

## Notice of Meeting:

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

**Date:** Monday 21 June 2021  
**Time:** 9.30am  
**Meeting Room:** Committee Room 1 and Audio-visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Hearings and Engagement Committee

### *Komiti Whiriwhiri Kaupapa*

### OPEN AGENDA

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#### Membership

**Chairperson** Cr E Wilson  
*Heamana*

**Deputy Chairperson** Cr M Gallagher  
*Heamana Tuarua*

<b>Members</b>	Mayor P Southgate	Cr S Thomson
	Deputy Mayor G Taylor	Cr M van Oosten
	Cr M Bunting	Cr A O'Leary
	Cr R Hamilton	Cr R Pascoe
	Cr D Macpherson	Vacancy
	Cr K Naidoo-Rauf	Maangai Norm Hill

**Meeting frequency** As required

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Becca Brooke  
Governance Manager  
*Menetia Mana Whakahaere*

**14 June 2021**

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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 advisory groups on matters referred by other Committees.

<b>The Committee is delegated the following Terms of Reference and powers:</b>
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### **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 restrictions in the Traffic Bylaw and Speed Limit Bylaw, including hearing any submissions relating to those proposed changes.
3. Hear and determine matters arising under current bylaws and policies, including applications for dispensation from compliance with the requirements of bylaws or policies, 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.

### **The Committee is delegated the following powers to act:**

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of the establishment of hearings panels and their terms of reference.

### **The Committee is delegated the following recommendatory powers:**

- The Committee may make recommendations to the 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.

<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>1</b>	<b>Apologies – <i>Tono aroha</i></b>	<b>4</b>
<b>2</b>	<b>Confirmation of Agenda – <i>Whakatau raarangi take</i></b>	<b>4</b>
<b>3</b>	<b>Declarations of Interest – <i>Tauaakii whaipanga</i></b>	<b>4</b>
<b>4</b>	<b>Confirmation of the Hearings and Engagement Committee Open Minutes - 27 May 2021</b>	<b>5</b>
<b>5</b>	<b>Confirmation of the Extraordinary Hearings and Engagement Committee Open Minutes - 2 June 2021</b>	<b>10</b>
<b>6</b>	<b>Parking Restrictions and Traffic Bylaw Changes</b>	<b>13</b>

**1 Apologies – *Tono aroha***

**2 Confirmation of Agenda – *Whakatau raarangi take***

The Committee to confirm the agenda.

**3 Declaration of Interest – *Tauaakii whaipanga***

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

Item 4

**Committee:** Hearings and Engagement Committee  
**Date:** 21 June 2021  
**Author:** Narelle Waite  
**Authoriser:** Becca Brooke  
**Position:** Governance Advisor  
**Position:** Governance Manager  
**Report Name:** Confirmation of the Hearings and Engagement Committee Open Minutes - 27 May 2021

Report Status	Open
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## Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 27 May 2021 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Open Unconfirmed Minutes - 27 May 2021

## Hearings and Engagement Committee *Komiti Whiriwhiri Kaupapa* OPEN MINUTES

Minutes of a meeting of the Hearings and Engagement Committee held in Committee Room One, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Thursday 27 May 2021 at 9.33am.

### PRESENT

**Chairperson** Cr M Gallagher  
*Heamana*

**Deputy Chairperson** Cr E Wilson  
*Heamana Tuarua*

**Members**  
Cr S Thomson  
Cr M van Oosten  
Cr K Naidoo-Rauf (via audio-visual link)  
Cr R Pascoe  
Cr A O'Leary (via audio-visual link)

**In Attendance**  
Eeva-Liisa Wright – General Manager Infrastructure Operations  
Robyn Denton – Operations Team Leader  
Martin Parkes – Transport and Urban Mobility Programme Delivery Lead  
Andrew Carnell – Waikato Regional Council

**Governance Staff**  
Amy Viggers – Governance Team Leader  
Narelle Waite – Governance Advisor

### 1. **Apologies – *Tono aroha***

**Resolved:** (Cr Gallagher/Cr Wilson)

That the apologies for absence from Mayor Southgate, Deputy Mayor Taylor, Crs Hamilton, Macpherson are accepted.

*Cr Naidoo-Rauf joined the meeting (9.34am) at the conclusion of the above item. She was not present when the matter was voted on.*

### 2. **Confirmation of Agenda – *Whakatau raarangi take***

**Resolved:** (Cr Gallagher/Cr van Oosten)

That the agenda are confirmed.

### 3. **Declarations of Interest – *Tauaakii whaipanga***

No members of the Council declared a Conflict of Interest.

#### 4. Confirmation of the Hearings and Engagement Committee Minutes of 3 May 2021

**Resolved:** (Cr Wilson/Cr van Oosten)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 3 May 2021 as a true and correct record.

#### 5. Parking Restrictions and Traffic Bylaw Changes

**Phil Evans** spoke to the proposed shared cycle path for Memorial Drive noting cyclist safety, pedestrian and driver behaviour at the location. He noted that the proposal should be considered further by staff before approval from Council. He responded to questions from Members concerning shared cycleways, alternative routes for cyclists.

**Wayne Bell** spoke to the Braid Road bus stop regarding the location of the timing point, and noted his history of raising concerns with Hamilton City and Waikato Regional Councils regarding the bus stop location. He responded to questions from Members concerning the location of the bus stop and his driveway, previous conversations had with Council staff.

The Operations Team Leader and the Transport and Urban Mobility Programme Delivery Lead noted that Ward Lane and Rutherford Street recommendations would be delayed to the next meeting of the Hearings and Engagement Committee on 21 June 2021 due to community engagement required. They outlined the details of the Memorial Road cycleway project and its intended purpose – to enable cyclists legal access to the footpath. They also introduced Andrew Carnell (Waikato Regional Council) who noted the current decision to keep the Braid Road bus stop at the same location.

They responded to questions from Members concerning potential infrastructure interventions for safer cycleways at the Memorial Drive location, safety standards of cycleways alongside carparks, connection to the biking and micro-mobility network plan, appropriate pathway width and design, scope of the Memorial Drive project, selection of the Braid Road bus stop location and of timing point locations, patronage at the Braid Road location, turning restrictions at Pardo Boulevard, and Caro Street carpark availability.

**Staff Action:** Staff undertook to investigate best infrastructure interventions to reduce illegal parking in front of 10 Braid Road, and to install yellow stopping lines at the driveway entrance.

**Resolved:** (Cr Wilson/Cr van Oosten)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) approves the changes to parking restrictions and controls:

Eton Drive	Install the following 'No Stopping' restrictions: 6m outside #2 Eton Drive. 6m outside #5 Berkley Avenue.
Berkley Avenue	Install the following 'No Stopping' restrictions: 6m outside #2 Eton Drive. 6m outside #5 Berkley Avenue.
Lake Crescent	Gazette 22m 'No Stopping' restriction outside #54 Lake Crescent. Gazette the 'P120' restriction new length of 29.5m outside #54 Lake Crescent.
Memorial Drive	Gazette 51m 'No Stopping' restriction opposite Parana Park. Gazette 'No Stopping' restriction opposite Parana Park.

Te Rapa Road	Installation of 20m 'No Stopping' lines outside #674 Te Rapa Road.
Vickery Street	Install the following 'No Stopping' restrictions: 40m outside #28 Vickery Street. 15m outside #4 Daniel Place. 10m outside #25 Vickery Street.
Daniel Place	Install the following 'No Stopping' restrictions: 11m outside #4 Daniel Place. 11m outside #25 Vickery Street.
Bryant Road	Extend the existing 'No Stopping' restriction to a new length of 56m outside #29 Bryant Road.
Melva Street	Installation of 28m 'No Stopping' lines outside #9 Melva Street.
Prinnbank Terrace	Installation of 6m 'No Stopping' lines outside #9 Melva Street.
Hardley Street	Installation of 9m 'No Stopping' lines outside #1030 Victoria Street on the Hardley Street frontage.
Caro Street	Installation of an 18.5m 'Coach park' outside Hamilton City Council. Installation of a 20m 'P120 Mobility Park' restriction outside Hamilton City Council.
Victoria Street	Install 19m 'No Stopping' restriction outside #399 Victoria Street Gazette the new length 14m 'Bus Stop' restriction outside #399 Victoria Street.
Clyde Street	Install 46.5m 'No Stopping' restriction outside #1 Clyde Street
Opp 94 Bryce Street	Installation of a 15m 'Bus Stop' opposite #94 Bryce Street (outside Kmart).
1a Cowley Drive	Installation of a 15m 'Bus Stop' outside 1a Cowley Drive.
Tuhikaramea Rd	Gazette existing 9m 'No Stopping' outside #65 Tuhikaramea Road.
Lake Crescent	Rescind 17.5m 'No Stopping' restriction outside #54 Lake Crescent. Rescind 35m 'P120' restriction outside #54 Lake Crescent.
Memorial Drive	Rescind the following 'No Stopping' restrictions: 30m opposite Parana Park. 24m opposite Parana Park.
Bryant Road	Rescind 38m 'No Stopping' outside #29 Bryant Road .
Caro Street	Rescind 18.5m 'Bus Stop' outside 149 Alexandra Street (Hamilton City Council). Rescind 20m 'Coach Park' restriction outside 149 Alexandra Street (Hamilton City Council).
Victoria Street	Rescind 11m 'No Stopping' restriction outside #399 Victoria Street. Rescind 26m 'Bus Stop' restriction outside #399 Victoria Street.
Clyde Street	Rescind 36.5m 'No Stopping' lines outside 1 Clyde Street.
Caro Street	Rescind 18.5m 'Bus Stop' outside Hamilton City Council.
391 Victoria Street	Rescind 12m 'Bus Stop' outside #391 Victoria Street.



c) approves the changes to the Traffic bylaw registers:

i. Turning Restrictions Register - Part 1: Right Turns

<ul style="list-style-type: none"> <li>• Medway Place (south bound) right into Carrs Road</li> <li>• Carrs Road (west bound) right into Medway Place</li> </ul>
<ul style="list-style-type: none"> <li>• Popham Road (east bound) right into Webb Drive</li> <li>• Webb Drive (south bound) right into Popham Drive</li> </ul>
<ul style="list-style-type: none"> <li>• Medland Place (north bound) right into Pardoa Boulevard</li> <li>• Pardoa Boulevard (east bound) right into Medland Place</li> </ul>
<ul style="list-style-type: none"> <li>• Hatric Road (north bound) right into Pardoa Boulevard</li> <li>• Pardoa Boulevard (east bound) right into Hatric Road</li> </ul>

ii. Cycle Paths Register

Location	Description	Priority
<u>Memorial Drive</u>	<u>Cycle path on the western side progressing from Anzac Parade to 60m south of Riro Street</u>	<u>Nil</u>

*Cr O'Leary retired from the meeting (10.28am) during discussion of the above item. She was not present when the matter was voted on.*

**The meeting was declared closed at 11.01am.**

# Council Report

Item 5

**Committee:** Hearings and Engagement Committee  
**Date:** 21 June 2021  
**Author:** Narelle Waite  
**Authoriser:** Becca Brooke  
**Position:** Governance Advisor  
**Position:** Governance Manager  
**Report Name:** Confirmation of the Extraordinary Hearings and Engagement Committee Open Minutes - 2 June 2021

<b>Report Status</b>	<i>Open</i>
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## **Staff Recommendation - *Tuutohu-aa-kaimahi***

That the Hearings and Engagement Committee confirm the Open Minutes of the Extraordinary Hearings and Engagement Committee Meeting held on 27 May 2021 as a true and correct record.

## **Attachments - *Ngaa taapirihanga***

Attachment 1 - Extraordinary Hearings and Engagement Committee Open Unconfirmed Minutes - 2 June 2021

## Hearings and Engagement Committee

### *Komiti Whiriwhiri Kaupapa*

### OPEN MINUTES

### *(Traffic Matters)*

Minutes of a meeting of the Hearings and Engagement Committee held in Committee Room 1, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Wednesday 2 June 2021 at 11.16am.

#### PRESENT

**Deputy Chairperson** Cr E Wilson

**Heamana Tuarua**

**Members:** Deputy Mayor G Taylor  
Cr D Macpherson  
Cr S Thomson  
Cr M van Oosten

**In Attendance:** Sean Murray – General Manager Venues, Tourism and Major Events  
Robyn Denton – Operations Team Leader

**Governance Staff:** Narelle Waite – Governance Advisor

1. **Apologies – *Tono aroha***  
**Resolved:** (Cr Wilson/Cr Macpherson)  
That the apologies for absence from Crs Gallagher (Council Business), Pascoe, Hamilton, Naidoo-Rauf, O’Leary, Bunting and Maangai Hill are accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***  
**Resolved:** (Cr van Oosten/Cr Macpherson)  
That the agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipanga***  
No members of the Council declared a Conflict of Interest.
4. **Confirmation of the Hearings and Engagement Committee Minutes - 3 May 2021**  
  
**Resolved:** (Cr Wilson/Cr van Oosten)  
That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 3 May 2021 as a true and correct record.

## 5. Temporary Road Closures for Rescheduled Rugby Events 2021

The Operations Team Leader introduced the report noting the intent of the staff recommendation to allow for ongoing short notice changes to the road closures as affected by Covid-19. She responded to questions from Members concerning public notice of road closures including cost to advertise.

**Staff Action:** *Staff undertook to enquire with the appropriate government department the relevance of the current processes required for temporary road closures associated with events, including public notices.*

**Resolved:** (Cr Macpherson/Deputy Mayor Taylor)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) approves the notification of intent for closure of the following roads under the provisions of the Local Government Act 1974, Schedule 10, Clause 11 (e) to accommodate 2021 Super Rugby Trans-Tasman Competition events rugby events that have been rescheduled due to COVID 19 restrictions during 2021:
  - (i) Abbotsford Street (from Willoughby Street to Tristram Street)
  - (ii) Tristram Street (from Abbotsford Street to Mill Street)
  - (iii) Seddon Road (from Gate 5 to Mill Street)
  - (iv) Mill Street (from Norton Road to Willoughby Street)
  - (v) Liverpool Street at Vialou Street
  - (vi) Tristram Street from Mill Street to Rostrevor Street;
- c) approves the temporary closure of the following roads under the provisions of the Local Government Act 1974, Schedule 10, Clause 11(e) to accommodate 2021 Super Rugby Trans-Tasman Competition events (events) that have been rescheduled due to COVID 19 restrictions during 2021:
  - (i) Abbotsford Street (from Willoughby Street to Tristram Street)
  - (ii) Tristram Street (from Abbotsford Street to Mill Street)
  - (iii) Seddon Road (from Gate 5 to Mill Street)
  - (iv) Mill Street (from Norton Road to Willoughby Street)
  - (v) Liverpool Street at Vialou Street
  - (vi) Tristram Street from Mill Street to Rostrevor Street;
- d) notes that the details of the specific event and closure times will be notified in a public Notice of Decision at least 24 hours before the event following consultation with NZ Police and Waka Kotahi NZ Transport Agency; and
- e) notes that the temporary road closures as outlined in c) above will be for a period or periods not exceeding in the aggregate 31 days within 2021.

**The meeting was declared closed at 11.24am.**

# Council Report

Item 6

**Committee:** Hearings and Engagement Committee

**Date:** 21 June 2021

**Author:** Robyn Denton

**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Leader

**Position:** General Manager Infrastructure Operations

**Report Name:** Parking Restrictions and Traffic Bylaw Changes

<b>Report Status</b>	<i>Open</i>
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## Purpose - *Take*

- To seek approval from the Hearings and Engagement Committee of the proposed changes to traffic controls throughout Hamilton City.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Hearings and Engagement Committee:
  - receives the report;
  - approves the changes to parking restrictions and controls as set out in the table below:

Location	Description
Thomas Road	Installation of 20m 'No Stopping' lines outside Grosvenor Park.
Tristram street	Extend the existing 'No Stopping' lines to a new length of 27m outside #94 Tristram Street. Shorten the existing 'P60' parking restriction to a new length of 59m outside #94 Tristram Street.
Alexandra Street	Installation of a 16m 'P10 Loading Zone' outside #60 Alexandra Street. Install CBD zone parking outside #85 to #101 Alexandra Street. Install CBD zone parking outside #52 Alexandra Street.
Te Rapa Road	Installation of 13.5m 'No Stopping' outside #539 Te Rapa Road. Installation of 10m 'No Stopping' outside #539 Te Rapa Road.
Braid Road	Installation of 8m 'No Stopping' lines outside #10 Braid Road.
Dinsdale Road	Installation of a 15m 'Bus Stop' outside #23 Dinsdale Road.
Dinsdale Road	Installation of a 12m 'Bus Stop' outside #24 Dinsdale Road.
Grange Avenue	Installation of a 15m 'Bus Stop' outside #32 Grange Avenue.

# Item 6

Aberdeen Drive	Installation of a 15m 'Bus Stop' outside #112 Aberdeen Drive.
Aberdeen Drive	Installation of a 15m 'Bus Stop' outside #101 Aberdeen Drive.
Lake Road	Installation of a 15m 'Bus Stop' outside #38 Lake Road.
Lake Road	Installation of a 15m 'Bus Stop' outside #97 Commerce Street (on Lake Road).
Dinsdale Road	Gazette the following 'No Stopping' restrictions: 11m outside #24 Dinsdale Road. 8m outside #28 Dinsdale Road.
Lake Road	Gazette the following 'No Stopping' restrictions: 10m outside #38 Lake Road. 56.5m outside #36 Lake Road.
Commerce Street	Gazette the following 'P60' timed parking restrictions: 12m outside #100 Commerce Street. 6m outside #84 Commerce Street. 6m outside #74 Commerce Street. 19m outside #60 Commerce Street. 12m outside #38 Commerce Street. Gazette the 17m 'P10' timed parking restriction outside #90 Commerce Street.
Lake Road	Gazette the following 'P60' timed parking restrictions: 7m outside #51 Lake Road. 12m outside #55 Lake Road. 12m outside #59 Lake Road. 12m outside #59 Lake Road. 17m opposite #54 Lake Road. 5m outside #52 Lake Road. 5m outside #50 Lake Road. 11.5m outside #48 Lake Road. 5m outside #44 Lake Road. 5m outside #42 Lake Road. 5m outside #42 Lake Road. 5m outside #40a Lake Road. 5m outside #107 Commerce Street. Gazette the following 'No Stopping' restrictions: 11m outside #40a Lake Road. 9m outside #40a Lake Road. 6.5m outside #42a Lake Road. 9.5m outside #44 Lake Road. 8m outside #46 Lake Road. 12.5m outside #48 Lake Road. 6m outside #50 Lake Road. 51m outside #54 Lake Road. 8m outside #59 Lake Road. 7m outside #59 Lake Road. 17m outside #51 Lake Road.
Tristram Street	Rescind 65m 'P60' restriction outside #94 Tristram Street. Rescind 21m 'No Stopping' restriction outside #94 Tristram Street.

Alexandra Street	Rescind 8.5m 'P10 Loading Zone' restriction outside #101 Alexandra Street. Remove 16m of CBD zone parking outside #60 Alexandra Street.
Victoria Street	Rescind 6m 'P120 Mobility' restriction outside #331 Victoria Street. Remove 13m of CBD zone parking outside #357 Victoria Street.
Dinsdale Road	Rescind 30m 'No Stopping' restriction outside #24 Dinsdale Road.
Lake Road	Rescind 80.5m 'No Stopping; restriction outside #38 Lake Road.
Lake Road	Rescind 28m 'No Stopping' restriction outside #56 Lake Road. Rescind 134.5m 'P60' restriction from outside #54 - #40a Lake Road. Rescind 146m 'P60' restriction from outside #59 Lake Road to #97 Commerce Street.
Alexandra Street	Rescind 20m 'Bus Stop' restriction outside #52 Alexandra Street.

- c) revokes the resolution of the Hearings and Engagement Committee meeting of 25 February 2020 in respect of 54 Rutherford Street:
- a) *approves the changes to parking restrictions and controls... with the addition of 'P10 Mon-Fri 8am-4pm' outside 54 Rutherford Street; and*
- d) approves the changes to the Traffic Bylaw registers:
- i. Light Motor Vehicle Prohibition Register – Part 2: Motor Vehicles under 3,500kg

Location	Description
<u>The Boulevard</u>	<u>From the intersection with Te Kowhai Road to the northern end.</u>
<u>Kahu Crescent</u>	<u>From the southern intersection with The Boulevard to the northern most intersection with The Boulevard.</u>
<u>Norman Hayward Place</u>	<u>From the southern intersection with The Boulevard to the northern most intersection with The Boulevard.</u>
<u>Parkinson Place</u>	<u>From the intersection with Norman Hayward Place to the southern end.</u>
<u>Udy Place</u>	<u>From the intersection with The Boulevard to the eastern end.</u>
<u>Barnett Place</u>	<u>From the intersection with The Boulevard to the eastern end.</u>
<u>De Leeuw Place</u>	<u>From the intersection with The Boulevard to the eastern end.</u>
<u>Simsey Place</u>	<u>From the intersection with The Boulevard to the eastern end.</u>

ii. Cycle Paths Register

Location	Section/Part
Kiriwai <u>Kauai</u> Drive	Cycle Path on the south eastern side of Kiriwai <u>Kauai</u> Drive progressing 75m south west from the intersection of Tasman Road.  Cycle Path on the north western side of Kiriwai <u>Kauai</u> Drive progressing 54m south west from 33m south west of the intersection of Tasman Road.

## Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council is required to make changes to any of these restrictions.
4. The changes proposed for approval in this report to be considered are:
  - i. parking restriction changes including No Stopping and time restrictions, bus stops; and
  - ii. changes to two registers of the Traffic Bylaw:
    - Cycle Paths Register
    - Light Motor Vehicle Prohibitions Register – Part 2: Motor Vehicles under 3,500kg
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. Targeted consultation has been completed for all proposed changes and generally there is support for these.
7. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

## Background - *Koorero whaimaarama*

8. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
  - i. parking;
  - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
  - iii. creation of cycle lanes and paths; and
  - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
9. A resolution of the Hearings and Engagement Committee 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.
11. 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

12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
13. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. The feedback received was positive and supportive of the proposed changes. Further information on specific locations of interest is included below.



## Rutherford Street

14. The 25 February 2020 Hearings and Engagement Committee considered the installation of two P10 parks in Rutherford Street following a result of a request from the adjacent Hukanui Kindergarten [[Agenda](#), [Minutes](#)].
15. Representatives of the kindergarten presented to the Hearings and Engagement Committee and request an additional (third) P10 carpark which was subsequently added to the staff recommendation. It was resolved to add an additional P10 carpark outside 54 Rutherford Street.
16. Consultation with the resident and/or property owner is always completed prior to any parking restriction change put forward in the Parking Restriction change reports. This enables any feedback from the consultation process to be included and allows Elected Members to consider the information when making their decisions on whether to approve a restriction change or not. An opportunity to present in the public forum is also provided to all parties with an interest in the proposed restriction changes.
17. In this case the consultation had not been completed prior to the 25 February 2020 Hearings and Engagement Committee Meeting for the additional P10 carpark. Staff contacted the resident after the meeting and they were not happy with the proposed change. The additional P10 carpark outside 54 Rutherford Street was therefore not installed.
18. At this stage, staff should have contacted the kindergarten representatives and also reported this to the Hearings and Engagement Committee but unfortunately this did not occur.
19. Staff have been contacted by the kindergarten staff seeking an update on the additional P10 carpark and undertook to complete consultation again along with monitoring and report the outcomes of this to the next available Hearings and Engagement Committee meeting.
20. The kindergarten representative subsequently questioned the need for public consultation given that a resolution was made by the Hearings and Engagement Committee at the 25 February 2020 meeting.
21. Legal advice was subsequently sought by staff. In summary, the advice received is that Council's decision on 25 February 2021 to put parking restrictions in place in front of 54 Rutherford Street would be vulnerable to judicial review as a consultation process with impacted neighbours was not carried out and Council have obligations to ensure that affected persons have reasonable access to relevant information and be able to present their views.
22. Staff have since arranged for consultation and monitoring to be completed and have included the request for the additional P10 carpark in this report.
23. Consultation has been undertaken with the resident and property owner of 54 Rutherford Street and a negative response has been received. They do not support the installation of a P10 restriction outside their property and have noted the following:

*I disagree with the proposal for following reasons;*

- *From 9am-2.30pm I have observed the street to be very quiet and many nearby parks available;*
- *I regularly observe 'pick up' parents (unclear if from school or business) double parked on yellow lines/parked in existing 10 minute parks for longer than 10 minutes. I don't believe the council is able to enforce the current parking restrictions and so don't believe an additional 10 minute park would be effective;*
- *I have regularly observed cars parked for longer than 10mins (in unrestricted parks) and then see parents come out of the business and subsequently leave, so it is unclear if 10 minutes (or less) is the normal pick up duration anyway;*

- *I have never seen a member of the business on the road reviewing their traffic management risks to their clients or to members of the public that are created by their operations.*

24. Staff have also completed monitoring of the parking activity in this street:

Date	Carparks available	Comments
14 April 2021	12:22 – 7 parking spaces 12:30 – 9 parking spaces 12:40 – 9 parking spaces 12:45 – 11 parking spaces	There were also a number of parks available on Fleming Pl and Pickering Cres which are not included in these numbers.
14 April 2021	2.30 to 3.10pm – 0 parking spaces	Little to no parks available from Hukanui School all the way to Tudor Crescent. P10 carparks had vehicles that overstayed the time restriction.
26 May 2021	1.57pm – 11 parking spaces	Both P10 parking spaces were free
28 May 2021	11.50am – 10 parking spaces Midday – 4 parking spaces	
1 June 2021	11.12am – 13 parking spaces	Both P10 parking spaces were free
1 June 2021	2.50pm – 0 parking spaces	Just before end of school
4 June 2021	12.55pm – 11 parking spaces	Both P10 parking spaces were free

25. It is recognised that there is a high parking demand in this area at various times of the day, but the introduction of P10 carparks does not necessarily result in a space being available for the kindergarten users. Enforcement of short-term restrictions of this nature is not really feasible.

26. There are two options available for consideration:

- **Option 1** – confirm the resolution of 25 February 2020 and install the P10 parking restriction outside #54 Rutherford Street; and
- **Option 2** – rescind the resolution of 25 February 2020 and not have any parking restriction outside #54 Rutherford Street.

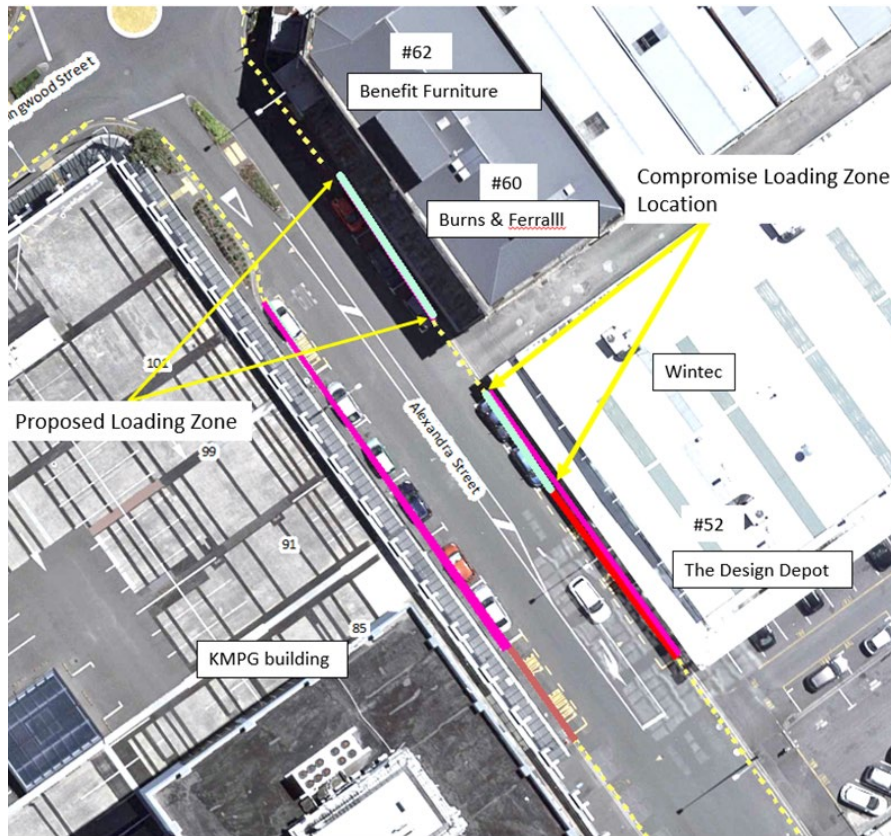
27. Staff recommend **Option 2** on the basis that:

- there is not support from the adjacent resident;
- there is other on-street parking available during the midday period;
- the existing P10 carparks are not necessarily available for the kindergarten visitors at the peak before and after school times when parking demand is at its highest;
- the P10 carparks already in place are being abused and vehicles are overstaying in these parks; and
- there are not sufficient Enforcement Officers available to enforce the current restrictions.

28. The kindergarten representatives are expected to attend the meeting and present in the public forum.

### Alexandra Street Loading Zones

29. Currently on the section of Alexandra Street just south of Collingwood Street, there are two loading zones, both on the same side of the road servicing businesses on both sides of the road.
30. A Loading Zone is needed on the eastern side of Alexandra Street to service The Benefit Furniture, Burns & Ferrall and The Design Depot. These shops are currently utilising the loading zone on the western side of Alexandra Street and crossing the road to get to their shops.
31. The Design Depot is also now using the redundant bus stop from the Central City Shuttle or their off-street parking facilities.
32. Staff have received feedback from four businesses on our original proposal, two of which do not agree with the changes, one who has no objections and one who agrees with the changes. This is the summary of the feedback:
  - i. 62 Alexandra Street (Benefit Furniture) – happy with this proposal, has been requesting this for a while and does not wish to continue to cross the road to use the loading zone;
  - ii. 52 Alexandra Street (Wintec) – no objections;
  - iii. 52 Alexandra Street (The Design Depot) – Happy with loading zone moving to the eastern side but wants it directly outside their property, not #60; and
  - iv. 85 Alexandra Street (KMPG Building) – objects to this proposal.
33. Balancing up the want for ‘on street’ public car parking vs providing loading zones for businesses is a tricky one. We aim to have loading zones in relatively convenient locations throughout the city such that they service as many businesses as possible within a short walking distance of the loading zone. The loading zone outside 62 Alexandra Street serves two businesses side by side and is within very short walking distance to ‘The Design Depot’. Therefore, this is the preferred location for the loading zone.
34. Staff have offered a compromise location for ‘The Design Depot’ and ‘Benefit Furniture’ outside Wintec to serve both businesses as shown in the map below:



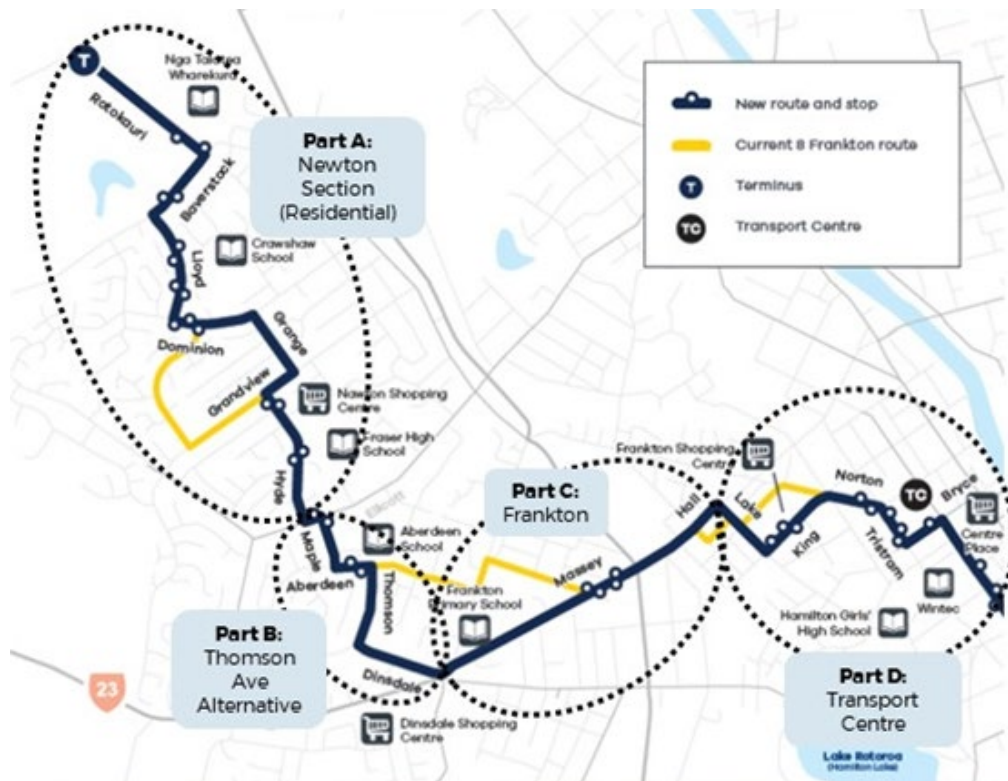
**Loading Zone locations proposed in Alexandra Street**

35. Staff did not receive any feedback from The Design Depot however the Benefit Furniture representative has brought up issues of the compromise location. Their concern is that the tail gate of the trucks/transport opens and crosses over the vehicle entrance/driveway entrance which they consider is widely used by RV group tenants, guests of the hotel and restaurant owners and trucks. This will cause conflicting issues and may not be the most ideal location to install the loading zone.
36. KMPG Building have an existing loading zone and underground car parking they have access to.
37. The redundant section of the Central City Bus stop and the relocated loading zone will revert to standard central city parking – currently the 2 hours free trial.
38. Staff recommend to proceed with the proposal i.e. to relocate the loading zone from outside 101 Alexandra Street to outside 60 Alexandra Street to balance the need for loading zones within this area.

#### **Meteor (East/West) Bus Route and Stops Review**

39. Waikato Regional Council (WRC) is launching their new high frequency route called the 'Meteor' linking the East and West of the city in the next few months. The key benefits of the proposed service are:
  - i. Be frequent – buses running every 15 minutes throughout the day on weekdays;
  - ii. Be direct – uses key roads to get you to your destination; and
  - iii. Connects key locations – including the university, schools and shopping centres, and provides a direct link to the city centre from Rotokauri Rise, Dinsdale, Frankton, Hamilton East, Hillcrest and Silverdale.

40. The route is adjacent to several notable destinations for users including schools and shopping centres. It is also an important route for residents and visitors from suburbs located further north-east to travel to Hamilton Central.
41. To assist in the establishment of the route and to identify specific network issues, infrastructure opportunities and alternative routes that would improve the new bus service a report was commissioned. The study assessed the route of the proposed Meteor bus service in four parts as shown in map below:



**Meteor Route – western side of the city**

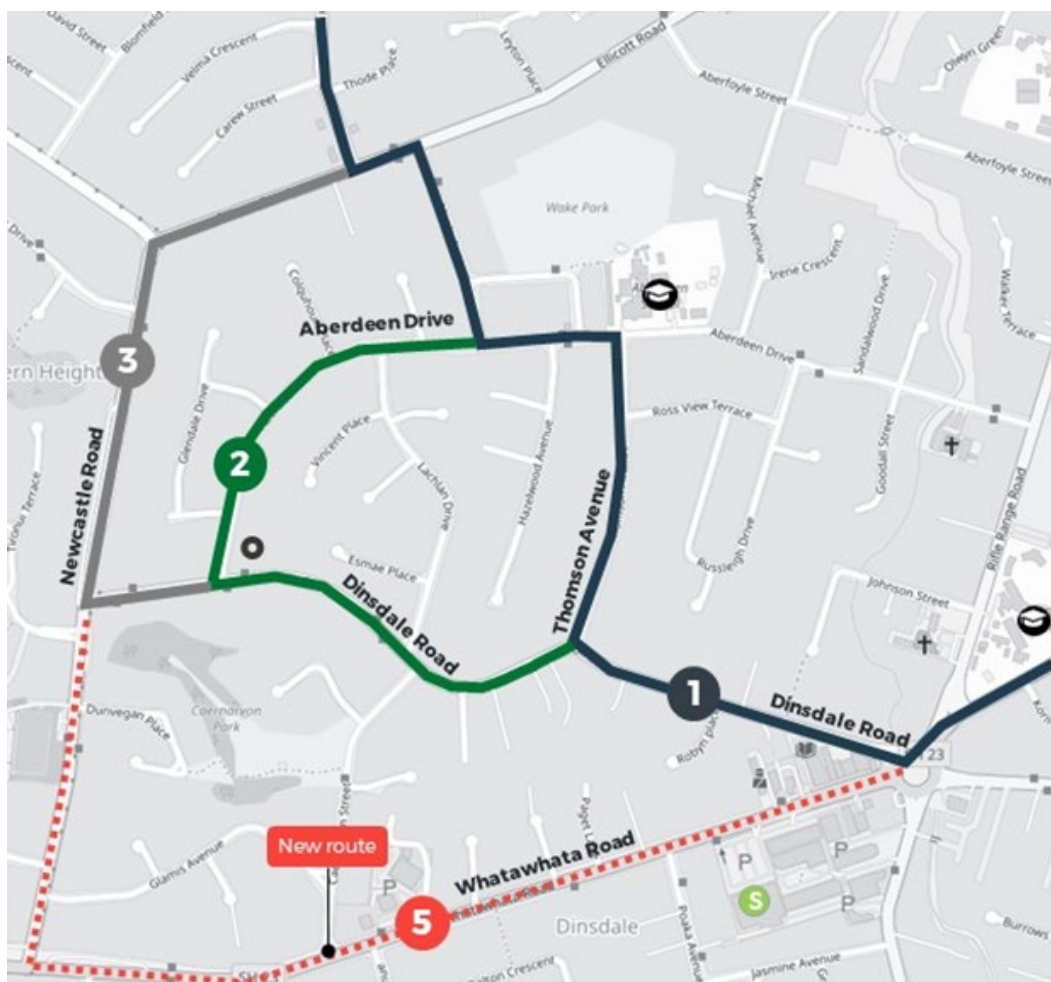
42. This study will help to inform the long-term future planning for public transport along this key corridor and has helped with the identification the short-term improvements necessary to get the service operational. The assessment focused on the accessibility, safety and reliability of the service to accommodate future patrons.
43. The study focuses on the western section of the Meteor route (from Rotokauri to Anzac Bridge). The eastern section forms part of the wider Eastern Pathways project and was therefore out of scope for this study.
44. The study considered three key components:
  - A. the route to ensure good coverage of the suburbs and key destinations within them;
  - B. intersection improvements needed to enable the bus to safely and efficiently use the chosen route; and
  - C. the bus stop changes and infrastructure improvements needed.

#### **A: Meteor Route on Western Side of the City**

45. A couple of minor changes to the route had been identified for the proposed new east/west service at its inception as shown in yellow in the Meteor Route map above.



46. For the section between Ellicott Road and Dinsdale roundabout It had been proposed to utilise Thomson Avenue as one of these changes, but early consultation results indicated a strong community push back on this route.
47. The study identified four potential routes for consideration (including Thomson Avenue) as possibilities as shown in the map below.



**Route options for Meteor Service between Ellicott Road and Dinsdale Roundabout**

48. For the section of the route in and around the Frankton shopping area, changes to the current route was proposed due to difficulties currently being experienced at two intersections with Lake Crescent – at Rawhiti Avenue and Commerce Street (east). Options considered are shown in the map below:

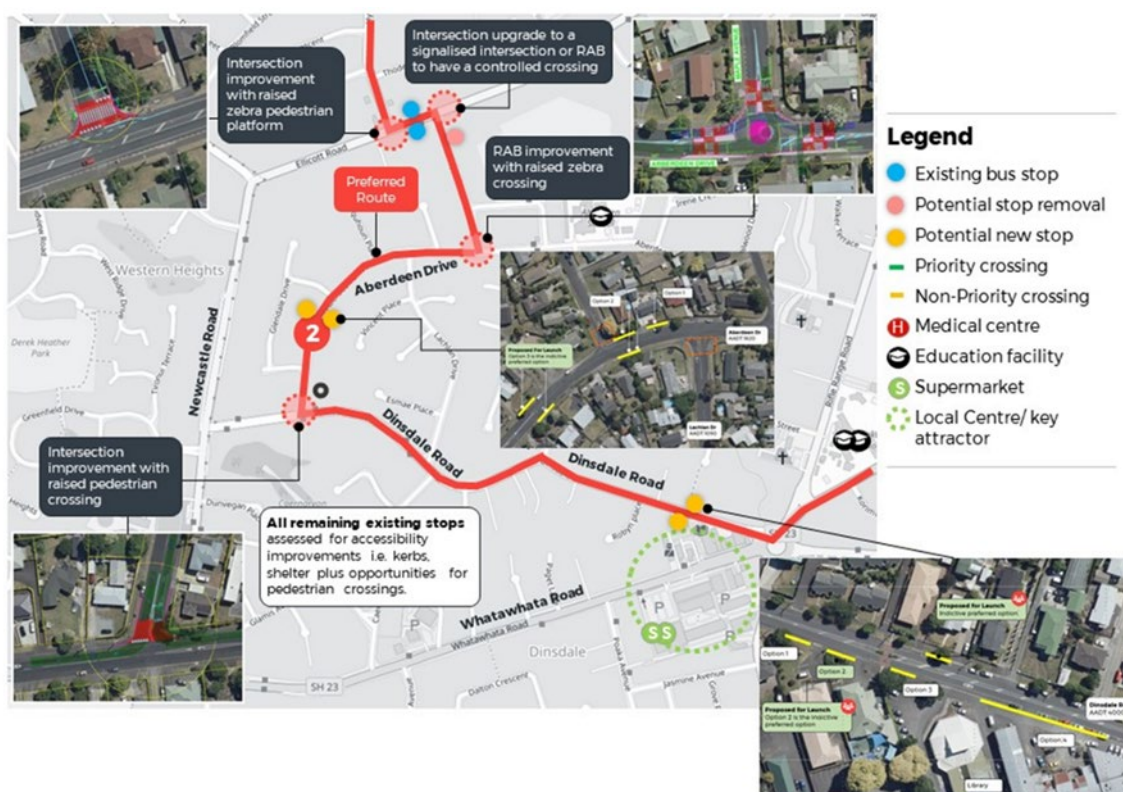


**Alternative bus routes considered in Frankton shopping centre area**

49. A Multi Criteria Analysis (MCA) was a tool used to assess the options and assist in identifying the preferred route option for these two sections.
50. The MCA was chosen as an assessment tool as it provides a consistent approach to aid decision-making and was used in two stages to evaluate the options as shown below:
  - Stage 1) Assess each option intervention in relation to the identified objectives stated in the table below; and
  - Stage 2) Assess each option intervention based on the potential impacts and risks in implementation.
51. The MCA enabled the options to be ranked against the criteria set out in the table below to recommend a preferred option.

<b>Bus Travel Time/ Reliability</b>	Bus travel time What is the potential delay time in the peak hours?
<b>Convenience</b>	What is the impact of the PT services in the local area (catchment)? Proximity to key attractors
<b>Integration</b>	Bus network coverage and avoid duplication
<b>Safety</b>	Enough space for the bus to navigate Safe for pedestrians and cyclists around the bus lane Safe for all vehicles sharing the corridor with the bus
<b>Technical/Design</b>	What kind of design is required? How much technical input is needed?
<b>Land Take /Consenting /Road Environment</b>	Any potential environmental impacts? Any requirement for land take? Do we foresee any consenting risk? Is the road environment suitable for buses?
<b>Time frame</b>	How long will it take for the bus service to go live? What is the possibility the bus service launch will be delayed?
<b>Cost</b>	How much is this option likely to cost? What is the consideration for whole of life cost?
<b>Operation and Maintenance</b>	How easy is the operation and maintenance? What kind of maintenance is required?

52. For the section between Ellicott Road and Dinsdale roundabout Option 2 via Aberdeen Drive was determined to be the preferred option as shown in the map below.



#### Preferred Route option for section between Ellicott Road and Dinsdale Roundabout

53. For the Frankton area, Commerce Street (east) is the preferred route over King Street due to the high numbers of passengers that are currently using the service in this area. However, in the short term it has been decided to use King Street as this has a safer and easier intersection (roundabout) with Lake Crescent. The route will then continue down Lake Road to the Hall Street traffic lights.

#### B: Intersection Improvements

54. A series of intersection improvements have been determined as being needed for the safe and efficient operation of the bus services. These have been summarised in the table below:

Location	Proposed intersection treatment
Hyde Avenue / Ellicott Road	Raised safety platform across Hyde Avenue to improve pedestrian safety
Ellicott Road / Maple Avenue	Traffic signals or roundabout to assist right turn into Maple Avenue
Maple Avenue / Aberdeen Drive	Reshape existing roundabout and install raised safety platforms with zebra crossings
Aberdeen Drive / Dinsdale Road	Raised safety platform across Aberdeen Drive to improve pedestrian safety
Commerce Street (east) / Lake Road	Roundabout with raised safety platforms and zebra crossings



55. Further work is now being completed to finalise the scope the work needed in the short term with funding for improvements is proposed to come from within the Low Cost Low Risk – Public Transport Infrastructure budget. Final information on these proposals will be presented at future Regional Connections Committee and Infrastructure Operations Committee meetings once the designs have been progressed to a stage that cost estimates are able to be provided.
56. In the medium to longer term, funding for the other intersection improvements will need to be considered as part of the development of future Annual Plans.

***C: Bus Stop Changes and infrastructure improvements***

57. The assessment considered:
  - i. bus stop location and spacing along the route;
  - ii. accessibility;
  - iii. supporting infrastructure at the stop;
  - iv. interaction with cycleways; and
  - v. improvements needed to support pedestrians crossing the road at the bus stop and also any adjacent sideroads or busy driveways.
58. On-site reviews of all the bus stops were completed along with identification of potential new stop locations. In determining potential new bus stop locations consideration of pedestrian facilities for crossing the road in close proximity to the bus stops along with any improvements to adjacent intersections or busy driveways (e.g., for shopping centres) where pedestrian improvements have been incorporated into recommendations for future upgrades.
59. It was determined that the following new bus stops are needed as part of the launch of this new bus service:
  - i. 23 Dinsdale Road,
  - ii. 24 Dinsdale Road,
  - iii. 32 Grange Avenue,
  - iv. 112 Aberdeen Drive,
  - v. 101 Aberdeen Drive,
  - vi. 38 Lake Road, and
  - vii. 97 Commerce Street (on the Lake Road frontage).

**Consultation on Meteor Route Bus stop Changes**

60. Consultation has been completed on the new bus stop locations identified for the Meteor Route and the following feedback received:

***23 Dinsdale Road***

61. We have received two negative feedbacks and one neutral feedback for the bus stop proposed outside 23 Dinsdale Road. The residents are against this proposed stop because of loss of parking, 'homeless' lingering and perceived safety issue coming out of their driveway.
62. A bus will only stop here if/when passengers are waiting to board or alight the bus. This means that majority of the time, the bus stop will be empty so it will have less of an impact than a car park that allows vehicles to park all day, allowing a better manoeuvring and visibility coming out of the driveway majority of the time.
63. The proposed stop will only include a bus stop sign and markings at this point in time. There is no evidence to suggest that the presence of a bus stop attracts bad behaviour.

64. This was the most appropriate location on this section of Dinsdale Road due to its proximity to the pedestrian crossing and is away from the roundabout which gets queued up during peak times so there is less conflict. Also, moving it further east means that it will be further away from its previous stop which is not ideal.
65. Staff recommend installation of the bus stop at this location proceeds.

### 32 Grange Avenue.

66. This proposed stop was incorrectly included in the March 2021 Hearings and Engagement committee meeting without the feedback from the adjacent residents being presented. The new bus stop has not been installed and is subject to a decision being made by this committee.
67. Grange Avenue is a new section on the proposed Meteor Route which has been identified to make the route more direct and efficient. This is shown in the Meteor route map above.
68. This stop has received one negative feedback from the affected property owner who is against the proposed stop. Resident has had petition signed by ten neighbours as shown below:

Neighbourhood Supports Us			
Petition to reject proposed new bus stops outside 32 and 19 Grange Avenue, Newton.			
Name	No. Address	Sign	Date
Joanne Mark	19	[Signature]	10/2/2021
Elven Lutz	25	[Signature]	10/2/2021
Rocky Pohutu	34	[Signature]	10-2-21
Bess Pohutu	34	[Signature]	10-2-21
ROBIN ALKER	32	[Signature]	10-2-21
LEVIN ALKER	32	[Signature]	10-2-21
ROBYN ALKER	42 LLOYD DRIVE	[Signature]	10-2-21
STOKI KIKIWI	50	[Signature]	10-2-21
CODIE KING	40 GRANGE	[Signature]	10-2-21
Dylan Wallis	40 GRANGE	[Signature]	10-2-21
RICHARD SILBERG	16 GRANGE	[Signature]	10/2/21
Yvonne Koko	20 GRANGE	[Signature]	10/2/21
LEO FOMIYI	20 GRANGE AVE	[Signature]	10-2-21
Tania Tangahue	22	[Signature]	10-2-21

### Petition received regarding proposed new bus stops in Grange Avenue

Issues raised were:

- the noise the buses will make and is not ideal for his wife who is in recovery;
- vandalism against his property and; and
- loss of parking.

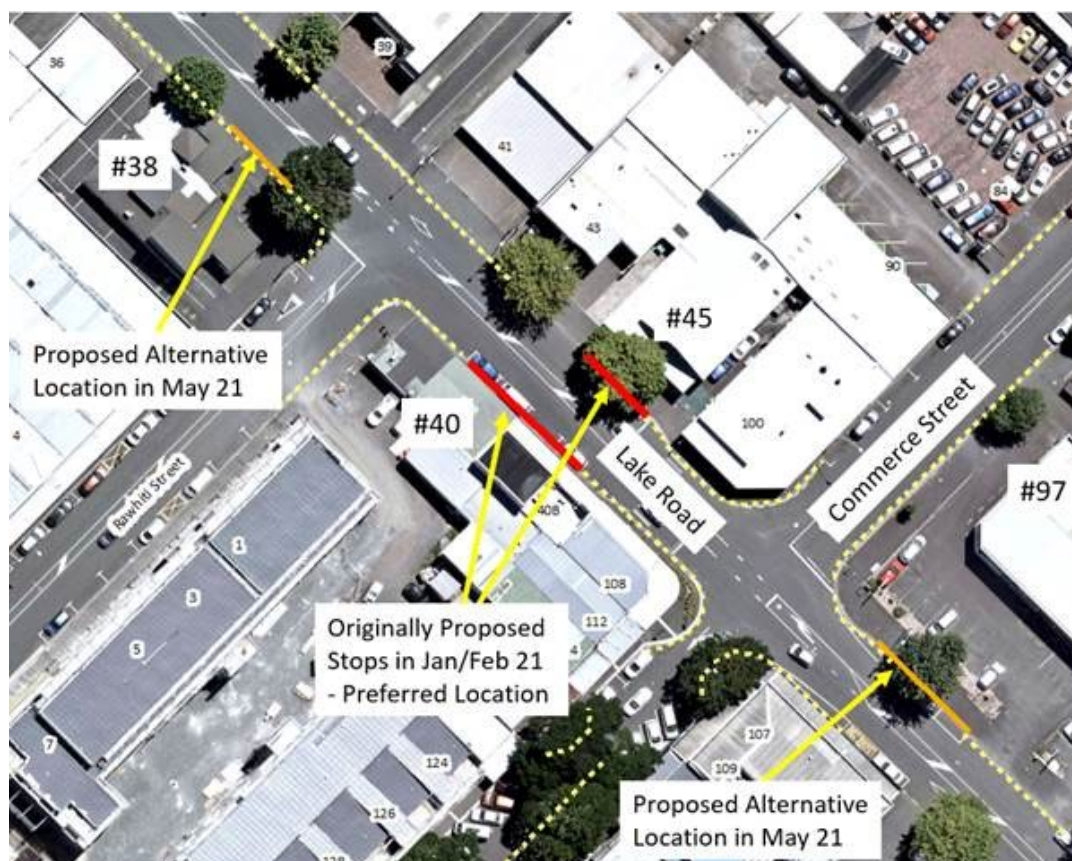
69. This stop will only be used if there are passengers waiting to board/alight at this stop so majority of the day, it will be empty. The fleet have significantly improved on this route with new vehicles which are much quieter than the previous fleet.
70. This was deemed the most appropriate location on this section of Grange Avenue because of its distance from the previous/next stop and is a good catchment area for bus passengers. It also means that buses will not need to stop over driveways with minimum to no safety issues on proposed stop at this location.
71. The house next door outside #34 was another location we considered however this means that the buses will be stopping over the driveway and we may need to remove the tree to accommodate the stop. It is also close to the current proposed location so resident will still be affected by the stop moving here.
72. Unfortunately they will lose parking outside their property but they have off street parking and other parking spaces in the nearby vicinity to accommodate their visitors.
73. The resident has indicated that they will attend the meeting
74. There are two options available for consideration:
  - **Option 1** – confirm the resolution of March 2021 and install the new bus stops in Grange Avenue; and
  - **Option 2** – rescind the resolution of March 2021 and not have any bus stops in Grange Avenue.
75. Staff recommend **Option 1** on the basis that the proposed stops as they are in the best location for the new Meteor Route. The proposed stops will only include a bus stop sign and markings at this point in time so will not have people lingering. There is no evidence to suggest that the presence of a bus stop attracts bad behaviour.

#### ***Lake Cres Bus Stops***

76. To make journey times as fast a direct as possible, the section of the existing Frankton Route through Rawhiti Street will be removed, avoiding difficult right turns for buses. In order to continue serving the Frankton community well with the new route, bus stops on Lake Road have been proposed. The figure below shows how the proposed changes will be staged. It is recognized that improvements could be made in Frankton area to provide better amenities for all users.
77. Hamilton City Council (HCC) investigated options on Lake Road to find the most feasible locations for bus stops that can be delivered this year to allow the bus service enhancements to proceed. These stops will not be timing points for the services and buses will only be momentarily stopping to board and alight passengers. The preferred option was to install the paired stops on Lake Road outside #40 and #45 as they were close to Commerce Street and pedestrian crossing facilities. The sites have good passenger waiting areas, the length of kerb was ideal for buses to pull in and out of stop safely and would allow WRC to use Commerce Street for the route without relocating bus stops. The HCC Arborist confirmed that the tree outside #45 Lake Road can be removed to accommodate the proposed bus stop.
78. HCC consulted on this proposal with directly affected property owner/businesses/residents on Lake Road in January/February 2021. Feedback was received from the affected properties who opposed these locations. Issues raised were:
  - i. outside #45 Lake Road, eastbound stop, was too close to the pedestrian crossing;
  - ii. too many carparks were proposed to be removed; and
  - iii. visibility of buses blocking the intersection for turning vehicles. – though this was just an issue with #38. This was an issue for both proposed locations, it was brought up

during consultation of the original proposed locations. It is more of an issue here because vehicles turning out of side streets won't have any visibility of vehicles coming around the bus when stopped whereas if it is on the departure side of the intersection, they have clear view of the right so are able to turn left if difficult to do the right turn or when clear can continue their manoeuvre then look left while creeping out of the intersection to do the right turn.

79. HCC considered this feedback subsequently consulted on alternative locations identified during the investigation stage. The alternative locations were outside #38 Lake Road and outside #97 Commerce Street on Lake Road. HCC consulted the affected properties in May 2021 for the alternative stop locations as shown in the map below:



**Proposed bus stop locations in Lake Road**

80. For the proposed bus stop outside 97 Commerce Street on Lake Road, there was no feedback received.
81. For proposed bus stop outside 38 Lake Road, both the property owner and shop owner/manager were against the proposal and brought up issues relating to patient's carpark driveway by their property visibility being blocked and the bus stop being better utilised for parking. It is important to note that buses will only stop here briefly and will only stop if/when passengers are boarding/alighting. The proposed stop is located 10m away from the property access. The proposal will not impede driveway visibility compared to use as parking where large vehicles are permitted to park for long periods of time.
82. Our investigations as part of the proposed bus route changes have identified that there are opportunities for improvements in the area to tie in with the bus route changes and staff have started preliminary work examining:

- i. Changes to the intersection at Lake Road and Commerce Street which will make it easier for vehicles to turn and for pedestrians to cross (roundabout);
  - ii. Following the removal of the bus stops in Rawhiti Street, consideration of the potential for angle parking to increase the availability of parking in the area;
  - iii. Expansion of the Safer Speed Area of 30km/h Town Centre Area including supporting infrastructure; and
  - iv. Overall pedestrian improvements in Frankton.
83. When funding allows, HCC will be looking to make these improvements as well as WRC moving their bus route back onto Commerce Street which is the preferred long term route. Once the work including the intersection upgrade is complete, it is planned to relocate the bus stop from outside 97 Commerce Street on Lake Road to outside 45 Lake Road where we originally proposed as buses will then go through Commerce Street instead of continuing south through Lake Road.
84. Representatives from the Frankton Business Association are expected to attend the Committee meeting.

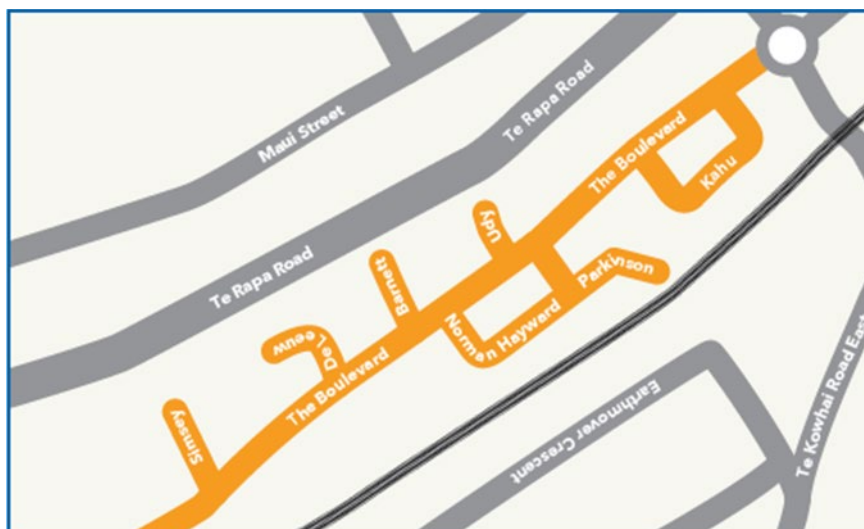
### **Traffic Bylaw Changes**

85. The Traffic Bylaw has a series of registers that are able to be updated via Council resolution.
86. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2015:
- i. Light Motor Vehicle Prohibitions Register – Part 2: Motor Vehicles under 3,500kg, and
  - ii. Cycle Paths Register.

#### **Light Motor Vehicle Prohibitions Register**

87. At the Growth and Infrastructure Committee meeting on 24 October 2017 an update on Illegal Street Races and Antisocial Driving Behaviour was included in the General Managers' Report.
88. 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.
89. These changes do not affect legitimate road users such as business employees, residents and anyone with a genuine reason for being on that street. The purpose of the clause is to prevent nuisance and anti-social road users from accessing the street and creating problems.
90. The NZ Police have 'heat maps' which monitor the locations for which they are receiving complaints regarding 'boy racer' and anti-social activities.
91. The Regulatory and Hearings Committee meeting on 13 March 2018 considered the first locations for Light Motor Vehicle Prohibition, which were adopted on Gallagher Drive, Quentin Drive, Quail Place and Clow Place.
92. The Regulatory and Hearings Committee meeting on 20 November 2018, subsequently approved Chanan Place be included also. Additional requests from the NZ Police included the implementation of the Light Motor Vehicle Prohibition in the Duke and Ellis Street area and Arthur Porter Drive area at the 12 September 2019 committee meeting.
93. Further requests have been made by the NZ Police for a Light Vehicle Prohibition to be implemented on The Boulevard Area, due to on-going issues the map below shows the locations:





### Streets Proposed for Light Vehicle Bans in The Boulevard Area

94. These locations have been identified by the NZ Police as they 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.
95. Consultation has been undertaken regarding the proposal via a letter to property owners followed with a delivery of a flyer to businesses on the streets (refer Attachments # & #).
96. Information of the proposal was included on the Hamilton City Council website with the 'Have Your Say' tool used to gather feedback on the proposal. Submissions were received from eight submitters – 7 in favour and one against. The following table sets out the comments that were received:

Comments to support your decision	Are you an individual or representing a business?	Where are you based?
Great idea, thanks, looking forward to seeing it put in place	Tristram Marine Ltd	Rototuna North
I am in support of this proposal, however the company I work for is a training organisation that runs night classes between the hours of 6pm and 9pm Monday to Thursday, so there is a reasonable possibility that a number of students in personal vehicles will still be occupying the streets as they leave the facility. Expected numbers of students in the facility on any given training night may be up to 60, most of which may have left before 9pm, however we must still account for the possibility of all being present until then.	The Electrical Training Company	Flagstaff
Great Idea, I manage a retail business down this road and we often get our commercial rubbish bins raided. there has also been a few instances of theft to a neighboring business as well	Hunter Furniture	Huntington
Thank you so much for reacting to the problem we have experienced since building in the Te Rapa Park area. We are definitely in support of the proposal. The damage to the roads and property from "boy racers" and "taggers" is out of control. All business owners put a huge amount of	Tristram Marine Ltd	Flagstaff

effort into providing premises that encourage people from outside of Hamilton to visit. To have black marks on the road and tagging is not acceptable. The huge amount of rates that we pay to have a business in this area justifies the council doing something to detract the unacceptable behaviour.		
The targeted area is commercial/light industrial and very few, if any, residents would be negatively affected by this.		Frankton

Item 6

97. Based on the outcome of the consultation and the request made by NZ Police, staff recommend that the Light Vehicle Ban on the streets identified in the Boulevard Area as set out in the above map be approved.

### Cycle Paths Register

98. An error in the spelling of the new collector road adjacent to the Rotokauri Transport hub has been picked up recently. An amendment to the Register 4: Cycle Paths of the Hamilton Traffic Bylaw 2015 as set out below is therefore recommended:

Location	Section/Part
Kiriwai <b>Kau</b> i Drive	Cycle Path on the south eastern side of Kiriwai <b>Kau</b> i Drive progressing 75m south west from the intersection of Tasman Road. Cycle Path on the north western side of Kiriwai <b>Kau</b> i Drive progressing 54m south west from 33m south west of the intersection of Tasman Road.

### Financial Considerations – *Whaiwhakaaro Puutea*

99. Funding for the implementation of the proposed parking changes is included in the 2020/21 City Transportation Operations and Parking Activity budgets.

### Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

100. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
101. Staff have received legal advice for the matters in this report that relate to the P10 parking restrictions for Rutherford Street.

### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

102. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 Wellbeings').
103. The subject matter of this report has been evaluated in terms of the 4 Wellbeings during the process of developing this report as outlined below.
104. The recommendations set out in this report are consistent with that purpose.

### Social

105. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access key facilities such as education, health and employment.

### **Economic**

106. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.
107. The recommendations associated with the Clyde Street development will be crucial to enabling these developments to proceed and thereby contribute to the economic vitality of the central city area.

### **Environmental**

108. There are no known environmental considerations associated with this matter.

### **Cultural**

109. There are no known cultural considerations associated with this matter.

### **Risks - *Tuuraru***

110. There are risks associated with not approving the recommendations in this report as set out as follows:
- parking restriction changes are required to enable proposed new bus stops to be installed for the Meteor Route; and
  - enables Light Vehicle Bans to be installed in the Boulevard area in response to a NZ Police request and is supported by local businesses.

## **Significance & Engagement Policy - *Kaupapa here whakahira/anganui***

### **Significance**

111. Staff considered the following under the Significance and Engagement Policy:
- the form of engagement used in the past for similar proposals and decisions.
112. Based on these factors, staff have assessed that the recommendations have low significance.

### **Engagement**

113. 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 - Illustrations of proposed parking restrictions
- Attachment 2 - Schedule of proposed parking restrictions
- Attachment 3 - Consultation flyer for Light Vehicle restrictions





# Hearings and Engagement Committee

## Proposed Parking Restriction Changes

21 June 2021



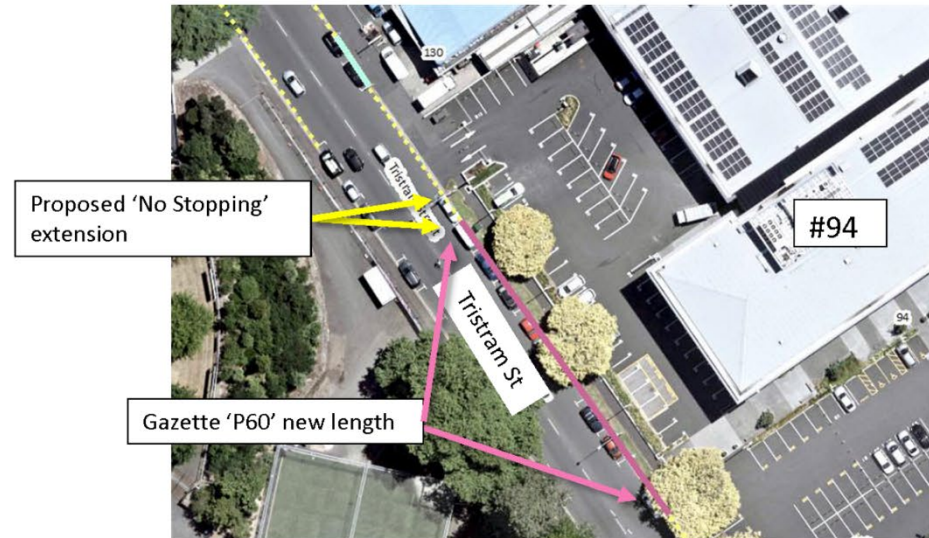
Item 6

Attachment 1

## Thomas Road

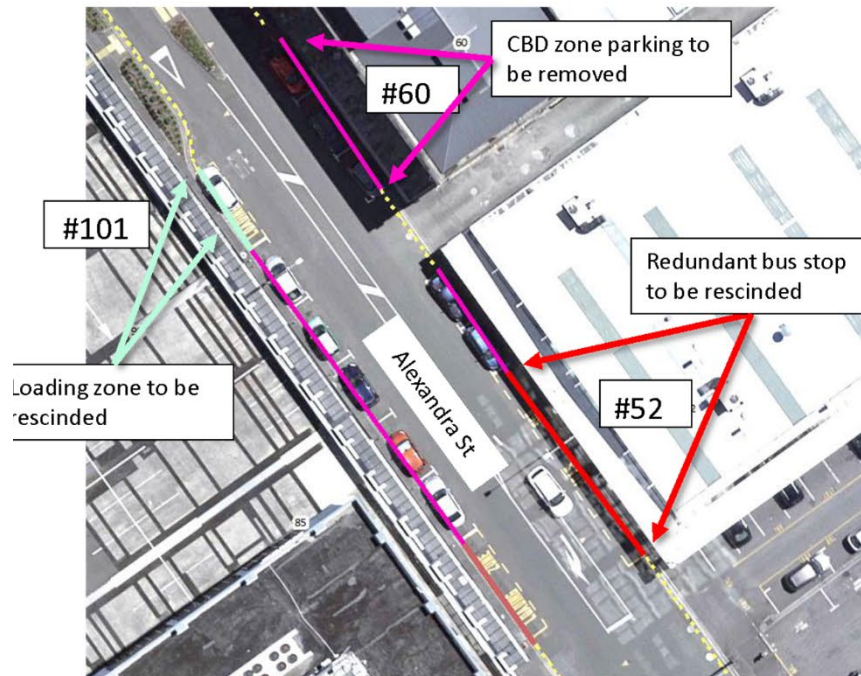


## Tristram Street

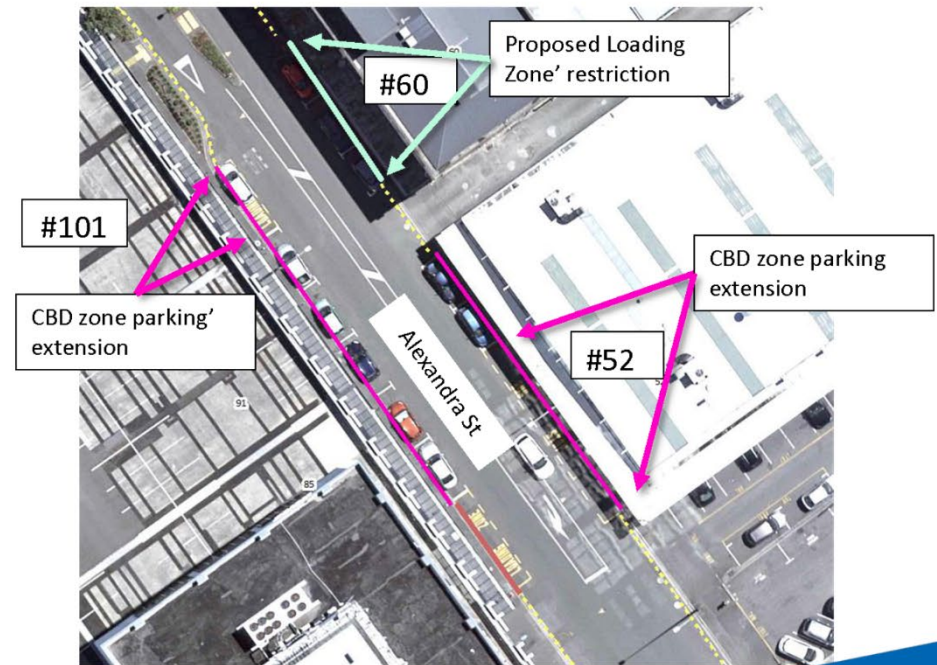




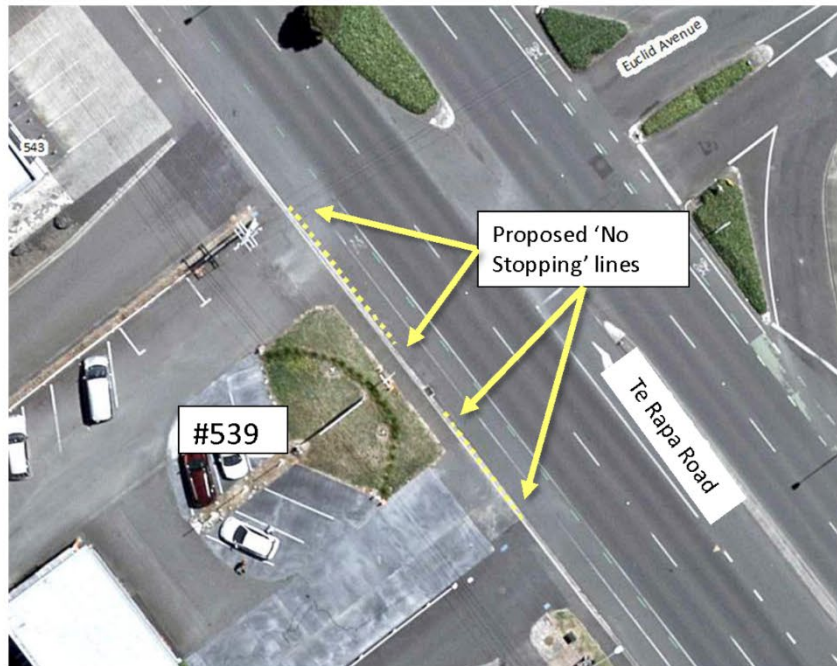
# Alexandra Street Current



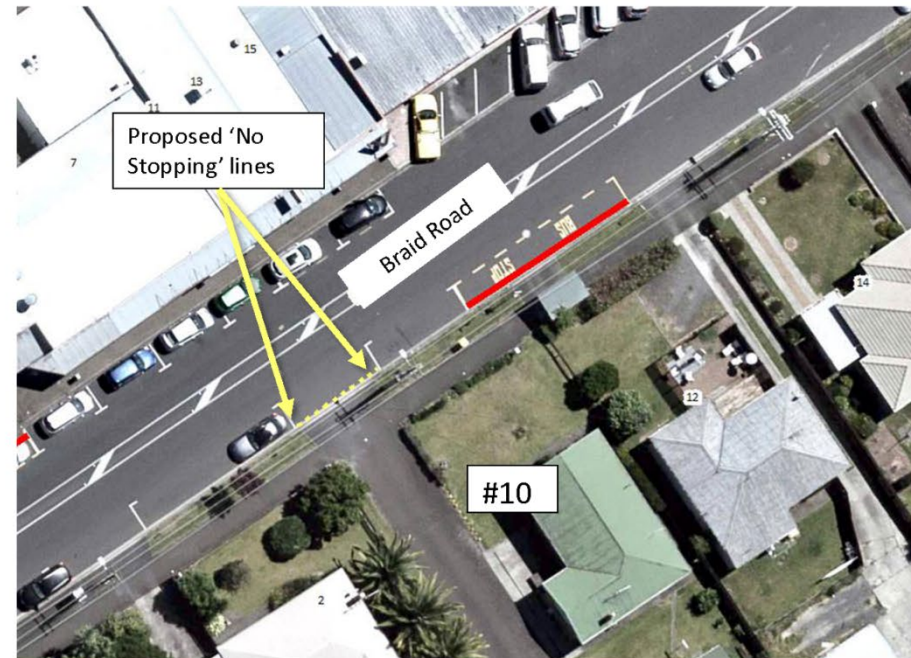
# Alexandra Street Proposed



## Te Rapa Road



## Braid Road





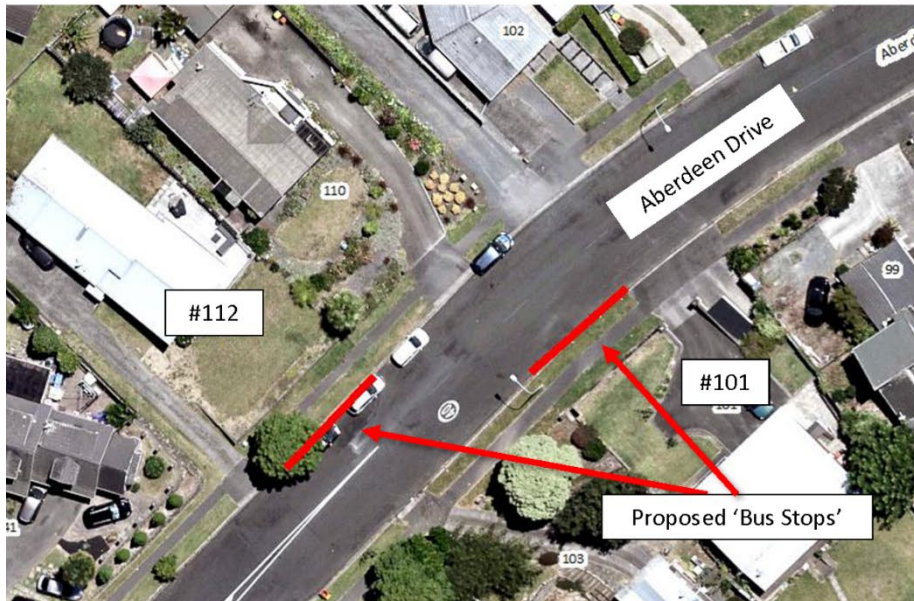
# Dinsdale Road



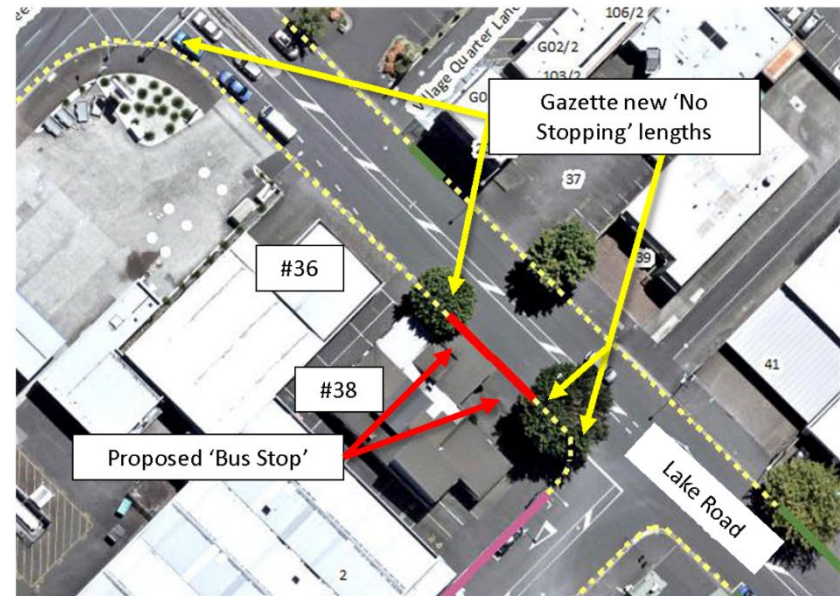
# Grange Avenue



## Aberdeen Drive

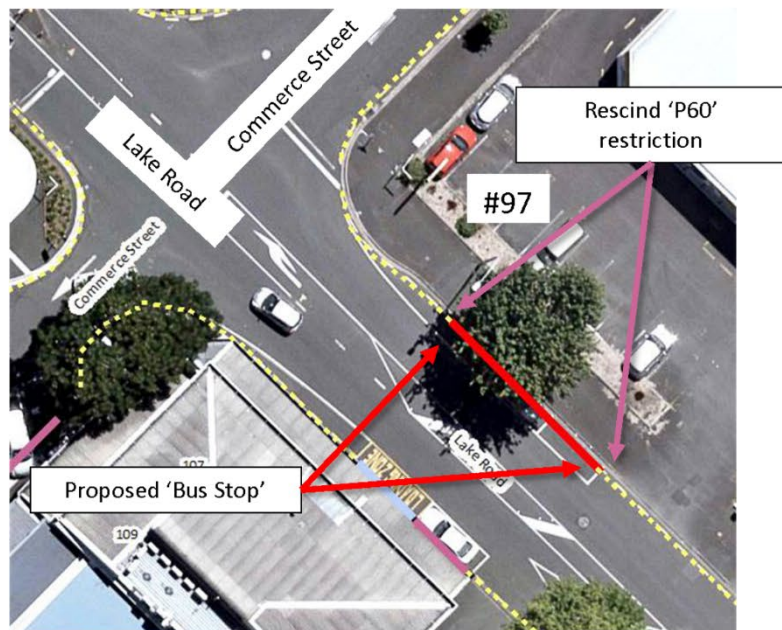


## Lake Road

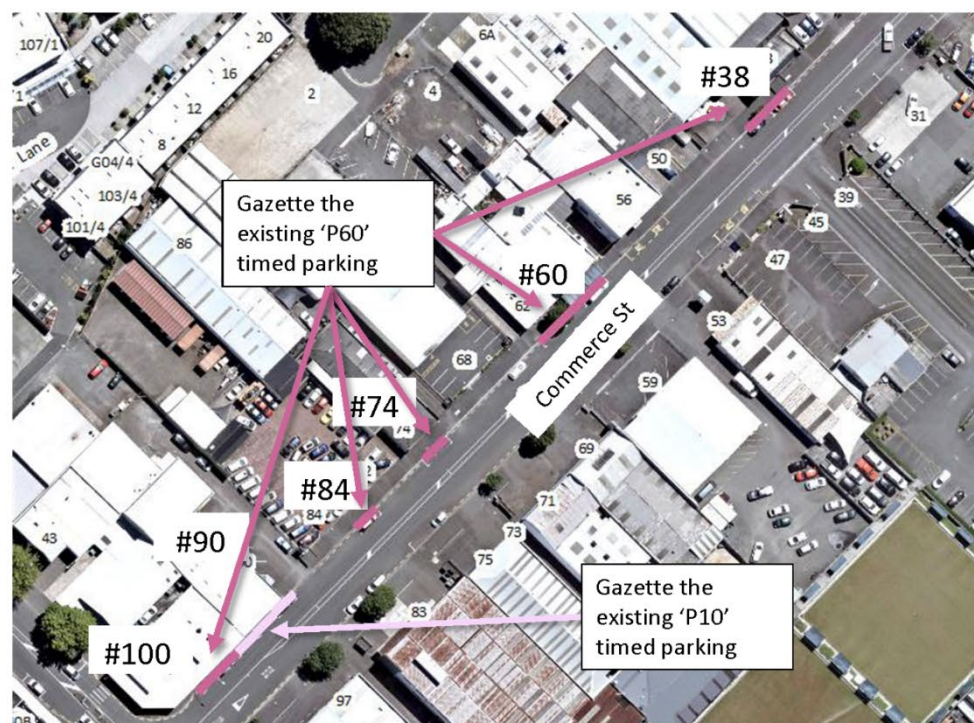




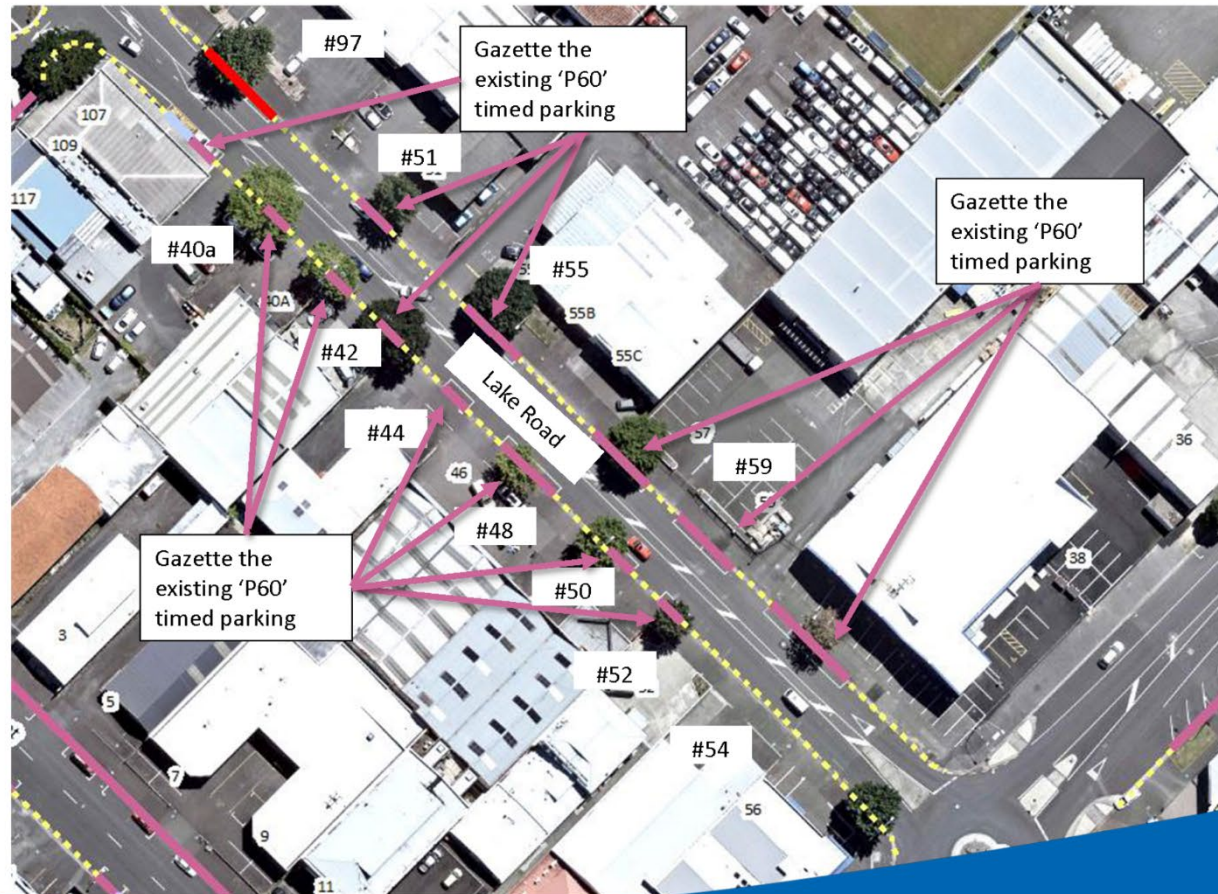
# Lake Road



# Commerce Street

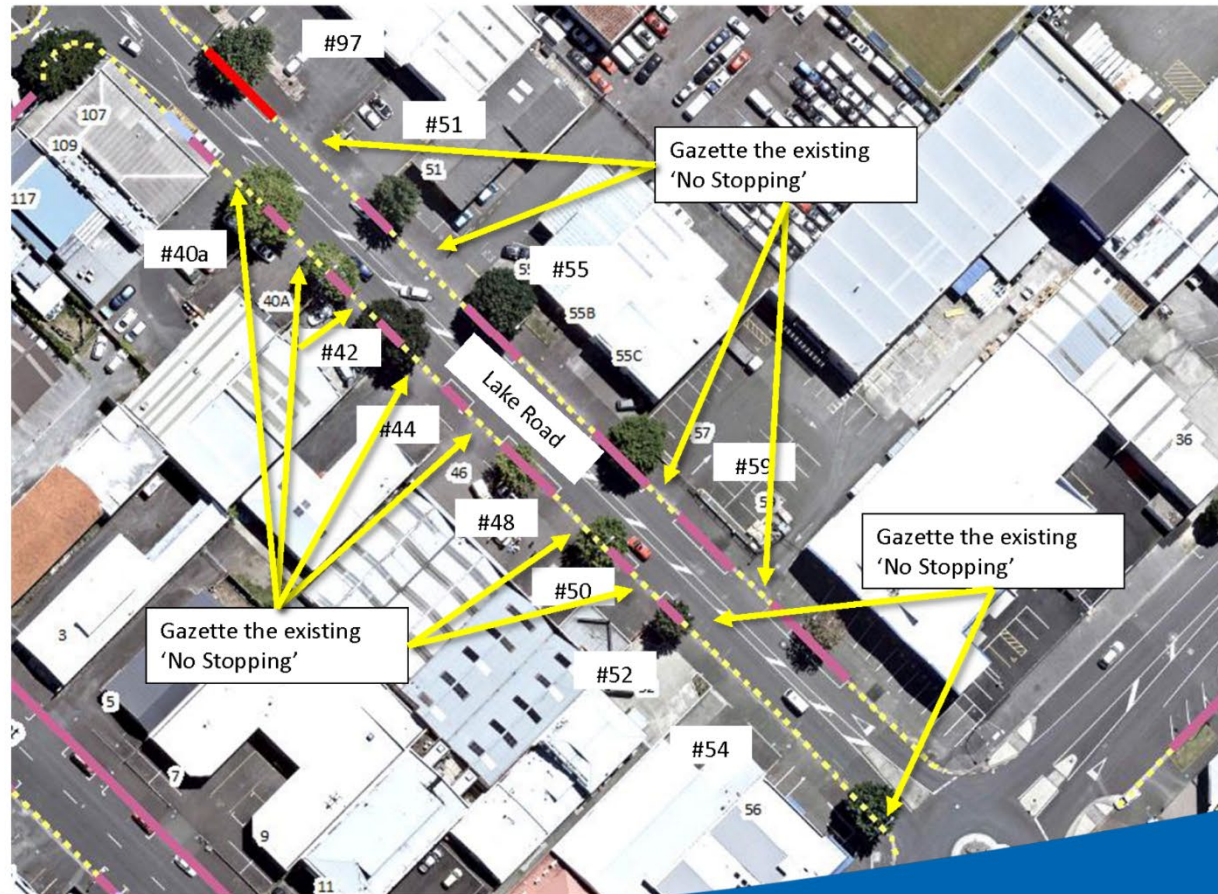


# Lake Road





# Lake Road




### FURTHER INFORMATION

Hamilton City Council  
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @CouncilHamilton

 07 838 6699

**hamilton.govt.nz**

## Parking restriction changes for June Hearings and Engagement Committee

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Thomas Road	Resident	During sporting events vehicles parked outside Grosvenor Park limit visibility for drivers exiting Caversham Drive.	Installation of 20m 'No Stopping' lines outside Grosvenor Park.
Tristram street	Business	Visibility issues for vehicles when exiting the driveway.	Extend the existing 'No Stopping' lines to a new length of 27m outside #94 Tristram Street. Shorten the existing 'P60' parking restriction to a new length of 59m outside #94 Tristram Street.
Alexandra Street	Business	Loading zone required on eastern side to service furniture shops.	Installation of a 16m 'P10 Loading Zone' outside #60 Alexandra Street. Install CBD zone parking outside #85 to #101 Alexandra Street. Install CBD zone parking outside #52 Alexandra Street.
Te Rapa Road	Business	Limited visibility for drivers to see pedestrians on footpath when entering #539 Te Rapa Road.	Installation of 13.5m 'No Stopping' outside #539 Te Rapa Road. Installation of 10m 'No Stopping' outside #539 Te Rapa Road.
Braid Road	HCC	To prevent ongoing issues of vehicles parking over the driveway.	Installation of 8m 'No Stopping' lines outside #10 Braid Road.
BUS STOPS			
Location	Requested By	Reason	Description
Dinsdale Road	WRC	New 'Meteor' East West route requires new bus stops	Installation of a 15m 'Bus Stop' outside #23 Dinsdale Road.
Dinsdale Road	WRC		Installation of a 12m 'Bus Stop' outside #24 Dinsdale Road.
Grange Avenue	WRC		Installation of a 15m 'Bus Stop' outside #32 Grange Avenue.
Aberdeen Drive	WRC		Installation of a 15m 'Bus Stop' outside #112 Aberdeen Drive.
Aberdeen Drive	WRC		Installation of a 15m 'Bus Stop' outside #101 Aberdeen Drive.

## Parking restriction changes for June Hearings and Engagement Committee

Lake Road	WRC		Installation of a 15m 'Bus Stop' outside #38 Lake Road.
Lake Road	WRC		Installation of a 15m 'Bus Stop' outside #97 Commerce Street (on Lake Road).
<b>EXISTING PARKING RESTRICTIONS TO BE GAZETTED</b>			
Location	Requested By	Reason	Description
Dinsdale Road	HCC	New bus stop has been proposed, this requires a change in 'No Stopping' lengths.	Gazette the following 'No Stopping' restrictions: 11m outside #24 Dinsdale Road. 8m outside #28 Dinsdale Road.
Lake Road	HCC	New bus stop has been proposed, this requires a change in 'No Stopping'.	Gazette the following 'No Stopping' restrictions: 10m outside #38 Lake Road. 56.5m outside #36 Lake Road.
Commerce Street	HCC	Existing restriction.	Gazette the following 'P60' timed parking restrictions: 12m outside #100 Commerce Street. 6m outside #84 Commerce Street. 6m outside #74 Commerce Street. 19m outside #60 Commerce Street. 12m outside #38 Commerce Street. Gazette the 17m 'P10' timed parking restriction outside #90 Commerce Street.
Lake Road	HCC	Existing parking restrictions are being updated to reflect what is on the road.	Gazette the following 'P60' timed parking restrictions: 7m outside #51 Lake Road. 12m outside #55 Lake Road. 12m outside #59 Lake Road. 12m outside #59 Lake Road. 17m opposite #54 Lake Road. 5m outside #52 Lake Road. 5m outside #50 Lake Road. 11.5m outside #48 Lake Road. 5m outside #44 Lake Road. 5m outside #42 Lake Road.

Parking restriction changes for June Hearings and Engagement Committee

			5m outside #42 Lake Road. 5m outside #40a Lake Road. 5m outside #107 Commerce Street. Gazette the following 'No Stopping' restrictions: 11m outside #40a Lake Road. 9m outside #40a Lake Road. 6.5m outside #42a Lake Road. 9.5m outside #44 Lake Road. 8m outside #46 Lake Road. 12.5m outside #48 Lake Road. 6m outside #50 Lake Road. 51m outside #54 Lake Road. 8m outside #59 Lake Road. 7m outside #59 Lake Road. 17m outside #51 Lake Road.
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Tristram Street	HCC	New length has been proposed.	Rescind 65m 'P60' restriction outside #94 Tristram Street. Rescind 21m 'No Stopping' restriction outside #94 Tristram Street.
Alexandra Street	HCC	New restrictions have been proposed.	Rescind 8.5m 'P10 Loading Zone' restriction outside #101 Alexandra Street. Remove 16m of CBD zone parking outside #60 Alexandra Street.
Victoria Street	HCC	New restrictions have been proposed.	Rescind 6m 'P120 Mobility' restriction outside #331 Victoria Street. Remove 13m of CBD zone parking outside #357 Victoria Street.
Dinsdale Road	HCC	Changes in the restriction length, due to proposed bus stop.	Rescind 30m 'No Stopping' restriction outside #24 Dinsdale Road.
Lake Road	HCC	Changes in the restriction lengths, due to proposed bus stop.	Rescind 80.5m 'No Stopping' restriction outside #38 Lake Road.

## Parking restriction changes for June Hearings and Engagement Committee

Lake Road	HCC	The restrictions no longer accurately reflect what is existing on the road. Updated lengths have been proposed.	Rescind 28m 'No Stopping' restriction outside #56 Lake Road. Rescind 134.5m 'P60' restriction from outside #54 - #40a Lake Road. Rescind 146m 'P60' restriction from outside #59 Lake Road to #97 Commerce Street.
<b>EXISTING BUS STOPS TO BE RESCINDED</b>			
<b>Location</b>	<b>Requested By</b>	<b>Reason</b>	<b>Description</b>
Alexandra Street	HCC	The bus stop is no longer serviced	Rescind 20m 'Bus Stop' restriction outside #52 Alexandra Street.

# Proposed Light Vehicle Restriction

## THE BOULEVARD AREA, TE RAPA

The Boulevard area has 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 Motor Vehicle Prohibition, under the Hamilton City Traffic Bylaw 2015, in the following streets:

- The Boulevard
- Kahu Crescent
- Norman Hayward Place
- Parkinson Place
- Udy Place
- Barnett Place
- De Leeuw Place
- Simsey Place

**This means cars, utes and vans will be banned from these streets between the hours of 9pm and 4am, unless they are there on legitimate business.**



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Legitimate road users are not affected by this proposal because business employees, residents, and anyone with a genuine reason for being on the street are exempt from the restrictions.

## WHY WE ARE CONSULTING

The Light Motor Vehicle Prohibitions clause in the Hamilton City Traffic Bylaw 2015 allows Council, by resolution, to restrict or prohibit any vehicle having a gross motor vehicle mass less than 3,500kg from being operated on a road between the hours of 9pm and 4am. Legitimate users are still allowed to use these streets, such as resident, business employees or passenger vehicles such as taxis. The purpose of the clause is to prevent nuisance and anti-social road users from accessing the street and creating problems.

We have previously implemented a Light Motor Vehicle Prohibition in the Duke and Ellis Street areas of Frankton. Following a request from the Police, we are proposing this Light Motor Vehicle Prohibition in the Boulevard area of Te Rapa.

### SIGNS

This is an example of what the 'No Entry' signs will look like. If you are in the area for a genuine reason you will not be fined.



## HAVE YOUR SAY

Your views are important to us. Go to [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay) to share your views on this proposal. Consultation will open at **9am on Monday 10 May** and close at **5pm Monday 24 May 2021**.

## QUESTIONS?

If you wish to discuss this proposal, or if you have questions please contact Ethan Young, City Transportation Unit, ph 07 838 6861 or email [ethan.young@hcc.govt.nz](mailto:ethan.young@hcc.govt.nz)

[hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)



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