

Notice of Meeting:

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

Date: Thursday 27 May 2021
Time: 9.30am
Meeting Room: Committee Room One and Audio-visual Link
Venue: Municipal Building, Garden Place, Hamilton

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 R Pascoe
	Deputy Mayor G Taylor	Cr S Thomson
	Cr M Bunting	Cr M van Oosten
	Cr R Hamilton	Cr A O'Leary
	Cr D Macpherson	Maangai Norm Hill
	Cr K Naidoo-Rauf	

Meeting frequency As required

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

19 May 2021

Telephone: 07 838 6727
Becca.Brooke@hcc.govt.nz
www.hamilton.govt.nz

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 whaipaaanga*

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: 27 May 2021
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Hearings and Engagement Committee Minutes of 3 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 3 May 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Open Unconfirmed Minutes - 3 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 1, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Monday 3 May 2021 at 12.01pm.

PRESENT

Chairperson Cr M Gallagher

Heamana

Deputy Chairperson Cr E Wilson

Heamana Tuarua

Members: Cr R Pascoe
Cr S Thomson
Cr M van Oosten
Maangai N Hill

In Attendance: Eeva-Liisa Wright – General Manager Infrastructure Operations
Robyn Denton – Operational Team Leader

Governance Staff: Narelle Waite – Governance Advisor

1. Apologies – *Tono aroha*

Resolved: (Cr Gallagher/Cr van Oosten)

That the apologies for absence from Crs Forsyth and O’Leary are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Gallagher/Cr Wilson)

That the agenda is confirmed.

3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Hearings and Engagement Committee Minutes (Traffic Matters) - 24 March 2021

Resolved: (Cr van Oosten/Cr Wilson)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 24 March 2021 as a true and correct record.

5. Temporary road Closures for Upcoming Rugby Events

The Operations Team Leader introduced the report noting the street closure request for 8 May 2021 is no longer required. She responded to questions from Members concerning cycle access to the stadium and pedestrian safety.

Resolved: (Cr Wilson/Cr van Oosten)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) approves the closure of the following roads to accommodate the events listed below:

Sky Super Rugby Aotearoa Competition 2021 and 2021 Super Rugby Trans-Tasman matches on 28 or 29 May 2021, 11 or 12 June 2021 and 19 June 2021 the following roads will be closed:

- (i) Abbotsford Street (from Willoughby Street to Tristram Street) - 4.00pm to 11.00pm
- (ii) Tristram Street (from Abbotsford Street to Mill Street) – 4.00pm to 11.00pm
- (iii) Seddon Road (from Gate 5 to Mill Street) - 4.00pm to 11.00pm
- (iv) Mill Street (from Norton Road to Willoughby Street) – 6.00pm to 11.00pm
- (v) Liverpool Street to Vialou Street - 6.00pm to 11.00pm
- (vi) Tristram Street from Mill Street to Rostrevor Street – 6.00pm to 11.00pm

- c) approves the Notice of Decision be issued stating Council's decision to close the following roads to accommodate the events listed below:

Sky Super Rugby Aotearoa Competition 2021 and 2021 Super Rugby Trans-Tasman matches on 28 or 29 May 2021, 11 or 12 June 2021 and 19 June 2021 the following roads will be closed:

- (i) Abbotsford Street (from Willoughby Street to Tristram Street) - 4.00pm to 11.00pm
- (ii) Tristram Street (from Abbotsford Street to Mill Street) – 4.00pm to 11.00pm
- (iii) Seddon Road (from Gate 5 to Mill Street) - 4.00pm to 11.00pm
- (iv) Mill Street (from Norton Road to Willoughby Street) – 6.00pm to 11.00pm
- (v) Liverpool Street to Vialou Street - 6.00pm to 11.00pm
- (vi) Tristram Street from Mill Street to Rostrevor Street – 6.00pm to 11.00pm.

The meeting was declared closed at 12.11pm.

Council Report

Committee: Hearings and Engagement Committee

Date: 27 May 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

Report Status	<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:

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

<ul style="list-style-type: none"> Pardoa Boulevard (east bound) right into Medland Place
<ul style="list-style-type: none"> Hatric Road (north bound) right into Pardoa Boulevard Pardoa Boulevard (east bound) right into Hatric Road

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>

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.
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*

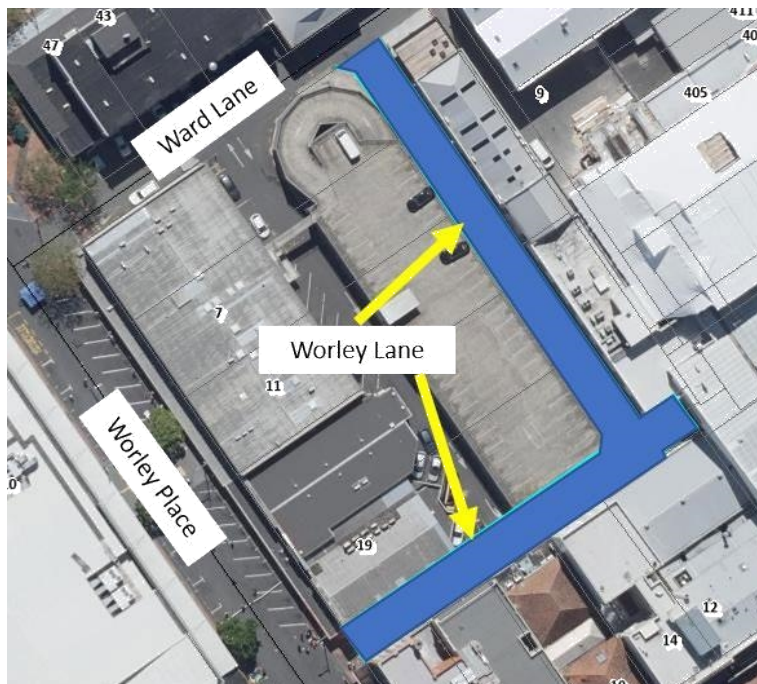
8. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment 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

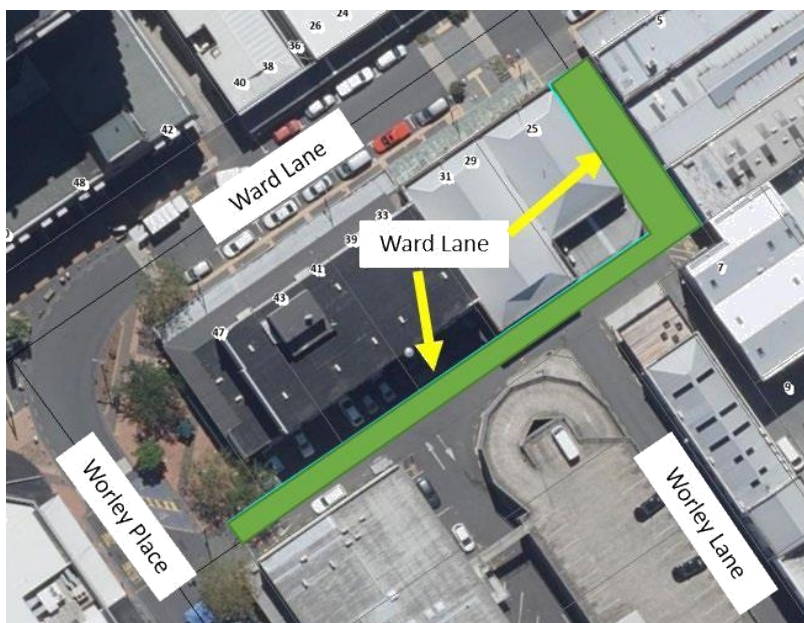
12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
13. Consultation with adjacent property owners, occupiers and any other affected 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.

Changes to Vehicle Access in Ward Lane and Worley Lane

14. Following requests from businesses adjacent to Ward Lane and Worley Lane for greater enforcement of the loading zones, staff sought legal advice on our obligations in respect to these two areas – which are shown below:



Worley Lane –
links Worley Place
and Ward Lane

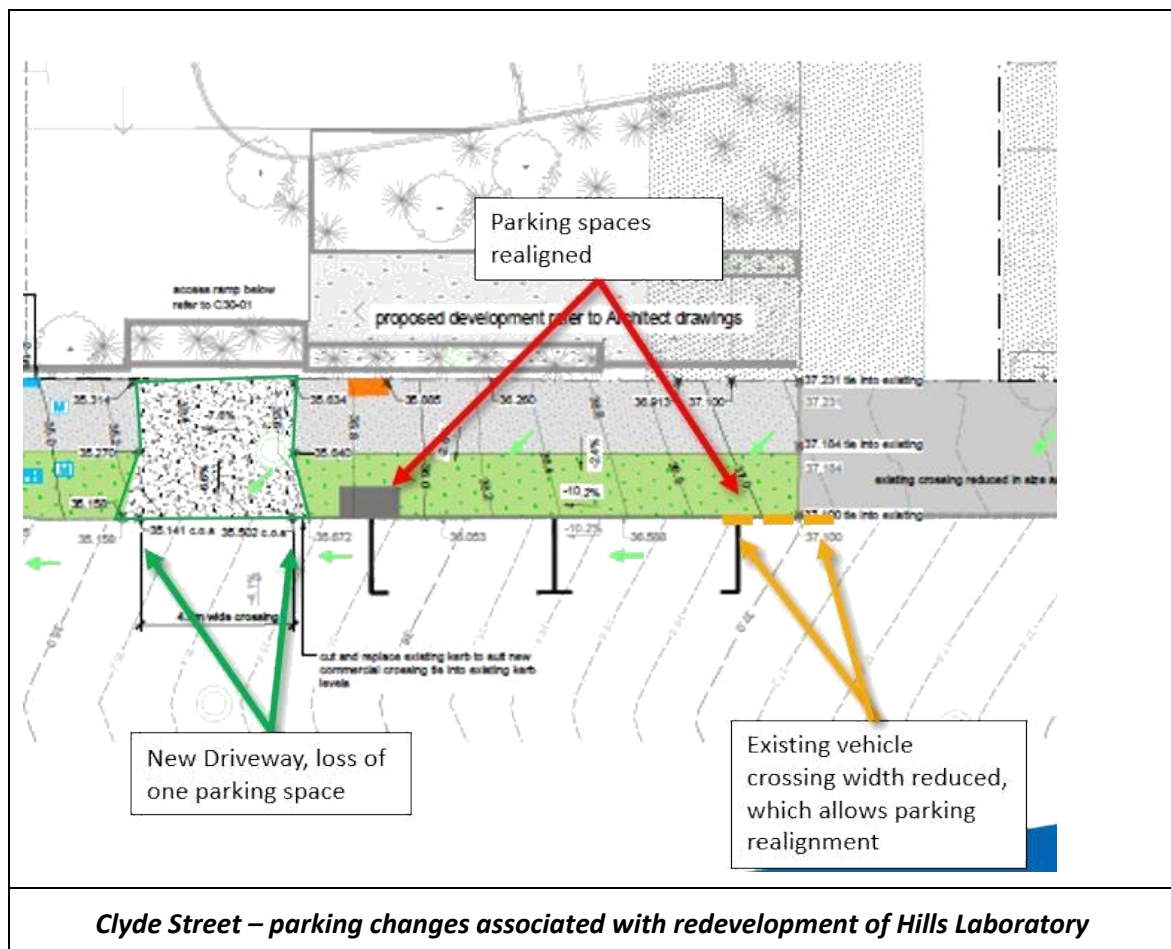


Ward Lane – links
Worley Place,
Worley Lane and
Ward Street

15. The areas are subject to 'right of way' easement by the adjacent properties, and in the case of Ward Lane is immediately adjacent to other shared access.
16. Staff have received legal advice that:
 - i. parking spaces, including loading zones are incompatible with easements of right of ways. Landowners (in these cases Council) are obliged to provide a right of way over the whole of the area that is subject to the easement – ie loading zones are not permitted; and
 - ii. Council can enforce the restrictions on the part of Ward Land and Worley Lane that Council owns. While the land isn't vested in Council as a road, it does meet the definition of road under the Land Transport Act 1974. Council is in control of the land and can therefore act as road controlling authority.
17. Therefore, the parking restrictions for the sections of the two lanes which are under Council control are now proposed to be streamlined to No Stopping restrictions throughout and the loading zones previously included in these areas will be removed.

Clyde Street development

18. Redevelopment of the ex-Hills Laboratory site for apartments at the western end of Clyde Street has resulted in changes to driveway entrances in this area.
19. A new vehicle entrance is proposed into a new basement at the western side of the site, with the existing vehicle crossing (closer to Grey Street) being narrowed.
20. As a result of the reduced kerbside space there is a loss of one carpark from the three currently in place as shown in the plan below:



Rutherford Street

21. 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](#)].
22. 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.
23. 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.
24. 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 did contact 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.
25. 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.
26. We 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.
27. 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.
28. Legal advice was sought by staff, and the key points from this are set out below:
 - i. They consider that Council's decision in February to put parking restrictions in place in front of 54 Rutherford Street would be vulnerable on judicial review as Council breached its statutory decision-making requirements when it failed to consult with neighbours.
 - ii. Council is obliged to give effect to the principles of consultation in section 82(1) of the Local Government Act 2002 in its decision-making.
 - iii. While Council is entitled to exercise its discretion in considering how to give effect to the principles (subject to the considerations in section 82(4)), the Minutes do not show that Council exercised its discretion, on valid grounds, not to engage in consultation. The Minutes simply do not address the issue at all. It appears that the failure to direct staff to consult was inadvertent, rather than a reasoned decision.
 - iv. The principles require that, among other things, Council provide affected persons with reasonable access to relevant information, and that Council encourage affected persons to present their views. Neither of these occurred in relation to 54 Rutherford Street.
29. Staff therefore arranged for the consultation and monitoring to be completed and have included the request for the additional P10 carpark in this report.
30. 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.

31. Staff have also completed monitoring of the parking activity in this street:
- i. In the middle of the day, when the kindergarten afternoon session starts, there were several carparks available (varying between 7 and 11).
 - ii. 2.30 to 3.10pm for the end of school day there were no spare carparks and the P10 carparks had vehicles that overstayed the time restriction.
32. 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.
33. The kindergarten representatives are expected to attend the meeting and present in the public forum.
34. Staff do not recommend that an additional P10 parking restriction be installed at this location.

Bus Stop outside 12 Braid Road

35. Both Hamilton City Council and Waikato Regional Council (WRC) staff have received repeated requests from a resident at 10 Braid Road relating to the two existing bus stops at the Braid Road shopping centre. The stops are used by the number 1 Pukete bus service which operates half hourly throughout weekdays, and hourly at weekends.
36. The resident requested that the bus stops be removed completely off Braid Road or at least have the 'timing point' status of the stops removed so that the buses will not use these stops unless there are passengers wanting to get on/off at these locations.
37. Timing points are required to maintain the reliability of bus services by requiring buses that are running early to hold at a particular location for a limited time so that passengers do not miss the bus due to it running through stops early.
38. The following table sets out the resident's concerns and the information that has been provided by Waikato Regional Council in response:

Issue #	Concerns expressed by Resident	Response from WRC
1	Believes that there are not many passengers getting on/off at this bus stop and the majority of the time the buses are sitting idle with no passengers on board	<p>In March 2021, there were:</p> <ul style="list-style-type: none"> i. 542 passengers board outside 12 Braid Road stop making it one of the top 10% of busiest stops for boardings in the Region. ii. 103 passengers boarded the stop at 5 Braid Road making it one of the top 40% of busiest stops for boardings in the Region. <p>Note these are boardings only and do not include passengers alighting the buses. It is generally expected that numbers exiting the bus will be similar figures for those boarding at these two stops.</p>
2	The buses are causing a nuisance with the noise they produce	The fleet have significantly improved on this route with new vehicles which are much quieter than the previous fleet

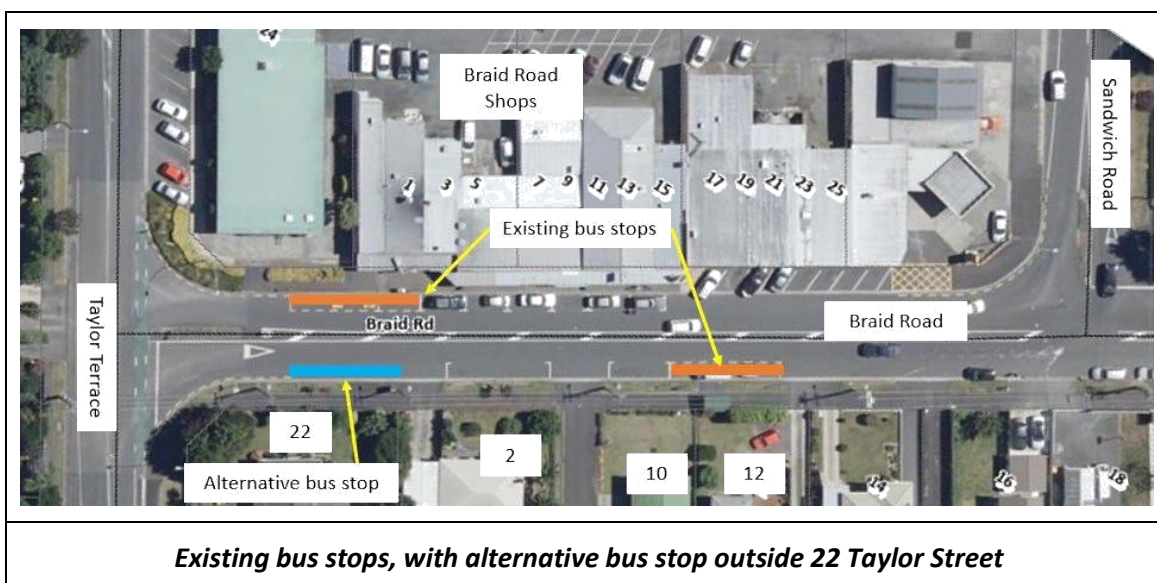
3	The timing points should be moved away from this location	Timing points close to shops or high activity locations where more people board / alight helps to provide confidence for users. The Braid Road shops are therefore preferred locations.
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39. It is standard operating procedure for a bus driver to turn their engine off if the vehicle will be waiting at a timing point bus stop for more than three minutes. Due to the requests made by the Resident WRC has requested drivers to turn off the vehicle if they need to wait for more than one minute at the Braid Road stops.
40. In addition, WRC adjusted their timetables in June 2020 so that dwell times at these stops is reduced. Based on data from the on-board computers, the average dwell time for the buses at these locations is now under a minute. The below table shows the average dwell time at the Braid Road bus stops by hour of the day for January and February 2021. This dwell time is not considered excessive.
41. Based on the data from the data from the on-board computers, the average dwell time for the buses at these locations is now under a minute.

Row	Lab	December	January	February
6		00:01:04	00:01:21	00:00:56
7		00:01:16	00:00:59	00:00:59
8		00:00:51	00:01:07	00:00:47
9		00:01:11	00:01:19	00:00:59
10		00:00:47	00:01:01	00:00:58
11		00:00:43	00:00:43	00:00:41
12		00:00:33	00:00:45	00:00:49
13		00:00:35	00:00:40	00:00:40
14		00:00:41	00:00:37	00:00:40
15		00:00:34	00:00:48	00:00:35
16		00:00:42	00:00:38	00:00:50
17		00:01:29	00:02:04	00:01:11
18		00:00:58	00:00:47	00:00:40
19		00:00:34	00:00:21	00:00:25
20		00:00:33	00:00:24	00:00:23
21		00:00:33	00:00:25	00:00:20
Grand Total		00:00:50	00:00:54	00:00:46

Table 1: Weekday Average Dwell Time on Braid Road bus stops

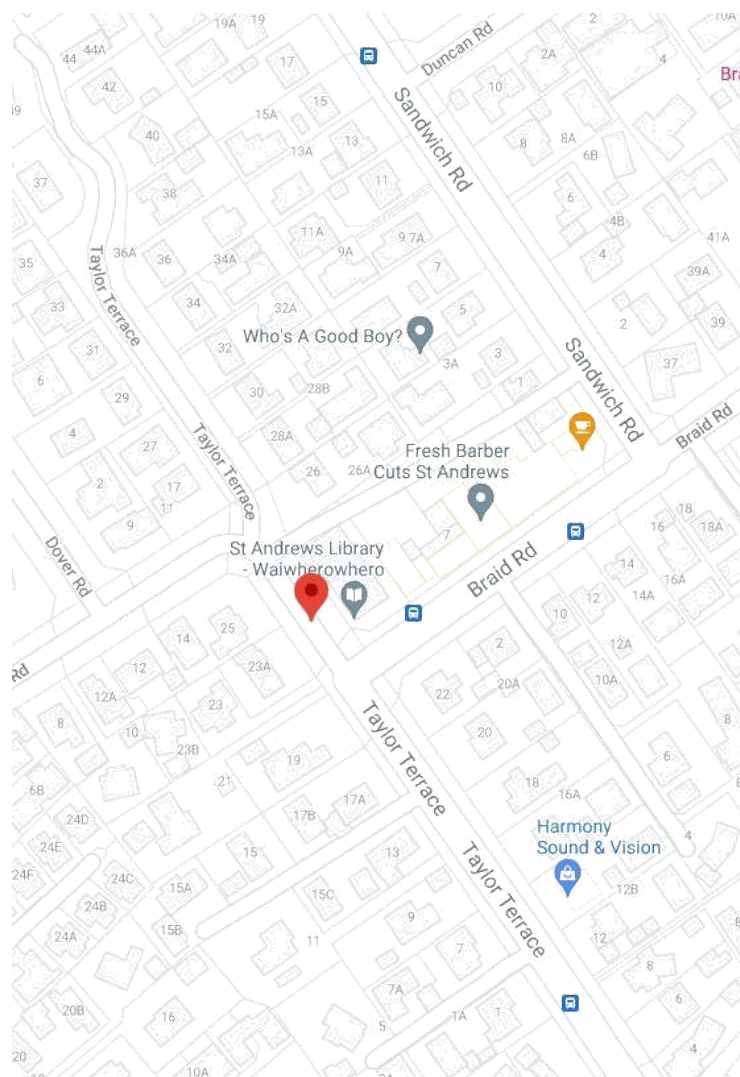
42. Despite the information provided and changes made to the operation of the timing points, the resident is still not satisfied and is unhappy with the responses provided by Hamilton City Council and Waikato Regional Council. The resident has asked what other changes are possible and the avenues available for further consideration of his request.
43. Staff undertook to investigate alternative bus stop locations. An alternative bus stop outside 22 Taylor Terrace (on Braid Road) was considered feasible to move the bus away from the residents property. The alternative stop would be closer to its pairing (opposite) stop and closer to the pedestrian refuge island at the Taylor Terrace intersection improving pedestrian access for bus passengers and is shown in the plan below.



44. As a result of consultation with adjacent properties, we have received three negative responses on this proposal, all who are opposed to the relocation of the bus stop. The reasons include:
- 12 Braid Road - residents do not want the existing bus stop moved from outside their property. If the bus shelter was moved it would create privacy issues as it currently provides a 'screen' for their property. The residents do not believe that noise is an issue;
 - 22 Taylor Terrace – resident did not want the bus stop moved due to privacy issue and safety concerns; and
 - 2 Braid Road (owner and resident) and also owner of 22 Taylor Terrace believed that it will be hard to find a suitable location due to the telephone box already outside their property and thought that the proximity to the splitter island would cause safety issues.
45. Staff have assessed that there are two reasonable and viable options to consider for the relocation of the bus stop. This assessment reflects the level of significance outlined in this report. The options are set out in the table below:

Option 1 (recommended)	The bus stop remains at the current location outside 10 Braid Road and that Waikato Regional Council monitor the use this site.
Option 2	Relocate the bus stop from 10 Braid Road to 22 Taylor Terrace (in Braid Road).

46. Relocation of the bus stop from 10 Braid Road to 22 Taylor Terrace (in Braid Road) would require the existing bus shelter to be moved also. This combined with the costs associated with signage and roadmarking changes is estimated to be \$6,000.
47. WRC do not have a strong preference for the bus stop location, but firmly believe that locations adjacent to Braid Road shops are the most appropriate location for timing points on this route.
48. **Option Two**, moving the bus stops out of Braid Road completely and moving them to either Taylor Terrace or Sandwich Road is not considered desirable due to the distance that this would move them away from the shops. The following plan illustrates where the next nearest bus stops are on this route.



Location of nearest bus stops on the bus route

49. Staff recommend **Option One**, that the stop remain at the current location and that WRC continue to monitor the length of time spent by any of the buses at this timing point to ensure that this is being minimised.
50. The resident of 10 Braid Road has been informed of this recommendation and provided an opportunity to present to this Hearings and Engagement Committee meeting to present his concerns.

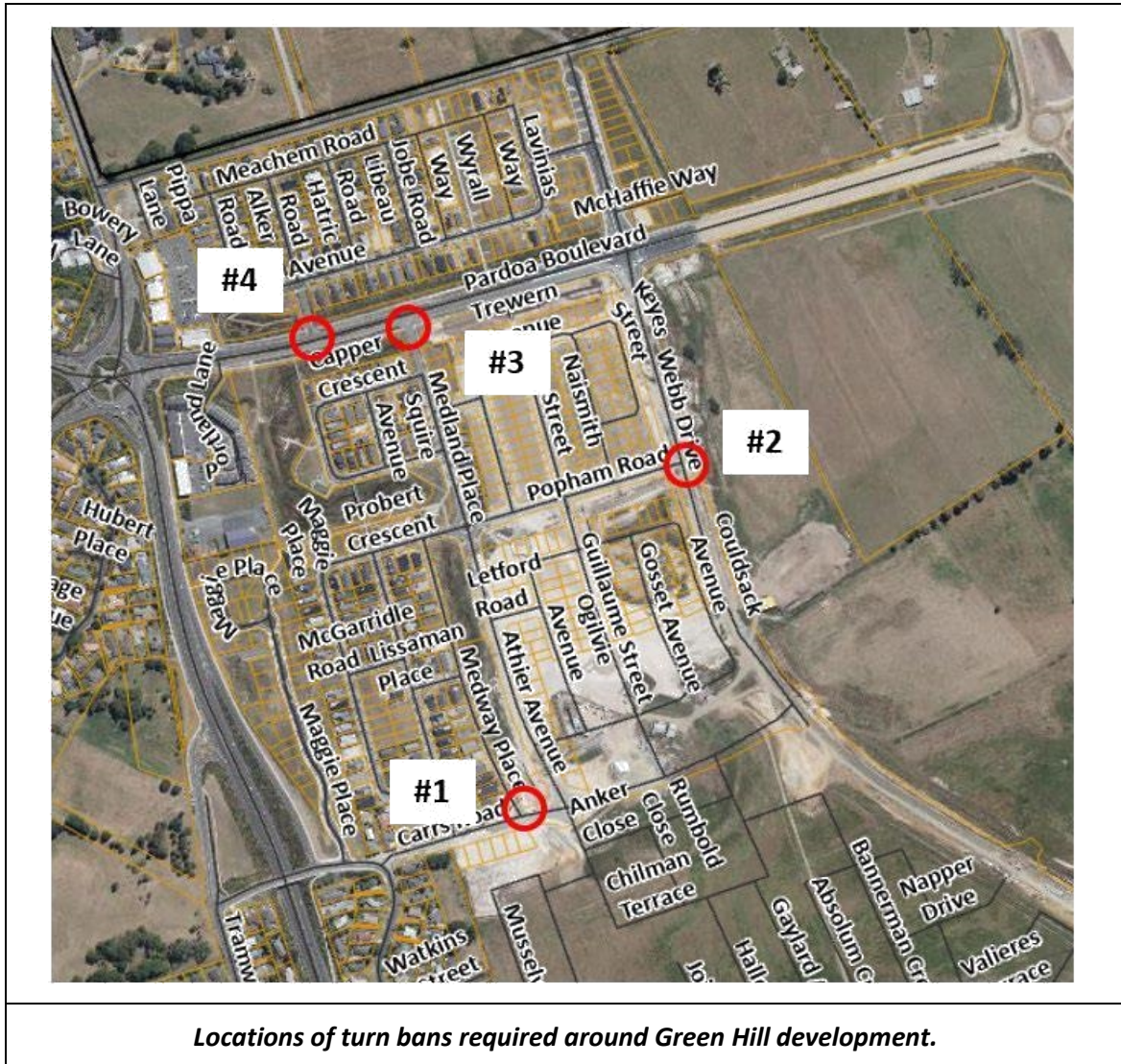
Traffic Bylaw Changes

51. The Traffic Bylaw has a series of registers that are able to be updated via Council resolution.
52. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2015:
 - i. Turning Restrictions Register - Part 1: Right Turns
 - ii. Cycle Paths Register

Turning Restrictions Register (Part 1: Right Turns)

53. As part of the continued development in Green Hill, including the recent extension of Webb Drive a new roundabout at the intersection of Carrs Road several turn restrictions have been put in place.

54. Reflecting the arterial nature of Webb Drive and Pardoia Boulevard, the number of side roads with full access are to be limited to key intersections, with the remainder being left in/left out only. The following plan sets out the four locations where turn bans need to be formalised:



55. The following changes to Traffic Turning Restrictions - Part 1 Right Turn are therefore proposed via the addition of the following:

Site 1	<ul style="list-style-type: none"> • Medway Place (south bound) right into Carrs Road • Carrs Road (west bound) right into Medway Place
Site 2	<ul style="list-style-type: none"> • Popham Road (east bound) right into Webb Drive • Webb Drive (south bound) right into Popham Drive
Site 3	<ul style="list-style-type: none"> • Medland Place (north bound) right into Pardoia Boulevard • Pardoia Boulevard (east bound) right into Medland Place
Site 4	<ul style="list-style-type: none"> • Hatric Road (north bound) right into Pardoia Boulevard • Pardoia Boulevard (east bound) right into Hatric Road

Cycle Paths Register

56. In conjunction with the minor improvements project installing a footpath on the eastern side of Memorial Drive, it has been proposed to upgrade the western path to a shared path facility for both walking and cycling.
57. The shared path will run between Anzac Parade to just south of Riro Street as shown in plan that can be viewed [here](#) or in **Attachment 1** of this report.
58. The following change to Cycle Paths Register is therefore proposed via the addition of the following:

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

Financial Considerations – *Whaiwhakaaro Puutea*

59. The parking changes associated with Clyde Street will be covered by the developers as part of their works.
60. Funding for the implementation of the remaining proposed parking changes is included in the 2020/21 City Transportation Operations and Parking Activity budgets.

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

61. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
62. Staff have received legal advice for the matters in this report that relate to Vehicle Access in Ward Lane and Worley Lane and P10 Parking for Rutherford Street.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

63. 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').
64. 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.
65. The recommendations set out in this report are consistent with that purpose.

Social

66. 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

67. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.
68. 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

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

Cultural

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

Risks - *Tuuraru*

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

- i. **2 b)** parking restriction changes are required to enable proposed development to proceed and ensure safe operation of the proposals; and
- ii. **2 c) i)** formalises turning restrictions that are in place via the physical medians at intersections around the Green Hill development
- iii. **3 c) ii)** enables an off road shared path to be established on Memorial Drive which provides for a safer location for cyclists to ride

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

Significance

72. Staff considered the following under the Significance and Engagement Policy:

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

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

Engagement

74. 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 - Proposed Parking Restrictions - Illustrations - May 2021

Attachment 2 - Proposed Parking Restrictions Schedule - May 2021

Hearings and Engagement Committee

Proposed Parking Restriction Changes

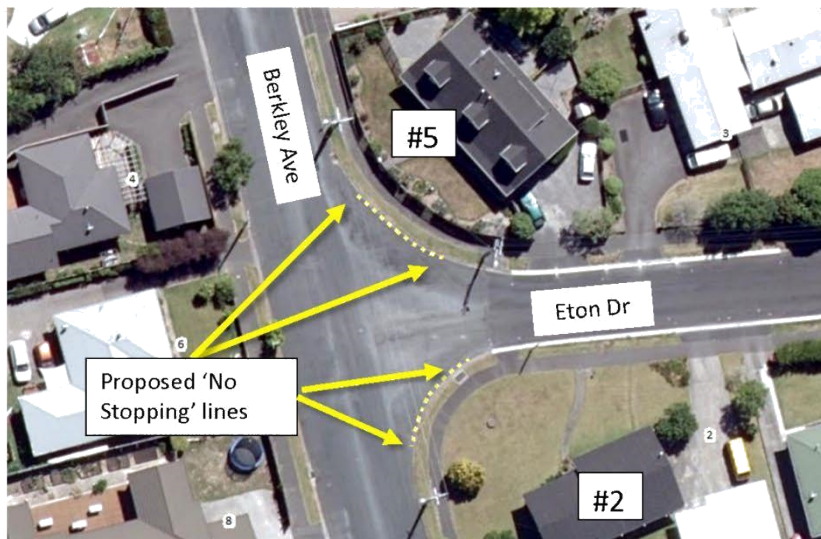
27 May 2021



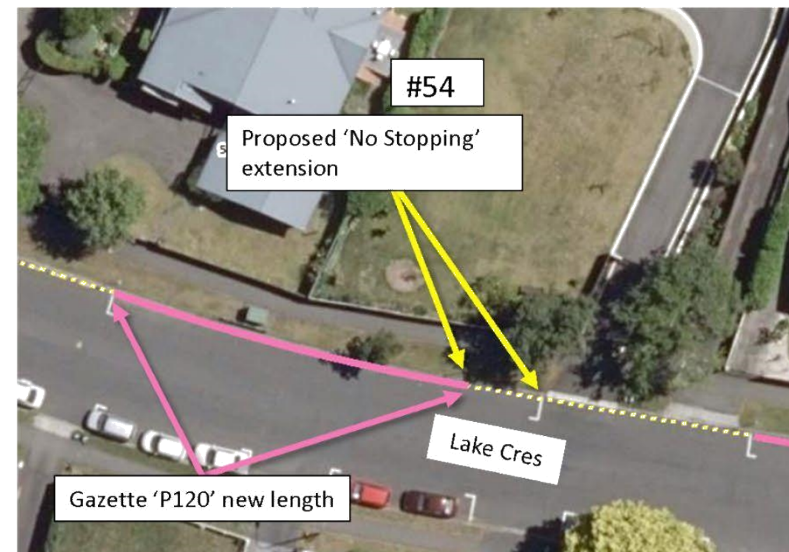
Item 5

Attachment 1

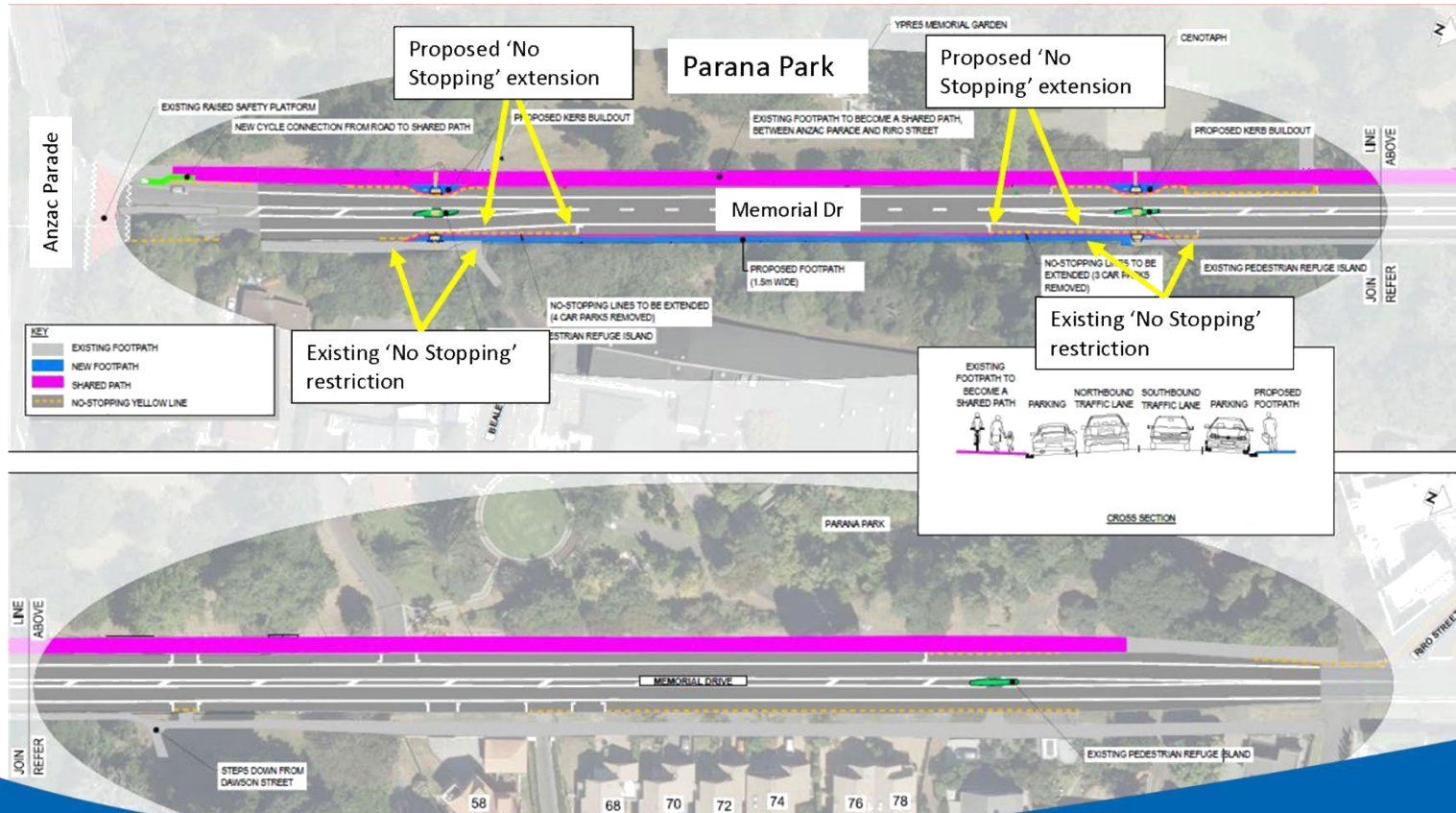
Berkley Avenue & Eton Drive



Lake Crescent



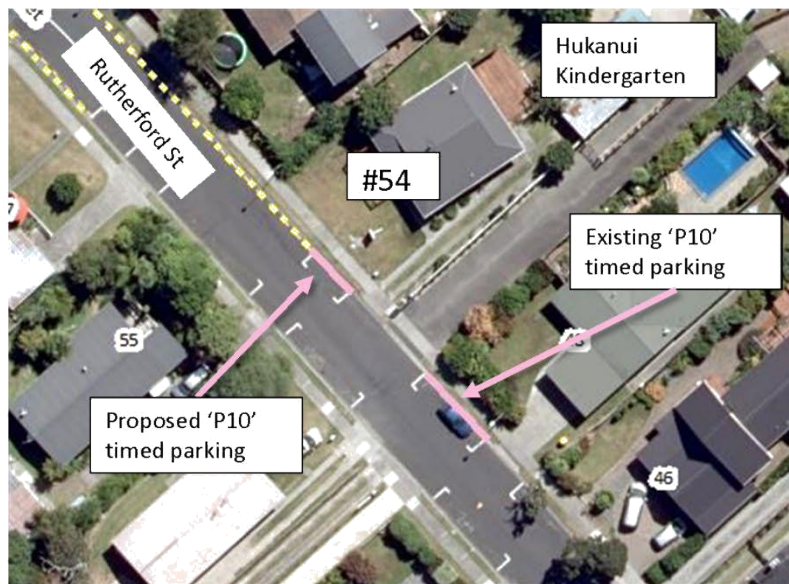
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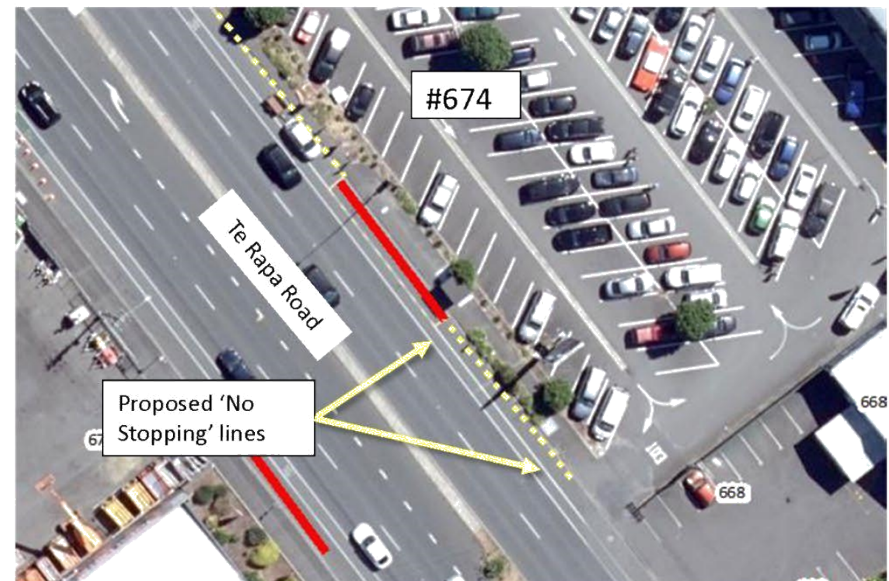
Item 5

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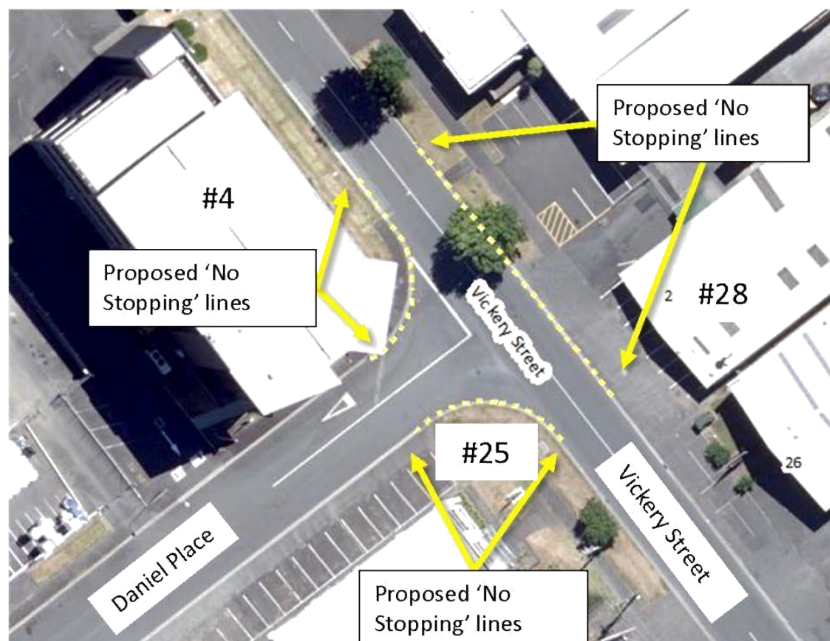
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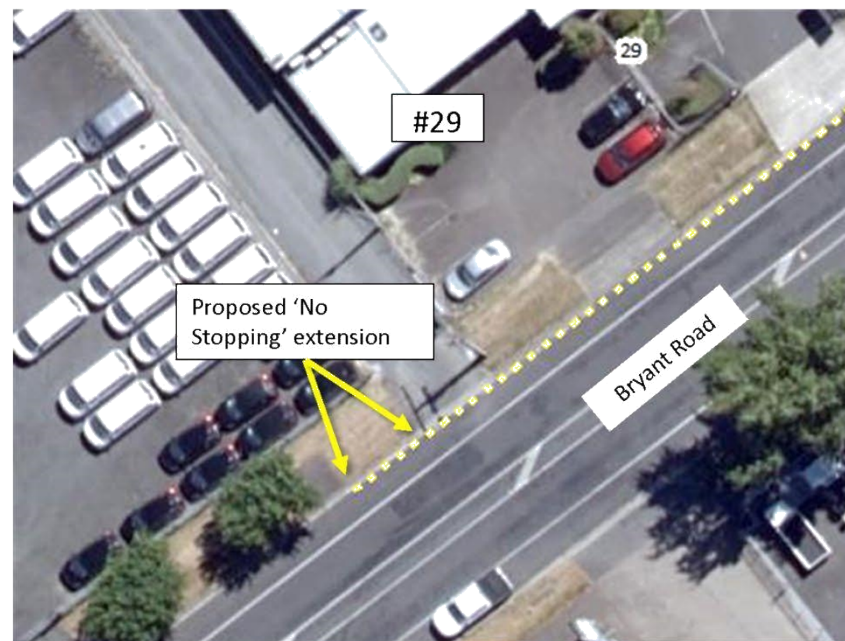
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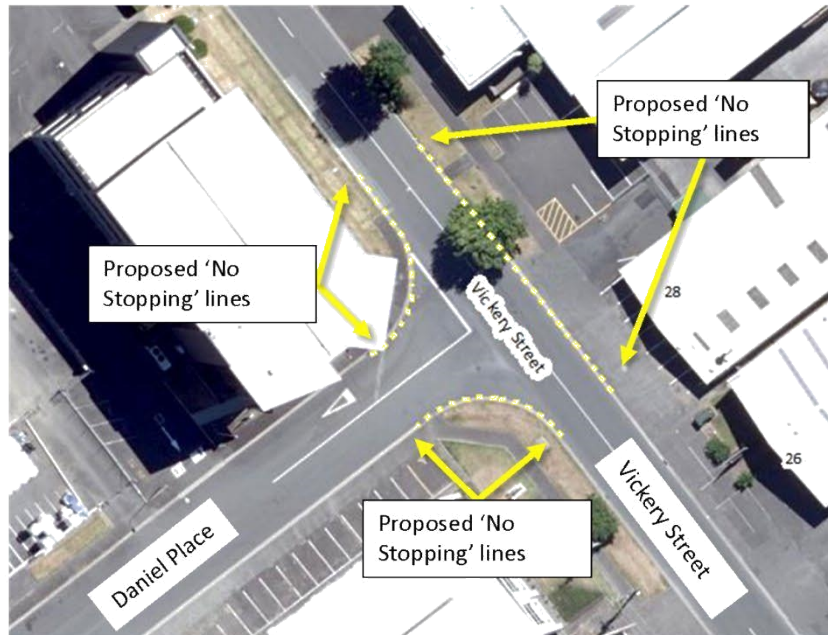
Vickery Street



Bryant Road



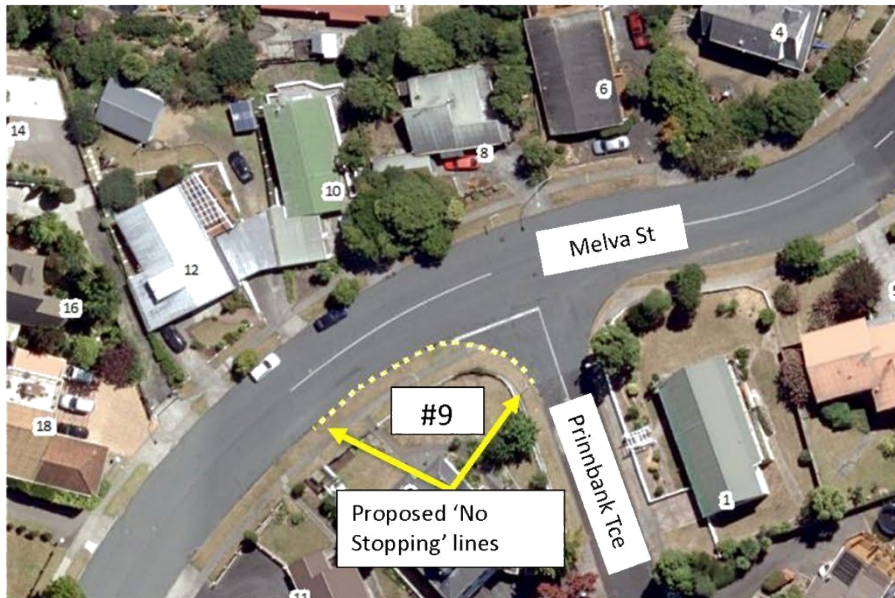
Vickery Street



Bryant Road



Melva St & Prinnbank Tce



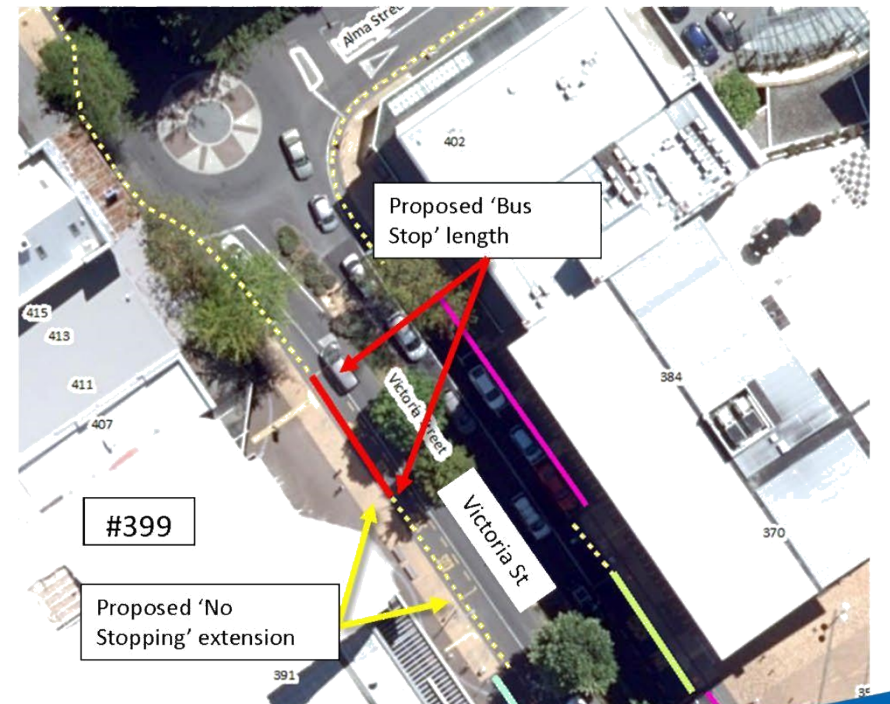
Hardley Street



Caro Street



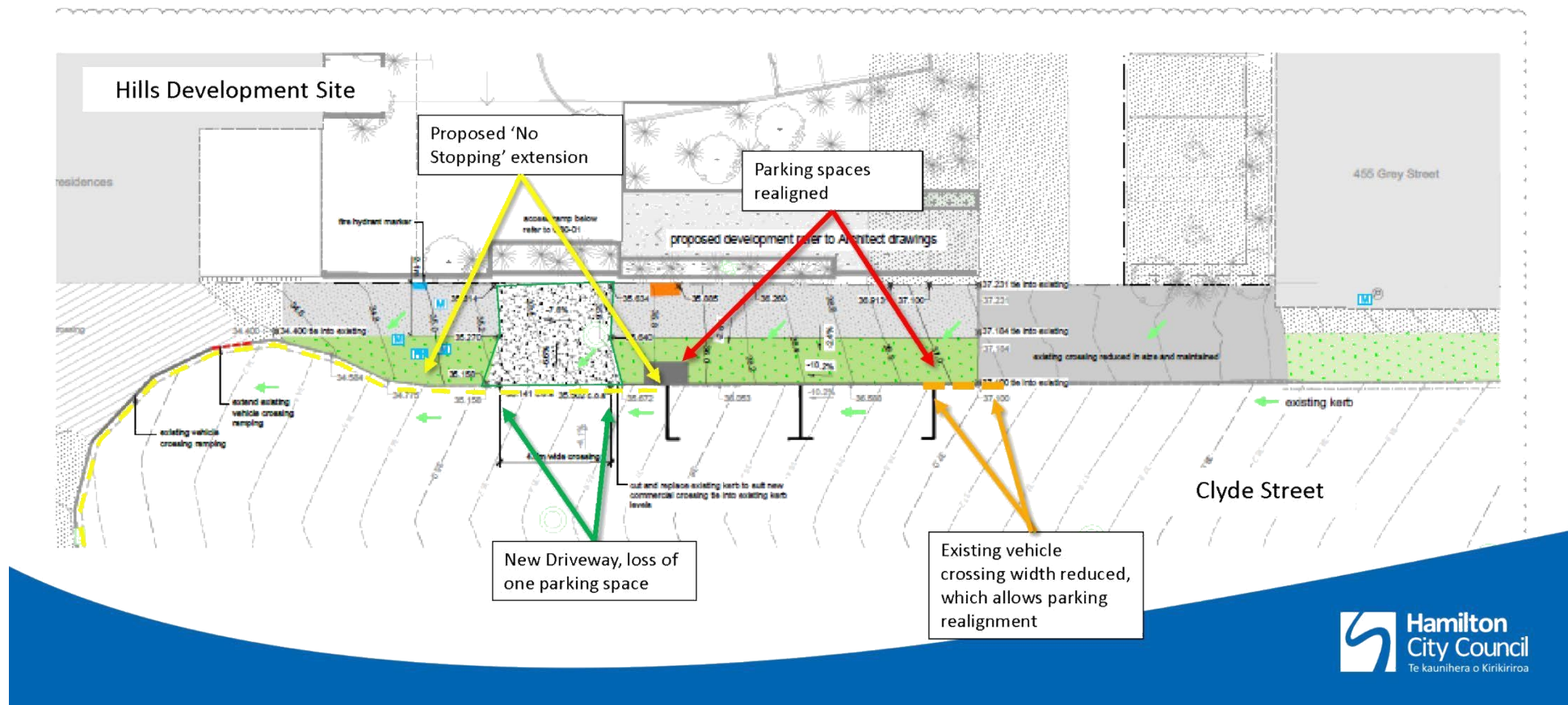
Victoria Street



Item 5

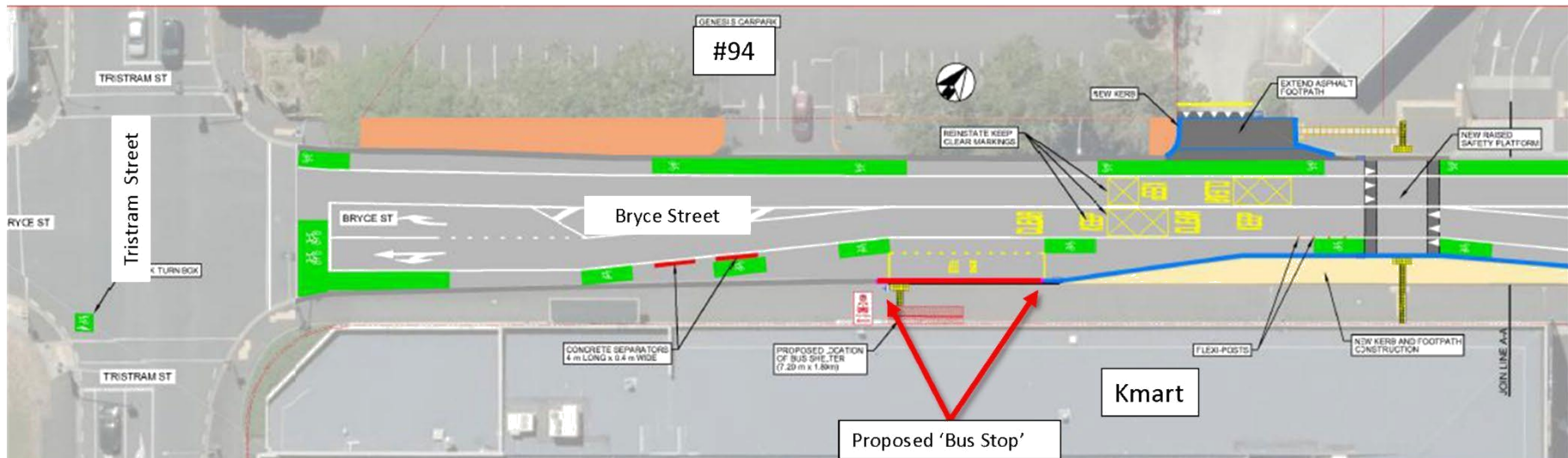


Clyde Street – Post Development



Bryce Street

Item 5



Attachment 1

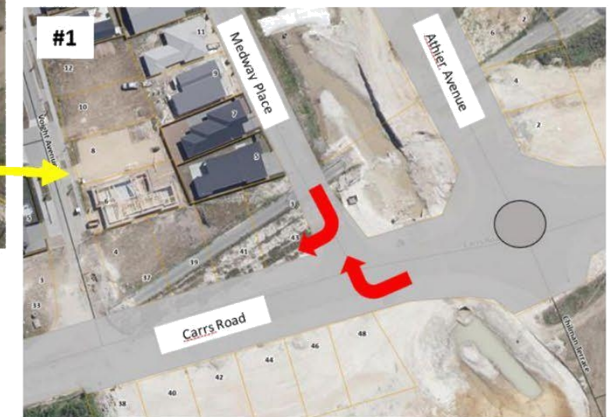
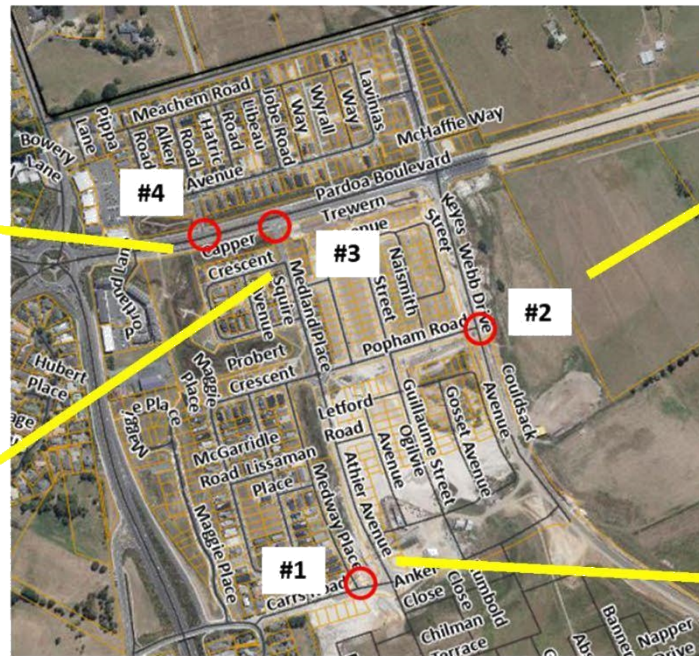
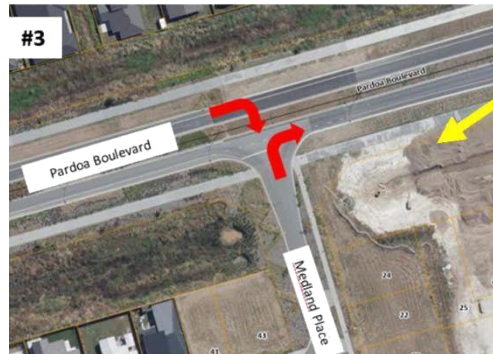
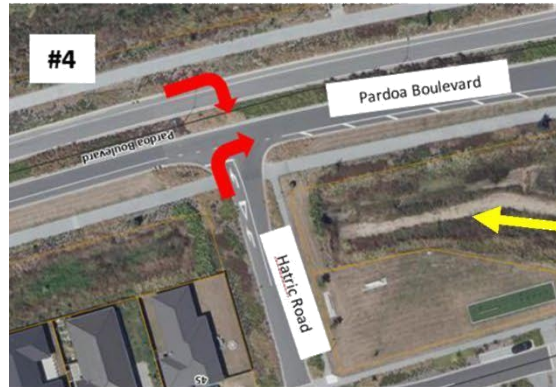
Cowley Drive



Tuhikaramea Road



Green Hill Development – Turn Bans



NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Eton Drive	Resident	Cars parking within six metres of an intersection.	Install the following 'No Stopping' restrictions: 6m outside #2 Eton Drive. 6m outside #5 Berkley Avenue.
Berkley Avenue	Resident	Cars parking within six metres of an intersection.	Install the following 'No Stopping' restrictions: 6m outside #2 Eton Drive. 6m outside #5 Berkley Avenue.
Lake Crescent	Resident	Ongoing visibility issues for vehicles exiting the driveway.	Extend the existing 'No Stopping' restriction to a new length of 22m outside #54 Lake Crescent. Gazette the 'P120' restriction new length of 29.5m outside #54 Lake Crescent.
Memorial Drive	HCC	As part of minor safety upgrades on Memorial Drive, changes to the 'No Stopping' lines are required.	Extend the existing 'No Stopping' restriction to a new length of 51m. Extend the existing 'No Stopping' restrictions to a new length of 42m.
Te Rapa Road	Business	Ongoing visibility issues for vehicles when exiting the driveway.	Installation of 20m 'No Stopping' lines outside #674 Te Rapa Road.
Vickery Street	Business	Some sections of 'No Stopping' have been proposed to provide additional space for heavy vehicles to give way to one another.	Install the following 'No Stopping' restrictions: 40m outside #28 Vickery Street. 15m outside #4 Daniel Place. 10m outside #25 Vickery Street.
Daniel Place	Business		Install the following 'No Stopping' restrictions: 11m outside #4 Daniel Place. 11m outside #25 Vickery Street.
Bryant Road	Business	Ongoing visibility issues for vehicles when exiting the driveway.	Extend the existing 'No Stopping' restriction to a new length of 56m outside #29 Bryant Road.
Melva Street		Parked cars block intersection site lines for drivers exiting the	Installation of 28m 'No Stopping' lines outside #9 Melva Street.

Prinbank Terrace	HCC	intersection onto Melva Street	Installation of 6m 'No Stopping' lines outside #9 Melva Street.
Hardley Street	Business	Ongoing issues with vehicles parking over the driveway	Installation of 9m 'No Stopping' lines outside #1030 Victoria Street on the Hardley Street frontage.
Caro Street	HCC	The CBD shuttle is no longer in operation so an opportunity to provide accessible parking closer to the shops and Garden Place activity centre.	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	HCC	The CBD shuttle is no longer in operation so an opportunity to reduce the extent of the bus stop and make available for bike parlets centre.	Extend the existing 'No Stopping' lines outside #399 Victoria Street to a new length of 19m. Gazette the new length 14m 'Bus Stop' restriction outside #399 Victoria Street.
Clyde Street	Development	Changes to the existing 'No Stopping' lines are needed, due to the construction of a new driveway.	Extend the existing 'No Stopping' lines to a new length of 46.5m outside the Hills Development site.
BUS STOPS			
Location	Requested By	Reason	Description
Opp 94 Bryce Street	WRC	New East West frequent and direct route to improve bus services between Silverdale Road (eastern most arrival/destination) and Rotokauri Area (western most arrival/destination).	Installation of a 15m 'Bus Stop' opposite #94 Bryce Street (outside Kmart).
1a Cowley Drive	WRC	New improved bus service in the Temple View area.	Installation of a 15m 'Bus Stop' outside 1a Cowley Drive.

EXISTING PARKING RESTRICTIONS TO BE GAZETTED			
Location	Requested By	Reason	Description
Tuhikaramea Rd	HCC	Existing 'No Stopping' lines.	Gazette existing 9m 'No Stopping' outside #65 Tuhikaramea Road.
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Lake Crescent	Resident	New lengths have been proposed.	Rescind 17.5m 'No Stopping' restriction outside #54 Lake Crescent. Rescind 35m 'P120' restriction outside #54 Lake Crescent.
Memorial Drive	HCC	New lengths have been proposed.	Rescind the following 'No Stopping' restrictions: 30m opposite Parana Park. 24m opposite Parana Park.
Bryant Road	Business	New length has been proposed	Rescind 38m 'No Stopping' outside #29 Bryant Road .
Caro Street	HCC	New restrictions have been proposed.	Rescind 18.5m 'Bus Stop' outside Hamilton City Council. Rescind 20m 'Coach Park' restriction outside Hamilton City Council.
Victoria Street	HCC	New lengths have been proposed.	Rescind 11m 'No Stopping' restriction outside #399 Victoria Street. Rescind 26m 'Bus Stop' restriction outside #399 Victoria Street.
Clyde Street	Development	New length has been proposed	Rescind 36.5m 'No Stopping' lines outside the Hills Development site.
EXISTING BUS STOPS TO BE RESCINDED			
Location	Requested By	Reason	Description
Caro Street	HCC	Redundant bus stop.	Rescind 18.5m 'Bus Stop' outside Hamilton City Council.
391 Victoria Street	HCC	Updated length proposed.	Rescind 12m 'Bus Stop' outside #391 Victoria Street.