

Notice of Meeting:

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

Date: Wednesday 26 August 2020

Time: 11:00

Meeting Room: Audio-Visual Link

Venue:

Richard Briggs
Chief Executive

Hearings and Engagement Committee

Komiti Whiriwhiri Kaupapa

OPEN AGENDA

Membership

Chairperson Cr M Gallagher
Heamana

Deputy Chairperson Cr E Wilson
Heamana Tuarua

Members	Mayor P Southgate	Cr S Thomson
	Deputy Mayor G Taylor	Cr M van Oosten
	Cr M Bunting	Cr A O'Leary
	Cr M Forsyth	Maangai Bella Takiari-Brame
	Cr R Hamilton	Maangai Norm Hill
	Cr D Macpherson	Maangai James Whetu
	Cr K Naidoo-Rauf	Maangai Olly Te Ua
	Cr R Pascoe	Maangai Te Pora Thompson-Evans

Meeting frequency As required

Quorum Three members (for matters relating to those functions in paragraph 3 and 4 of the TOR or a majority of members (including vacancies) for all other functions).

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

19 August 2020

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Becca.Brooke@hcc.govt.nz
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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.

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

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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: 26 August 2020
Author: Carmen Fortin
Authoriser: Amy Viggers
Position: Governance Advisor
Position: Governance Team Leader
Report Name: Confirmation of Hearings and Engagement Committee Open Minutes - 28 July 2020

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

That the Committee confirm the Open Minutes of the Hearing and Engagement Committee Meeting held on 28 July 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement - Unconfirmed Open Minutes - 28 July 2020

Hearings and Engagement Committee

OPEN MINUTES

Minutes of a meeting of the Hearings and Engagement Committee held via audio-visual link, Municipal Building, Garden Place, Hamilton on Tuesday 28 July 2020 at 1.00pm.

PRESENT

Chairperson Cr M Gallagher
Heamana

Deputy Chairperson Cr E Wilson
Heamana Tuarua

Members: Cr Thomson
Cr M van Oosten

In Attendance: Eeva-Liisa Wright – General Manager Infrastructure Operations
Robyn Denton – Operations Team Leader
Dharmendra Singh – Programme Delivery Engineer

Governance Staff: Amy Viggers – Governance Team Leader
Governance Advisors - Carmen Fortin and Ian Loiterton

1. **Apologies – *Tono aroha***

Resolved: (Cr Gallagher/ Cr Wilson)

That the apologies for absence for Mayor Southgate, Deputy Mayor Taylor, Crs Bunting, Naidoo-Rauf, Forsyth, O'Leary, Macpherson, Pascoe, Hamilton, and Maangai Thompson-Evans be accepted.

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

Resolved: (Cr Wilson/Cr Thompson)

That the agenda is confirmed.

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

No members of the Committee declared a Conflict of Interest.

4. **Confirmation of Hearings and Engagement Committee Open Minutes - 9 June 2020**

Resolved: (Cr Gallagher/Cr Wilson)

That the Committee confirm the Open Minutes of the Hearing and Engagement Committee Meeting held on 9 June 2020 as a true and correct record.

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

Dion Gregory (individual submission) spoke to his concerns about the proposed raised pedestrian platform on Peachgrove Road.

The Operations Team Leader and the Programme Delivery Engineer spoke to the proposed raised pedestrian platform on Peachgrove Road section of the report and responded to questions from Committee Members including alternative options and safety measures until a permanent solution can be put in place, and pedestrian lines of desire as compared to the proposed location.

The Operations Team Leader spoke to the remainder of the report, and noted that the Horsham Down Roads proposed changes included in the report will be considered at a future meeting of the Committee. She responded to questions from Committee Members including space constraints for car parking and location of the proposed no stopping lines on Cornice Place.

Resolved: (Cr Gallagher/Cr Wilson)

That the Hearing and Engagement Committee request that the matter of the proposed raised pedestrian platform on Peachgrove Road be deferred to a future meeting of the Committee, on a date as soon as practicable.

Resolved: (Cr Gallagher/Cr Wilson)

That the Hearings and Engagement Committee:

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

Location	Description
Courtney Avenue	Installation of the following 'No Stopping' lines.

	9m outside #6 Maple Avenue. 17m outside #8 Maple Avenue.
Maple Avenue	Installation of the following 'No Stopping' lines. 8m outside #6 Maple Avenue. 7m outside #8 Maple Avenue.
Cornice Place	Installation of 27m 'No Stopping' outside #7-8 Cornice Place.
Newcastle Road	Installation of the following 'No Stopping' lines. 95m outside #78-90 Newcastle Road. 106m outside #94-108 Newcastle Road.
Te Rapa Road	Installation of 45m 'P30 8am-6pm Mon-Sun' outside #400-414 Te Rapa Road.
High Street	Extend the existing 65m 'No Stopping' outside #64 King Street to #6 High Street, to a total length of 73m 'No Stopping' outside #64 King Street to #10 High Street.
Anson Avenue	Gazette the following 'No Stopping' lines. 7m outside #31 Anson Avenue. 11m outside #18 Woodstock Road.
Macdonald Road	Gazette 16m 'No Stopping' outside #16A Macdonald Road.
Worley Place	Rescind 8m of 'P5 Loading Zone Goods and Services Only' outside #57 Ward Street.
High Street	Rescind 65m 'No Stopping' outside #64 King Street to #6 High Street. Rescind 8m 'P10 Loading Zone – At All Times' outside #10 High Street.

- c) approves the gazetting of the bus stops as listed in attached 1 to this report; and
- d) that Horsham Down Roads proposed changes as included in the Agenda be considered at a future meeting of the Committee.

Meeting was declared closed at 1.44pm.

Council Report

Item 5

Committee: Hearings and Engagement Committee

Date: 26 August 2020

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

Report Status	<i>Open</i>
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Purpose – Take

1. To seek approval from the Hearings and Engagement Committee of the proposed changes to traffic controls throughout the city.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Hearings and Engagement Committee:
 - a) receives the report; and
 - b) approves the changes to parking restrictions and controls as set out below:

Location	Description
Russleigh Drive	Installation of 16m 'No Stopping' outside #37-39 Russleigh Drive.
The Dales	Installation of 25m 'No Stopping' outside #17 The Dales.
McCracken Avenue	Installation of 23m 'No Stopping' outside #3-9 McCracken Avenue.
River Road	Installation of the following 'No Stopping'. 17m outside #1 Fernwater Place. 13m outside #2 Fernwater Place.
Fernwater Place	Installation of the following 'No Stopping'. 52m outside #1 Fernwater Place. 42m outside #2 Fernwater Place.
Kowhai Street	Installation of the following 'No Stopping'. 18m outside #4A Hibiscus Avenue. 9m outside #1 Kowhai Street. 7.5m outside #43 Kowhai Street. 8m outside #58 Kowhai Street.
Hibiscus Avenue	Installation of the following 'No Stopping'. 10.5m outside #4A Hibiscus Avenue. 10.5m outside #1 Kowhai Street. 9m outside #43 Kowhai Street. 8m outside #58 Kowhai Street.
Southbrook Close	Installation of 70m 'No Stopping' outside #3-4 Southbrook Close.
Tawa Street	Install 26m of 'No Stopping' outside #33-39 Tawa Street.

Item 5

Manning Street	Install 8.5m of 'No Stopping' outside #18 Manning Street.
Fifth Avenue	Install 15.5m of 'No Stopping' outside #59-69 Fifth Avenue.
Mullane Street	Extend the existing 157m 'No Stopping' outside #6A-22 Mullane Street, to a total length of 173m 'No Stopping' outside #6-22 Mullane Street. Install the following 'No Stopping'. 9m outside #2 Gordon Street. 8m outside #6 Mullane Street.
Gordon Street	Install the following 'No Stopping'. 6m outside #2 Gordon Street. 7m outside #6 Mullane Street.
Lake Crescent	Install 20m of 'No Stopping' outside #142-150 Lake Crescent.
Udy Place	Install the following 'No Stopping'. 13m outside #38 The Boulevard. 24m outside #1-5 Udy Place.
Mitcham Avenue	Install 6m 'No Stopping' outside #3 Mitcham Avenue.
Killarney Road	Install 13m 'P5 8am-6pm Mon-Sun' outside #218 Killarney Road.
Maui Street	Install 23m 'No Stopping' outside #125-127 Maui Street.
Aberdeen Drive	Install the following 'Mobility Parking-30 min 8am-6pm Mon-Fri' 7m opposite #51 Aberdeen Drive. 7m opposite #53 Aberdeen Drive.
Earthmover Crescent	Install 68m 'No Stopping' outside the Courier Post depot #1 Earthmover Crescent.
Te Rapa Road	Install the following 'No Stopping' lines. 5m and 6m sections outside 414 Te Rapa Road
Horsham Downs Road	Installation of 150m 'No Stopping' outside #2 Moonlight Drive to #9 North Ridge Drive.
Rawhiti Street	Gazette 17m 'P60 Mon-Sun 8am-6pm' outside #1 Rawhiti Street.
Donny Avenue	Gazette the following restrictions. 5m 'P5 Mon-Sun 8am-6pm' outside #4 Donny Avenue. 7m 'No Stopping' outside #748 River Road. 7m 'No Stopping' outside #1 Donny Avenue.
Hood Street	Rescind 11m 'No Stopping' outside #30 Hood Street.

- c) approves the following amendment to the Special Vehicle Lanes: Part 1: Cycle Lanes Register of the Hamilton Traffic Bylaw 2015 as set out below:

Location	Description
Cambridge Road	(i) Eastbound cycle lane from the intersection with Dey Street, progressing 950 600 metres to #181 Cambridge Road the intersection with Hillcrest Road. (ii) Westbound cycle lane from #160 Cambridge Road the intersection with Hillcrest Road, progressing 840 600 metres to the intersection with Dey Street.

- d) approves the following addition to the Special Vehicle Lanes Register: Part 1: Cycle Lanes of the Hamilton Traffic Bylaw 2015 as set out below:

Location	Description
Waireka Road	(i) South East bound cycle lane from the intersection of Kay Road, progressing 730 metres to its end. (ii) North West bound cycle lane from the end of Waireka Road, progressing 730 metres to the intersection with Kay Road.

- e) approves the following addition to the Turning Restrictions Register: Part 1: Right Turns of

the Hamilton Traffic Bylaw 2015 as set out below to come into effect when the new roundabout south of Dixon Road is complete and open:

- Dixon Road (west bound) right into Ohaupo Road.
- f) notes that the proposed raised safety platform on Peachgrove Road between Claude Street and Tennyson Road will not be progressed as part of the current minor safety works and further safety improvements in this area will instead be developed and delivered as part of the Schools Links project within the Eastern Pathways programme.

Executive Summary

3. The Hamilton City Traffic Bylaw 2015 sets out the requirements for transport related activities within the road reserve. A Council resolution is required to make changes to any of these restrictions.
4. The changes proposed for approval in this report to be considered are:
 - parking restriction changes including No Stopping, bus stops and time limits
 - changes to the following registers of the of the Hamilton Traffic Bylaw 2015:
 - Special Vehicle Lane Register (Part 1: Cycle Lanes)
 - Turning Restrictions Register (Part 1: Right Turns)
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. Consultation has been completed for all proposed changes and generally there is support for these. Further information is provided within the report for the locations where support for the change has not been gained via the consultation process.
7. Following deferral of the proposed raised pedestrian platform on Peachgrove Road and options presented to the [9 June 2020](#) and [28 July 2020](#) Hearings and Engagement Committee meetings, staff were requested to complete a further review of options.
8. An update on the review of further options and work undertaken to determine the best location for a proposed raised safety platform in Peachgrove Road to support the recent speed limit change to 30km/h and improved pedestrian safety and accessibility is provided with a recommendation to remove the raised safety platform from the proposed scope of minor safety works.
9. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background – Parking Restrictions and Traffic Bylaw Changes

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

12. 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.
13. 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

14. 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**.
15. 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 except in the following locations which are discussed in further detail below.

Horsham Downs Road

16. A development off Horsham Downs Road between North City Road and Moonlight Drive has resulted in the need to change roadmarking and parking restrictions in this area.
17. A section of No Stopping restriction has been proposed to accommodate creation of a right turn bay and on-road cycle lanes. Figure 1 below shows the proposed new road associated with the development.



Figure 1: Location of new road associated with development between North City Road and Moonlight Drive.

18. Consultation was completed with adjacent property owners and an objection to the proposed No Stopping restriction was received from #89 and 91 Horsham Downs Road.
19. Reasons given by the residents for objecting to the proposal was regarding the loss of the ability to park outside their property. In one case, they operated a hair salon from their property and due to the grade of the driveway, often have their clients park on the road and walk into the salon.
20. The development is large enough and Horsham Downs Road is busy enough to justify the need for a right turn bay. Having a right turn bay also greatly assists the existing on-road cycle facilities.
21. In the current arrangement a vehicle waiting to turn right into the new development would partially block the southbound through lane on Horsham Downs Road and this generally results in cars undertaking the waiting vehicle by using the cycle lane. This can force people on bikes into the kerb or worse.
22. Unfortunately, there is not enough space to widen Horsham Downs Road to the east because of both the topography and the road boundary, it also makes no sense practically as there is space to widen the median to the west without moving any of the existing kerb lines. The planned works would result in a cycle lane that is illustrated in Figure 2 below:



Figure 2: Looking north along Horsham Downs Road towards North City Road – proposed cycle lane and central median for right turn bay into new development.

23. While this is 'enough' space to create a full right turn bay and keep the existing on-street parking (up to 5 cars) this would require minimum taper lengths and cause relatively abrupt lateral changes in direction for the through traffic.
24. We have similar situations in the city and observe that vehicles tend to straighten out these lateral movements by driving over the cycle lanes potentially forcing people on bike into the parking space and any vehicles that are parked there. Figure 3 below illustrates the roadmarking layout that would be required to retain the on-street parking as requested by the adjacent residents.



Figure 3: Illustration of cycle lane markings looking north up Horsham Downs Road from Moonlight Drive if on-street parking were retained.

25. There is also an added benefit to removing the existing on-street parking for those vehicles exiting the new development road. This new street approaches Horsham Downs Road on an uphill incline which in turn lowers the drivers eye height, and while the development road will be subject to a Stop control at the intersection with Horsham Downs Road, having vehicles parked on road at this location could make the visibility more difficult than it will already be.
26. With the increasing focus on creating a cycle friendly city we consider that to create kinks in the cycle lanes like shown in Figure 4 above goes against that aspirational cycle friendly goal.
27. Staff therefore consider that the best option is to remove the existing on-street parking and provide a straight cycle facility against the kerb line which is a much better outcome for people on bikes.

Traffic Bylaw Changes

28. The Traffic Bylaw has a series of registers that are able to be updated via Council resolution.
29. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2015:
 - Special Vehicle Lane Register (Part 1: Cycle Lanes)
 - Turning Restrictions Register (Part 1: Right Turns)

Special Vehicle Lane Register – Part 1: Cycle Lanes

30. It is proposed to update this register by:
 - Amending the existing register entry for Cambridge Road to reflect the cycle lane markings on site.

- Adding the new cycle lanes which have been established on Waireka Road from Kay Road.

31. The following amendments to the Special Vehicle Lane Register – Part 1 Cycle Lanes are therefore proposed:

Location	Description
Cambridge Road	<p>(iii) Eastbound cycle lane from the intersection with Dey Street, progressing 950 600 metres to #181 Cambridge Road the intersection with Hillcrest Road.</p> <p>(iv) Westbound cycle lane from #160 Cambridge Road the intersection with Hillcrest Road, progressing 840 600 metres to the intersection with Dey Street.</p>
<u>Waireka Road</u>	<p>(iii) <u>South East bound cycle lane from the intersection of Kay Road, progressing 730 metres to END.</u></p> <p>(iv) <u>North West bound cycle lane from the END of Waireka Road, progressing 730 metres to the intersection with Kay Road.</u></p>

Turning Restriction Register – Part 1: Right Turns

32. As part of the installation of the new roundabout just south of Dixon Road on SH3 Ohaupo Road, the right turn out of Dixon Road will be banned. It is proposed that traffic wanting to turn right to head west will Gazette the right turn out of Dixon Road onto SH3 Ohaupo Road for implementation of the new roundabout being completed as shown in Figure 4 below:



Figure 4: New Roundabout on Ohaupo Road and proposed right turn ban out of Dixon Road

33. The following addition to the Turning Restrictions Bylaw - Part 1 Right Turns is therefore proposed:
- Dixon Road (west bound) right into Ohaupo Road.

Peachgrove Road – Raised Safety Platform

34. Proposed improvements at the Claude Street / Peachgrove Road intersection were developed following a pedestrian fatality in this location. The proposed work included:
 - Installation of a splitter / pedestrian refuge island in Claude Street at Peachgrove Road
 - Tightening the kerblines for entry and exit into Claude Street at Peachgrove Road
 - Upgraded footpath alignment and kerb crossing points in Claude St at Peachgrove Road
 - Installation of a raised pedestrian platform across Peachgrove Road between Claude Street and Tennyson Road
 - Minor realignment of and greening of cycle lanes on Peachgrove Road between Claude Street and Tennyson Road.
35. The proposed raised safety platform in Peachgrove Road was designed to support the recent speed limit change to 30km/h and improve pedestrian safety and accessibility but has not been supported by the adjacent property owners.
36. Several alternative options have been considered by staff and by an independent safety consultant. These options were presented to the [9 June 2020](#) and [28 July 2020](#) and Hearings and Engagement Committee meetings. Mr Deon Gregory, resident of #269 Peachgrove Road, spoke against proposed raised pedestrian platform at both meetings.
37. The 28 July 2020 Hearings and Engagement Committee resolved:

That the Hearing and Engagement Committee request that the matter of the proposed raised pedestrian platform on Peachgrove Road be deferred to a future meeting of the Committee, on a date as soon as practicable.
38. It was noted in committee discussions that a further meeting on-site with the residents should be undertaken to allow them to present their concerns and ideas to the safety consultant.
39. Based on the subsequent meeting on site and further review of options presented by the residents, a location for a raised safety platform that does not involve compromise by adjacent residents or in safety standards has not been able to be found.
40. As noted in previous reports, Peachgrove Road forms part of the Schools Links project which will be delivered via the Eastern Pathways Programme. It is therefore proposed that planned minor safety works proceed without the installation of the raised safety platform across Peachgrove and that additional pedestrian safety measures to facilitate pedestrians crossing Peachgrove Road safely in this area be investigated and implemented as part of the Eastern Pathways programme
41. The scope of the minor safety improvement work is now proposed to include an additional splitter island at the intersection of Tennyson Road and relocation of the signs and roadmarking for the speed limit change to north of Tennyson Road. These works are shown in Figure 5 below:

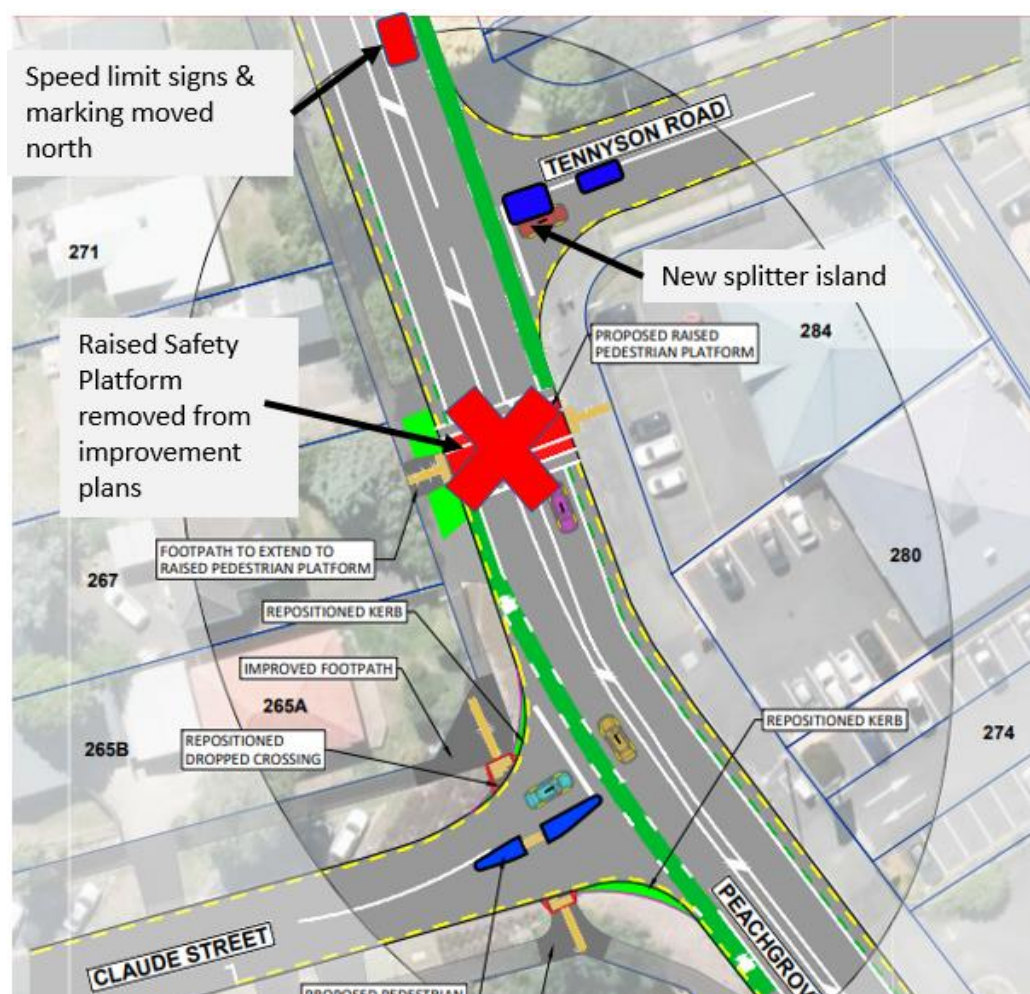


Figure 5: Revised Scope of Works for Minor Improvements project in Peachgrove Road

42. Staff have already arranged for the signs to be relocated north of Tennyson Road and the roadmarking to be installed in response to the request from Elected Members to investigate and install any simple safety measures in the interim while the decision regarding the raised safety platform was worked through.
43. Some of the benefits identified by moving the 30km/h signs and roadmarking north along Peachgrove Road include:
 - Better forward visibility of the 30km/h signs for the south bound traffic heading towards Five Cross Roads - current location of the western sign while complaint is slightly obscured
 - Helps drivers to focus on one thing at a time i.e. speed threshold comes first followed by the raised pedestrian platform. Will result in drivers giving more attention to pedestrians about to step out onto the raised pedestrian platform.
 - Incorporates Tennyson/Peachgrove intersection which helps improve safety of users crossing the road at this intersection and vehicles entering and exiting Tennyson Road.
44. There is not a need to change the extent of the speed limit in the Hamilton Speed Limit bylaw as the Speed Limit Rule 2017 has an allowance for the signage to be within +/- 20 metres of the specified change point – which in this case is Tennyson Road.
45. The new layout for signage and roadmarking location is illustrated in Figure 6 below:



Figure 6: Illustration of new location of signage and roadmarking on Peachgrove Road

Financial Considerations – *Whaiwhakaaro Puutea*

46. Funding for the implementation of the proposed changes is included in the 2019/20 City Transportation Operations and Parking Activity budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

48. 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').
49. The subject matter of this report has been evaluated in terms of the 4 Wellbeings during the process of developing this report.
50. The recommendations set out in this report are consistent with that purpose.

Social

51. 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

52. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.

Environmental

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

Cultural

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

Risks

55. There are no known risks associated with the decisions required for this matter.

56. There are risks associated with not approving the recommendations in this report as set out as follows:

2 b) parking restrictions to enable parking turnover and safety

2 c) & d) cycle lane status provides safety for people on bikes

2 e) the right turn ban out of Dixon Road will improve safety at the intersection with SH3 Ohaupo Road.

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

Significance

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

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

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

Engagement

59. 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 - *Ngaa taapirihanga*

Attachment 1 - Illustrations of proposed parking restriction changes

Attachment 2 - Schedule of proposed parking restriction changes



26 August 2020



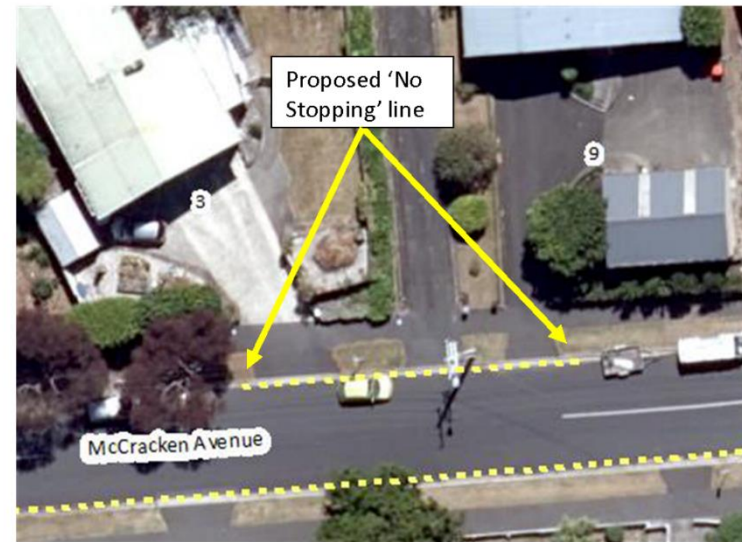
Russleigh Drive



The Dales



McCracken Avenue

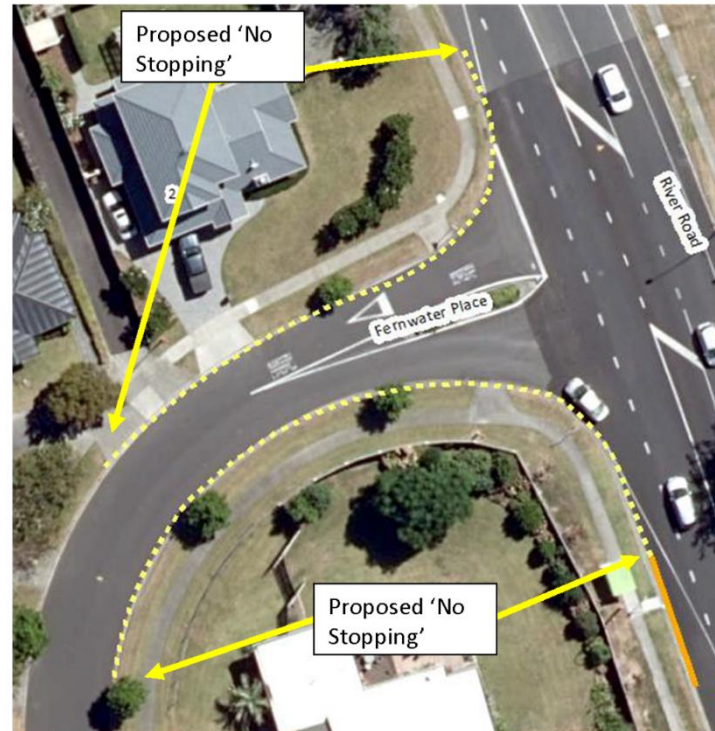


Newcastle Road

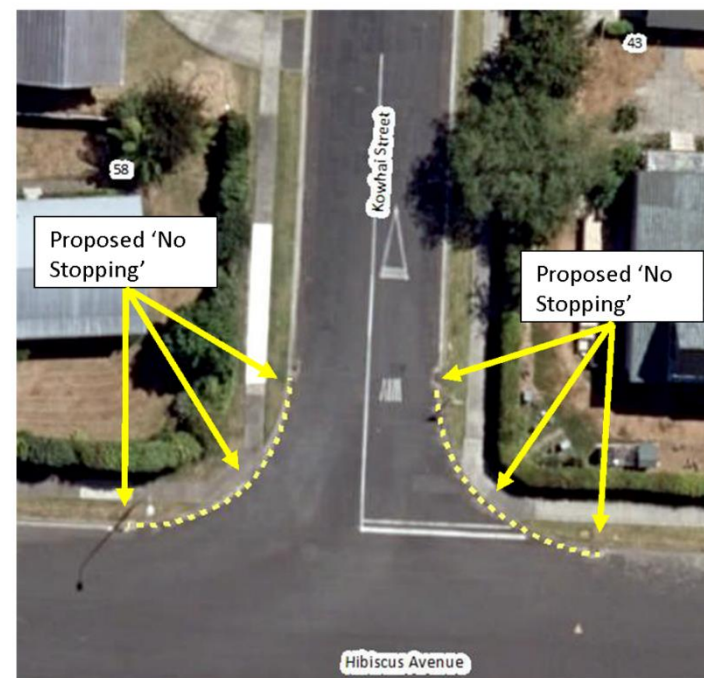
Proposed 'No
Stopping'



Fernwater Place and River Road



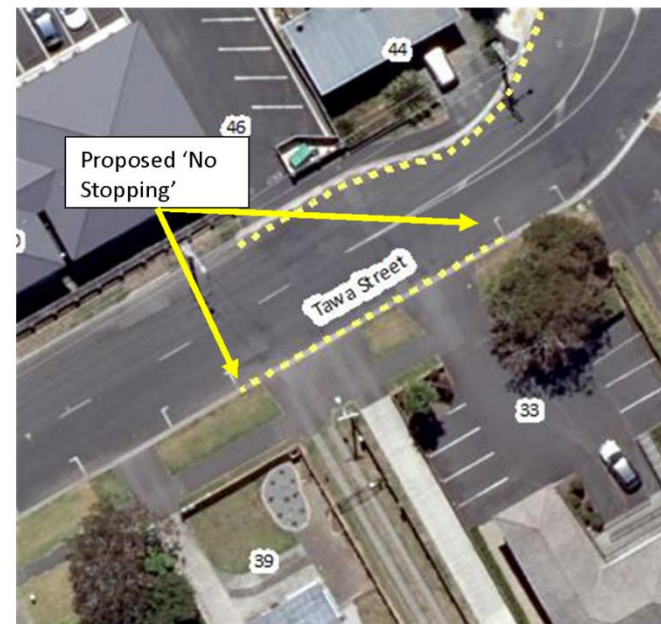
Kowhai St & Hibiscus Ave



Southbrook Close



Tawa Street



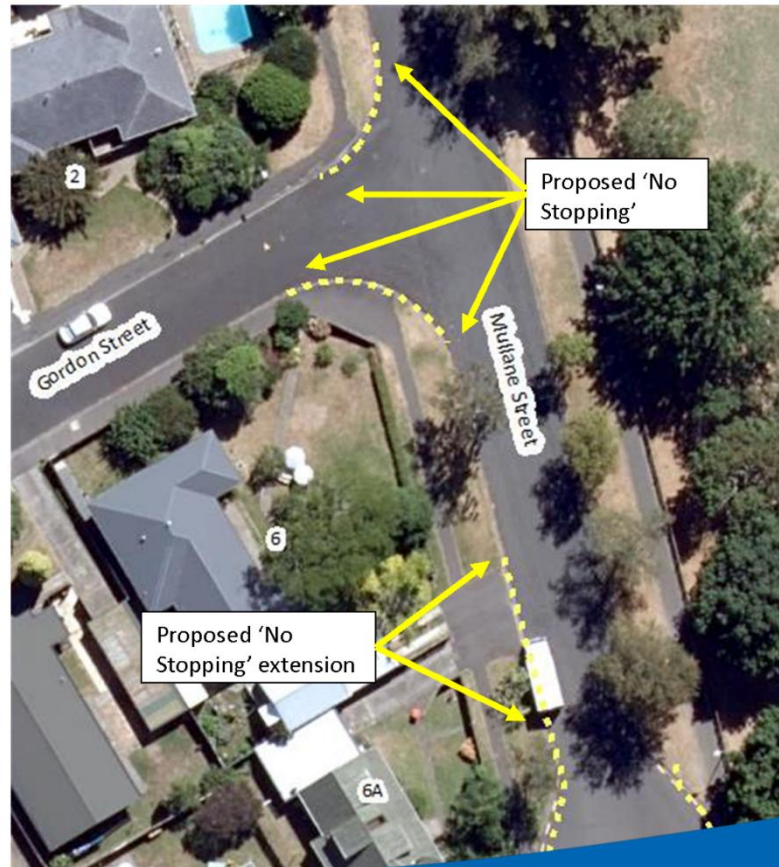
Manning Street



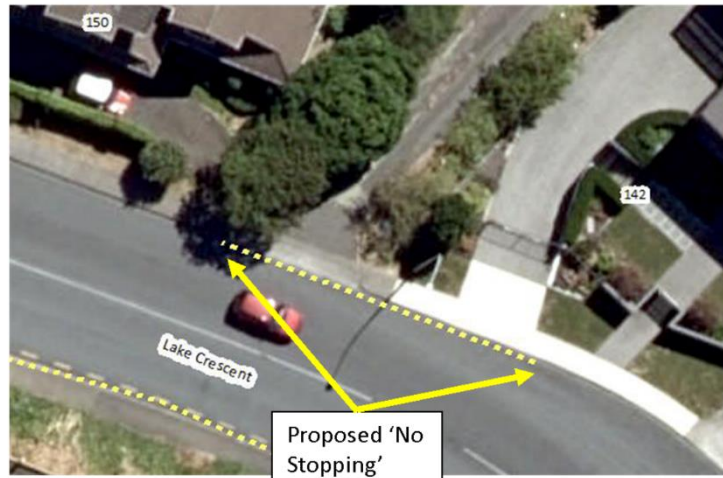
Fifth Avenue



Mullane Street and Gordon Street



Lake Crescent



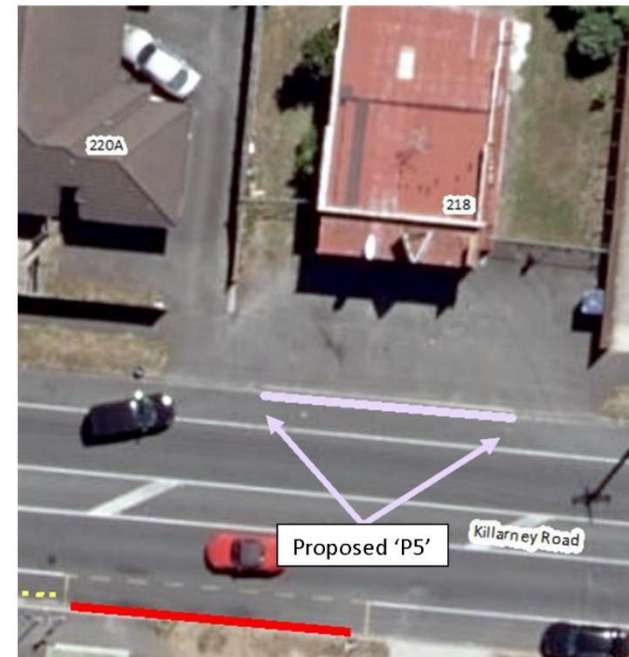
Udy Place



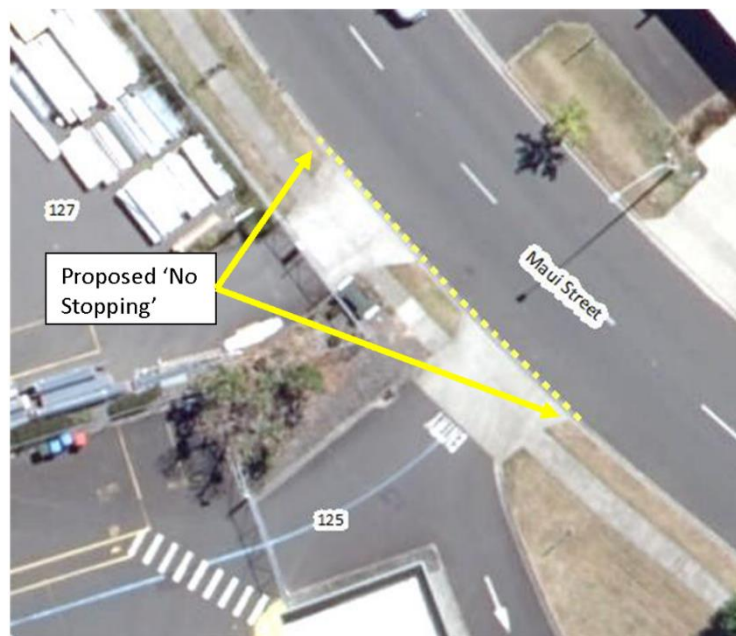
Mitcham Avenue



Killarney Road



Maui Street



Aberdeen Drive



Earthmover Crescent

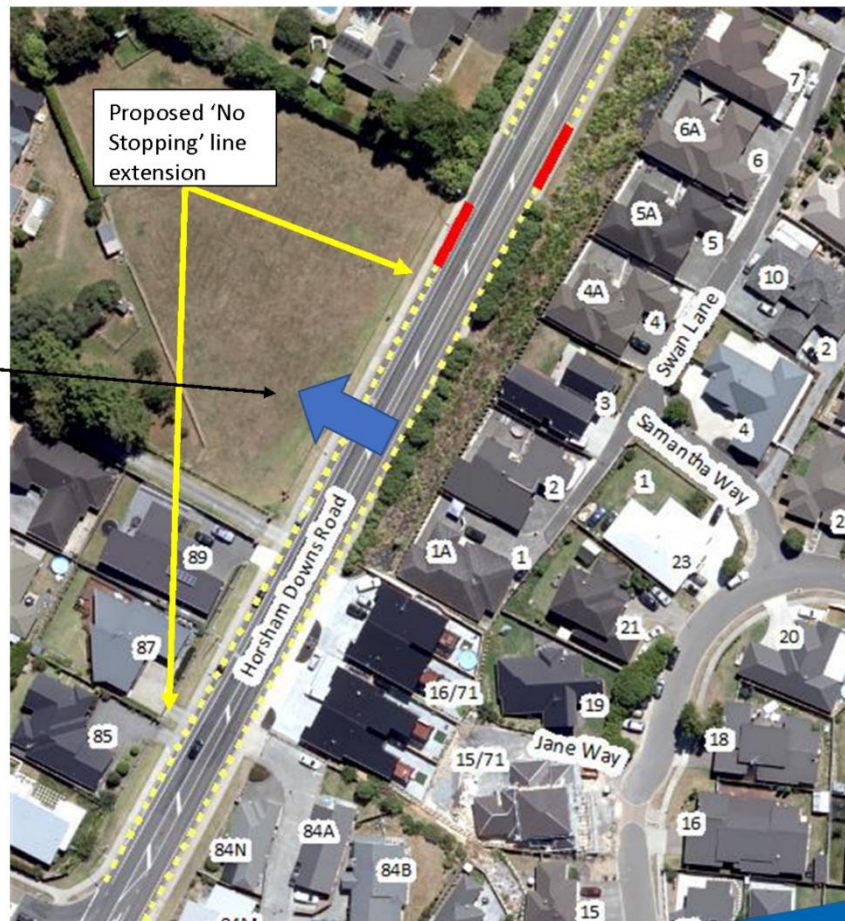


Te Rapa Road

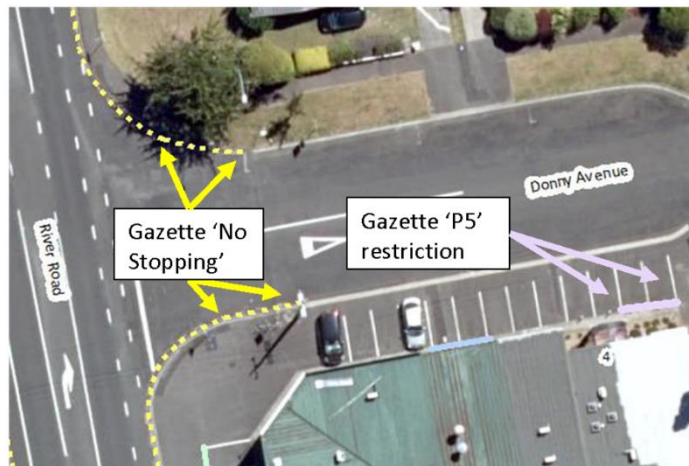


Horsham Downs Road

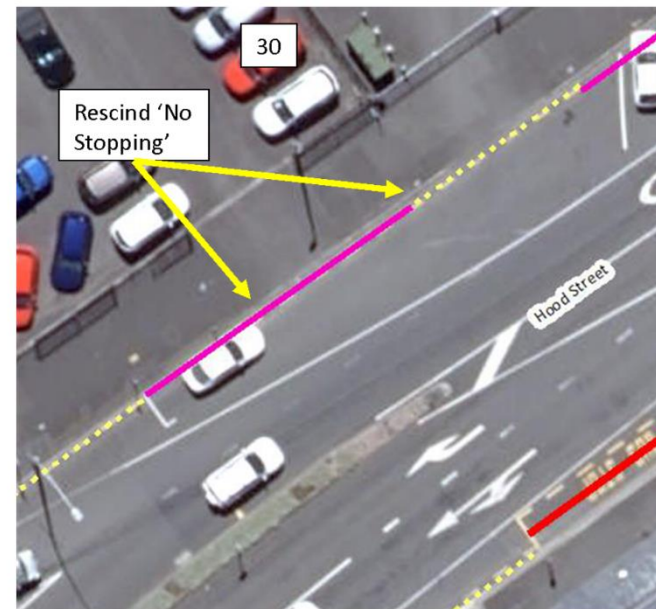
New entrance for subdivision – with right turn lane



Donny Avenue



Hood Street




FURTHER INFORMATION

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

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Parking Restriction Report
Hearings and Engagement August 2020

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Russleigh Drive	Resident	Space between two driveways too small for parked vehicle.	Installation of 16m 'No Stopping' outside #37-39 Russleigh Drive.
The Dales	Resident	Sightlines blocked when vehicles park crest of hill.	Installation of 25m 'No Stopping' outside #17 The Dales.
McCracken Avenue	Resident	Space between driveways too small for parked vehicle.	Installation of 23m 'No Stopping' outside #3-9 McCracken Avenue.
Newcastle Road	Resident	Service lane too narrow for carparks.	Installation of 220m 'No Stopping' on the opposite side of the slip lane extending #78-108 Newcastle Road.
River Road	Resident	Vehicles park near the intersection of Fernwater Place impacting on safety.	Installation of the following 'No Stopping'. 17m outside #1 Fernwater Place. 13m outside #2 Fernwater Place.
Fernwater Place	Resident	Vehicles park near the intersection of River Road impacting on safety	Installation of the following 'No Stopping'. 52m outside #1 Fernwater Place. 42m outside #2 Fernwater Place.
Kowhai Street	HCC	Vehicles are parking too close to the intersection impacting on safety	Installation of the following 'No Stopping'. 18m outside #4A Hibiscus Avenue. 9m outside #1 Kowhai Street. 7.5m outside #43 Kowhai Street. 8m outside #58 Kowhai Street.
Hibiscus Avenue	HCC	Vehicles are parking too close to the intersection impacting on safety	Installation of the following 'No Stopping'. 10.5m outside #4A Hibiscus Avenue. 10.5m outside #1 Kowhai Street. 9m outside #43 Kowhai Street. 8m outside #58 Kowhai Street.
Southbrook Close	Resident	Vehicles are parking within the cul-de-sac head blocking access for neighbours.	Installation of 70m 'No Stopping' outside #3-4 Southbrook Close.

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Tawa Street	Resident	Space between driveways too small for parked vehicle.	Install 26m of 'No Stopping' outside #33-39 Tawa Street.
Manning Street	Resident	Vehicles are regularly parking over existing hold bars.	Install 8.5m of 'No Stopping' outside #18 Manning Street.
Fifth Avenue	Resident	Space between driveways too small for parked vehicle.	Install 15.5m of 'No Stopping' outside #59-69 Fifth Avenue.
Mullane Street	School	Manoeuvring room required to prevent parents blocking cul-de-sac. Prevent vehicles parking on the corners of an intersection.	Extend the existing 157m 'No Stopping' outside #6A-22 Mullane Street, to a total length of 173m 'No Stopping' outside #6-22 Mullane Street. Install the following 'No Stopping'. 9m outside #2 Gordon Street. 8m outside #6 Mullane Street.
Gordon Street	HCC	Prevent vehicles parking on the corners of an intersection.	Install the following 'No Stopping'. 6m outside #2 Gordon Street. 7m outside #6 Mullane Street.
Lake Crescent	Resident	Space between driveways too small for parked vehicle.	Install 20m of 'No Stopping' outside #142-150 Lake Crescent.
Udy Place	Business	Aid manoeuvring of trucks in an industrial area.	Install the following 'No Stopping'. 13m outside #38 The Boulevard. 24m outside #1-5 Udy Place.
Mitcham Avenue	Resident	Vehicles are parking over a driveway.	Install 6m 'No Stopping' outside #3 Mitcham Avenue.
Killarney Road	Business	Providing a diary which short term parking.	Install 13m 'P5 8am-6pm Mon-Sun' outside #218 Killarney Road.
Maui Street	Business	Space between driveways too small for parked vehicle.	Install 23m 'No Stopping' outside #125-127 Maui Street.
Aberdeen Drive	School	School requires increased mobility parks for students/parents.	Install the following 'Mobility Parking-30 min 8am-6pm Mon-Fri' 7m opposite #51 Aberdeen Drive. 7m opposite #53 Aberdeen Drive.
Earthmover Crescent	HCC	Large numbers of trucks use this accessway.	Install 68m 'No Stopping' outside the Courier Post depot #1 Earthmover Crescent.

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Te Rapa Road	Business	Vehicles parking over driveway.	Install the following 'No Stopping' lines. 5m and 6m sections outside 414 Te Rapa Road
Horsham Downs Road	Developer	New right turn bay into new subdivision	Installation of 150m 'No Stopping' outside #2 Moonlight Drive to #9 North Ridge Drive.
EXISTING PARKING RESTRICTIONS TO BE GAZETTED			
Location	Requested By	Reason	Description
Rawhiti Street	HCC	To reflect current markings on site.	Gazette 17m 'P60 Mon-Sun 8am-6pm' outside #1 Rawhiti Street.
Donny Avenue	HCC	To reflect current markings on site.	Gazette the following restrictions. 5m 'P5 Mon-Sun 8am-6pm' outside #4 Donny Avenue. 7m 'No Stopping' outside #748 River Road. 7m 'No Stopping' outside #1 Donny Avenue.
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Hood Street	Developer	Removal of driveway.	Rescind 11m 'No Stopping' outside #30 Hood Street.
Key:		Feedback received in opposition to the proposed restriction. Further information included in the report.	