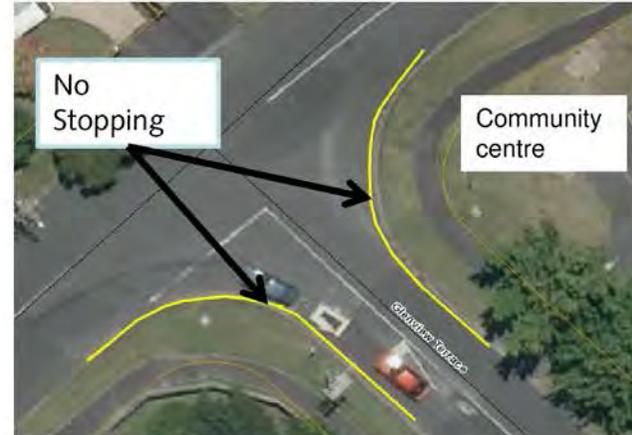
Group Name / Unit



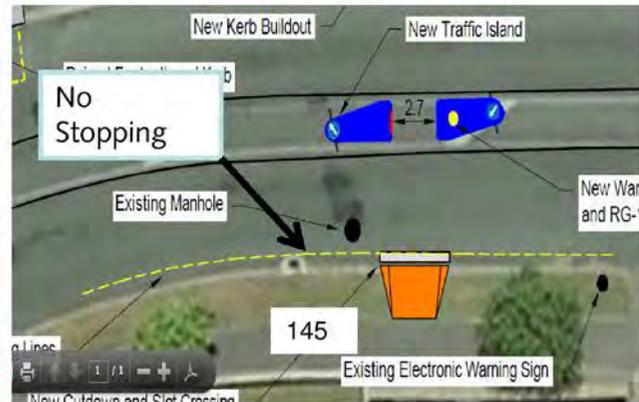
Edgecumbe Street



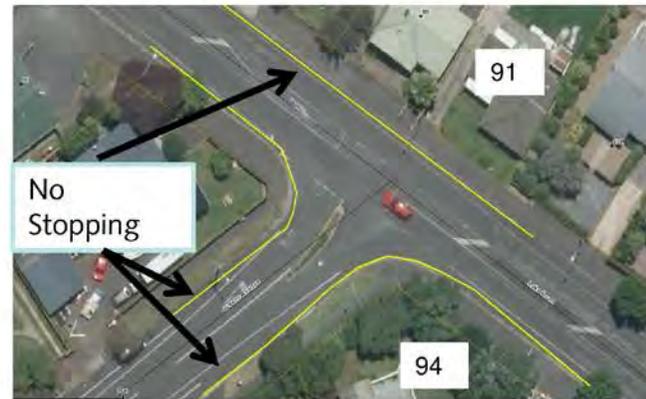
Glenview Terrace



Maeroa Road



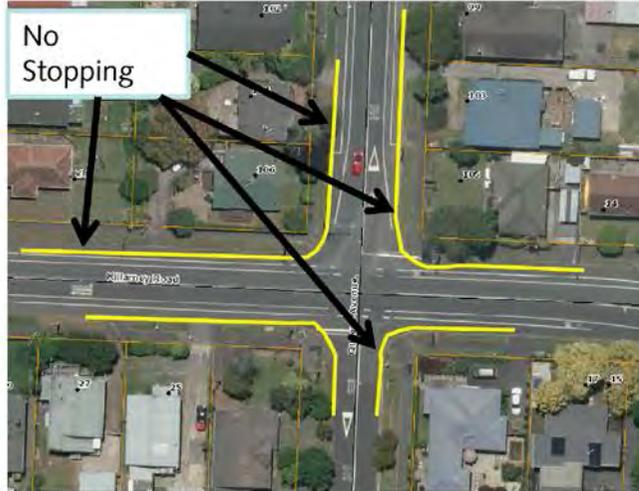
Queens Avenue/Lake Road



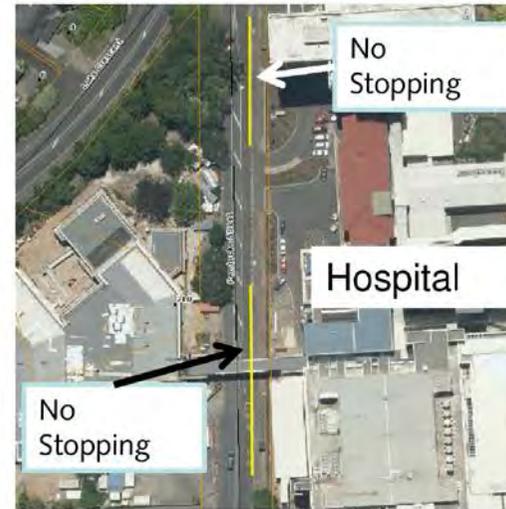
Group Name / Unit



Queens Avenue/Killarney Road



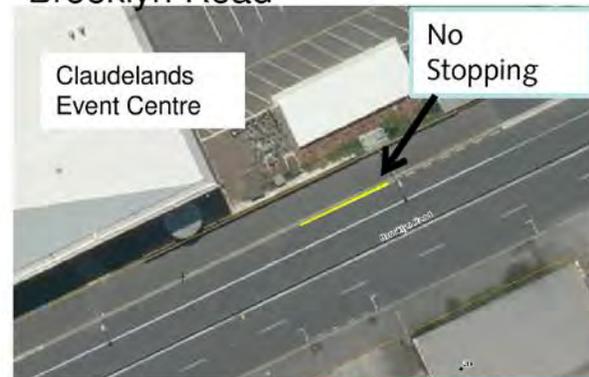
Pembroke Street



Tristram Street



Brooklyn Road



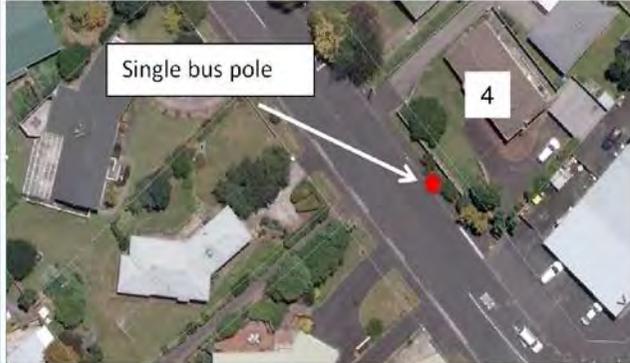
Parking Control Changes



Group Name / Unit



Gibson Street



Tuhikaramea Road



Whatawhata Road



Collingwood Street



Group Name / Unit



Pembroke Street



High Street



Queens Avenue



Traffic Register Changes



Group Name / Unit



Turning Restrictions

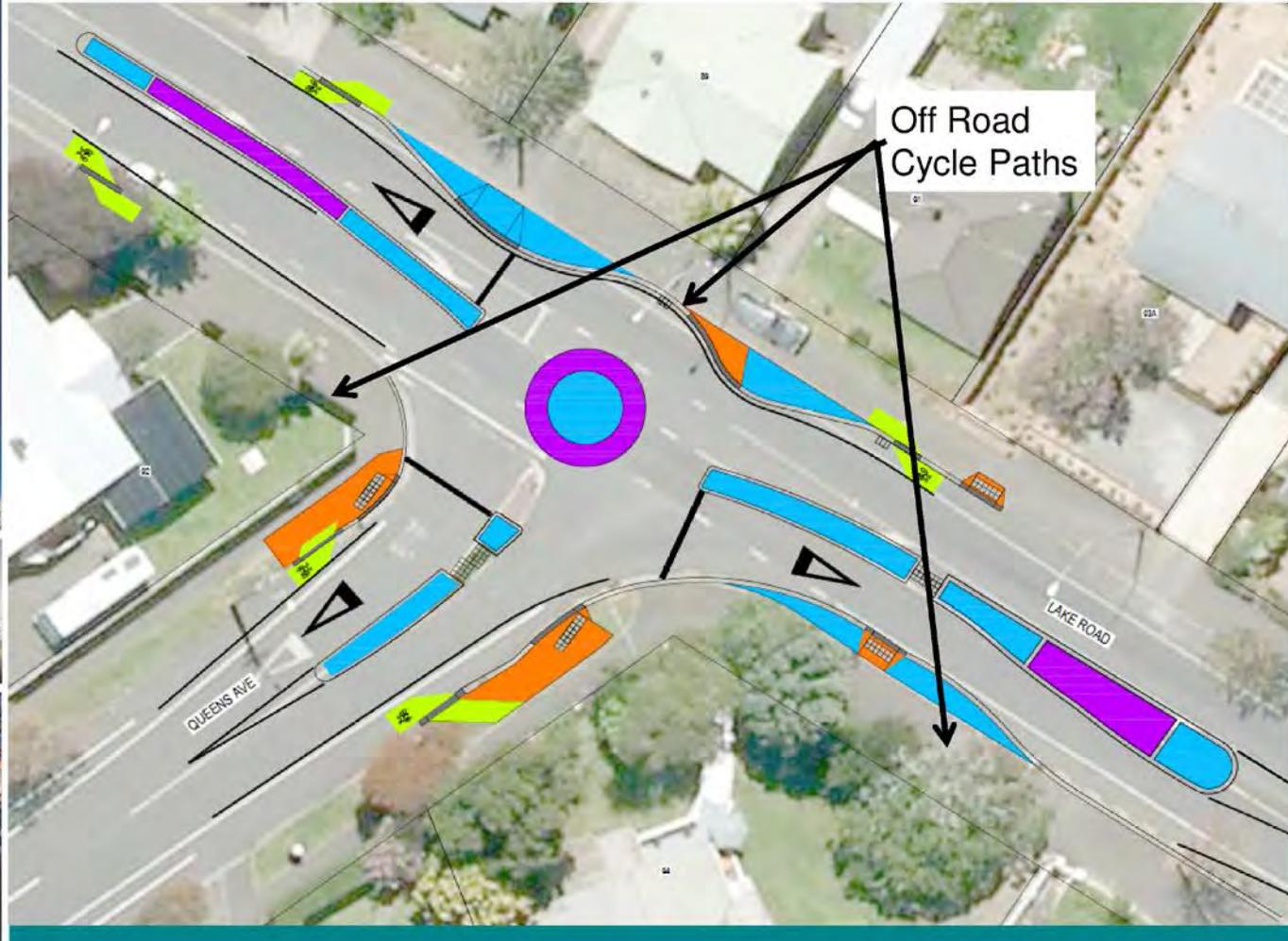
- Victoria Street — right turn ban into Edgecombe Street



Group Name / Unit

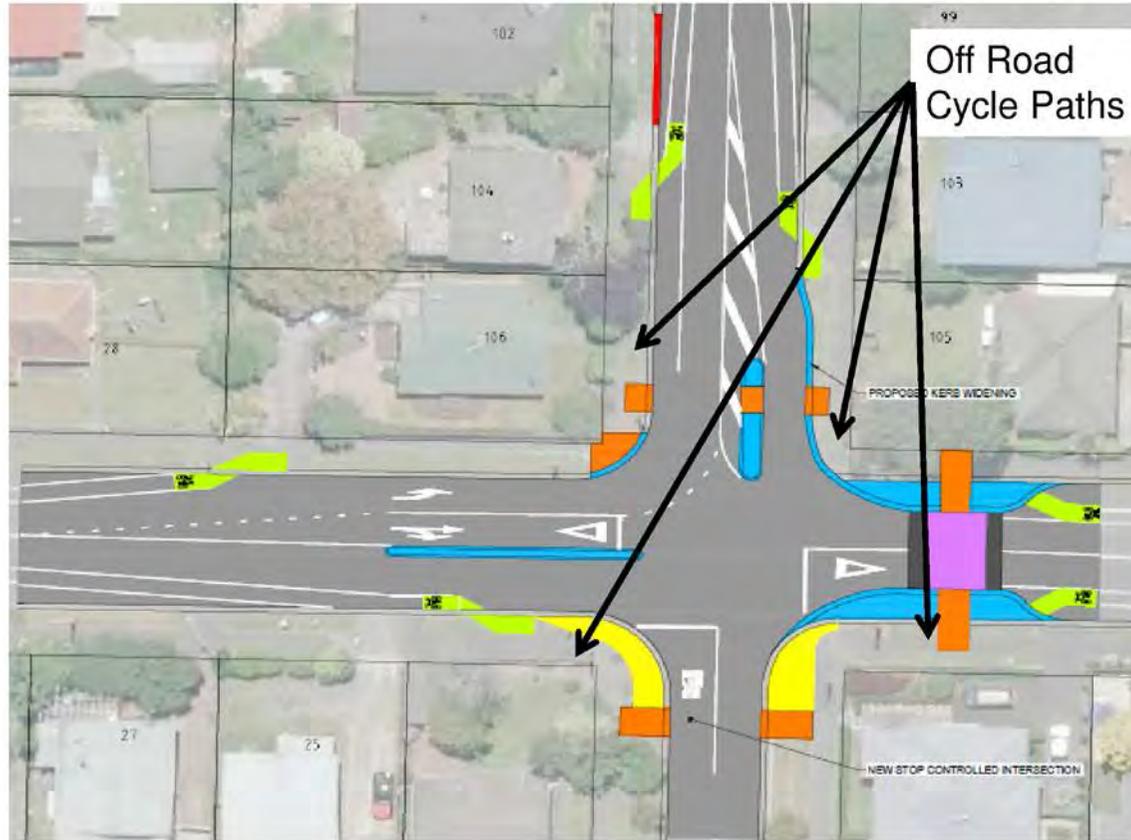
Cycle Paths Register

- Queens Avenue and Lake Road intersection





- Queens Avenue and Lake Road intersection



Group Name / Unit



- Kahikatea Drive and Greenwood Street — State Highway One (NZTA)

