

Notice of Meeting:

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

Date: Tuesday 20 October 2020
Time: 9.30am
Meeting Room: Council Chamber and Audio-visual Link
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Hearings and Engagement Committee *Komiti Whiriwhiri Kaupapa* **OPEN AGENDA**

(Traffic Matters)

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 Hemi Rau
	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

Becca Brooke
Governance Manager
Menetia Mana Whakahaere
12 October 2020
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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:**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: 20 October 2020
Author: Tyler Gaukrodger
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Hearings and Engagement Committee Open Minutes - 25 August 2020

Report Status	<i>Open</i>
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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 25 August 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Meeting Unconfirmed Open Minutes - 25 August 2020

Hearings and Engagement Committee

OPEN MINUTES

Minutes of a meeting of the Hearings and Engagement Committee held via audio visual link on Tuesday 25 August 2020 at 9.30am.

PRESENT

Chairperson	Cr M Gallagher
<i>Heamana</i>	
Deputy Chairperson	Cr E Wilson
<i>Heamana Tuarua</i>	
Members	Deputy Mayor G Taylor
	Cr M Bunting
	Cr K Naidoo-Rauf
	Cr R Pascoe
	Cr S Thomson
	Cr M van Oosten
	Cr A O'Leary
	Maangai T P Thompson-Evans

In Attendance	Lance Vervoort – General Manager Community
	Jen Baird – General Manager City Growth
	Julie Sanderson – Business Manager
	Sandra Murray – Consultant
	Kelvin Powell – City Safe Unit Manager
	Rebecca Whitehead - Business and Planning Manager

Governance Staff	Amy Viggers – Governance Team Leader
	Carmen Fortin; Narelle Waite; Tyler Gaukrodger – Governance Advisors

1. **Apologies – *Tono aroha***

Resolved: (Cr Gallagher/Cr Wilson)

That the apologies for absence from Cr Forsyth and for lateness from Cr Naidoo-Rauf and Maangai Te Ua 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. Safety in Public Places Bylaw consultation report

The Consultant took the report as read.

The following members of public spoke to their submission on the Safety in Public Places Bylaw:

Sue Griffin

Ms Griffin spoke in opposition to the proposed Safety in Public Places Bylaw, as she felt the skateboards disturb residents and damage public property. She responded to questions from members concerning the timing of this activity, potential damage to city assets and rules to address her concerns.

The City Safe Unit Manager spoke of public property damage and confirmed such activity had not reached concern to a level of police intervention/enforcement. He responded to questions from Members concerning the damage caused by skateboarding, how to differentiate between skating for transport vs recreation, and dissuading skating in specific areas.

Andrew Rees

Mr Rees spoke in opposition to the proposed Safety in Public Places Bylaw. He outlined the previous rule restrictions and the benefits of skateboarding as a mode of transport. He responded to questions from members concerning noise complaints from residents, and potential for designated local skate zones for recreational use.

Staff responded to questions from Members concerning practical options to avoid property damage and potential time restraints on Garden Place skating.

Resolved: (Cr Gallagher/Cr Wilson)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) hears and considers the submissions for the Safety in Public Places Bylaw review; and
- c) notes that a Deliberations Report for the Safety in Public Places Bylaw review will be considered at the 29 September Community Committee meeting.

Maangai Thompson-Evans joined the meeting (9:48am) during the discussion of the above item. She was present when the matter was voted on.

The meeting adjourned from 10:16am to 10:21am during the discussion of the above item.

5. Hamilton Gardens Management Plan – Submissions

The Business and Planning Manager outlined the report noting that this hearing was concerning the revised Hamilton Gardens Management Plan which retained the Rhododendron lawn.

The following members of the public spoke to their submissions on the Hamilton Gardens.

Jenny Newman

Ms Newman spoke in opposition of the Gardens Management Plan as she felt the new plan is prioritizing attractions over nature. She suggests the plan should prioritise more large open parks.

Response 826662635

The submitter spoke in opposition of the Hamilton Gardens Management Plan. He noted his background as an arborist. He expressed concern that the new carpark will destroy critically endangered species, and native trees would also be removed. He recommended extending the

current carpark, providing a shuttle and a footbridge over the river to more parking and suggested hiring an independent arborist who would value the current value of the effected trees. He responded to questions from members concerning trees quality of life effected by the current carpark plan.

Response 950395109

The submitter spoke in support of the Hamilton Gardens Management and suggested that the closure of the current carpark may impede disabled access to the gardens. They also suggested the older sections of the gardens should also be considered as historical sites.

Carrie Song

Ms Song spoke in support of the Hamilton Gardens Management Plan. She provided background as a Hamilton Garden volunteer for the last year, and suggested the current parking was inadequate, and would lead to visitors leaving without seeing the gardens. The felt the new plan would increase visitor numbers.

The meeting adjourned from 10:55am to 11:15am during the discussion of the above item.

Cr Naidoo-Rauf joined the meeting (11:15am) during the above adjournment.

Duncan and Teri France

Mr and Mrs France spoke in support of the Hamilton Gardens Management Plan. They expressed concern about the difficulty in navigating the gardens and suggested the use of a map app. They responded to questions from members concerning signage that could provide the same level of service as an app.

The meeting was adjourned from 11:25am to 11:30am during the discussion of the above item.

Resolved: (Cr Gallagher/Cr Wilson)

That the Hearings and Engagement Committee receives the report.

Pippa Mahood

Ms Mahood spoke in support of the Hamilton Gardens Management Plan that retained the Rhododendron Lawn. She suggested the treetop walk sides be clear to assist viewing access and raised concerns regarding accessibility restrictions of the Treetop Walk and new parking distances. She responded to questions from members concerning the Treetop Walks construction and design.

Cr Bunting re-joined the meeting (11:32am) during the above submission.

Lee Ann Muntz and Craig Muntz (Tainui Waka Tourism Inc)

Mrs and Mr Muntz spoke in support of the Hamilton Gardens Management Plan. They spoke of the background of the Tainui Waka Tourism organisation and spoke in support of the pedestrian bridge to Peacocke. They felt that iwi were not collaborated enough with current development plan, and the bridge would be support iwi connections. They responded to questions from Members concerning how the pedestrian bridge complimented cultural values, pedestrian bridge access could ease carparking strain and how the current development restricted access to the river.

Brian Main

Mr Main spoke in opposition of the Hamilton Gardens Management Plan, noting his access concerns of access in relation to disabled visitors. He also spoke to Rhododendron Lawn potential stage options.

Grant Edwards

Mr Edwards spoke in support of the Hamilton Gardens Management Plan, noting concerns with the current plan restricting access to river beaches. He responded to questions to Members concerning biking and walking paths alongside the river.

John Dobson (Hamilton Gardens Development Trust)

Mr Dobson spoke in support of the Hamilton Gardens Management Plan, the background of the Hamilton Gardens Development Trust and noted the plan providing clear goals in fundraising for the gardens. He responded to questions from Members concerning the economic downturn effecting donation funding, public expectations of garden upgrades, historic effect of plan finalisation on public donation spending and the pedestrian bridges effect.

Jason Dawson (Hamilton & Waikato Tourism)

Mr Dawson spoke in support of the Hamilton Gardens Management Plan, noting that they assume consideration has been given to improved entrance signage, disability accessibility and toilet facilities. He responded to questions from Members concerning bridge access adding value, potential admission fees, potential for garden night attractions and the correlation between an increase of garden attractions increasing additional general Hamilton tourism.

Peter Verstappen

Mr Verstappen spoke in support of the Hamilton Gardens Management Plan and suggested the current parking location be altered to allow specialist and accessibility parking closer to the information centre and notes the plan should not limit access to the river. He clarified his concerns over bi-cultural tourism diversifying the intention of the Gardens as green space.

Marleina Ruka (Friends of Hamilton Gardens Inc)

Ms Ruka spoke in support of the Hamilton Gardens Management Plan and raised concerns regarding the new carpark location and the intention of having cyclists and pedestrians share path space. She suggested clear sides to the treetop walkway would improve the visitor experience. She noted that once the management plan was approved it would allow the Friends of Hamilton Gardens to continue their fundraising goals.

Maangai Thompson-Evans left the meeting (12:57pm) during the above submission.

Cr Pascoe left the meeting (12:59pm) during the above submission.

Marilyn Yeoman (Garden History Research Foundation)

Ms Yeoman spoke in support of the Hamilton Gardens Management Plan, noting that they preferred the previous management plan. She spoke to the quality of the gardens, and health and safety concerns of cyclists and pedestrians, children near the carpark and the distance to the information centre. She responded to questions from Members concerning and increase of promotion of the gardens.

The meeting adjourned from 1:03pm to 1:45pm.

Cr Naidoo-Rauf left the meeting during the above adjournment.

Cr Pascoe and Maangai Thompson-Evans re-joined the meeting during the above adjournment.

Jeremy Mayall (Creative Waikato)

Mr Mayall spoke in support of the Hamilton Gardens Management Plan. He responded to questions from members concerning increased scope of Gardens festivals and collaboration with Tainui Waka Tourism.

Cr Naidoo-Rauf re-joined the meeting (1.50pm) during the above submission.

Ben Cleland and Ingrid Huygens

Mr Cleland and Ms Huygens spoke in support of the Hamilton Gardens Management and noted their concerns regarding the Victorian glasshouses. They suggested the carpark be moved west to allow the glasshouses to remain, for the sides of the treetop walk to be clear and the location of the pedestrian river bridge be moved to remove the need for multiple gardens entrances. They responded to questions from Members concerning their proposed car parking in Peacocke.

Paul Knox

Mr Knox spoke in support of the Hamilton Gardens Management Plan and expressed concerns about demolishing the Victorian glasshouses and the increased carpark capacity not being adequate in conjunction with the goal of increased gardens visitor retention time.

Virginia Graham

Ms Graham spoke in support of the Hamilton Gardens Management and the original intent of the gardens. She suggested that the plan needed to be proactive to expand the scope of the garden.

Peter Thomas

Mr Thomas spoke in opposition of the Hamilton Gardens Management Plan and suggested that the parks on both sides of the river could be connected via a pedestrian and cycle bridge.

Cr Pascoe retired from the meeting (2:15pm) during discussion of the above submission.

Martin Toop

Mr Toop spoke in opposition of the Hamilton Gardens Management Plan suggesting no spending should be done on development of the Gardens for the next five years above maintenance. He felt that rates should be spent on other projects or other parks across the city and in suburbs. He responded to questions from Members concerning whether community fundraising would be an acceptable option.

Response 552242654

The submitter spoke in support of the Hamilton Gardens Management Plan and queried whether upgrades would increase rates to Hamiltonians. They expressed concern over the prioritisation of increased carparking over promotion of alternative transport and suggested more day and nightlife events to increase tourism. They responded to questions from Members concerning accessibility solutions for cyclists and pedestrians.

Brian White

Mr White spoke in opposition of the Hamilton Gardens Management Plan, as the new plan cut off access to the river beach for swimming, and suggested that it would negatively impact the community.

Response 129803670

The submitter spoke in support of the Hamilton Gardens Management Plan, noting that they thought there was potential for additional monetisation and user paid attractions to fund future projects.

Cr Bunting retired from the meeting (2:39pm) during the above submission.

The meeting adjourned from 2:40pm to 2:46pm.

Members requested the following be included in the deliberations report:

- incorporating cultural sites near the gardens;
- ensuring elderly and disabled access to parking and all parts of the gardens;
- whether staff have considered effected rare and native trees;
- a potential for a pedestrian bridge across to peacocke;
- ability for multi-level carparking;
- all-weather and toilet access near carparks;
- health and safety of pathways and cycleways;
- the Glenview council land available;
- lighting to enable future nightlife events;
- river path access;
- technology potential within the gardens;
- signage; and
- public transport access.

Staff Action: Staff undertook to report back to the Community Committee on a timeline of when the deliberations report would be provided to the committee.

Resolved: (Cr Gallagher/Cr Wilson)

That the Regulatory and Hearing Committee hears and considers public submissions with regard to the Hamilton Gardens Management Plan that was held from 11 July 2020 to 9 August 2020.

That the Regulatory and Hearing Committee notes that a Deliberations Report that includes feedback from the initial consultation (8 April 2019 to 9 June 2019) and feedback from the 11 July 2020 to 9 August 2020 consultation will be brought to the Community Committee on 29 September 2020.

The meeting was declared closed at 3:17pm

Council Report

Item 5

Committee: Hearings and Engagement Committee
Date: 20 October 2020
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Hearings and Engagement Committee Open Minutes - 26 August 2020

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 Meeting held on 26 August 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Open Minutes - 26 August 2020

Hearings and Engagement Committee

Komiti Whiriwhiri Kaupapa

OPEN MINUTES

Minutes of a meeting of the Hearings and Engagement Committee held via Audio-Visual Link on Wednesday 26 August 2020 at 11:04am.

PRESENT

Chairperson Cr M Gallagher

Heamana

Deputy Chairperson Cr E Wilson

Heamana Tuarua

Members Cr S Thomson
Cr M van Oosten
Cr A O'Leary

In Attendance Eeva-Liisa Wright – General Manager Infrastructure Operations
Robyn Denton - Operations Team Leader
Rebecca Whitehead – Business and Planning Manager

Governance Staff Carmen Fortin, Narelle Waite, and Tyler Gaukrodger – Governance Advisors

1. **Apologies – Tono aroha**
Resolved: (Cr Wilson/ Cr van Oosten)
That the apologies for absence from Cr Naidoo-Rauf, Cr Pascoe, Cr Bunting, Cr Forsyth, Cr Hamilton and Cr Macpherson are accepted.
2. **Confirmation of Agenda – Whakatau raarangi take**
Resolved: (Cr Wilson/ Cr Gallagher)
That the agenda is confirmed.
3. **Declarations of Interest – Tauaakii whaipaaanga**
No members of the Council declared a Conflict of Interest.
4. **Confirmation of Hearings and Engagement Committee Open Minutes - 28 July 2020**
Resolved: (Cr Ewan/ Cr Gallagher)
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.

5. Parking Restrictions and Traffic Bylaw Changes

The Transport Operations Team Leader spoke to the report and answered questions from Members relating to the location of the traffic changes, the effect on local business, parking, improvement of road safety and alternative roading designs.

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
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.
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
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 metres to #181. (ii) Westbound cycle lane from #160 Cambridge Road, progressing 840 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.

Resolved: (Cr Wilson/ Cr Thomson)

That the Hearings and Engagement Committee approves the installation of 150m 'No Stopping' outside #2 Moonlight Drive to #9 North Ridge Drive on Horsham Downs Road.

Resolved: (Cr Thomson/ Cr Wilson)

That the Hearings and Engagement Committee approves the installation of a raised safety platform across Peachgrove Road outside #267 Peachgrove Road.

The meeting was declared closed at 11.50am.

Council Report

Committee: Hearings and Engagement Committee

Date: 20 October 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*

- 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; and
 - approves the changes to parking restrictions and controls as set out below:

Location	Description
Ellicott Road	Extend the existing 5m 'P10 8am- 6pm Mon-Sun' restriction outside #79 Ellicott Road to a total length of 16m outside #77-79 Ellicott Road.
Hooker Avenue	Install the following 'No Stopping'. 10m outside #5 Hooker Avenue. 9m outside #7 Hooker Avenue. 11m outside #14 Hooker Avenue. 8m outside #1 Hillary Street.
Hillary Street	Install the following 'No Stopping'. 14m outside #14 Hooker Avenue. 9m outside #1 Hillary Street.
Lynwood Place	Install the following 'No Stopping'. 10m outside #5 Hooker Avenue. 10m outside #7 Hooker Avenue.
Karewa Place	Extend the existing 30m 'No Stopping' outside #1 Karewa Place to a total length of 44m outside #1 Karewa Place.
Rutherford Street	Install 18m 'No Stopping' lines across the driveway of #8b-10 Rutherford Street.
Hardley Street	Install 50m 'No Stopping' lines outside #16-22 Hardley Street.
Glen Lynne Avenue	Install the following 'No Stopping'. 22m outside #1 Glen Lynne Avenue. 39m outside #2 Glen Lynne Avenue.

River Road	Install the following 'No Stopping'. 11m outside #1 Glen Lynne Avenue. 6m outside #2 Glen Lynne Avenue.
Carrington Avenue	Install 18m 'No Stopping' lines across the driveways of Hillcrest Childcare and #56 Carrington Avenue.
Somerset Street	Install 26m 'No Stopping' outside #32-34 Somerset Street.
Maeroa Road	Install the following 'No Stopping'. 10m outside #1 Rose Street. 9m outside #2A Rose Street.
Rose Street	Install the following 'No Stopping'. 10m outside #1 Rose Street. 9m outside #2A Rose Street.
Tupelo Street	Install the following 'No Stopping'. 11m outside #31 Tupelo Street. 23m outside #52 Tupelo Street.
Alison Street	Install 10m 'No Stopping' outside #145 Lake Crescent.
Killarney Road	Install 12m 'No Stopping' outside #149 Killarney Road. Extend the existing 12m 'No Stopping' outside #153 Killarney Road to a total length of 25m of 'No Stopping' outside #153-155 Killarney Road.
Blackburn Street	Install the following 'No Stopping'. 17m outside #149 Killarney Road. 7m outside #153 Killarney Road.
River Road	Install 8m 'No Stopping' lines outside #1 Woodridge Drive.
Forth Crescent	Install 21m 'No Stopping' lines outside #21-23 Forth Crescent.
Queenwood Avenue	Install the following 'No Stopping'. 9m outside #13A Queenwood Avenue. 9m outside #15 Queenwood Avenue.
Stewart Place	Install the following 'No Stopping'. 6m outside #89 Ohaupo Road. 6m outside #2 Stewart Place. 15m outside #2 Stewart Place. 26m outside #1-3 Stewart Place. 30m outside #3-5 Stewart Place. 11m outside #4 Stewart Place. 14m outside #6-8 Stewart Place.
Ohaupo Road	Install the following 'No Stopping'. 6m outside #89 Ohaupo Road. 6m outside #2 Stewart Place.
Cameron Road	Install the following 'No Stopping'. 6m 'No Stopping' outside #68 Cameron Road. 8m 'No Stopping' outside #79 Cameron Road. 7m 'No Stopping' outside #1 Inverness Avenue.
Inverness Avenue	Install the following 'No Stopping'. 8m 'No Stopping' outside #68 Cameron Road. 8m 'No Stopping' outside #1 Inverness Avenue.

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Carew Street	Install the following 'No Stopping'. 21m 'No Stopping' outside #21 Carew Street. 25m 'No Stopping' outside #26-36 Carew Street.
Bruce Avenue	Install 24m 'P10 – 8am-6pm Mon-Sat' outside #76-78 Bruce Avenue.
Silverdale Road	Install 57m 'P10 8am–4pm Mon–Fri' outside Te Kura Kaupapa Maaori o Toku Mapihi Maurea School.
Marshall Street	Install 47m 'No Stopping' outside #1A Marshall Street to #1040 Heaphy Terrace.
Peachgrove Road	Install 20m 'No Stopping' outside #1 Springfield Crescent. Extend the existing 27m 'No Stopping' to a total length of 33m 'No Stopping' outside #412 Peachgrove Road to #2 Springfield Crescent.
Springfield Crescent	Install the following 'No Stopping' lines. 8m outside #1 Springfield Crescent. 12m outside #2 Springfield Crescent.
Mahana Road	Install the following 'No Stopping' 11m outside #1 Norris Avenue. 17m outside #1 Norris Avenue to #34 Mahana Road.
Norris Avenue	Install 57m 'No Stopping' outside #1-3 Norris Avenue.
Palmerston Street	Install the following 'No Stopping' lines. 12.5m outside #5-7 Palmerston Street. 98m outside #7-13 Palmerton Street. 66m outside #2 Manning Street to #19 Palmerston Street. 28.5m outside #23-25 Palmerston Street.
Anglesea Street	Install the following 'No Stopping' lines. 19m outside #46-50 Anglesea Street. 12m outside #56 Anglesea Street.
River Road	Install the following 'No Stopping, Cycle Lane'. 26.5m outside #594 River Road. 63m outside #64 Banbury Crescent to #604 River Road. 21m outside #1 Clarkin Road.
Te Rapa Road	Install 8m 'No Stopping' outside #400 Te Rapa Road.
Bruce Avenue	Extend the existing 12m 'Bus Stop' outside #71 Bruce Avenue to a total length of 17m outside #71 Bruce Avenue. Extend the existing 12m 'Bus Stop' outside #68 Bruce Avenue to a total length of 17m outside #68-76 Bruce Avenue.
Palmerston Street	Install the following 'Bus Stops'. 18m opposite #15 Palmerston Street. 18m outside #19-21 Palmerston Street.
Bruce Street	Gazette 77m 'Clearway 8am-9am 2.30pm-3.30pm Mon-Fri' outside #51-61 Bruce Avenue.
Killarney Road	Rescind 12m 'No Stopping' outside #153-155 Killarney Road.
Bruce Avenue	Rescind 31.7m 'P10 – 8am-6pm Mon-Sat' outside #76-78 Bruce Avenue.
Silverdale Road	Rescind 38m 'P10 8am–4pm Mon–Fri' outside Te Kura Kaupapa Maaori o Toku Mapihi Maurea School. Rescind 18m 'Bus Stop' outside Te Kura Kaupapa Maaori o Toku Mapihi Maurea School.

Marshall Street	Rescind 70m 'No Stopping' outside #1040 Heaphy Terrace to outside #1 Marshall Street. Rescind 15m 'Taxi Stand' opposite #1-1A Marshall Street.
Palmerston Street	Rescind the following 'No Stopping' 11m outside #13 Palmerston Street. 12m outside #15 Palmerston Street. Rescind the following 'Bus Stops'. 15m outside #15 Palmerston Street. 15m opposite #19-21 Palmerston Street.

- c) 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 at the intersection of Tasman Road and Kiriwai Drive is complete and open:
- Kiriwai Drive (north-east bound) left into Tasman Road (except buses); and
- d) approves the following addition to the Turning Movements Register of the Hamilton Traffic Bylaw 2015 as set out below to come into effect when the new roundabout at the intersection of Tasman Road and Kiriwai Drive is complete and open:

Location	Section/Part
Tasman Road	Buses are permitted to continue north-west bound straight through the intersection at Kiriwai Drive.

Executive Summary - *Whakaraapopototanga matua*

- 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.
- 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 2 Bus Lanes)
 - Turning Restrictions Register (Part 2 Left Turns)
 - One Way Roads Register
- Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
- 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.
- 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

- The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) sets out the requirements for a variety of restrictions within the road reserve including:
 - parking; and
 - road naming.
- 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 except in the following locations which are discussed in further detail below.

Glen Lynne Avenue

14. Following completion of two 2-bedroom duplexes on a residential block at the corner of Glen Lynne Avenue and River Road intersection there has been an increase in vehicles parked on-street.
15. These parked vehicles are parked legally however some residents have raised concerns that the influx of vehicles is causing a safety concern near the River Road intersection.
16. Staff have therefore proposed additional No Stopping restrictions in Glen Lynne Avenue as detailed and shown in **Figure 1** below:
 - installing No Stopping outside the new development (1 Glen Lynne Avenue) extending from the intersection with River Road past the first driveway by one metre. This enables safe and easy access off River Road and into Glen Lynne Avenue where there is limited road width due to the splitter island at the intersection. As this is a bus route, the extra width at this location is also key as any parked vehicles in this location make access difficult; and
 - installing No Stopping opposite 2 Glen Lynne Ave from the existing bus stop to the River Road intersection.



Figure 1: Location of new housing development in relation to proposed No Stopping

17. Consultation with the effected property owners and residents was completed and we received responses from 1/1, 2/1, 4/1, 2 and 4 Glen Lynne Avenue. Four were for the restriction proposal whilst 1/1 which had two residents respond was not.
18. The reasons given by the residents for objecting to the proposal was regarding the loss of the ability to park outside their property. In one property the residents highlight that they have installed security cameras to ensure the safety of their vehicles when parked out front of their property.
19. The owner of #2 and #4 Glen Lynne Avenue are in favour of these parks being removed.
20. Staff recommend that these restrictions proceed. The removal of the parks outside #1 Glen Lynne Avenue allow for the safe access of vehicles coming off of River Road. The removal of the space for two car parks on the even numbered side of Glen Lynne Avenue is favoured by the properties directly affected by this change. Residents living at #1 Glen Lynne are able to park on River Road as no restriction is required, other than within the intersection boundaries

Ellicott Road

21. As shown in **Figures 2 and 3** below there is very little on-street parking in this area with the available parking for the businesses being limited to those directly out front of their shops. They share a driveway to the back of shop with a residential property, but no access to the retail area of the dairy is provided from this point, so it is not a parking area that can be used by customers.



Figure 2: Street view of Ellicott Road Dairy and adjoining residence (#75 Ellicott Road)



Figure 3: Aerial photo showing parking spaces outside the Ellicott Road Dairy

22. Redevelopment is currently being undertaken at 75 Ellicott, with two duplexes being constructed. A further duplex being constructed on the property behind #75 Ellicott will also share the driveway of the front two duplexes. It is therefore expected that there will be great parking demand associated with this property in the future and that these vehicles will utilise the parks outside the dairy if no time restriction is put in place.
23. Staff recommend that the 10-minute time restriction be applied to all three carparks. These carparks are provided to serve the adjacent business and are not intended to be used by adjacent resident or parents and family members of students from the local high school.

Traffic Bylaw Changes

24. The Traffic Bylaw has a series of registers that are able to be updated via Council resolution.
25. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2015:
 - Turning Restrictions Register (Part 2: Left Turns); and
 - Turning Movements Register.
26. As part of the new Rotokauri Transport Centre on the corner of Kiriwai Drive and Tasman Road, a section of 'bus only' lane in Tasman Road north of Kiriwai Drive was approved at the [21 August 2019 Hearings and Engagement Committee](#) meeting.
27. In order to support the 'bus only' lane, there is a need to restrict some turning movements for vehicles other than buses at the Kiriwai Drive and Tasman Road roundabout. The following restrictions are proposed and shown in **Figure 5** below:
 - the left hand turn out of Kiriwai Drive into Tasman Road will be banned except for buses. It is proposed that general vehicular traffic will only be able to turn right onto Tasman Road; and
 - only buses are permitted to continue north- westwards on Tasman Road through the Rotokauri Transport Centre via the bus only lane. General vehicular traffic travelling north-westwards on Tasman Road towards the Rotokauri Transport Centre will either have to undertake a left turn or U-Turn at the Tasman Road and Kiriwai Drive intersection.

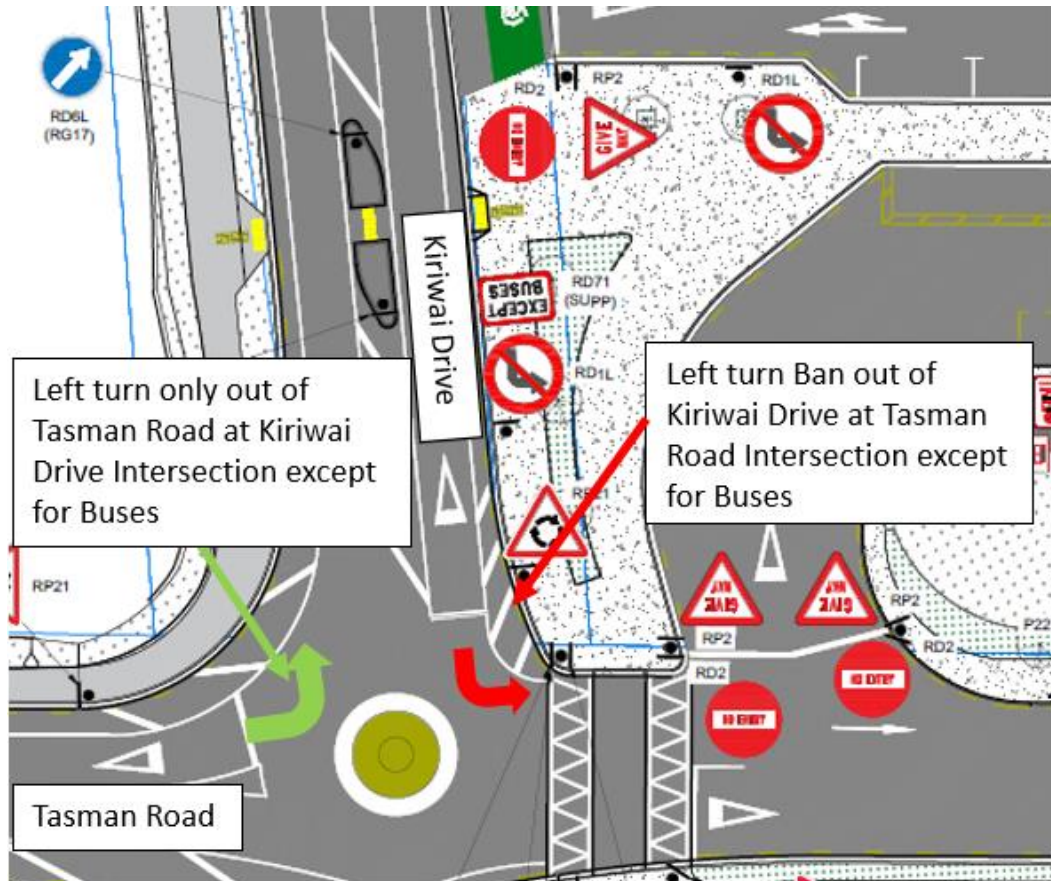


Figure 5: New Roundabout on Tasman Road and proposed left turn ban out of Kiriwai Drive

28. The following changes to the Traffic Bylaw registers are therefore proposed:
- Traffic Turning Restrictions - Part 2 Left Turn – addition of the following:
 - Kiriwai Drive (north-east bound) left into Tasman Road (except buses)
 - Turning Movements Register – addition of the following:

Location	Section/Part
Tasman Road	Buses are permitted to continue north-west bound straight through the intersection at Kiriwai Drive.

Financial Considerations – *Whaiwhakaaro Puutea*

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

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

31. 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').

32. 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.

33. The recommendations set out in this report are consistent with that purpose.

Social

34. 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

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

Environmental

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

Cultural

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

Risks - *Tuuraru*

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

39. 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; and
- 2 c) and d) vehicle movement restrictions to ensure safety of pedestrians at Rotokauri Transport Centre.

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

Significance

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

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

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

Engagement

42. 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 - Parking Restriction Illustrations

Attachment 2 - Schedule of proposed parking restrictions



Hearings and Engagement Committee

Proposed Parking Restriction Changes

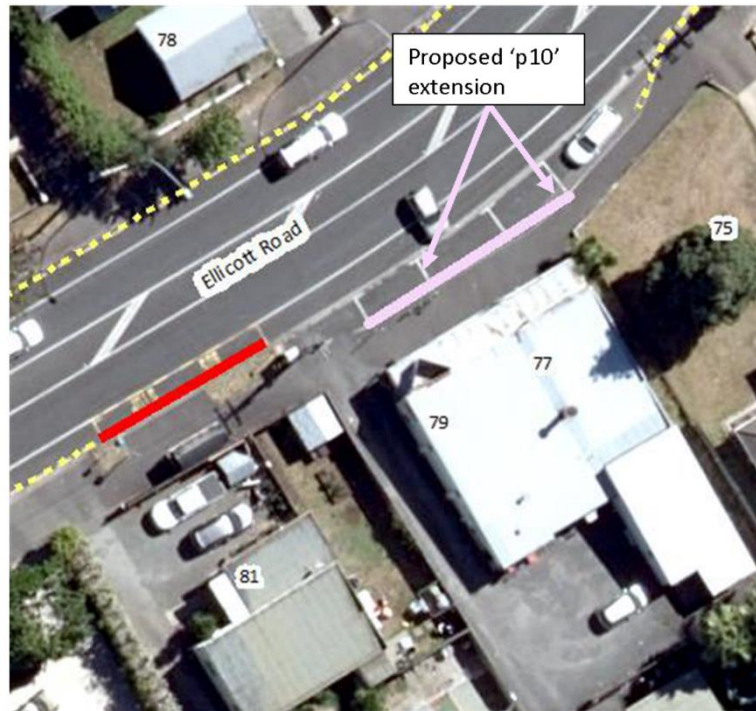
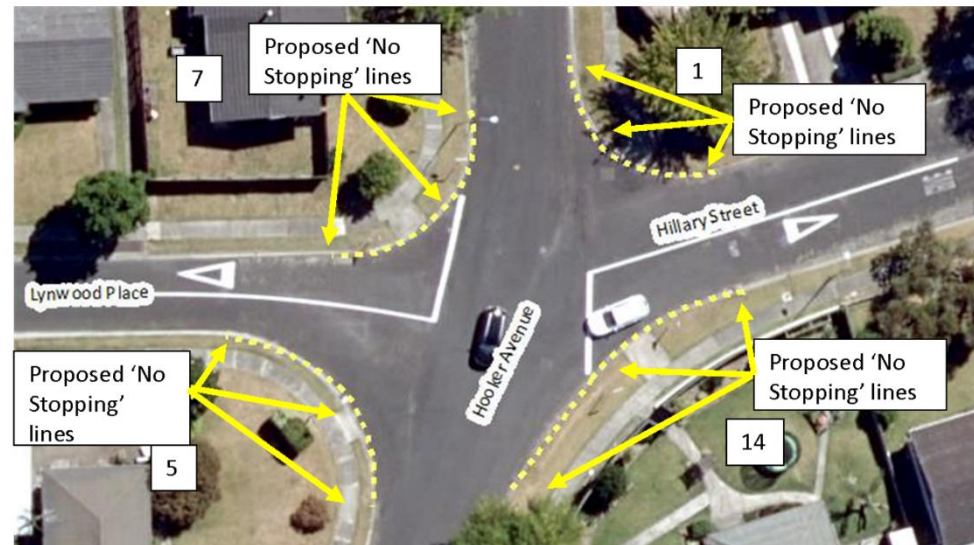
20 October 2020



Item 6

Attachment 1

Ellicott Road

Hooker Avenue & Hillary Street
& Lynwood Place

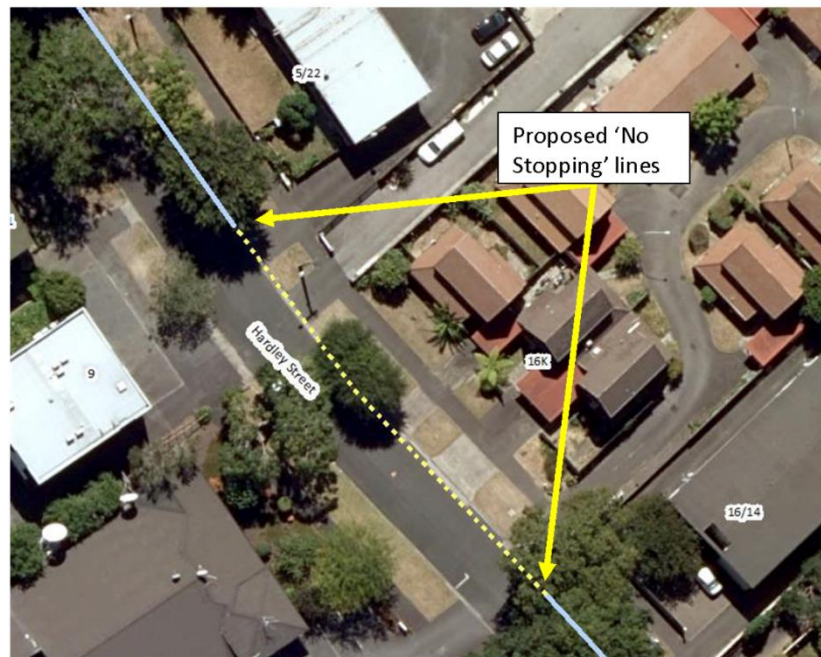
Karewa Place



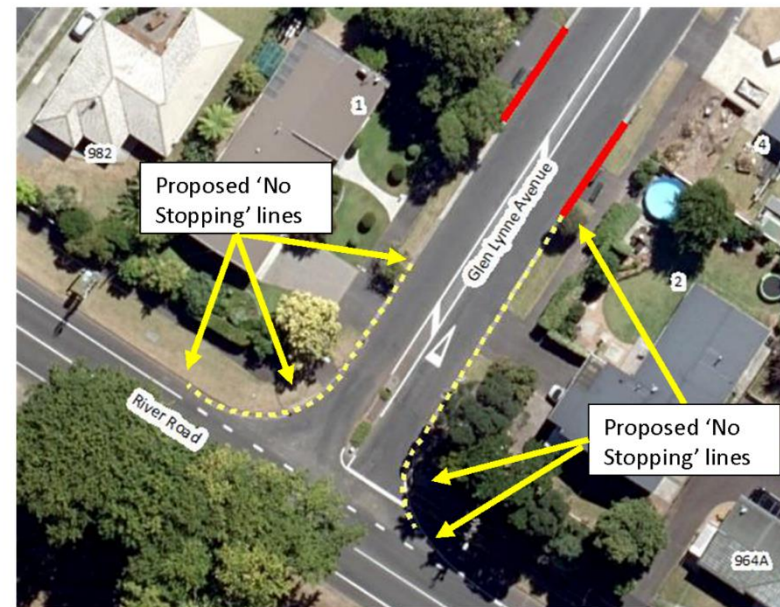
Rutherford Street



Hardley Street



Glen Lynne Avenue



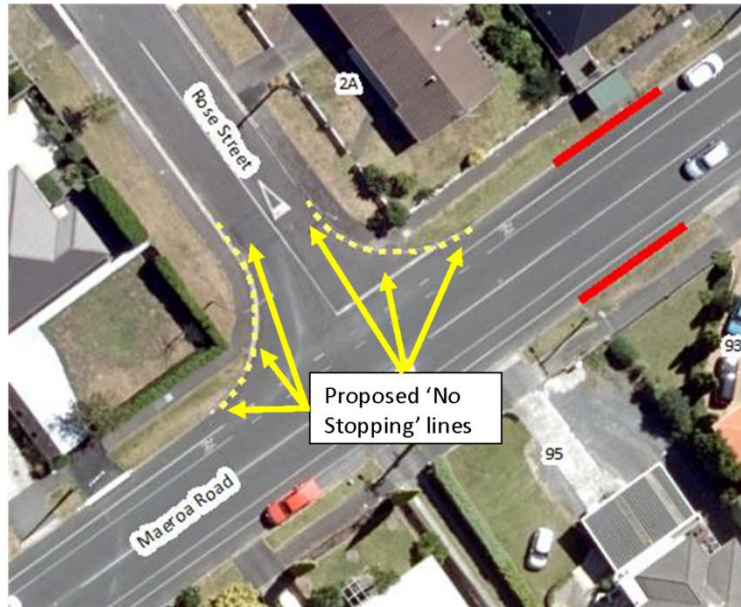
Carrington Avenue



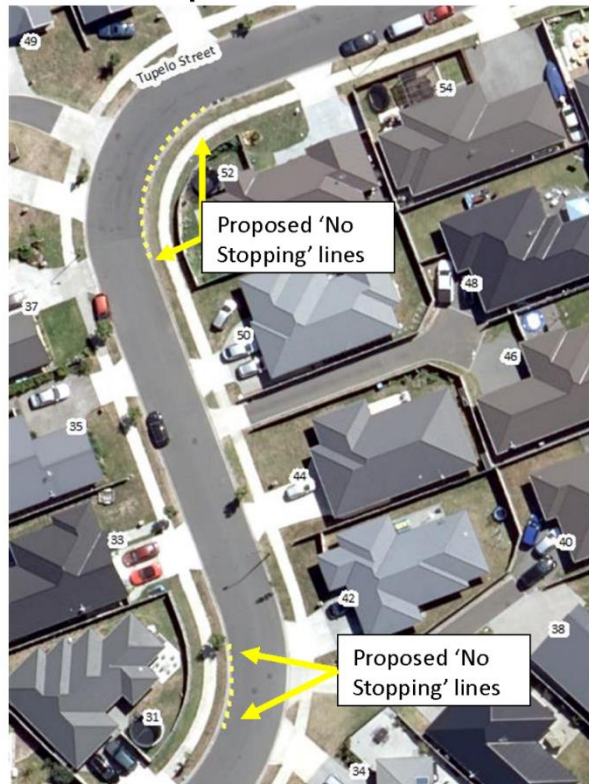
Somerset Street



Maeroa Road & Rose Street



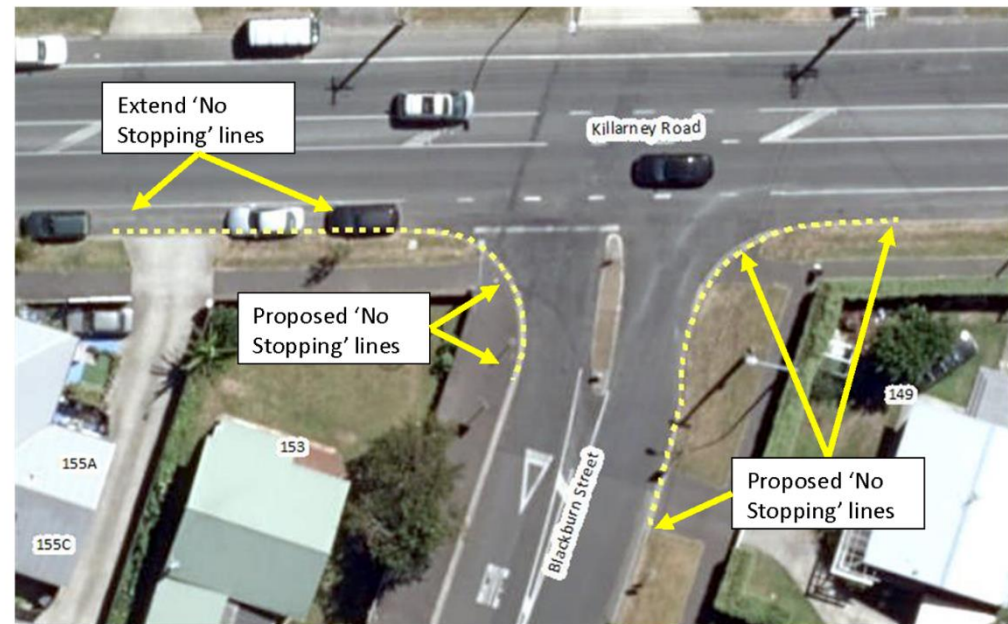
Tupelo Street



Alison Street



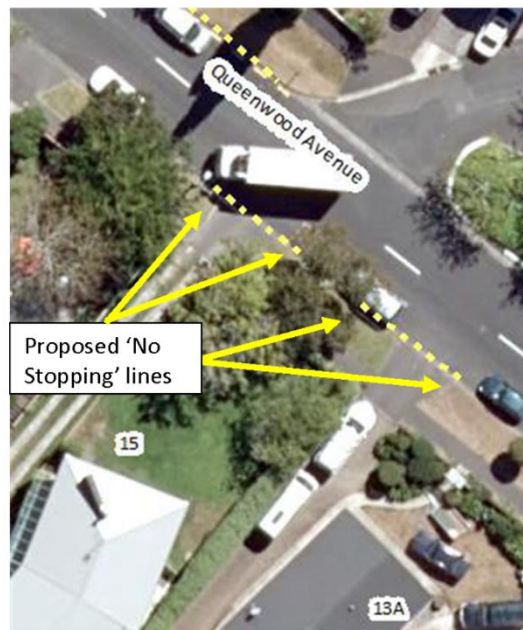
Killarney Road & Blackburn Street



Forth Crescent



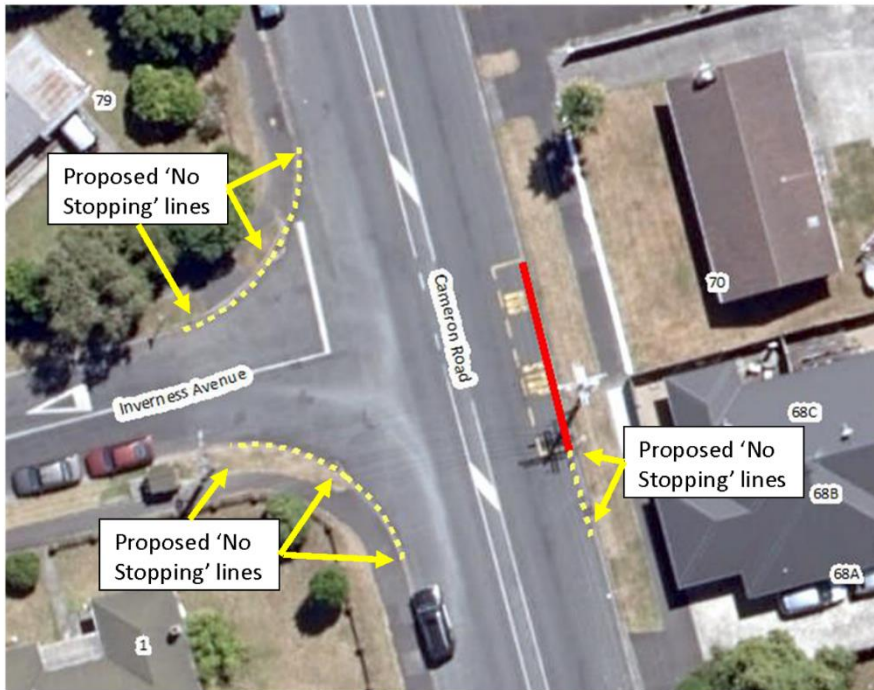
Queenwood Avenue



Stewart Place



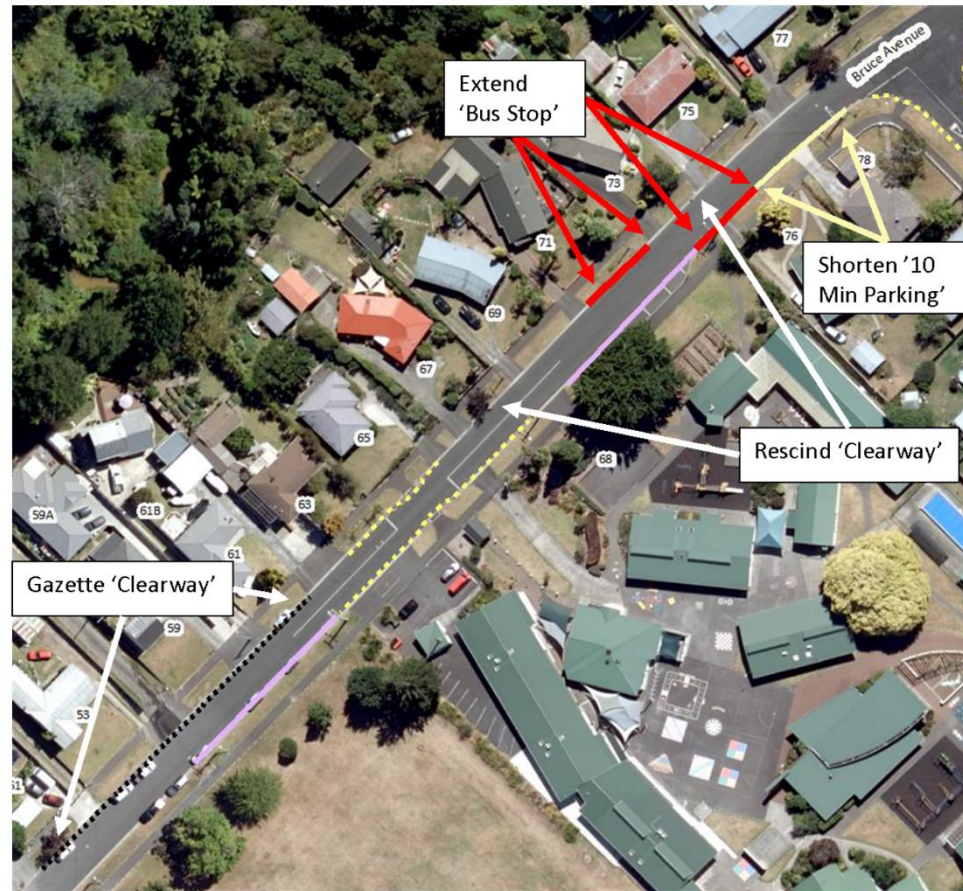
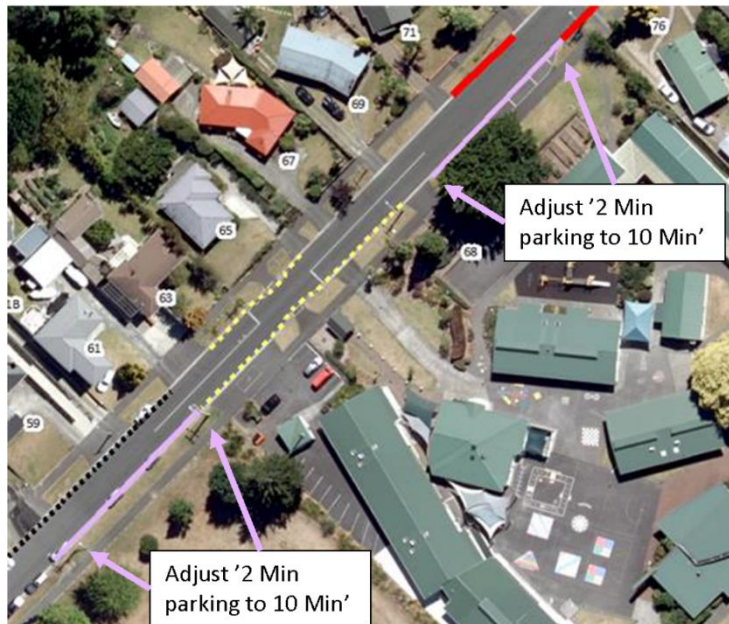
Cameron Road



Carew Street



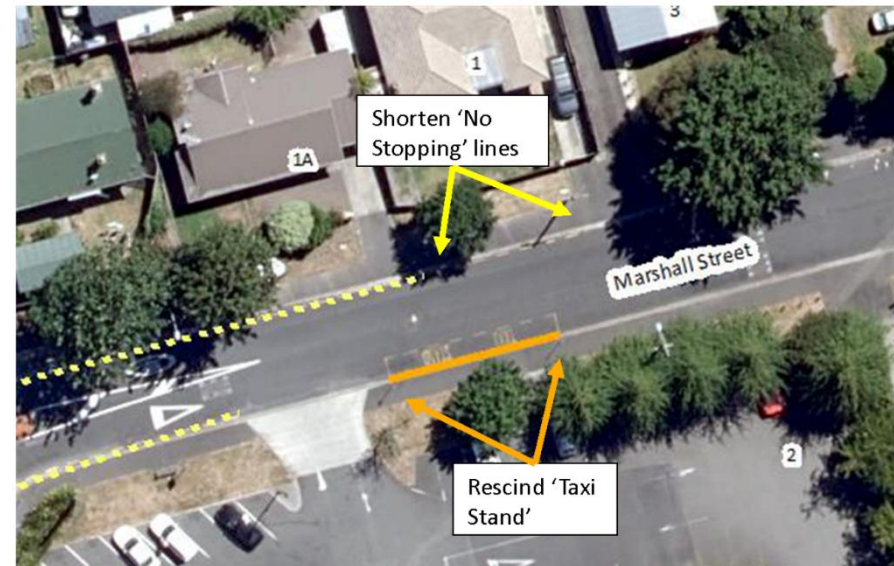
Bruce Avenue



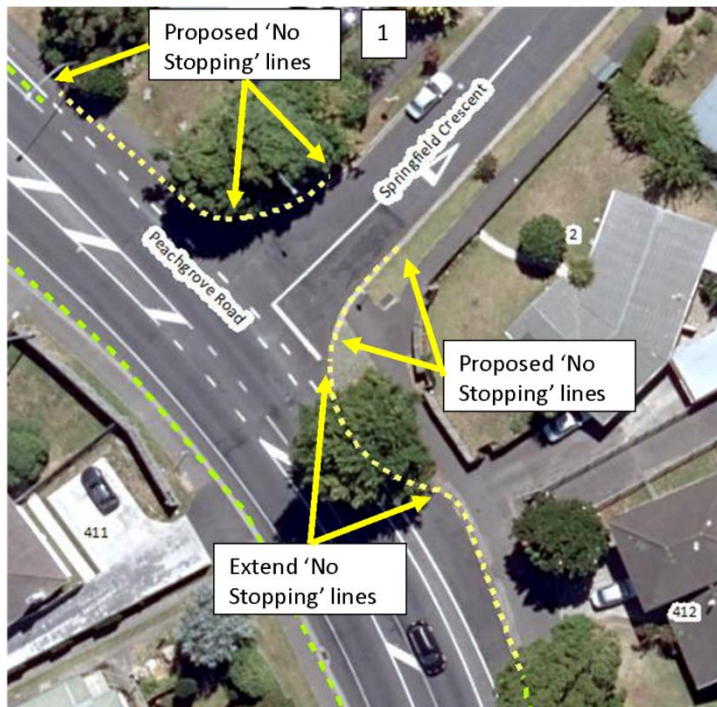
Silverdale Road



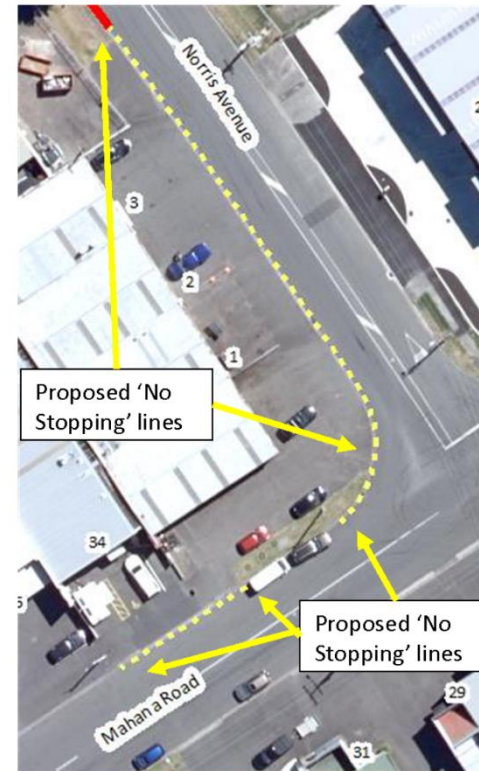
Marshall Street



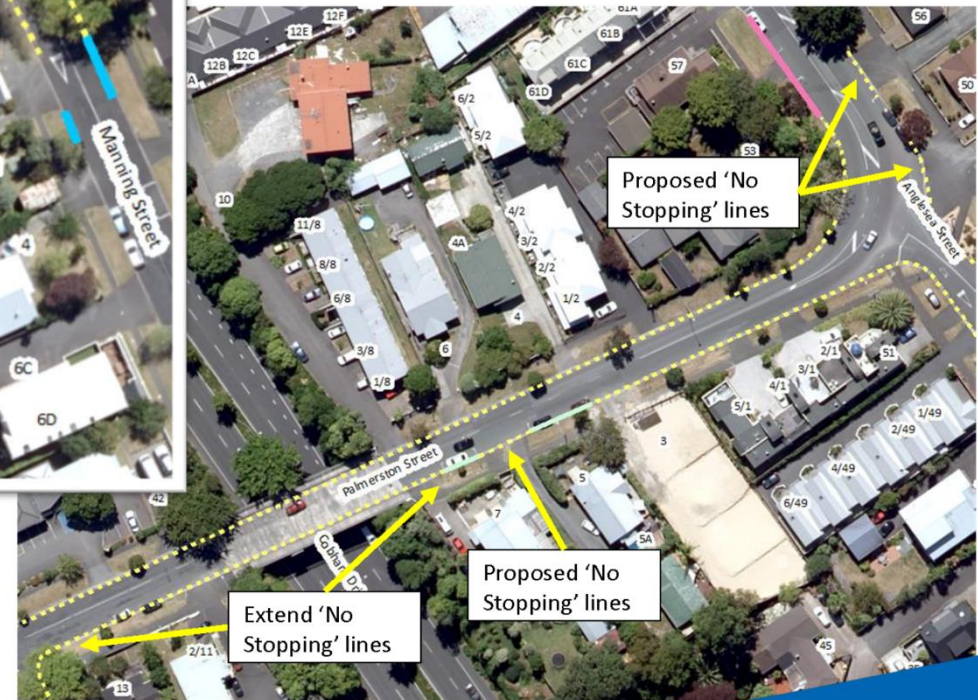
Peachgrove Road & Springfield Crescent



Mahana Road & Norris Avenue

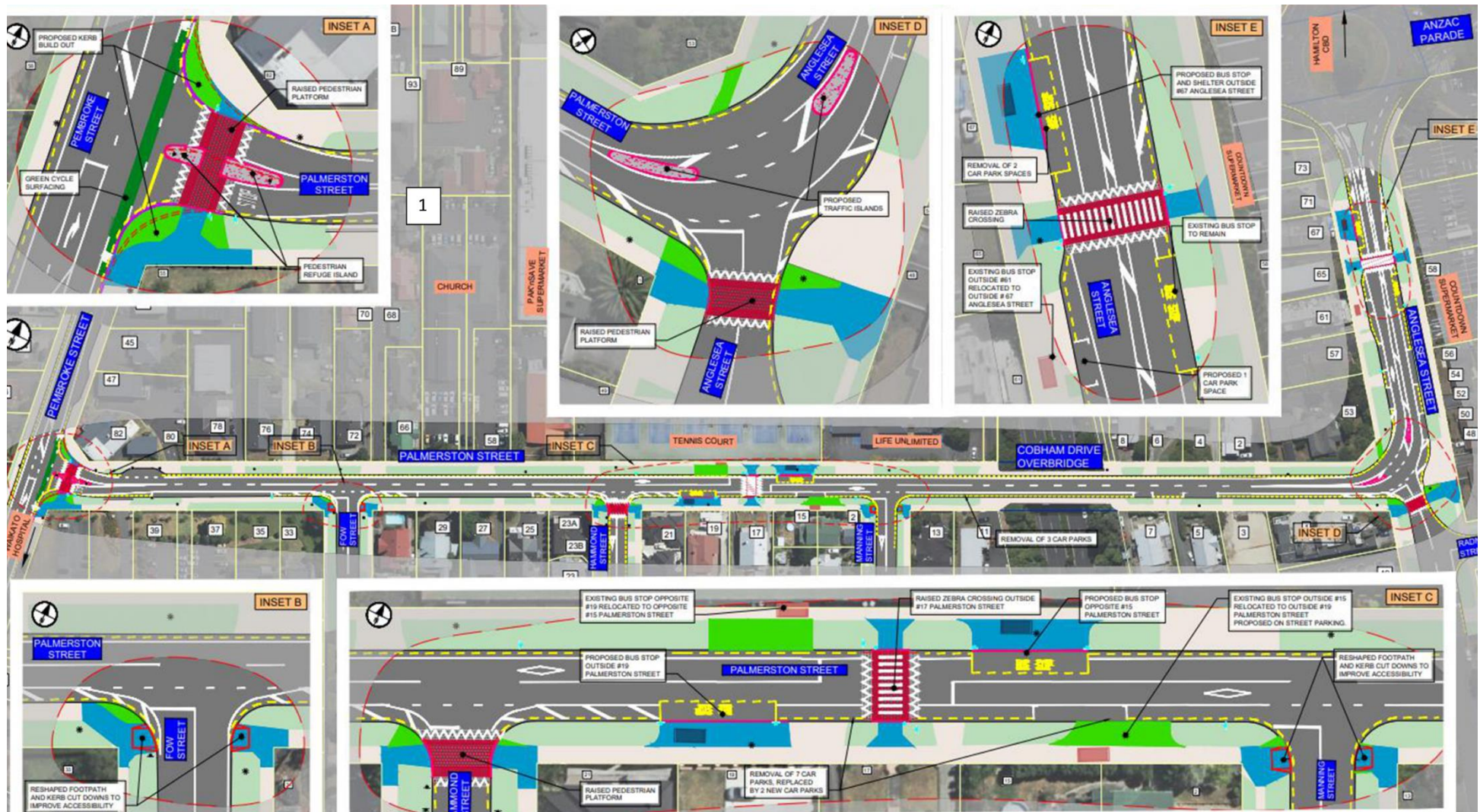


Palmerston Street & Anglesea Street



Item 6

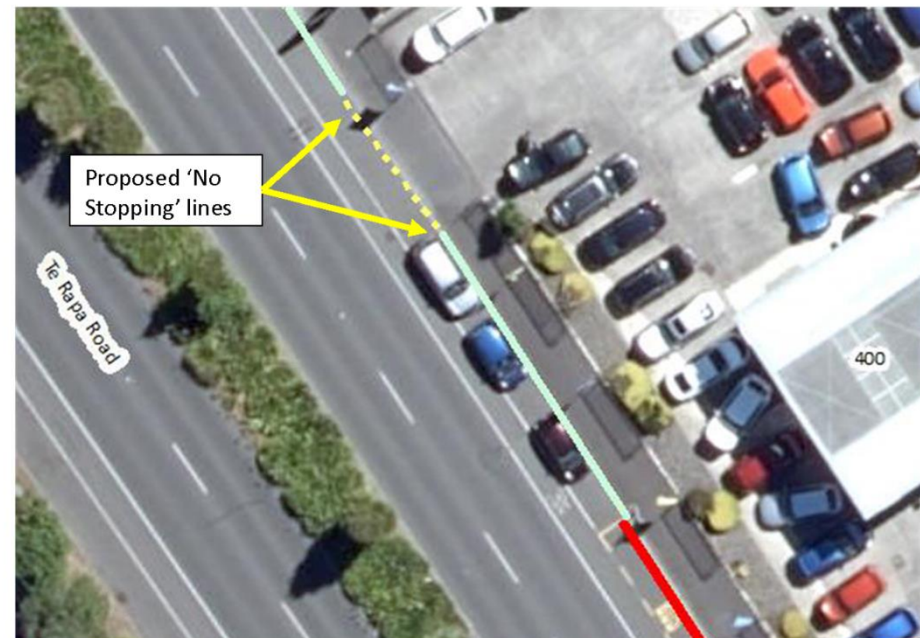
Attachment 1



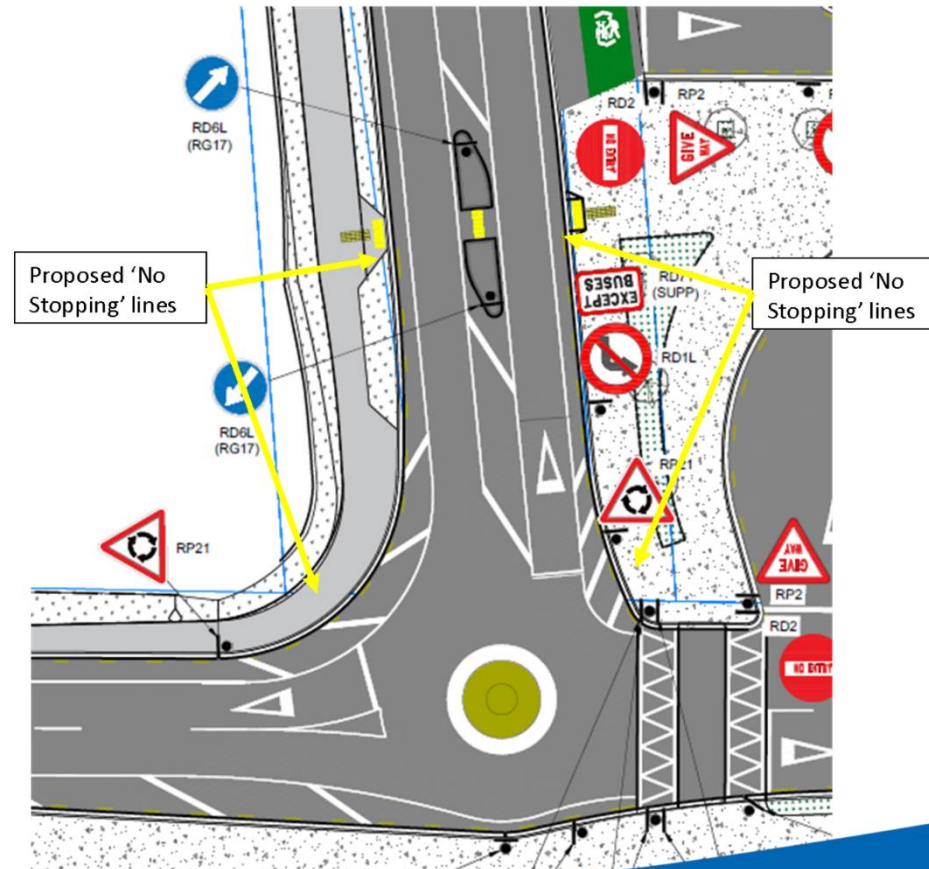
River Road



Te Rapa Road



Kiriwai Drive



FURTHER INFORMATION

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @CouncilHamilton

 07 838 6699

hamilton.govt.nz

Parking Restriction Report
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NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Ellicott Road	Business	Short term parking required by a business	Extend the existing 5m 'P10 8am- 6pm Mon-Sun' restriction outside #79 Ellicott Road to a total length of 16m outside #77-79 Ellicott Road.
Hooker Avenue	Resident	Vehicle parking too close to the intersection.	Install the following 'No Stopping'. 10m outside #5 Hooker Avenue. 9m outside #7 Hooker Avenue. 11m outside #14 Hooker Avenue. 8m outside #1 Hillary Street.
Hillary Street	Resident	Vehicle parking too close to the intersection.	Install the following 'No Stopping'. 14m outside #14 Hooker Avenue. 9m outside #1 Hillary Street.
Lynwood Place	Resident	Vehicle parking too close to the intersection.	Install the following 'No Stopping'. 10m outside #5 Hooker Avenue. 10m outside #7 Hooker Avenue.
Karewa Place	Business	Trucks entering a business driveway.	Extend the existing 30m 'No Stopping' outside #1 Karewa Place to a total length of 44m outside #1 Karewa Place.
Rutherford Street	Resident	Space between driveways is too small for a vehicle to legally park.	Install 18m 'No Stopping' lines across the driveway of #8b-10 Rutherford Street.
Hardley Street	Resident	Space between driveways is too small for a vehicle to legally park, and owners have difficulty leaving their property if another section wide enough for one car is full.	Install 50m 'No Stopping' lines outside #16-22 Hardley Street.
Glen Lynne Avenue	Resident	New developments have increased inconsiderate parking.	Install the following 'No Stopping'. 22m outside #1 Glen Lynne Avenue. 39m outside #2 Glen Lynne Avenue.
River Road	Resident	New developments have increased inconsiderate parking.	Install the following 'No Stopping'. 11m outside #1 Glen Lynne Avenue. 6m outside #2 Glen Lynne Avenue.

Parking Restriction Report
Hearings and Engagement October 2020

Carrington Avenue	Business	Vehicles parking over driveway constantly	Install 18m 'No Stopping' lines across the driveways of Hillcrest Childcare and #56 Carrington Avenue.
Somerset Street	Business	Vehicle parking in space too small for a legal car park.	Install 26m 'No Stopping' outside #32-34 Somerset Street.
Maeroa Road	Resident	Vehicles parking too close to an intersection.	Install the following 'No Stopping'. 10m outside #1 Rose Street. 9m outside #2A Rose Street.
Rose Street	Resident	Vehicles parking too close to an intersection.	Install the following 'No Stopping'. 10m outside #1 Rose Street. 9m outside #2A Rose Street.
Tupelo Street	Resident	Vehicles parking within the inside corner of corners.	Install the following 'No Stopping'. 11m outside #31 Tupelo Street. 23m outside #52 Tupelo Street.
Alison Street	Resident	Prevent vehicles parking alongside a throat island.	Install 10m 'No Stopping' outside #145 Lake Crescent.
Killarney Road	Resident	Sightlines do not meet minimum requirement.	Install 12m 'No Stopping' outside #149 Killarney Road. Extend the existing 12m 'No Stopping' outside #153 Killarney Road to a total length of 25m of 'No Stopping' outside #153-155 Killarney Road.
Blackburn Street	Resident	Sightlines do not meet minimum requirement.	Install the following 'No Stopping'. 17m outside #149 Killarney Road. 7m outside #153 Killarney Road.
River Road	Resident	Vehicles parking to close an intersection.	Install 8m 'No Stopping' lines outside #1 Woodridge Drive.
Forth Crescent	Resident	Inside corner of a bend.	Install 21m 'No Stopping' lines outside #21-23 Forth Crescent.
Queenwood Avenue	Resident	Gap between two driveways too small for two carparks.	Install the following 'No Stopping'. 9m outside #13A Queenwood Avenue. 9m outside #15 Queenwood Avenue.
Stewart Place	Resident	Road too narrow for parking on both sides of street.	Install the following 'No Stopping'. 6m outside #89 Ohaupo Road. 6m outside #2 Stewart Place.

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Hearings and Engagement October 2020

			15m outside #2 Stewart Place. 26m outside #1-3 Stewart Place. 30m outside #3-5 Stewart Place. 11m outside #4 Stewart Place. 14m outside #6-8 Stewart Place.
Ohaupo Road	Resident	Road too narrow for parking on both sides of street.	Install the following 'No Stopping'. 6m outside #89 Ohaupo Road. 6m outside #2 Stewart Place.
Cameron Road	HCC	Bus drivers have difficulty accessing bus stop. Vehicles parking near the intersection.	Install the following 'No Stopping'. 6m 'No Stopping' outside #68 Cameron Road. 8m 'No Stopping' outside #79 Cameron Road. 7m 'No Stopping' outside #1 Inverness Avenue.
Inverness Avenue	Resident	Vehicles parking near the intersection.	Install the following 'No Stopping'. 8m 'No Stopping' outside #68 Cameron Road. 8m 'No Stopping' outside #1 Inverness Avenue.
Carew Street	Resident	Aid vehicles accessing the Cul-De-Sac.	Install the following 'No Stopping'. 21m 'No Stopping' outside #21 Carew Street. 25m 'No Stopping' outside #26-36 Carew Street.
Bruce Avenue	HCC	Bus has difficulty accessing stops, update existing restrictions	Install 24m 'P10 – 8am-6pm Mon-Sat' outside #76-78 Bruce Avenue.
Silverdale Road	School	Redundant bus stop	Install 57m 'P10 8am–4pm Mon–Fri' outside TKKM o Toku Mapihi Maurea School.
Marshall Street	Resident	Resident requests removal of No Stopping lines.	Install 47m 'No Stopping' outside #1A Marshall Street to #1040 Heaphy Terrace.
Peachgrove Road	Resident	Vehicles parking too close to an intersection.	Install 20m 'No Stopping' outside #1 Springfield Crescent. Extend the existing 27m 'No Stopping' to a total length of 33m 'No Stopping' outside #412 Peachgrove Road to #2 Springfield Crescent.
Springfield Crescent	Resident	Vehicles parking too close to an intersection.	Install the following 'No Stopping' lines. 8m outside #1 Springfield Crescent. 12m outside #2 Springfield Crescent.
Mahana Road	Business	Vehicles parking over driveways.	Install the following 'No Stopping'

Parking Restriction Report
Hearings and Engagement October 2020

			11m outside #1 Norris Avenue. 17m outside #1 Norris Avenue to #34 Mahana Road.
Norris Avenue	Business	Vehicles parking over driveways.	Install 57m 'No Stopping' outside #1-3 Norris Avenue.
Palmerston Street.	HCC	Minor Safety Works	Install the following 'No Stopping' lines. 12.5m outside #5-7 Palmerston Street. 98m outside #7-13 Palmerston Street. 66m outside #2 Manning Street to #19 Palmerston Street. 28.5m outside #23-25 Palmerston Street.
Anglesea Street.	HCC	Minor Safety Works	Install the following 'No Stopping' lines. 19m outside #46-50 Anglesea Street. 12m outside #56 Anglesea Street.
River Road	HCC	Minor Safety Works	Install the following 'No Stopping, Cycle Lane'. 26.5m outside #594 River Road. 63m outside #64 Banbury Crescent to #604 River Road. 21m outside #1 Clarkin Road.
Te Rapa Road	Business	Commuters parking over business access	Install 8m 'No Stopping' outside #400 Te Rapa Road.
Kiriwea Drive	HCC	Rotokauri Transport Hub	Install the following 'No Stopping'. 20m opposite the Rotokauri Transport Centre at the Tasman Road intersection. 23m outside the Rotokauri Transport Centre at the Tasman Road intersection.

Key:

	Feedback received during consultation process. Discussed further in report.
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BUS STOPS			
Location	Requested By	Reason	Description
Bruce Avenue	Resident	Buses having difficulty accessing stops.	Extend the existing 12m 'Bus Stop' outside #71 Bruce Avenue to a total length of 17m outside #71 Bruce Avenue. Extend the existing 12m 'Bus Stop' outside #68 Bruce Avenue to a total length of 17m

Parking Restriction Report
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Palmerston Street.	HCC	Minor Safety Works	outside #68-76 Bruce Avenue. Install the following 'Bus Stops'. 18m opposite #15 Palmerston Street. 18m outside #19-21 Palmerston Street.
EXISTING PARKING RESTRICTIONS TO BE GAZETTED			
Location	Requested By	Reason	Description
Bruce Street	HCC	As signposted.	Gazette 77m 'Clearway 8am-9am 2.30pm-3.30pm Mon-Fri' outside #51-61 Bruce Avenue.
EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Killarney Road	HCC	New Restriction proposed	Rescind 12m 'No Stopping' outside #153-155 Killarney Road.
Bruce Avenue	HCC	New Restriction proposed	Rescind 31.7m 'P10 – 8am-6pm Mon-Sat' outside #76-78 Bruce Avenue.
Silverdale Road	School	New restriction proposed due to redundant Bus stop	Rescind 38m 'P10 8am–4pm Mon–Fri' outside TKKM o Toku Mapihi Maurea School. Rescind 18m 'Bus Stop' outside TKKM o Toku Mapihi Maurea School.
Marshall Street	Resident	Rescind redundant restrictions.	Rescind 70m 'No Stopping' outside #1040 Heaphy Terrace to outside #1 Marshall Street. Rescind 15m 'Taxi Stand' opposite #1-1A Marshall Street.
Palmerston Street.	HCC	Minor Safety Works	Rescind the following 'No Stopping' 11m outside #13 Palmerston Street. 12m outside #15 Palmerston Street. Rescind the following 'Bus Stops'. 15m outside #15 Palmerston Street. 15m opposite #19-21 Palmerston Street.

Council Report

Item 7

Committee: Hearings and Engagement Committee

Date: 20 October 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Hamilton City Speed Limit Bylaw Register Changes

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

- To seek approval from the Hearings and Engagement Committee for proposed changes to the Hamilton City Speed Limit Bylaw registers.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Hearings and Engagement Committee:
 - receives the report; and
 - approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers;
 - amends the following speed limit registers:

Register 14: City of Hamilton Speed Limits Map

Updated map as at September 2020 as per attachment 3 presented at the 20 October 2020 Hearings and Engagement Committee meeting;

- adds the following speed limits to registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 3: Roads with a Speed Limit of 30km/h					
30	Korikori Green	North City Road to Kimbrae Drive	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	Hamilton Speed Limit Bylaw 2018. Changes 12 September 2019.
30	Micah Place	Korikori Green to end	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	Hamilton Speed Limit Bylaw 2018. Change 12 September 2019.

30	Fergy Place	North City Road to Turakina Rise	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	Hamilton Speed Limit Bylaw 2018.
Register 4: Roads with a Speed Limit of 40km/h					
40	Tiro Place	Waireka Road to end	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	-
40	Haddonstone Avenue	North Ridge Drive to Maanihi Drive	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	-
40	Maanihi Drive	Horsham Down Road to end	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	-
40	Kawakawa Place	Hillcrest Road to end	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	-
40	Oku Close	Kawakawa Place to end	2 November 2020	Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020	-

iii. amends the following speed limit register:

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 12: Roads with a Variable Speed Limit				
40/50 km/h variable speed limit	<p>Sylvester Primary School <u>Te Ao Marama School</u></p> <p>Borman Road: from a point 260m west of Hare Puke Drive to a point 110m south east of Hare Puke Drive.</p> <p>Hare Puke Drive: from a point 95m north of Borman Road to a point 10m north of Wetherby Road</p>	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Speed Limit Bylaw 2018 (the Speed Limits Bylaw) sets out the speed limits for all local (not state highway) roads in the city. The Speed Limits Bylaw is supported by the Speed Management Plan which sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
4. Consultation has been completed for all proposed changes and in general there is support for the changes. Where there has been negative feedback received, this is discussed within the report.
5. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

6. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 adopted Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
7. The [Council meeting](#) on 6 September 2018 adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.
8. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
9. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
10. The Speed Management Plan for Hamilton City was adopted at the [Council meeting](#) on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
11. The following principles have been adopted to guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.

12. The following priorities will guide us in our approach to implementing speed management:
- high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - places where there is strong community demand for change;
 - supporting changes in neighbouring areas to achieve consistent and logical implementation;
 - places where lots of people walk or bike, or where they will soon walk and bike.

Proposed Speed Limit Changes

13. The Hamilton City Speed Limits Bylaw 2018 (the Speed Limits Bylaw) has a series of registers that can be updated via a Council resolution to reflect changes in speed limits.
14. Changes are proposed for the following Speed Limit Bylaw registers:
- Register 3: Roads with a Speed Limit of 30km/h;
 - Register 4: Roads with a Speed Limit of 40km/h; and
 - Register 14: City of Hamilton Speed Limits Map.
15. These proposed speed limit changes were all included in the Safe and Appropriate Speed map included in the Speed Management Plan that was adopted by the Council at the 27 June 2019 meeting.
16. Directly affected residents, businesses and the key stakeholders set out in the Land Transport Rule: Setting of Speed Limits 2017, have been consulted regarding the proposed changes and provided with the opportunity to provide feedback.
17. Details of the proposed changes and how these relate to our Speed Management Principles and Prioritisation methodology are set out below:

Map #	Proposed change	Register to be changed	Applicable Principles (refer clause 10)	Reason for prioritisation (refer clause 11)	Reason for proposed change
1	Korikori Green, Micah Place, Fergy Place. Lower speed limit from 50km/h to 30km/h	3	ii, vi, v	d	New roads in Rototuna Village designed for 30km/h to reflect high numbers of pedestrians and cyclists associated with the shopping centre and park.
2	Maanihi Drive, Haddonstone Avenue. Add a speed limit of 40km/h	4	iii, vi	c, d	New local residential streets designed for 40km/h.
3	Tiro Place. Add a speed limit of 40km/h	4	iii, vi	c, d	New local residential streets designed for 40km/h.

4	Kawakawa Drive, Oku Close Add a speed limit of 40km/h	4	iii, vi	c, d	New local residential streets designed for 40km/h.
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18. Illustrations of the proposed areas and extents of speed limit changes are included in Attachment 1 to this report.

Consultation and Engagement Process

19. The key stakeholders set out in the Land Transport Rule: Setting of Speed Limits 2017, have been consulted regarding the proposed changes and provided with the opportunity to provide feedback, including:
- Waka Kotahi NZ Transport Agency (the Agency)
 - Waikato Regional Council
 - Waikato District Council
 - Waipa District Council
 - New Zealand Police
 - Waikato District Health Board
 - The Automobile Association (AA)
 - Living Streets
 - Cycle Action Waikato
 - Generation Zero
 - Blind Foundation
 - CCS Disability
 - The Road Transport Association (RTA)
20. As all of these streets are new (and in most cases yet to be vested as roads) there were no residents directly affected by this proposal.
21. In the case of Korikori Green, Micah Place, Fergy Place which are all in the vicinity of Rototuna Village, the proposed speed limits have been communicated to the Hamilton Christian School and Rototuna High School and they are in support of these changes.
22. Feedback from the Hamilton Christian School has been received in support of these changes. At the time of writing this report there had been no there have been no requests received to present to this committee meeting.
23. Based on the outcome of the external consultation for these proposed speed limit changes, it is recommended that the proposed speed limit changes are implemented.
24. The proposed amendments to the speed limit registers contained within the Speed Limits Bylaw are set out in **Attachment 2**. The updated Register 14 – City of Hamilton Speed Limits Map is included as **Attachment 3**.
25. The new speed limits will come into effect on Monday 2 November 2020. Any infrastructure and supporting roadmarking and signage changes will be undertaken prior to the date of the speed limit changing. The final formal notifications of the speed limit changes to NZ Police and Waka Kotahi will also be completed prior to this date.
26. New speed limits in Korikori Green, Micah Place, Fergy Place will also be publicly advertised and temporary yellow 'new speed limit' signage put in place at each site to raise awareness of the changes.
27. The remaining sites will have the lower speed limit in place for when the roads are vested in Council and opened to the public.

Update to Register 12 - Te Ao Marama School

28. Te Ao Marama School (located on the corner of Hare Puke Drive and Borman Road) was generally known as Sylvester Primary School when the proposed variable school speed limit of 40/50km/h was adopted on 1 November 2017.
29. The school name (Te Ao Marama School) has since been adopted and this change needs to be reflected in the speed limit bylaw Register 12: Roads with a Variable Speed Limit.

Financial Considerations - *Whaiwhakaaro Puutea*

30. The signage associated with the new development roads will be provided by the Developer prior to vesting the roads with Council and will therefore incur no cost to Council.
31. Funding for the implementation of the proposed speed limit changes in Korikori Green, Micah Place, Fergy Place are included in the 2020/21 City Transportation Operations budget along with the Low Cost Low Risk (Discretionary Transport) Capital Programme.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

33. 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').
34. 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.
35. The recommendations set out in this report are consistent with that purpose.

Social

36. The proposed speed limit changes improve safety for all road users but especially for those who are walking and biking in the community.

Economic

37. No specific economic considerations were identified in the development of this report.

Environmental

38. The proposed speed limit changes support increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

39. No specific cultural considerations were identified in the development of this report.

Risks - *Tuuraru*

40. Consultation with all directly affected parties has been undertaken and there has been support for the proposed changes.
41. There is a risk associated with not proceeding with these proposed changes as these changes are proposed to improve road safety.

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

Significance

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

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

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

Engagement

44. 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 speed limit changes September 2020

Attachment 2 - Schedule of proposed changes to Speed Limit Registers

Attachment 3 - Updated Register 14 - Speed Limit Map October 2020

Proposed Speed Limit Changes

Regulatory and Hearings Committee
October 2020

Area 1: Korikori Green Area













Key:	
---	Proposed 30km/h
—	Existing 30km/h
---	Proposed 40km/h
—	Existing 40km/h
---	Proposed 50km/h
—	Existing 50km/h
---	Proposed 60km/h
—	Existing 60km/h
---	Proposed 80km/h
—	Existing 80km/h

Street Name	Description	Current Speed Limit	Proposed Limit
Korikori Green	North City Road to Kimbrae Drive	50	30
Micah Place	Korikori Green to end of	50	30
Fergy Place	North City Road to Turakina Rise	50	30

This aerial map shows a residential development with a large central green field. The field is bounded by a dashed blue line. To the north of the field is Haddonstone Ave, and to the east is North Ridge Dr. To the south of the field is Mercury Crt, and to the west is Maanihi Dr. The field is surrounded by residential lots, many of which are numbered. The lots are outlined in yellow. The field is also outlined in yellow. The field is a large, open area with some trees and a few small structures. The field is a large, open area with some trees and a few small structures. The field is a large, open area with some trees and a few small structures.

Key:

	Proposed 30km/h
	Existing 30km/h
	Proposed 40km/h
	Existing 40km/h
	Proposed 50km/h
	Existing 50km/h
	Proposed 60km/h
	Existing 60km/h
	Proposed 80km/h
	Existing 80km/h

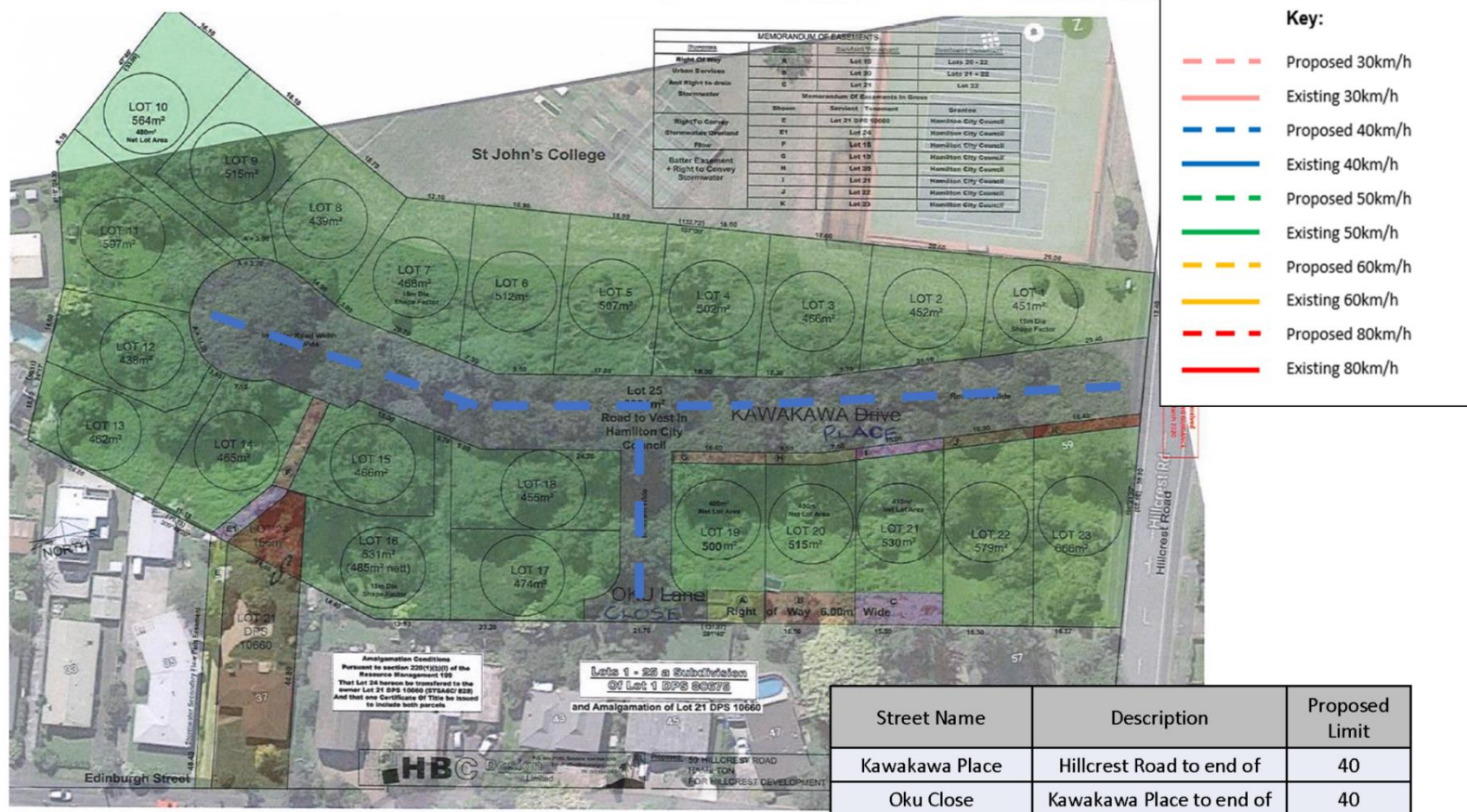
Street Name	Description	Proposed Limit
Maanihi Drive	Horsham Downs Road to end of	40
Haddonstone Avenue	North Ridge Drive to Maanihi Drive	40

Area 3: Tiro Place



4

Area 4: Kawakawa Drive Area

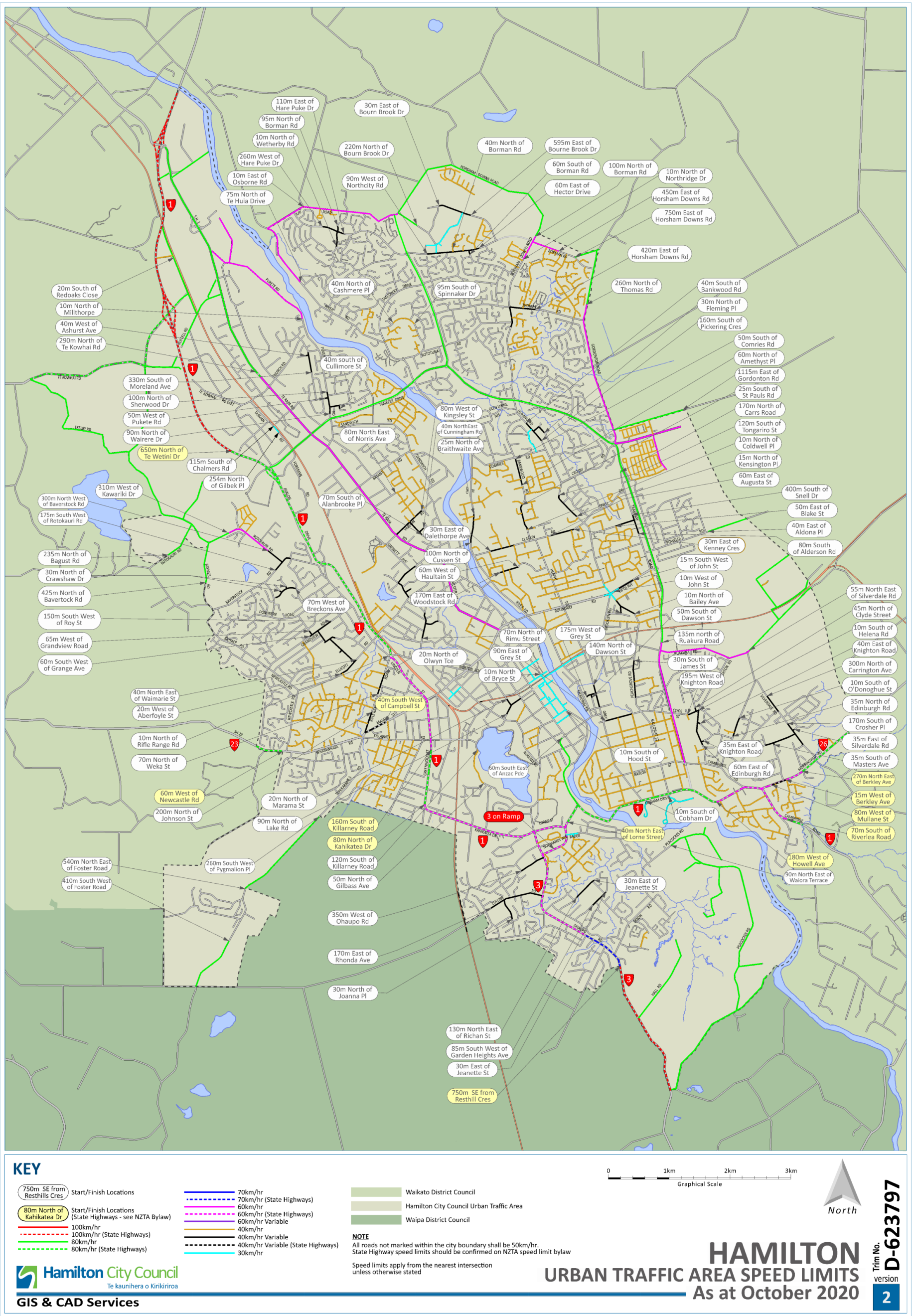


Proposed Changes to the Speed Limit Bylaw Registers for September 2020 Regulatory and Hearings Committee

Changes to the existing speed limit registers are shown in red and underlined.

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 3: Roads with a Speed Limit of 30 km/h						
1	<u>30</u>	<u>Korikori Green</u>	<u>North City Road to Kimbrae Drive</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change 12 September 2019.</u>
1	<u>30</u>	<u>Micah Place</u>	<u>Korikori Green to end</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change 12 September 2019.</u>
1	<u>30</u>	<u>Fergy Place</u>	<u>North City Road to Turakina Rise</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	<u>Hamilton Speed Limit Bylaw 2018.</u>
Register 4: Roads with a Speed Limit of 40 km/h						
2	<u>40</u>	<u>Tiro Place</u>	<u>Waireka Road to end</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	=
3	<u>40</u>	<u>Haddonstone Avenue</u>	<u>North Ridge Drive to Maanihi Drive</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	=
3	<u>40</u>	<u>Maanihi Drive</u>	<u>Horsham Down Road to end</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	=
4	<u>40</u>	<u>Kawakawa Place</u>	<u>Hillcrest Road to end</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	=

4	<u>40</u>	<u>Oku Close</u>	<u>Kawakawa Place to end</u>	<u>2 November 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 20 October 2020</u>	=
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Job: ISO272

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Council Report

Item 8

Committee: Hearings and Engagement Committee
Date: 20 October 2020
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Temporary road closures for Bridge to Bridge Ski Race 2020 "Show and Shine"

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

1. To seek approval from the Hearings and Engagement Committee for temporary road closures associated with the Bridge to Bridge Ski Race 2020 'Show and Shine' display in Hood Street on Friday 6 November 2020.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Hearings and Engagement Committee:
 - a) receives this report;
 - b) approves the closure of Hood Street (between Alexandra Street and Victoria Street) to accommodate the Bridge to Bridge Ski Race 2020 'Show and Shine' display on Friday 6 November 2020 between 2pm and 8pm; and
 - c) approves the Notice of Decision be issued stating Council's decision to close Hood Street between Alexandra Street and Victoria Street on Friday 6 November 2020 between 2pm and 8pm to accommodate the 'Show and Shine' component of the Bridge to Bridge Ski Race 2020.

Executive Summary - *Whakaraapopototanga matua*

3. An application has been received for temporary road closures to accommodate the 'Show and Shine' boat display component of the Bridge to Bridge Ski Race 2020.
4. The application for the closure of Hood Street was not submitted within the 42-working day timeframe required for processing under the Transport (Vehicular Traffic Road Closures) Regulations 1965, so Council approval under the Local Government Act 1974 is being sought.
5. Similar closures of these streets have been undertaken in the past. Consultation with adjacent property owners has been undertaken by the event organisers.
6. Staff have undertaken consultation with NZ Police and Waka Kotahi NZ Transport Agency (NZTA) and both have approved this closure request.
7. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Discussion - *Matapaki*

Item 8

8. The Bridge to Bridge Water Ski Classic is back for its 37th running and will be held on the weekend of 6th – 8th of November 2020.
9. The application for the road closure associated with the 'Show and Shine' display of boats included in the Bridge to Bridge Ski Race 2020 was not submitted to Council in time for it to be processed under the Transport (Vehicular Traffic Road Closures) Regulations 1965 which requires 42 days public notice.
10. Approval of a temporary road closure for an event can be granted under the Local Government Act 1974 No 66, Schedule 10, Clause 11(e) by the Hearings and Engagement Committee.
11. The applicant is requesting approval to close Hood Street between Alexandra Street and Victoria Street between 2pm and 8pm on Friday 6 November 2020.
12. The extent of the proposed extent of road closures are shown in **Figure 1** below.



Figure 1: Proposed extent of road closure shown in red

13. Consultation with residents and property owners along Hood Street has been undertaken by the event organiser.
14. Consultation has been undertaken by staff with the NZ Police and the NZTA has been completed. There are no objections to the proposed closure.

Financial Considerations - *Whaiwhakaaro Puutea*

15. All costs associated with the two public notices required by the Local Government Act and temporary traffic management are met by the applicant.

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

16. Staff confirm that proposed approval complies with the Council's legal and policy requirements and those of the Local Government Act 1974.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

17. 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).
18. 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.
19. The recommendations set out in this report are consistent with that purpose.

Social

20. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to view the boats competing in the Bridge to Bridge Race 2020 in the weekend following.

Economic

21. The recommendations included in this report enables the businesses in Hood Street to benefit from the Bridge to Bridge Race.

Environmental

22. No specific environmental considerations were identified in the development of this report.

Cultural

23. No specific cultural considerations were identified in the development of this report.

Risks - *Tuuraru*

24. There are safety and accessibility risks associated with not approving the recommendations in this report.

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

Significance

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

Engagement

27. In accordance with the Local Government Act provisions, public notification was given of the intention to consider the temporary road closures application at this meeting.
28. Staff have undertaken consultation with the NZ Police and Waka Kotahi NZ Transport Agency (NZTA) and they are supportive of the temporary road closure for the events.
29. In addition, the applicant has undertaken consultation with all properties in the section of road closures.
30. If the closures are approved by this committee, a public notice of the decision to temporarily close the road will be issued.

Attachments

There are no attachments for this report