

Notice of Meeting:

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

Date: Tuesday 30 July 2019
Time: 9.30am
Meeting Room: Committee Room 1
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Regulatory and Hearings Committee OPEN AGENDA

Membership

Chairperson: Cr Angela O'Leary

Deputy Chairperson: Cr Leo Tooman

Membership: The Mayor and all Councillors
Maangai James Whetu
(The composition of any Regulatory Hearings Committee for quorum purposes to be determined by the Chairperson)

Meeting frequency: As required

Quorum: Three members

Claire Guthrie
Committee Advisor

23 July 2019

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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 Task Force 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, including applications for dispensation from compliance with the requirements of bylaws, 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.
5. To convene Task Force groups and carry out the terms of reference approved and 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 activities and expenses relating to Task Force groups consistent with their terms of reference and approved Task Force group budget.

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

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

Council Report

Item 4

Committee: Regulatory and Hearings Committee

Date: 30 July 2019

Author: Claire Guthrie

Authoriser: Becca Brooke

Position: Committee Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 4 June 2019

Report Status	<i>Open</i>
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Staff Recommendation

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 4 June 2019 as a true and correct record.

Attachments

Attachment 1 - Regulatory and Hearings Meeting - Open Minutes - 4 June 2019 .

Regulatory and Hearings Committee

OPEN MINUTES (Hamilton Speed Management Plan Hearings)

Minutes of a meeting of the Regulatory and Hearings Committee held in Committee Room One, Municipal Building, Garden Place, Hamilton on Tuesday 4 June 2019 at 11.00am.

PRESENT

Item 4

Chairperson: Cr Angela O'Leary

Deputy Chairperson: Cr Leo Tooman

Members: Cr Rob Pascoe
Cr Dave Macpherson
Cr Siggie Henry
Cr Mark Bunting
Cr Geoff Taylor
Cr Ryan Hamilton
Maangai James Whetu

In Attendance: Eeva-Liisa Wright, General Manager Infrastructure
Robyn Denton, Network Operations and Use Manager
Katherine Johns, Strategic Transport and Engagement Leader
Claire Guthrie, Committee Advisor

1. Apologies

Resolved: (Cr O'Leary/Cr Taylor)

That the apologies for absence for Deputy Mayor Gallagher and Cr Casson are accepted.

2. Confirmation of Agenda

Resolved: (Cr O'Leary/Cr Henry)

That the Regulatory and Hearings Committee confirm the agenda.

3. Declarations of Interest

No members of the Council declared a Conflict of Interest.

4. Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 2 May 2019

Resolved: (Cr O'Leary/Cr Pascoe)

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 2 May 2019 as a true and correct record.

The following members of the public spoke to their submissions on the Hamilton Speed Management Plan:

Gavin Oliver and Lea Hooker (Pukete School)

Mr Oliver and Ms Hooker spoke to their submission which highlighted the issues experienced by children at the controlled pedestrian crossing on Pukete Road. There had been a number of cars running the red light and serious concerns were held for the children's safety. The school requested a raised platform crossing.

James Koko (Te Kohao Health)

Mr Koko spoke to his presentation which highlighted the difficulties with visibility when leaving their premises onto Wairere Drive. There were also concerns with speeding traffic at the Enderley Road premises.

Carolyn McKenzie

Ms McKenzie spoke to her submission which did not support the Hamilton Speed Management Plan. She submitted that many factors other than speed caused fatalities. She said that slowing down traffic led to frustration, traffic delays, more pollution and reduced the mobility of residents around the city.

Judy McDonald

Ms McDonald spoke in support of the Hamilton Speed Management Plan and the protection of active transport choices, particularly for vulnerable users, with the introduction of 40kmp speed limit. She asked for increased priority in the Plan for safe crossing areas for walkers and cyclists on the roads with higher speed limits.

Hendrik van Blerk

Mr van Blerk spoke to the speeding and traffic issues in his area in Horsham Downs. He asked for the speed limit to be reduced from the current 80kph as this was no longer appropriate for this area with the amount of urbanisation that had taken place.

Maree and Terry Stewart (handout)

Mr and Mrs Stewart spoke in support of the Speed Management Plan. Mrs Stewart explained that they lived on River Road between Te Huia Drive and Kay Road which had a speed limit of 80kph and she described the dangerous driving that occurred on this road. She asked for the speed limit to be reduced to 50kph to match the speed limit on the two roads that entered and exited this part of River Road.

Marcia Lewis

Ms Lewis spoke about speed issues on Anderson Street in Deanwell which caused residents serious concern and asked for Council to take action to slow down traffic. She said that drivers would take

a short cut through Joanna and Anderson Streets because there were no speed bumps in those streets. She explained there was a kindergarten and a number of young children learning to ride bicycles in the street, which was very dangerous due to the speed of the cars on the street.

Andrea Priest

Ms Priest spoke about concerns with the access to her River Road property. She explained how problems were experienced with the number of vehicles using the shared access way, the number of vehicles parking in the accessway and on the road berm as well major difficulties with entering and exiting the driveway because of the 80kph speed limit.

Richard Riley (on behalf of Kate and Richard Hill) (handout)

Mr Riley spoke on behalf on Mr and Mrs Hill who were unable to attend. He explained he was their neighbour and they lived on River Road where there was a serious problem with cars speeding. He explained that there had been a number of accidents on this stretch of road because of speeding including a fatality.

Peter H Bos (handout)

Mr Bos spoke to his presentation highlighting his concerns with speed signage and the height of raised crossings.

Cr Pascoe retired from the meeting at 12.33pm during discussion of this item. He was not present when the matter was voted on.

5. Proposal for Adoption of Hamilton Speed Management Plan - Hearing Report

The Network Operations and Use Manager spoke to the staff report and responded to questions from Committee Members including the following:

- protocols and options for signage on Wairere Drive
- timeline for urbanisation of River Road and Horsham Downs
- options for lowering speed limit on River Road
- options for short term interventions for speeding
- triggers to reduce speed limits
- timeline for installing raised crossings at traffic lights
- planned future changes to speed limits
- staff at school crossings
- lower speed limits for all schools
- inclusion of early childhood centres in lower speed areas
- follow-up of traffic management plans
- purchase of more speed trailers

Resolved: (Cr O'Leary/Cr Tooman)

That the Regulatory and Hearings Committee:

- a) receives the report;
- b) hears and considers the submissions for the draft Hamilton Speed Management Plan; and
- c) notes that a Deliberations Report on the draft Hamilton Speed Management Plan will be considered at the 18 June 2019 Growth and Infrastructure Committee meeting.

The meeting was declared closed at 12.54pm.

Council Report

Item 5

Committee: Regulatory and Hearings Committee

Date: 30 July 2019

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Manager

Position: General Manager
Infrastructure Operations

Report Name: Parking Restriction - Traffic Bylaw Changes for Union Square Development

Report Status	<i>Open</i>
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Purpose

1. To seek approval from the Regulatory and Hearings Committee for proposed changes to parking controls associated with a proposed development in the central city.
2. To seek approval from the Regulatory and Hearings Committee of an upgrade project concerning the footpath in Alexandra Street in conjunction with pedestrian safety improvements.

Staff Recommendation

That the Regulatory and Hearings Committee:

- a) approves the changes to parking restrictions and controls as set out below which will be implemented in conjunction with the completion of the Union Square development (2019/10433):

Location	Description of proposed change
Anglesea Street	Rescind 23m of 'No Stopping' outside 212 Anglesea St and install 23m 'CBD Zone' parking restriction. Rescind 9.3m of 'No Stopping' outside 204-208 Anglesea St and install 9.3m 'Goods Service Vehicle P10 Loading Zone' restriction. Rescind 7.5m of 'No Stopping' outside 192 Anglesea St and install 7.5m 'CBD Zone' parking restriction. Rescind 10.1m 'No Stopping' outside 192 Anglesea St and install 5m 'CBD Zone' parking restriction Install 4m 'Motor Cycle Only' restriction outside 192 Anglesea St
Alexandra Street	Rescind 10m 'CBD Zone' parking restriction outside 55 Alexandra and install 10m 'No Stopping' restriction. Rescind 8m 'No Stopping' restriction outside 55 Alexandra and install 8m 'CBD Zone' parking restriction.

- b) requests that development of an upgrade project focused on pedestrian safety and accessibility in Alexandra Street between Caro Street and Hood Street will be included in the Central City Plan and funding for the implementation of this project will be

considered in the development of the 2021-2031 10-Year Plan; and

- c) requests the draft resource consent conditions for the Union Square development (2019/10433) include the requirement of a financial contribution from the developer towards pedestrian safety and accessibility improvements to both Alexandra Street and Anglesea Street.

Executive Summary

3. The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A Council resolution is required to make changes to any of these restrictions.
4. Changes under the Traffic Bylaw are recommended to Alexandra Street and Anglesea Street in response to the proposed redevelopment of the Ebbett Waikato site – known as Union Square.
5. The two options for the access point for the proposed carpark for the Union Square development have been considered – Alexandra Street and Anglesea Street. It is recommended that Alexandra Street is the preferred option.
6. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Hamilton City Traffic Bylaw 2015

7. The Hamilton City Traffic Bylaw 2015 sets out the requirements for a variety of restrictions within the road reserve including:
 - parking
 - general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions
 - creation of cycle lanes
 - establishment of specific parking zones such as bus stops, taxi stands, loading zones.
8. A Regulatory and Hearings Committee resolution is required to make changes to any of these restrictions.
9. In situations where developments require changes to parking controls via the Traffic Bylaw and Local Government Act the legal advice is to work through these prior to approving the resource consent for the development if possible. This then enables any issues to be worked through and the proposal to be amended as necessary.

Parking Restriction Changes for Union Square

Background

10. At the 2 May 2019 Regulatory and Hearings Committee meeting proposed changes to parking in Alexandra Street and Anglesea Street were considered in association with a proposed redevelopment for 192-212 Anglesea Street. The proposed development is known as Union Square and utilises the area currently occupied by Ebbett Waikato.
11. The proposed parking restriction changes were deferred until a subsequent meeting of the Regulatory and Hearings Committee following a request by Committee Members for staff to investigate opportunities for the proposed carparking building included in the development to be accessed via Anglesea Street instead of via Alexandra Street as proposed by the developer.
12. At the time of the 2 May 2019 Regulatory and Hearings Committee meeting, the proposal had not been lodged with Council. Staff had been in discussions with the developer's traffic consultant regarding the proposal's impact on the transportation network and particularly the

process that would be required to be worked through to enable approval of changes to parking restrictions.

13. The proposed changes to the parking restrictions resulting from the development are as follows:
 - Introduction of five new on-street carparks in Anglesea Street resulting from the closure of four existing vehicle entrances;
 - Introduction of a new P10 loading zone in Anglesea Street to cater for the operational needs of the businesses in Union Square;
 - Introduction of a 4m motorcycle park in Anglesea Street;
 - Removal of two existing on-street carparks on Alexandra Street to cater for the new carpark entrance and new service entrance; and
 - Creation of a new on-street carpark in Alexandra Street resulting from the closure of an existing vehicle entrance.
14. These changes are shown in the plan below:



15. The application for resource consent (2019/10433) has now been lodged with Council.

The Proposal

16. The proposal is to establish five mixed use buildings over the subject site on the corner of Hood, Anglesea and Alexandra Streets. The development will contain a mixture of offices, retail and 14 apartment units with a total GFA of approximately 45,848m²; accommodating approximately 3,000 employees/occupants.

17. The proposal will also include the establishment of a 350-park car park building with access on to Alexandra Street. A pedestrian link is proposed through the site between Anglesea Street and Alexandra Street.
18. The Union Square proposal is shown in the pictures below:



View of proposed Union Square looking across Alexandra Street



View of proposed Union Square looking across Alexandra Street

19. The resource consent application complies with all relevant development standards except for several components relating to permeable surfaces, active frontages (window glazing), building height and Veranda Cover (Anglesea frontage only) and signage.

Carpark Access Options

20. Investigation into the option of the car park access being onto Anglesea Street instead of Alexandra Street has been completed by a consultant and independently peer reviewed. Both consultants agree that Alexandra Street is the preferred access point for the car park proposed for the development.

21. The proposed car park will have approximately 300 parking spaces. By way of comparison:
- Garden Place car park (off Anglesea Street) has 460 spaces;
 - Knox St car park has 443 spaces; and
 - Wilsons/ District Health Board (DHB) car park (off Alexandra Street) has 600 spaces.

22. The following are the key attributes of both Anglesea Street and Alexandra Street:

Road	Hierarchy	Relevant Overlays in District Plan	Speed Limit	Traffic Volumes
Alexandra St	Central City (local)	Pedestrian Focus Area	30km/h	6,000 vehicles per day
Anglesea St	Minor Arterial	Strategic Network and Pedestrian Focus Area	50km/h	18,520 vehicles per day

23. The following issues have been identified with the proposed car park entrance being on to Alexandra Street:

- Conflict with pedestrians. Alexandra St is identified as a 'Pedestrian Focus Area';
- Proximity to the Wilsons/ DHB car park access;
- Proximity to the vehicle crossings opposite the proposed access; and
- Additional traffic on Hood St, Collingwood St and Alexandra St to access the car park.

24. The following issues have been identified with the proposed carpark entrance being on to Anglesea Street:

- Consistency with the relevant transport objective and policies including the road hierarchy. Anglesea St is identified as a 'Strategic Network and Pedestrian Focus Area';
- The ability to provide safe access to a four-lane arterial. It is likely that traffic signals will be required like the Garden Place carpark. A number of pedestrian and vehicle safety issues have been raised with that intersection since it has been in operation;
- Proximity to the DHB service access which will be used by emergency vehicles;
- A likely reduction in on-street parking;
- Ability to integrate improved pedestrian facilities and/or the existing fire station access;
- Coordination of traffic signals to avoid queues blocking emergency vehicles;
- The impact on the Comet bus service – particularly the south bound vehicles. Introducing another intersection onto Anglesea St may make it more difficult for the bus departing the DHB (formerly Farmers) bus stop to weave across to turn right into Thackeray St; and
- Limiting potential for future dedicated passenger transport (bus) lanes.

25. Currently flashing red traffic signals are activated outside the fire station to allow fire trucks to access Anglesea Street. As the signals are activated infrequently, there is poor compliance and vehicles are continuing to drive along Anglesea Street through the flashing red lights.

26. Consideration has been given to the opportunity for integrating a mid-block signalised pedestrian crossing with the fire station lights to improve pedestrian facilities and compliance with the fire station signals.

27. Initial investigations indicate that while the proposed traffic signals could accommodate a pedestrian crossing, they would not be able to cater for the fire station requirements and would not address existing red-light running issues at that location.

28. A car park access onto Anglesea Street is likely to require a new 'signalised intersection' that would result in two mid-block signals between Collingwood Street and Hood Street. This would be inconsistent with the Strategic Network and movement function of Anglesea Street and increase the risk of adverse safety. An entrance to the car park would also require

significant changes (installation of traffic signals) that could also have adverse effects on access to other properties.

29. Therefore, the car park access arrangement to Alexandra Street, as proposed by the developer, is preferred, provided concerns about pedestrian and vehicle safety and interaction are addressed during detailed design.
30. Installation of a pedestrian refuge in Anglesea Street to improve pedestrian safety for those walking between the development across the road to the bus stop outside Freedom Furniture is recommended for completion by the developer.
31. This option retains the ability for Council to modify the fire station access to improve compliance with the existing signals.

Improvements to Pedestrian Facilities Across Alexandra Street

32. Opportunities for improvements to Alexandra Street to improve pedestrian facilities and mitigate the car park access onto Alexandra Street have been investigated.
33. Alexandra Street already has a 30km/h speed limit for its full length, as does Collingwood Street (between Victoria Street and Anglesea Street) and Hood Street.
34. Two options are available for upgrading Alexandra Street:
 - Option 1: Create a Shared Zone
 - Option 2: Upgrade the footpaths and install pedestrian facilities to assist safe crossing of Alexandra Street.

These options are discussed in more detail below:

Option 1: Create a Shared Zone

35. The Central City Transformation Plan (CCTP) indicates that the section of Alexandra Street between Caro Street and Collingwood Street should be pedestrianised and made into a Shared Zone. This could be extended to include the full length of Alexandra Street – Caro Street to Hood Street. A copy of an artist's impression from the CCTP is shown below.



36. A shared zone is a road or network of roads where the road space is shared safely by vehicles and pedestrians, with the design and layout being such to encourage the maximum travelling speeds of through vehicles being around 10 km/h.

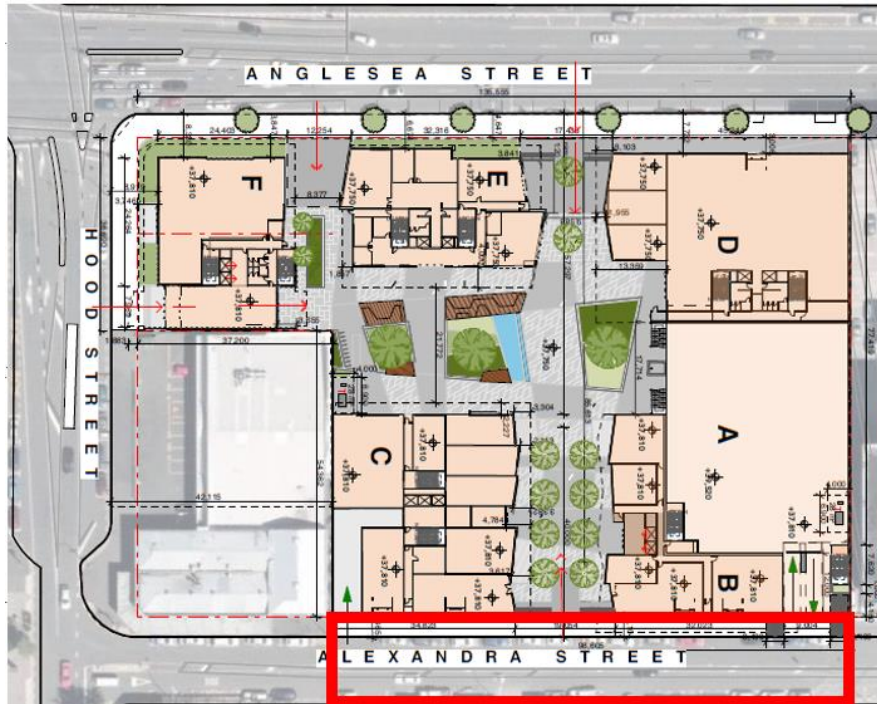
37. A Shared Zone must be specifically designated and included in the Hamilton City Traffic Bylaw.
38. In shared zones, the needs and comfort of pedestrians are paramount. People cycling and driving in shared zones are expected to act like guests, traveling in a way that is consistent with a walking pace, and are legally required to give way to pedestrians.
39. The concept relies on the removal of typical street elements including line-markings, signage and kerbs, with the addition of extra street furniture such as seats, cycle parking and landscaping.
40. While some funding assistance from the NZ Transport Agency (NZTA) may be available (to the value of footpath renewal and some minor safety improvements) there would be a large amount of work that would need to be undertaken un-subsidised.
41. There is no funding for this scope of work in the 2018-28 10-Year Plan and the work will need to be included in the development of the Central City Plan.

Option 2: Upgrade the footpaths and install pedestrian facilities to assist safe crossing of Alexandra Street.

42. As part of the increase in funding in the footpath renewal programme in the current 10-Year Plan there have been several locations within the Central Business District (CBD) that qualify for renewal in the next couple of years.
43. Alexandra Street footpaths between Caro Street and Hood Street are due for renewal because of their uneven levels and large numbers of patches/repairs. This work qualifies for NZTA subsidy and could be delivered this financial year.
44. Provision of improved pedestrian facilities to cross Alexandra Street and Collingwood Street (at the intersection) could be included in the Discretionary Transport Programme as an Integrated Transport Initiative to improve walking and safety. This work would also qualify for NZTA subsidy and could be delivered this financial year.
45. Combining the footpath renewal and Discretionary Transport safety improvements would result in Alexandra Street being upgraded to a similar look and feel to the section of Ward Street between Victoria Street and Worley Place.
46. A plan showing a high-level concept of this type of work is included as Attachment 1.

Contribution towards work by the Union Square Developer

47. A contribution from the Union Square developer towards improvements to Alexandra Street will be included in the resource consent conditions.
48. The red box on plan below shows the area of work that the developer would be asked to contribute towards.



49. This work would be expected to be completed following the completion of the key components of the development or within three years, whichever comes first.
50. The 11 July 2019 Access Hamilton Taskforce meeting indicated a preference for the development of a hybrid option (combination of option 1 and 2) for improved pedestrian facilities for safety and accessibility on Alexandra Street between Caro Street and Hood Street.
51. The development of the hybrid option will need to be included in the Central City Plan and funding considered in the development of the 2021-2031 10-Year Plan.

Legal and Policy Considerations

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

Cultural Considerations

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

Financial Considerations

54. The parking restriction changes associated with the Union Square development will be undertaken by the Developer at their own cost.

Risks

55. There are no risks associated with these proposals. Consultation with all directly affected parties has been undertaken.

Significance & Engagement Policy

Significance

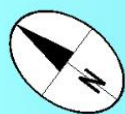
56. Staff considered the following factors under the Significance and Engagement Policy:
- The form of engagement used in the past for similar proposals and decisions.
57. Based on these factors, staff have assessed that the recommendations have low significance.

Engagement

58. Consultation has not been undertaken with the community as the proposed changes are introducing additional parking provision on Anglesea Street and only relocating parking on Alexandra Street.
59. The Union Square developer is considered to be the only party materially affected by this proposal, and the proposed changes are being undertaken at their request.

Attachments

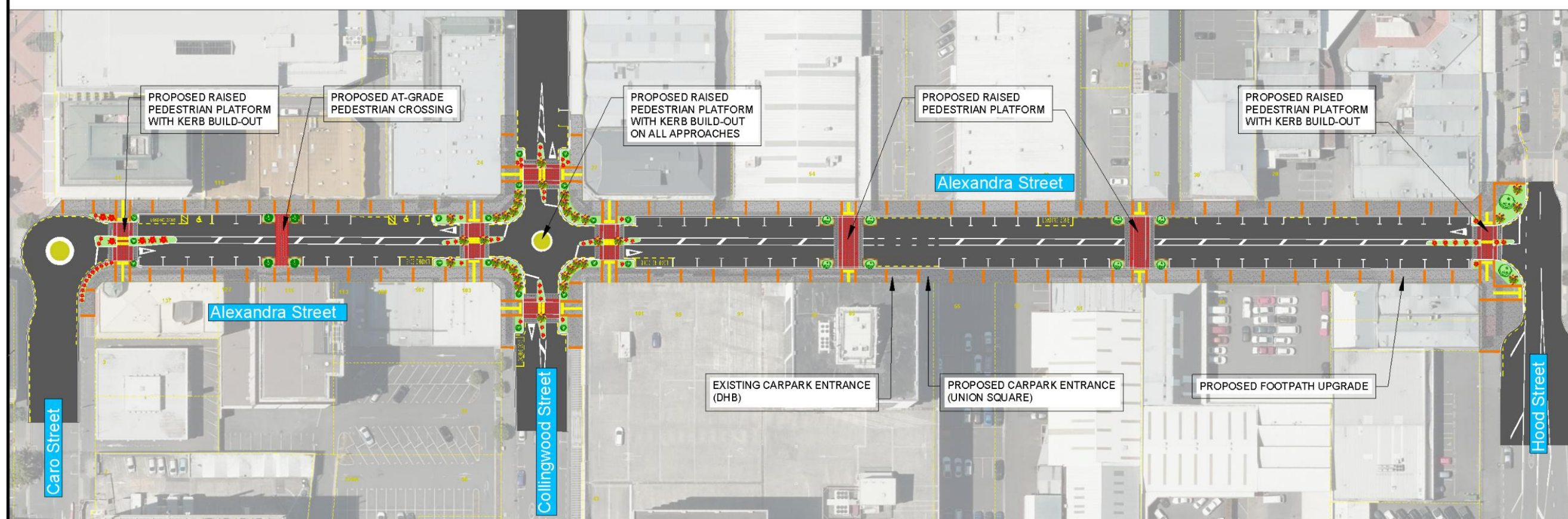
Attachment 1 - concept design for pedestrian improvements to Alexandra Street .



Alexandra Street Upgrade

Proposed Pedestrian/ Cycle Improvements

Concept Plan



Council Report

Item 6

Committee: Regulatory and Hearings Committee

Date: 30 July 2019

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Manager

Position: General Manager
Infrastructure Operations

Report Name: Temporary Road Closure for Mitre 10 Cup - 10 August 2019

Report Status	<i>Open</i>
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Purpose

1. To seek approval from the Regulatory and Hearings Committee for a temporary road closure associated with the Mitre 10 Cup rugby game between Waikato and Canterbury on 10 August 2019.

Staff Recommendation

That the Regulatory and Hearings Committee:

- a) approves the closure of Tristram Street (between Mill Street and Abbotsford Street) and Abbotsford Street (between Tristram Street and Willoughby Street) to accommodate the Mitre 10 Cup rugby game between Waikato and Canterbury on 10 August 2019 between 6.00pm and 10.30pm; and
- b) approves the issue of a Notice of Decision stating Council's decision to close Tristram Street (between Mill Street and Abbotsford Street) and Abbotsford Street (between Tristram Street and Willoughby Street) to accommodate the Mitre 10 Cup rugby game between Waikato and Canterbury on 10 August 2019 between 6.00pm and 10.30pm.

Executive Summary

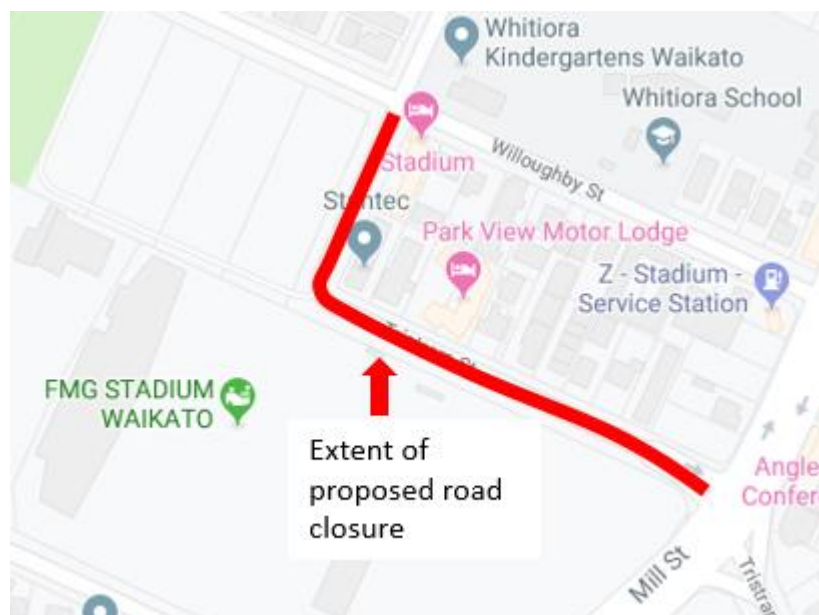
2. An application has been received for the temporary road closure of Tristram Street (between Mill Street and Abbotsford Street) and Abbotsford Street (between Tristram St and Willoughby Street) accommodate the Mitre 10 Cup rugby game between Waikato and Canterbury on 10 August 2019 between 6pm and 10.30pm.
3. The application was not received 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.
4. Similar closures of Tristram Street and Abbotsford Street have been undertaken in the past. Consultation with adjacent property owners has been undertaken, along with NZ Police and the NZ Transport Agency.
5. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background

6. Mitre 10 Cup starts a week early this year commencing Thursday 8 August with Southland hosting Northland in Round 1. Waikato will be playing Canterbury at the Hamilton FMG Stadium on Saturday 10 August 2019 with kick off at 7.30pm.
7. In order to maintain pedestrian safety as attendees enter and leave the stadium, closure of roads to traffic are undertaken in the general vicinity. The extent of roads to be closed is determined upon the likely number of attendees along with the day and time that the match is held.
8. Similar closures in this area have been approved in the past and will be in place for future games.

Discussion

9. The application for the road closure was not submitted to the 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 by the Council for a temporary road closure for an event can be granted under the Local Government Act 1974 No 66, Schedule 10, Clause 11(e).
11. The applicant is requesting approval to close Tristram Street (between Mill Street and Abbotsford Street) and Abbotsford Street (between Tristram Street and Willoughby Street) to accommodate the Mitre 10 Cup rugby game between Waikato and Canterbury on 10 August 2019 between 6.00pm and 10.30pm to allow for installation and pack-down of the temporary traffic management.
12. Consultation with residents and property owners along with NZ Police and the NZ Transport Agency have been completed. There are no objections to the proposed closure.
13. The extent of the proposed closure is shown in the plan below:



Financial Considerations

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

Cultural Considerations

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

Legal and Policy Considerations

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

Risks

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

Significance & Engagement Policy

Significance

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

Engagement

20. In accordance with the Local Government Act provisions, public notification was given of the intention to consider the temporary road closure application at this meeting.
21. Staff have undertaken consultation with the NZ Police and NZ Transport Agency and they are supportive of the temporary road closure for the event.
22. In addition, the applicant has undertaken consultation with all properties in the section of road closure.
23. If the closure is 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.

Council Report

Committee: Regulatory and Hearings Committee

Date: 30 July 2019

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Manager

Position: General Manager
Infrastructure Operations

Report Name: Parking Restriction and Traffic Bylaw Changes

Report Status	<i>Open</i>
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Purpose

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

Staff Recommendation

That the Regulatory and Hearings Committee:

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

Location	Description of proposed change
MacDonald Road	Install 39m 'No Stopping' restriction opposite #42 MacDonald Rd.
Victoria St	Install 6m 'P30 8am-6pm Mon-Sun' outside #120 Victoria Street.
Grey Street Between Cook St and Wellington St	That 12m of 'P60' restriction be imposed on the south west side of Grey St, outside #265 Grey Street, south of the intersection of Wellington St. That 5m of 'Five Minute Loading Zone' restriction be imposed on the south west side of Grey St, outside #265 Grey Street, 12m south from the intersection of Wellington St. That 28m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 6.5m south from the intersection of Cook St. That 7m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 47.5m south from the intersection of Cook St. That 12m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 75.5m south from the intersection of Cook St. That 5m of 'Mobility Card Holders- All Day' restriction be imposed on the east side of Grey St 92.5m south from the intersection of Cook St. That 25.5m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 97.5m south from the intersection of

	<p>Cook St.</p> <p>That 43m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 9.2m north from the intersection of Cook St.</p> <p>That 21m of 'Bus Stop' restriction be imposed on the east side of Grey St 54.5m south from the intersection of Cook St.</p>
Grey Street (between Te Aroha Street and Claudelands Road)	<p>That 10m of 'P30 Mon-Sun 8am-6pm' restriction be imposed outside #718-730 Grey St.</p> <p>That 13m of 'P30 Mon-Sun 8am-6pm' restriction be imposed outside #714-718 Grey St.</p>
Grey Street (between Beale Street and Dawson Street)	<p>That 17m of 'P60 Mon-Sun 8am-6pm' restriction be imposed outside #525 Grey St.</p> <p>That 37m of 'P60 Mon-Sun 8am-6pm' restriction be imposed outside #529-531 Grey St.</p>
Heaphy Terrace	<p>That a 15m 'Bus Stop' restriction be imposed outside #827A Heaphy Terrace.</p> <p>That a 6m 'Mobility Card Holders Parking' restriction be imposed outside #889 Heaphy Terrace.</p>
Hillcrest Road	<p>That 88m 'No Stopping' restriction from the intersection of Hillcrest Road and Silverdale Road, extending along the north western side to opposite #216 Hillcrest Road.</p>
King Street	<p>That a 42m 'No Stopping' restriction be imposed on the east side from the Devon Road intersection to outside #23 King Street.</p>
Knighton Road	<p>That a 20m 'Bus Stop' restriction be imposed outside #123 Knighton Road.</p> <p>That a 45m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed from outside #125 Knighton Road to outside #129 Knighton Road.</p> <p>That a 16.5m 'Bus Stop' restriction be imposed opposite #129 Knighton Road.</p> <p>That a 6m 'Loading Zone – 10 min – At All Times' restriction be imposed opposite #143 Knighton Road.</p> <p>That a 13m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed outside #1/173 Knighton Road.</p> <p>That a 112.5m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed between #105 and #119 Knighton Road.</p> <p>That a 10m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed outside #185 Knighton Road.</p> <p>That 9m of 'No Stopping' lines extend on the east side south from the University's Gate 2.</p>
Saxbys Road	<p>Extend the existing 33m 'No Stopping' lines to the southwest, from outside #12A Saxbys Road to the existing bus stop outside #20 Saxbys Rd, to 112m.</p> <p>That 55m of 'No Stopping' lines extend north from MacDonald Road to #9A Saxbys Rd.</p> <p>Extend the existing 43m 'No Stopping' lines, from outside of #17 Saxbys Road to the northeast to the intersection with MacDonald Road, to 85m.</p>
MacDonald Road	<p>That 42m of 'No Stopping' lines extend on the north side from the intersection of Saxbys Road to outside #5 Macdonald Road.</p> <p>That 41m of 'No Stopping' lines extend on the south side from</p>

	the intersection Saxbys Road to outside #6 MacDonald Road.
Braid Road	That a 18m 'Bus Stop' restriction be imposed outside #1 Braid Road.
Clow Place	That 13m 'No Stopping' restriction extend from the intersection of Gallagher Drive to outside #2 Clow Place That 25m 'No Stopping' restriction extend from the intersection of Gallagher Drive ending after the driveway of #1 Clow Place.
Vine Street	That 19m 'No Stopping' extend from Knighton Road to outside #1 Vine St. That 16.5m 'No Stopping' restriction extend from Knighton Road to outside #20 Knighton Street.
Lake Road	That 80.5m 'No Stopping' restriction extend on the west side from Rawhiti Ave to Hall Street.

Victoria St	Rescind 6m 'CBD Zone Parking' restriction outside #120 Victoria Street.
MacDonald Road	Rescind 10m of 'Bus Stop' restriction outside #65 MacDonald Road. Rescind 16m of 'Bus Stop' restriction opposite #46 MacDonald Road.
Grey Street	Rescind: 17m of 'P10' parking starting south of Wellington St on the west side. 30m of 'P60' parking starting 13m north of Beale St on the west side. 25m of 'P60' parking starting 58m north of Beale St on the west side. 16m of 'Mobile Diner' parking starting 53m south of Cook St on the east side. 24.5m of 'P60' parking starting 7.7m south of Claudelands Rd on the east side.
Kent Street	Rescind 24m of P5 parking, opposite #52 Kent Street.
Helena Road	Rescind 14m of 'Bus Stop' restriction outside #28 Helena Road.
Hibiscus Ave	Rescind 12m of 'Bus Stop' restriction outside #4 Hibiscus Ave.
Hillcrest Road	Rescind 104.5m of 'No Stopping' restriction opposite #214 Hillcrest Road.
Hukanui Road	Rescind 4.5m of 'Disabled Only Parking' restriction outside the Hukanui Road shops.
Keddell Street	Rescind 11m of 'Taxi Stand' restriction outside #1 Keddell Street.
Knighton Road	Rescind: 10.5m 'Loading Zone' restriction on the Knighton Road shops service lane. 12m 'Bus Stop' restriction opposite #143 Knighton Road. 62m 'Bus Stop Only' restriction beginning 6m south of the northern boundary of #33 Knighton Road and extending south. 15m 'Bus Stop' restriction outside #123 Knighton Road. 15m 'Bus Stop' restriction opposite #125 Knighton Road. 21m 'P5' restriction outside #37 Knighton Road. 41m 'P180' parking outside #173 Knighton Road. 125.5m 'P180 Mon-Fri' restriction outside #121 Knighton Road.

	54m 'P180 Mon-Fri' restriction outside #125 Knighton Road. 32m 'P180 Mon-Fri' restriction opposite #129 Knighton Road. 15m 'P180 Mon-Fri' restriction outside #185 Knighton Road. 31.5m 'No Stopping' restriction north bound beginning outside #118 Knighton Road. This length is across University Gate 2.
Lynden Court	Rescind 32m 'P15' restriction outside #9 Lynden Court.
Norman Hayward Place	Rescind 15m 'Bus Stop' restriction outside #11 Norman Hayward Place.
Grange Avenue	Rescind 12m 'Bus Stop' restriction outside #42 Grange Avenue.
Abbotsford Street	Rescind 172m 'Bus Stop' restriction beginning outside #33 Abbotsford St and ending outside #45 Abbotsford St.
Bankwood Road	Rescind 23m 'P10 Mon-Sun' restriction outside #59 Bankwood Road.
Braid Road	Rescind 11m 'Bus Stop' restriction outside #5 Braid Road.
Bryant Road	Rescind 15m 'Bus Stop' restriction outside #29 Bryant road.
Claudlands Road	Rescind 59m 'P60' parking restriction outside #23 Claudlands Road.
Commerce Street	Rescind 3m 'Police Parking Only' restriction 27m from the western boundary of the intersection of Commerce and Kent Street. Rescind 11m 'P10' parking restriction outside #97 Commerce Street.
Cunningham Road	Rescind 12.5m 'Bus Stop' restriction outside #36 Cunningham Rd. Rescind 10m 'Bus Stop' restriction outside #2 Cunningham Rd.
Duke Street	Rescind 228.8m 'P5' parking restriction outside #45-63 Duke Street.
Ellicott Road	Rescind 12m 'P10' parking restriction outside #81 Ellicott Road. Rescind 6m 'P10' parking restriction outside #75 Ellicott Road.
Fifth Avenue	Rescind 12m 'Taxi Stand' restriction outside #14 Fifth Avenue.
Wellington Street	Rescind 7.5m 'No Stopping' restriction 20m west of #22 Wellington Street.
Peachgrove Road	Rescind 6m 'No Stopping' restriction outside #93 Peachgrove Road. Rescind 43m 'No Stopping' restriction 30m north of the northern boundary of #62 Peachgrove Road. Rescind 27m 'No Stopping' restriction outside #3/42 Peachgrove Road.
Pembroke Street	Rescind 83m 'No Stopping' restriction on the northern side of the intersection of Pembroke and Ruakiwi.
Perindale Drive	Rescind 8.5m 'No Stopping' restriction outside Donny Park.
Raymond Street	Rescind 27.2m 'No Stopping' restriction south of #44 Raymond Street.
Richmond Street	Rescind 15m 'No Stopping' restriction at the Ulster intersection. Rescind 33m 'No Stopping' restriction across the driveways of #3-7 Richmond Road.
River Road	Rescind 30m 'No Stopping' restriction on the eastern side of River Road, 112m south of the Comries intersection. Rescind 26m 'No Stopping' restriction outside #707 River Road. Rescind 20m 'No Stopping' lines on the eastern side of River Road at the Banbury intersection.
Seddon Road	Rescind 12.8m 'No Stopping' restriction on the south eastern

	side of Seddon-Mill intersection. Rescind 14m 'No Stopping' restriction on the south eastern side of Seddon-Mill intersection. Rescind 21.6m 'No Stopping' restriction on the south western side of Seddon-Mill intersection. Rescind 11.5m 'No Stopping' restriction on the south western side of Seddon-Mill intersection.
Storey Avenue	Rescind 10m 'No Stopping' restriction outside #59 Storey Avenue. Rescind 5m 'No Stopping' restriction on the eastern side of the Storey-Mitcham intersection.
Mitcham Avenue	Rescind 20m 'No Stopping' restriction on the south eastern side of Mitcham on the Storey intersection.
St Winifreds Avenue	Rescind 6.9m 'No Stopping' restriction on the eastern side of the St Winifreds-Te Aroha intersection.
Sunshine Avenue	Rescind 18m 'No Stopping' restriction outside #47 Sunshine Avenue.
Mahana Road	Rescind 60m 'No Stopping' restriction on the southern side from the intersection of Te Rapa.
Masters Avenue	Rescind 14m 'No Stopping' restriction 18m north east of the Masters-Mansel intersection.
Maui Street	Rescind 10m 'No Stopping' restriction south of the Maui-Kapuni intersections.
Old Farm Road	Rescind 10m 'Bus Stop' restriction outside 114 Old Farm Road.

b) approves the following changes to the Hamilton Traffic Bylaw 2015, Turning Restrictions Register, Part 3 U Turns add:

- Victoria Street at Collingwood Street (north bound)

Executive Summary

2. 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.
3. The changes proposed for approval in this report parking restriction changes include No Stopping and time limits. Changes are recommended to improve safety and accessibility, and these may have been identified by residents, businesses or staff.
4. Consultation has been completed for all proposed changes and in general there is support for the changes.
5. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

6. The Hamilton City Traffic Bylaw 2015 sets out the requirements for a variety of restrictions within the road reserve including:
 - parking
 - general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions
 - creation of cycle lanes
 - establishment of specific parking zones such as bus stops, taxi stands, loading zones.

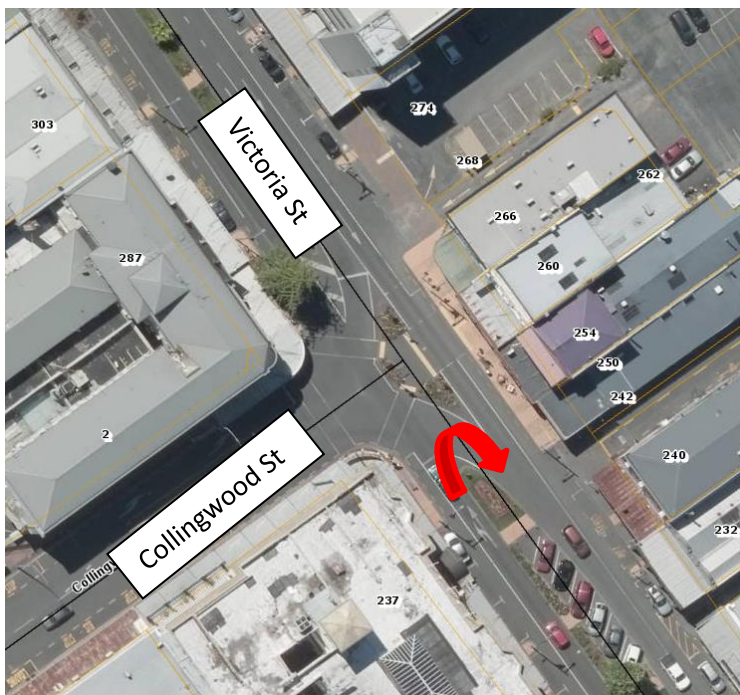
7. A Committee resolution is required to make changes to any of these restrictions.
8. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns. 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

9. Two changes are proposed to existing parking restrictions:
 - MacDonald Road
 - Victoria Street.
10. A large number of updates to reflect marking that are either on site or have been superseded have also been included as part of the ongoing project to move all of our records to GIS. The details of each of these are scheduled in Attachment 1 with illustrations for each site shown in Attachment 2.
11. 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.

Traffic Bylaw Changes

12. The Hamilton Traffic Bylaw 2015 (the Traffic Bylaw) has a series of registers that are able to be updated via Council resolution. An additional location is proposed for the Turning Restrictions Register, Part 3 U Turns as set out below.
13. To address safety concerns due to north bound vehicles on Victoria Street doing U turns in the Collingwood Street intersection a No U Turn sign has been put in place historically. As part of our review of restrictions it has been determined that this was not reflected in the Traffic Bylaw.



A U-Turn ban for this movement shown on the map to the left is proposed.

14. It is therefore recommended that the following site be added to the list of prohibited U Turn movements contained within this register. These restrictions apply 24 hours, seven days per week:
- Victoria Street at Collingwood Street (north bound)

Legal and Policy Considerations

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

Cultural Considerations

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

Financial Considerations

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

Risks

18. There are no risks associated with these proposals. Consultation with all directly affected parties has been undertaken.

Significance & Engagement Policy**Significance**

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

Engagement

21. 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 - Schedule of proposed parking changes

Attachment 2 - Illustrations of proposed parking changes .

**Schedule of Proposed Parking Restriction Changes
July 2019**

NEW PARKING RESTRICTIONS TO BE GAZETTED		
Location	Requested by	Description of proposed change and reason
MacDonald Road	Waikato Regional Council	Install 39m 'No Stopping' restriction opposite 42 MacDonald Rd. This section of road is too narrow for vehicles to park without obstructing the live lane. There is a popular bus stop and terminous opposite.
Victoria St	HCC	Install 6m 'P30 8am-6pm Mon-Sun' outside #120 Victoria Street. This is to cater for the relocation of I-Site and there is a need to provide for short term visits and faster turnover of vehicles. New restriction will come into effect when I-Site moves.

EXISTING PARKING RESTRICTIONS TO BE GAZETTED		
Location	Requested by	Description of proposed change
Grey Street Between Cook St and Wellington St	HCC	<p>The following restrictions are currently marked on site:</p> <p>That 12m of 'P60' restriction be imposed on the south west side of Grey St, outside #265 Grey Street, south of the intersection of Wellington St.</p> <p>That 5m of 'Five Minute Loading Zone' restriction be imposed on the south west side of Grey St, outside #265 Grey Street, 12m south from the intersection of Wellington St.</p> <p>That 28m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 6.5m south from the intersection of Cook St.</p> <p>That 7m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 47.5m south from the intersection of Cook St.</p> <p>That 12m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 75.5m south from the intersection of Cook St.</p> <p>That 5m of 'Mobility Card Holders- All Day' restriction be imposed on the east side of Grey St 92.5m south from the intersection of Cook St.</p> <p>That 25.5m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 97.5m south from the intersection of Cook St.</p> <p>That 43m of 'P60 Mon-Sun 8am-6pm' restriction be imposed on the east side of Grey St 9.2m north from the intersection of Cook St.</p> <p>That 21m of 'Bus Stop' restriction be imposed on the east side of Grey St 54.5m south from the intersection of Cook St.</p>
Grey Street (between Te Aroha Street and		<p>The following restrictions are currently marked on site:</p> <p>That 10m of 'P30 Mon-Sun 8am-6pm' restriction be imposed outside #718-730 Grey St.</p>

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**Schedule of Proposed Parking Restriction Changes
July 2019**

Claudlands Road)		That 13m of 'P30 Mon-Sun 8am-6pm' restriction be imposed outside #714-718 Grey St.
Grey Street (between Beale Street and Dawson Street)		To reflect the current markings on site: That 17m of 'P60 Mon-Sun 8am-6pm' restriction be imposed outside #525 Grey St. That 37m of 'P60 Mon-Sun 8am-6pm' restriction be imposed outside #529-531 Grey St.
Heaphy Terrace	HCC	That a 15m 'Bus Stop' restriction be imposed outside #827A Heaphy Terrace, as it is currently marked. That a 6m 'Mobility Card Holders Parking' restriction be imposed outside #889 Heaphy Terrace, as it is currently marked out on site.
Hillcrest Road	HCC	That 88m 'No Stopping' restriction from the intersection of Hillcrest Road and Silverdale Road, extending along the north western side to opposite #216 Hillcrest Road. As it is currently marked on site.
King Street	HCC	That a 42m 'No Stopping' restriction be imposed on the east side from the Devon Road intersection to outside #23 King Street, as it is marked out on site.
Knighton Road	HCC	Gazette the following restrictions which are currently marked on site: That a 20m 'Bus Stop' restriction be imposed outside #123 Knighton Road. That a 45m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed from outside #125 Knighton Road to outside #129 Knighton Road. That a 16.5m 'Bus Stop' restriction be imposed opposite #129 Knighton Road. That a 6m 'Loading Zone – 10 min – At All Times' restriction be imposed opposite #143 Knighton Road. That a 13m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed outside #1/173 Knighton Road. That a 112.5m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed between #105 and #119 Knighton Road. That a 10m 'P180 Mon-Fri, 8am – 6pm' restriction be imposed outside #185 Knighton Road. That 9m of 'No Stopping' lines extend on the east side south from the University's Gate 2.
Saxbys Road	HCC	Following 'No Stopping' is to tie in with recent safety improvements: Extend the existing 33m 'No Stopping' lines to the southwest, from outside #12A Saxbys Road to the existing bus stop outside #20 Saxbys Rd, to 112m. That 55m of 'No Stopping' lines extend north from MacDonald Road to 9A Saxbys Rd. Extend the existing 43m 'No Stopping' lines, from outside of #17 Saxbys Road to the northeast to the intersection with MacDonald Road, to 85m.
MacDonald Road	HCC	Following 'No Stopping' is to tie in with recent safety improvements: That 42m of 'No Stopping' lines extend on the north side from the intersection of Saxbys Road to outside #5 Macdonald Road. That 41m of 'No Stopping' lines extend on the south side from the intersection Saxbys Road to outside #6 MacDonald

**Schedule of Proposed Parking Restriction Changes
July 2019**

		Road.
Braid Road	HCC	That a 18m 'Bus Stop' restriction be outside #1 Braid Road, to reflect the length marked on site.
Clow Place	HCC	Gazette the following restrictions which are currently marked on site: That 13m 'No Stopping' restriction extend from the intersection of Gallagher Drive to outside #2 Clow Place That 25m 'No Stopping' restriction extend from the intersection of Gallagher Drive ending after the driveway of #1 Clow Place.
Vine Street	HCC	That 19m 'No Stopping' extend from Knighton Road to outside #1 Vine St, as marked on site. That 16.5m 'No Stopping' restriction extend from Knighton Road to outside #20 Knighton Street, as marked on site.
Lake Road	HCC	That 80.5m 'No Stopping' restriction extend on the west side from Rawhiti Ave to Hall Street, as marked on site.
PARKING RESTRICTIONS TO RESCIND		
Location	Requested by	Description of proposed change and reason
Victoria St	HCC	Rescind 6m 'CBD Zone Parking' restriction outside #120 Victoria Street. This restriction is now superseded for changes associated with the relocation of I-Site.
MacDonald Road	WRC	Rescind 10m of 'Bus Stop' restriction outside #65 MacDonald Road, this bus stop is no longer used. Rescind 16m of 'Bus Stop' restriction opposite #46 MacDonald Road, this bus stop is no longer used.
Grey Street	HCC	Rescind the following restrictions as they have been superseded by new gazettes to reflect what is marked on site: 17m of 'P10' parking starting south of Wellington St on the west side. 30m of 'P60' parking starting 13m north of Beale St on the west side. 25m of 'P60' parking starting 58m north of Beale St on the west side. 16m of 'Mobile Diner' parking starting 53m south of Cook St on the east side. 24.5m of 'P60' parking starting 7.7m south of Claudelands Rd on the east side.
Kent Street	HCC	Rescind 24m of P5 parking, opposite #52 Kent Street. This restriction has been superseded.
Helena Road	HCC	Rescind 14m of 'Bus Stop' restriction outside #28 Helena Road, this bus stop is no longer used.
Hibiscus Ave	HCC	Rescind 12m of 'Bus Stop' restriction outside #4 Hibiscus Ave, this bus stop is no longer used.
Hillcrest Road	HCC	Rescind 104.5m of 'No Stopping' restriction opposite #214 Hillcrest Road. This restriction has been superseded by a new gazette reflecting the markings on site.
Hukanui Road	HCC	Rescind 4.5m of 'Disabled Only Parking' restriction outside the Hukanui Road shops, as this has been removed and 'Mobility Parking' space is now available on Kensington Place.
Keddell Street	HCC	Rescind 11m of 'Taxi Stand' restriction outside #1 Keddell Street, as this is no longer in place.
Knighton Road	HCC	Rescind the following restrictions as they have been superseded by new gazettes to reflect what is marked on site:

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**Schedule of Proposed Parking Restriction Changes
July 2019**

		<p>10.5m 'Loading Zone' restriction on the Knighton Road shops service lane.</p> <p>12m 'Bus Stop' restriction opposite #143 Knighton Road.</p> <p>62m 'Bus Stop Only' restriction beginning 6m south of the northern boundary of #33 Knighton Road and extending south.</p> <p>15m 'Bus Stop' restriction outside #123 Knighton Road.</p> <p>15m 'Bus Stop' restriction opposite #125 Knighton Road.</p> <p>21m 'P5' restriction outside #37 Knighton Road.</p> <p>41m 'P180' parking outside #173 Knighton Road.</p> <p>125.5m 'P180 Mon-Fri' restriction outside #121 Knighton Road.</p> <p>54m 'P180 Mon-Fri' restriction outside #125 Knighton Road.</p> <p>32m 'P180 Mon-Fri' restriction opposite #129 Knighton Road.</p> <p>15m 'P180 Mon-Fri' restriction outside #185 Knighton Road.</p> <p>31.5m 'No Stopping' restriction north bound beginning outside #118 Knighton Road. This length is across University Gate 2.</p>
Lynden Court	HCC	Rescind 32m 'P15' restriction outside #9 Lynden Court, this was superseded when area was last upgraded.
Norman Hayward Place	HCC	Rescind 15m 'Bus Stop' restriction outside #11 Norman Hayward Place, this bus stop is no longer used.
Grange Avenue	HCC	Rescind 12m 'Bus Stop' restriction outside #42 Grange Avenue, this bus stop is no longer used.
Abbotsford Street	HCC	Rescind 172m 'Bus Stop' restriction beginning outside #33 Abbotsford St and ending outside #45 Abbotsford St, this bus stop is no longer used.
Bankwood Road	HCC	Rescind 23m 'P10 Mon-Sun' restriction outside #59 Bankwood road, as this is no longer marked on site and is not needed.
Braid Road	HCC	Rescind 11m 'Bus Stop' restriction outside #5 Braid road, as this has been superseded by a new gazette to reflect what is marked on site.
Bryant Road	HCC	Rescind 15m 'Bus Stop' restriction outside #29 Bryant road, this bus stop is no longer used.
Claudlands Road	HCC	Rescind 59m 'P60' parking restriction outside #23 Claudlands Road, as this restriction is no longer needed.
Commerce Street	HCC	<p>Rescind 3m 'Police Parking Only' restriction 27m from the western boundary of the intersection of Commerce and Kent Street, as this is no longer required.</p> <p>Rescind 11m 'P10' parking restriction outside #97 Commerce Street, as this has been superseded.</p>
Cunningham Road	HCC	<p>Rescind 12.5m 'Bus Stop' restriction outside #36 Cunningham Rd, this bus stop is no longer used.</p> <p>Rescind 10m 'Bus Stop' restriction outside #2 Cunningham Rd, this bus stop is no longer used.</p>
Duke Street	HCC	Rescind 228.8m 'P5' parking restriction outside #45-63 Duke Street, as this is not marked on site and is not needed.

Schedule of Proposed Parking Restriction Changes July 2019

Ellicott Road	HCC	Rescind 12m 'P10' parking restriction outside #81 Ellicott Road, as this is now 'No Stopping.' Rescind 6m 'P10' parking restriction outside #75 Ellicott Road, as this is now 'No Stopping.'
Fifth Avenue	HCC	Rescind 12m 'Taxi Stand' restriction outside #14 Fifth Avenue, as this is now 'No Stopping.'
Wellington Street	HCC	Rescind 7.5m 'No Stopping' restriction 20m west of #22 Wellington St, as this is no longer needed since the adjacent bus stop was removed.
Peachgrove Road	HCC	Rescind 6m 'No Stopping' restriction outside #93 Peachgrove Road, as this is not marked on site and is no longer needed. Rescind 43m 'No Stopping' restriction 30m north of the northern boundary of #62 Peachgrove Road, these are no longer needed since the relocation of the pedestrian crossing. Rescind 27m 'No Stopping' restriction outside #3/42 Peachgrove Road, as these are no longer needed following a change to an entranceway.
Pembroke Street	HCC	Rescind 83m 'No Stopping' restriction on the northern side of the intersection of Pembroke and Ruakiwi, as this restriction is across an intersection.
Perindale Drive	HCC	Rescind 8.5m 'No Stopping' restriction outside Donny Park as this restriction is not required.
Raymond Street	HCC	Rescind 27.2m 'No Stopping' restriction south of #44 Raymond Street, as this has been superseded by the construction of Sarindah Place.
Richmond Street	HCC	These restrictions are not marked on site and are not needed: Rescind 15m 'No Stopping' restriction at the Ulster intersection. Rescind 33m 'No Stopping' restriction across the driveways of #3-7 Richmond Road.
River Road	HCC	Rescind 30m 'No Stopping' restriction on the eastern side of River Road, 112m south of the Comries intersection as these are no longer needed. Rescind 26m 'No Stopping' restriction outside #707 River Road as this restriction is no longer required. Rescind 20m 'No Stopping' lines on the eastern side of River Road at the Banbury intersection, as this has been superseded by a gazette that reflects the markings on site.
Seddon Road	HCC	Due to upgrades to this intersection these restrictions are superseded: Rescind 12.8m 'No Stopping' restriction on the south eastern side of Seddon-Mill intersection. Rescind 14m 'No Stopping' restriction on the south eastern side of Seddon-Mill intersection. Rescind 21.6m 'No Stopping' restriction on the south western side of Seddon-Mill intersection. Rescind 11.5m 'No Stopping' restriction on the south western side of Seddon-Mill intersection.
Storey Avenue	HCC	The following restrictions have been superseded by new gazettes that reflect what is marked on site. Rescind 10m 'No Stopping' restriction outside #59 Storey Avenue.

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Schedule of Proposed Parking Restriction Changes July 2019

		Rescind 5m 'No Stopping' restriction on the eastern side of the Storey-Mitcham intersection.
Mitcham Avenue	HCC	Rescind 20m 'No Stopping' restriction on the south eastern side of Mitcham on the Storey intersection, as this is no longer needed following a recent minor improvement.
St Winifreds Avenue	HCC	Rescind 6.9m 'No Stopping' restriction on the eastern side of the St Winifreds-Te Aroha intersection, the layout of the intersection has been upgraded.
Sunshine Avenue	HCC	Rescind 18m 'No Stopping' restriction outside #47 Sunshine Avenue, as this restriction is not marked on site and is no longer needed.
Mahana Road	HCC	Rescind 60m 'No Stopping' restriction on the southern side from the intersection of Te Rapa, as this restriction is not marked on site and are no longer needed.
Masters Avenue	HCC	Rescind 14m 'No Stopping' restriction 18m north east of the Masters-Mansel intersection, as this restriction is not marked on site and recent redevelopment of the property has addressed the visibility issues.
Maui Street	HCC	Rescind 10m 'No Stopping' restriction south of the Maui-Kapuni intersection, as this restriction is not marked on site and are not considered necessary.
Old Farm Road	HCC	Rescind 10m 'Bus Stop' restriction outside 114 Old Farm road, this stop is no longer in use.
PARKING RESTRICTIONS TO RESCIND & REPLACE WITH NEW GAZETTE		
Location	Requested by	Description of proposed change
Cambridge Road	HCC	Rescind 45m 'P60' restriction outside #120-124 Cambridge Road, as the length marked on site is 39m.
Cunningham Road	HCC	Rescind 22.5m 'P5' restriction on 36 Cunningham Road and gazette 34m 'P10' parking restriction, as marked on site.
Tristram Street	HCC	Rescind 330m 'No Stopping' restriction between Cobham Drive and Thackeray Street and gazette 352m, as that is marked on site.
Ulster Street	HCC	Rescind 6m 'No Stopping' restriction outside #298 Ulster Street and gazette 18m 'Bus Stop' restriction, as marked on site.
Union Street	HCC	Extend the 6m 'No Stopping' restriction outside #9 Piako Road to 12m, as marked on site. Extend 6m 'No Stopping' restriction outside #7 Piako Road to 13m, as marked on site.
Piako Road	HCC	Extend the 6m 'No Stopping' restriction outside #9 Piako Road to 9m, as marked on site.
Vercoe Road	HCC	Rescind 11m 'No Stopping' restriction outside #2 Partington Place and gazette the 7.5m 'No Stopping' restriction marked on site. Rescind 19m 'No Stopping' restriction outside #7 Vercoe Road and gazette the 14m 'No Stopping' restriction marked on site.
Victoria Street	HCC	Rescind 10m 'No Stopping' restriction outside #1161 Victoria Street and gazette a 11m 'Bus Stop' restriction.
Von Tempsky Street	HCC	Extend the 4m 'No Stopping' restriction outside #6 Dawson Street as the length marked on site is 6.5m.

Schedule of Proposed Parking Restriction Changes July 2019

Thackeray Street	HCC	Rescind 124m of 'No Stopping' restriction extending from #16-30A Thackeray Street and gazette 124m of 'P120 8am-6pm Mon-Fri' restriction.
River Road	HCC	Extend 27m 'No Stopping' restriction outside #527 River Road to 39m, as marked on site.
Ruakiwi Road	HCC	Rescind 82m 'No Stopping' restriction east of the Tainui St intersection and gazette 72m 'No Stopping' restriction as marked on site. Rescind 313m and 8.5m 'No Stopping' restriction and gazette the total length of 329m between Clarence Street and Thackeray Street on the western side of Raukiwi Road to reflect the two restrictions that previously had a 7m gap that has now been removed. Extend 15m 'No Stopping' restriction north of the Clarence Street intersection to 22m outside #16 Ruakiwi Road, as marked on site. Extend 18m 'No Stopping' restriction outside #2/20 Ruakiwi Street to 25m, as marked on site. Extend 24m 'No Stopping' restriction north of the Thackeray Street intersection to 26m outside #5 Thackeray Street, as marked on site.
Seddon Road	HCC	Rescind 66m 'No Stopping' lines on the north eastern side of Seddon-Rostrevor roundabout and gazette 25m 'No Stopping' restriction, to reflect the markings on site. Rescind 21.7m 'No Stopping' lines on the south western side of Seddon-Rostrevor roundabout and gazette 69.2m 'No Stopping' restriction, to reflect the markings on site. Rescind 13m 'No Stopping' lines on the south eastern side of Seddon-Rostrevor roundabout and gazette 27m 'No Stopping' restriction, to reflect the markings on site.
Norton Road	HCC	The following are to reflect the markings on site: Extend 35m 'No Stopping' restriction on the northern side of Norton west of the Seddon roundabout to 37.5m. Rescind 59m 'No Stopping' restriction on the northern side of Norton east of the Seddon roundabout and gazette 55m 'No Stopping'. Extend 18m 'No Stopping' restriction on the southern side of Norton east of the Seddon roundabout to 35m.
King Street	HCC	Extend 28m 'No Stopping' restriction outside #5 King St to 60.2m, as marked on site.
Somerset Street	HCC	Extend 8m 'No Stopping' restriction outside #49 Seddon Road to 11m, as marked on site. Extend 5m 'No Stopping' restriction outside #5 Somerset Street to 10.5m, as marked on site. Extend 11m 'No Stopping' restriction outside #13 Somerset Street to 14m, as marked out on site.
Storey Avenue	HCC	Extend 60.5m 'No Stopping,' restriction outside #71 Storey Avenue to 63m, as marked on site. Extend 53m 'No Stopping,' lines outside #70 Storey Avenue to 74m, as marked on site.
Kensington Place	HCC	Rescind 7.6m 'No Stopping' restriction from outside the Hukanui Shops to Hukanui Road and gazette 6.7m 'No

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Attachment 1

**Schedule of Proposed Parking Restriction Changes
July 2019**

		Stopping', as marked on site.
Kent Street	HCC	Rescind 54m 'No Stopping' restriction outside #13 Jolly St and gazette 29m 'No Stopping,' as marked on site. Rescind 46m 'No Stopping' restriction outside #168 Kent St and gazette 30m 'No Stopping,' as marked on site.
Jolly Street	HCC	Rescind 54m 'No Stopping' restriction outside #13 Jolly St and gazette 23m 'No Stopping,' as marked on site. Rescind 46m 'No Stopping' restriction outside #168 Kent St and gazette 17.5m 'No Stopping,' as marked on site.
Knighton Road	HCC	The following changes are to reflect the markings currently on site. Rescind 33m 'No Stopping' restriction outside #1 Vine St and gazette 25m 'No Stopping'. Rescind 33m 'No Stopping' restriction outside #20 Knighton Rd and gazette 14m 'No Stopping'. Extend 20m 'No Stopping' restriction from Tralee Place to outside #175 Knighton Rd to 24m. Rescind 116m 'No Stopping' restriction outside #130-144 Knighton Rd (from opposite #1a Greensboro Street to opposite #143 Knighton Road) and gazette 113.8m 'No Stopping'. This section has adjusted in location previously being further north. Rescind 207.6m 'No Stopping' restriction beginning outside #2A Cameron Rd and extending to #103 Knighton Road opposite the University Gate 1, gazette 211.5m 'No Stopping'. Rescind 153m 'No Stopping' restriction beginning outside #96 Knighton Rd and extending across the University Gate 1 to opposite #105 Knighton Road, gazette 145m 'No Stopping'
Clyde Street	HCC	Extend 60m 'No Stopping' lines from outside #271 Clyde Street extending to outside #1 Cameron Road for 67m. Extend 42.5m 'No Stopping' restriction from Knighton Road extending to outside #274 Clyde St to 63m
Lake Road	HCC	Extend 13.6m 'No Stopping' restriction from outside #108 Commerce St to 25m outside 408 Lake Road, as is marked on site.
Latham Court	HCC	The following extensions are to reflect what is on site. Extend 58.5m 'No Stopping' restriction from Kahikatea Drive to outside #1 Latham Ct to 76.5m. Extend 18.5m 'No Stopping' restriction from Kahikatea Drive to outside #271B Kahikatea Dr to 40m
Mansel Avenue	HCC	Extend 72.7m 'No Stopping' restriction outside #75 Mansel Ave to 121m from #71-79 Mansel Ave.
Masters Avenue	HCC	Rescind 13m 'No Stopping' restriction in the off-street parking area outside #82 Masters Avenue (Motovation Automotive) and gazette 10m 'No Stopping,' as marked out on site.
May Street	HCC	Extend 33.5m 'No Stopping' restriction from the intersection of Knighton Road to outside #169 Knighton Rd to 52.4m, as marked on site. Rescind 85m 'P30' restriction from outside #2 May St and gazette 72m to #10a May Street a 'P30' restriction, as marked on site.
Minnie Place	HCC	Extend 6m 'No Stopping' restriction from the intersection with Ashurst Ave to outside #65 Ashurst Ave to 16m, as

**Schedule of Proposed Parking Restriction Changes
July 2019**

		marked on site. Extend 6m 'No Stopping' restriction from the intersection with Ashurst Ave to outside #67 Ashurst Ave to 20m, as is marked on site.
Morrow Avenue	HCC	Extend 8.5m 'No Stopping' restriction from the intersection with Sandwich Road to outside #83 Morrow Ave to 10m, as marked on site.
McNicol Street	HCC	Extend 30m 'No Stopping' restriction from the intersection with Martin Road to outside #7 McNicol St to 32.5m, as marked on site.
Old Farm Road	HCC	Rescind 252m 'No Stopping' restriction outside #30 Old Farm Rd and gazette 82m 'No Stopping', from outside #102 Old Farm Rd west, as marked on site. Rescind 123.5m and 43.3m 'No Stopping' restrictions outside the Marist Rugby Club, gazette 188m 'No Stopping' lines to Nottingham Drive. A bus stop at #155 Old Farm Rd previously separated this restriction, that is now removed.
Bankwood Road	HCC	As this site has been upgraded the following restrictions reflect the new markings on site: Extend 20m 'No Stopping' restriction outside #28 Bankwood Rd to 29.5m. Extend 32m 'No Stopping' restriction between #2 Emerald Pl to #153 Bankwood Rd to 121m. Extend 46m 'No Stopping' restriction between #150 - #160 Bankwood Rd to 69.5m.
Sandleigh Road	HCC	Extend 16m 'No Stopping' restriction outside #8 Ohaupo Rd to 18m, to reflect new restriction installed with recent safety improvements.
Peachgrove Road	HCC	Rescind 188m 'Clearway' restriction on the east side of Peachgrove beginning at the intersection of Peachgrove and Ruakura Road extending to the north, as this is now a 'No Stopping' restriction. Rescind 10m 'P10' restriction on the northeast side of Peachgrove 41m south of the Fifth Avenue roundabout, as this restriction was replaced in July 2007 by a longer length of restriction.

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Attachment 1

Proposed parking restriction changes

Regulatory and Hearings Committee 30 July 2019



New Restrictions

MacDonald Rd

Victoria St

Item 7

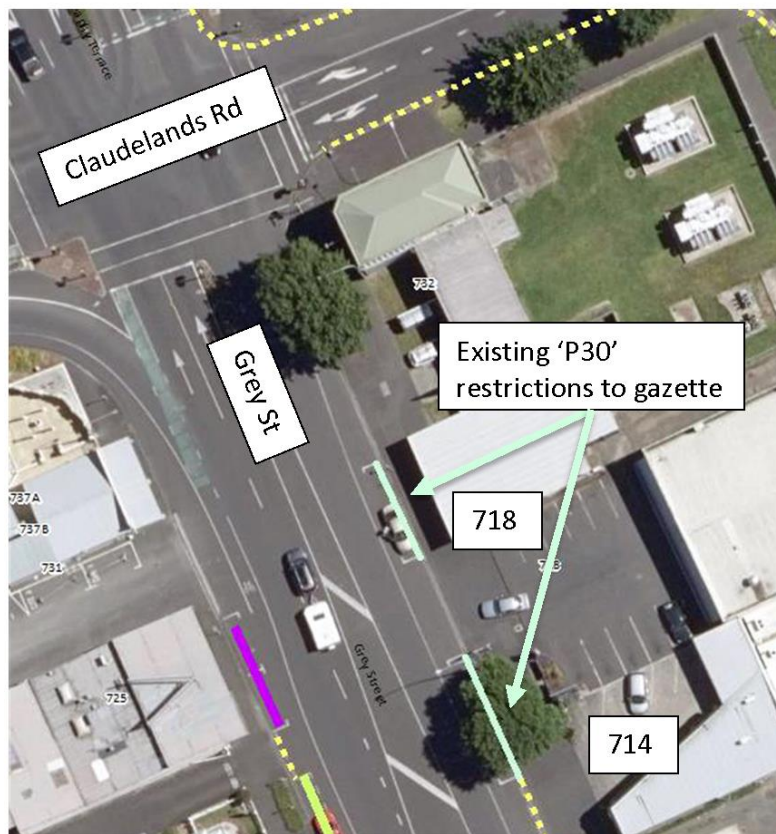


Attachment 2

Grey St, between Cook St and Wellington St current restrictions



Grey St



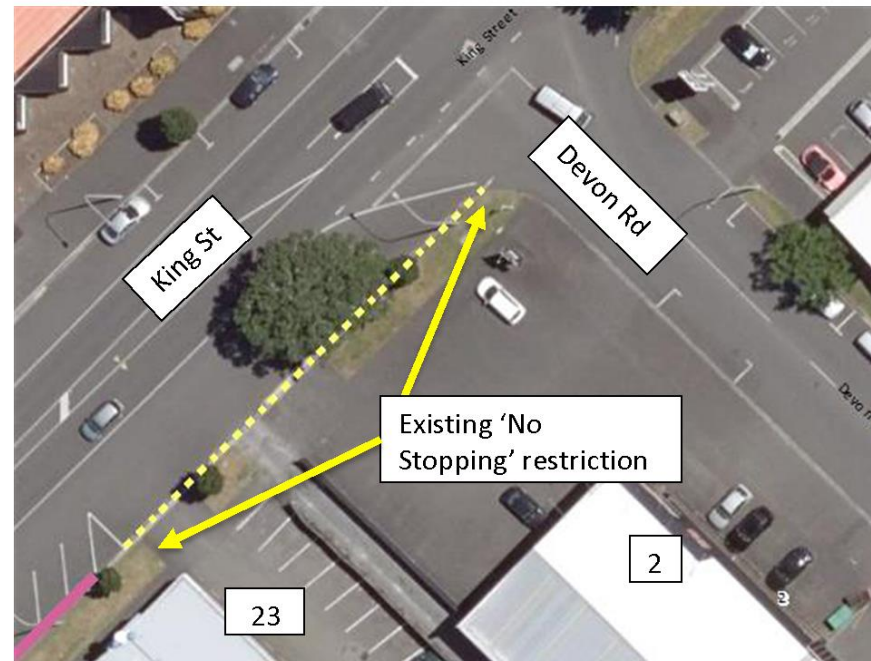
Heaphy Terrace



Hillcrest Road

King Street

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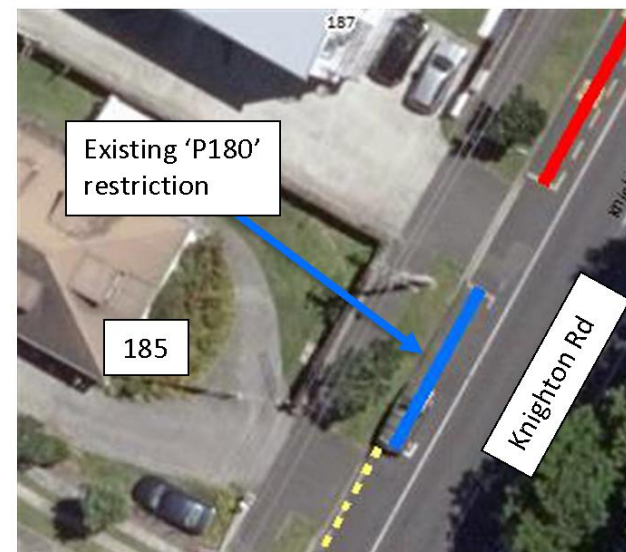
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Knighton Road



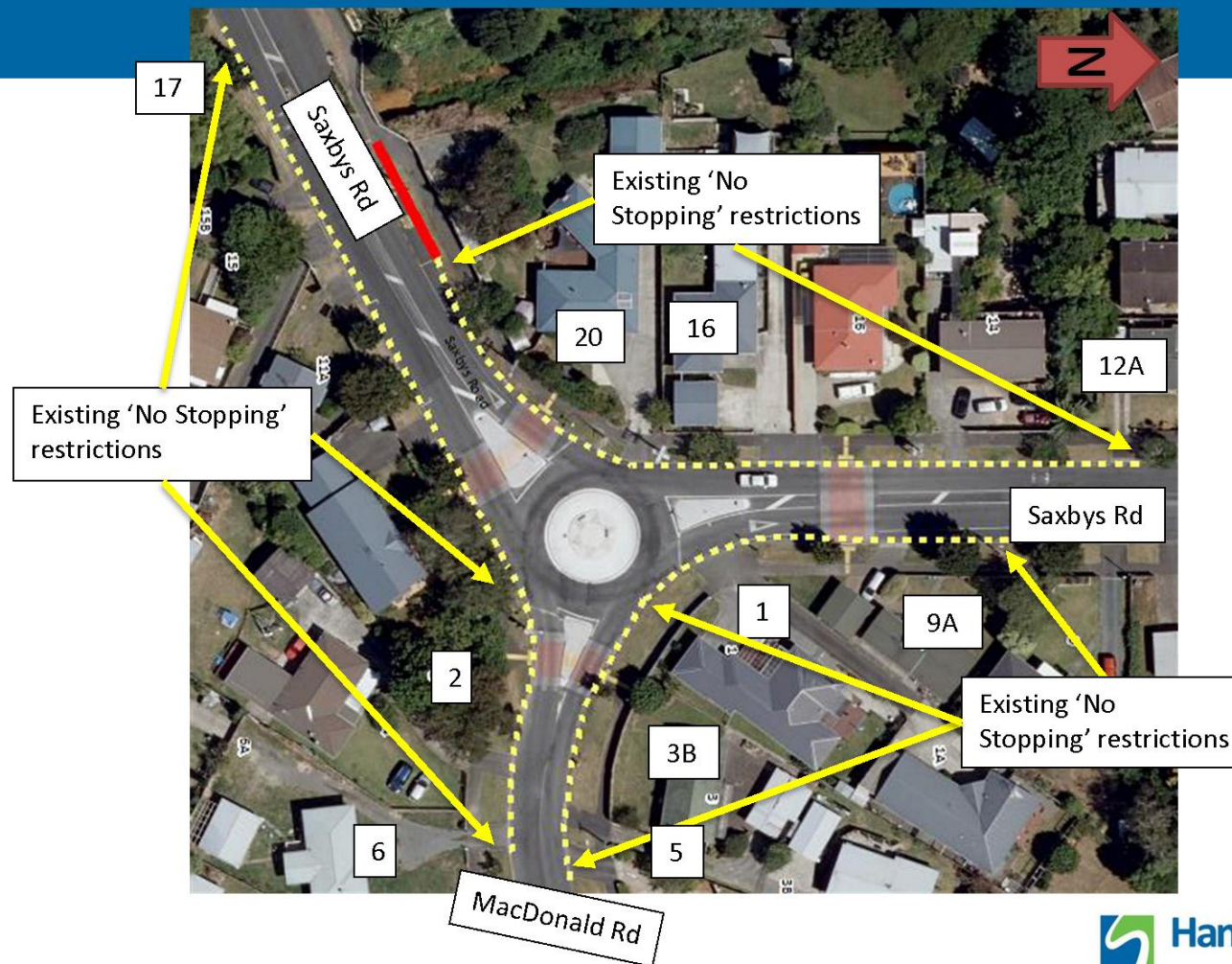
Knighton Road

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Attachment 2

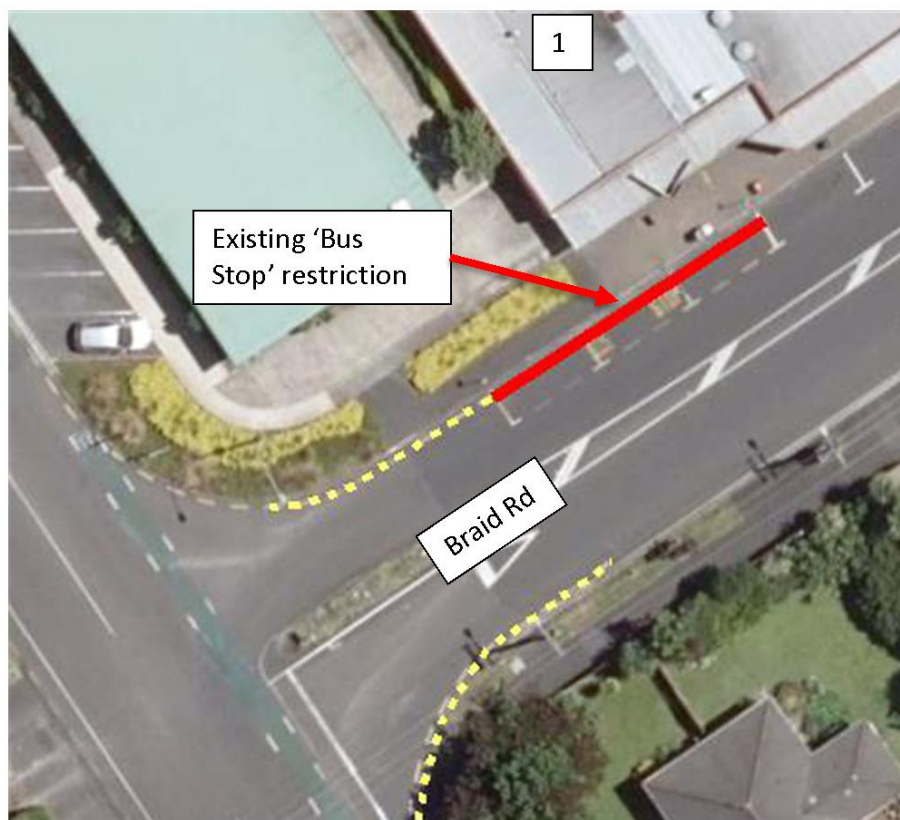
Saxbys and MacDonald Intersection



Braid Road

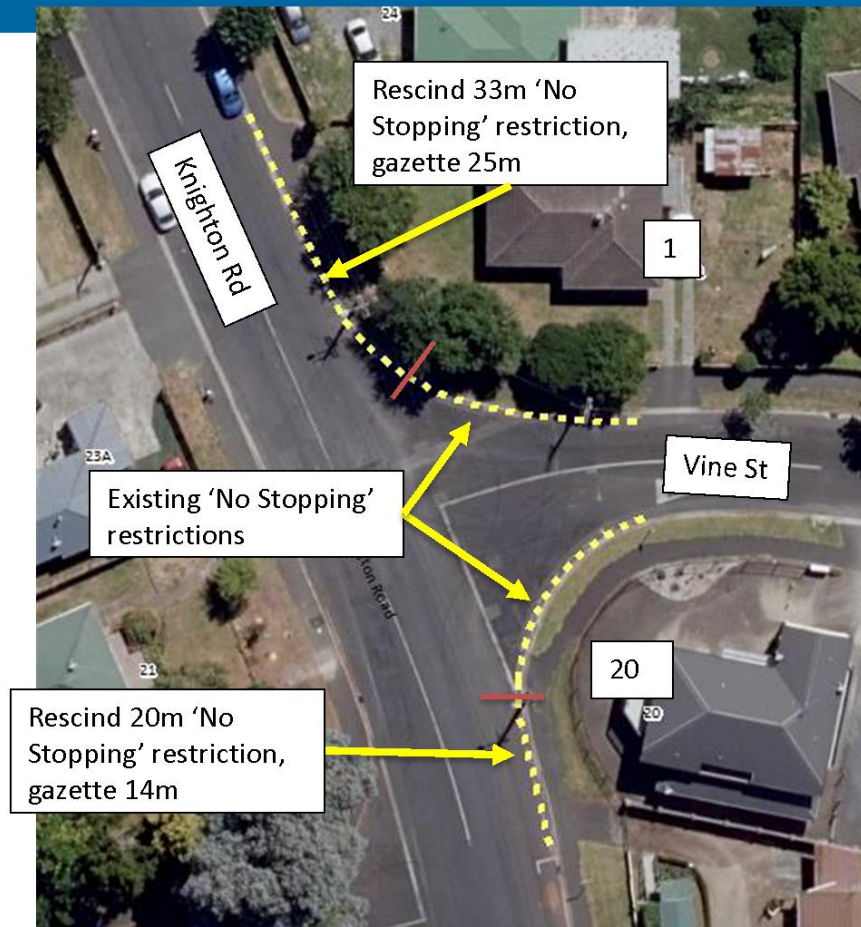
Clow Place

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Attachment 2

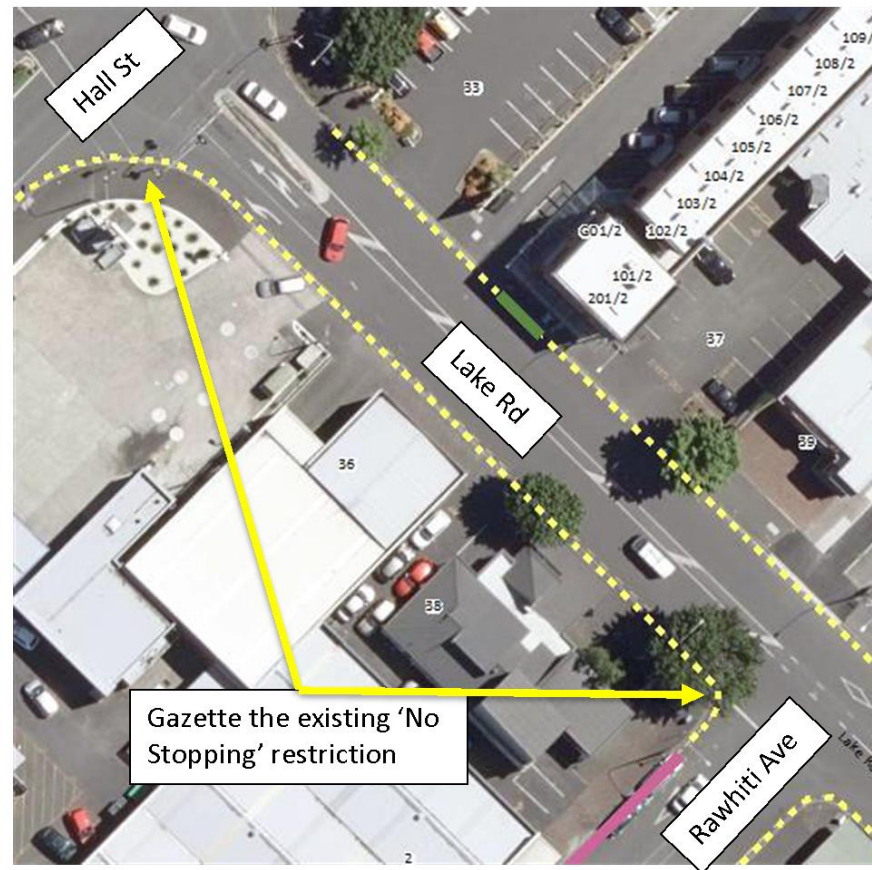
Knighton Road - Vine Street



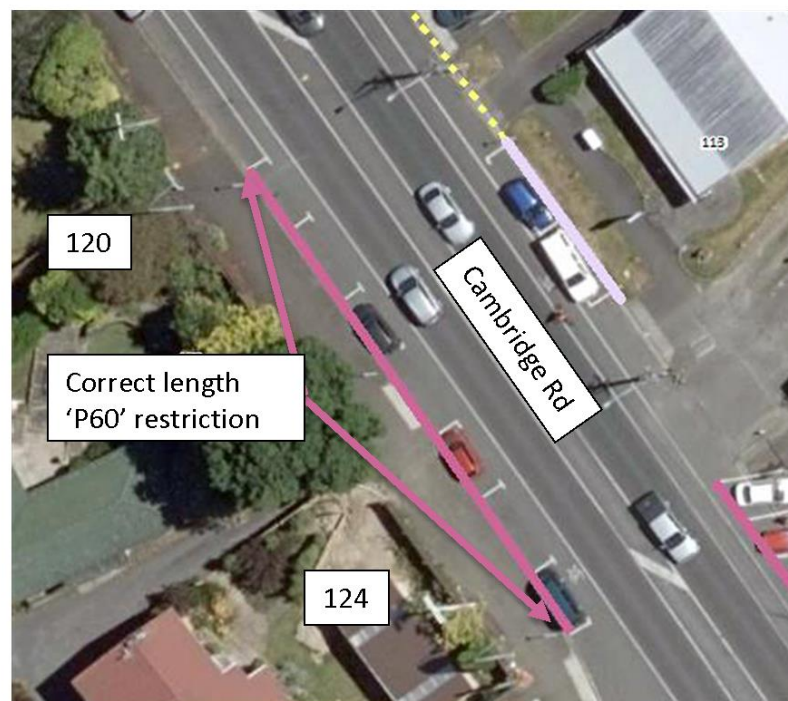
Lake Road

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Attachment 2

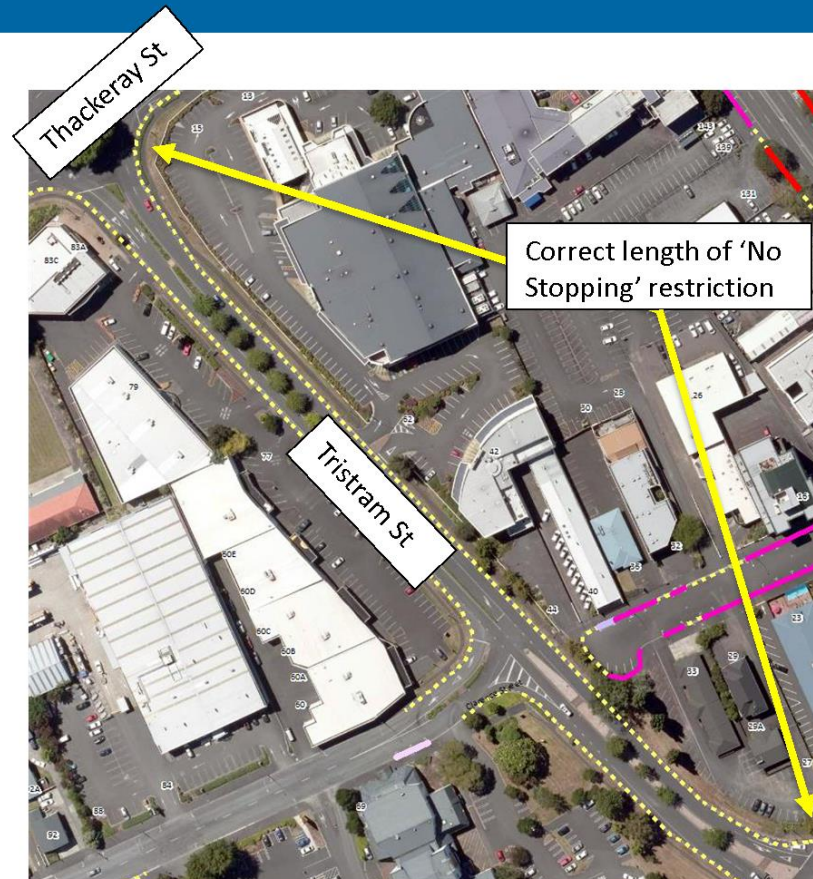


Cambridge Road



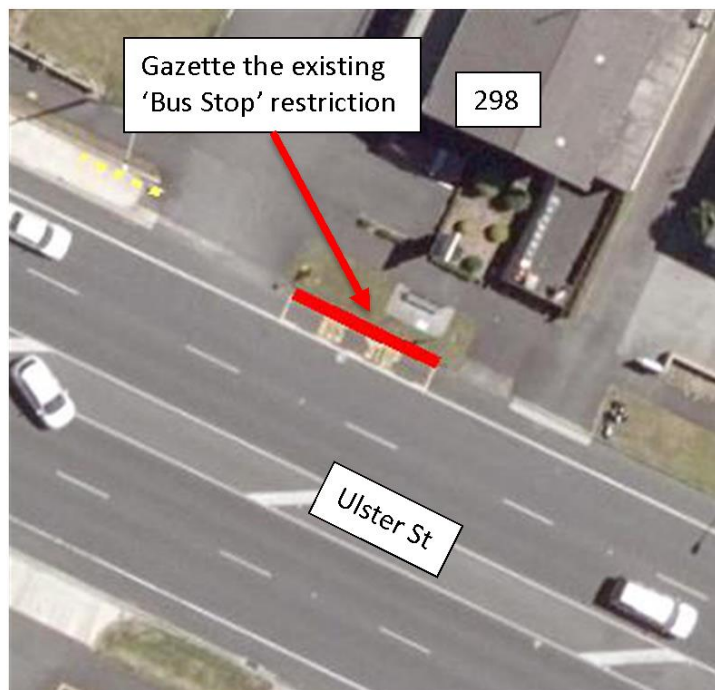
Cunningham Road Tristram Street

Item 7

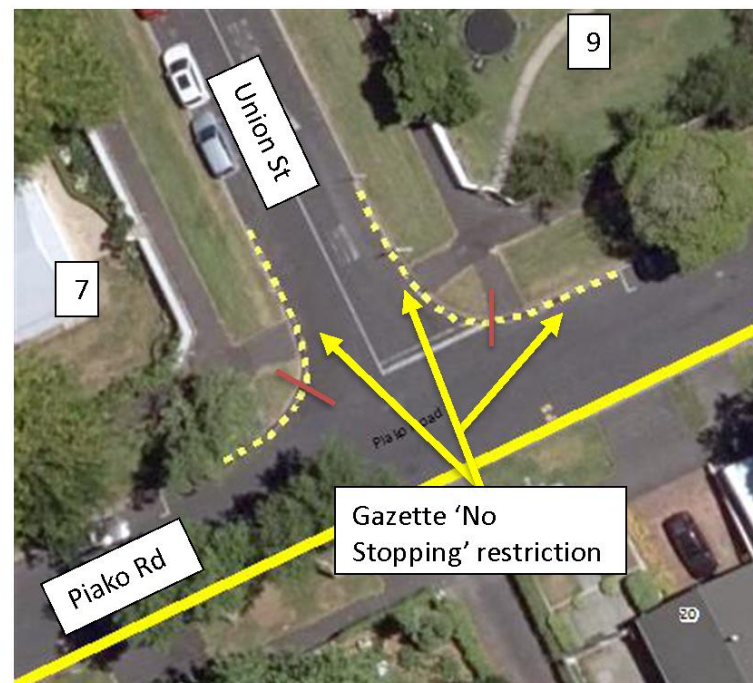


Attachment 2

Ulster Street



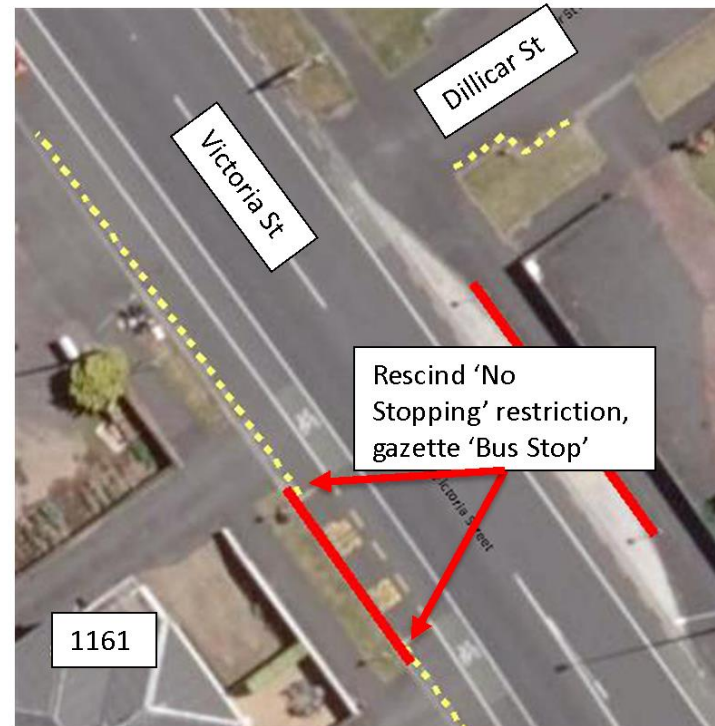
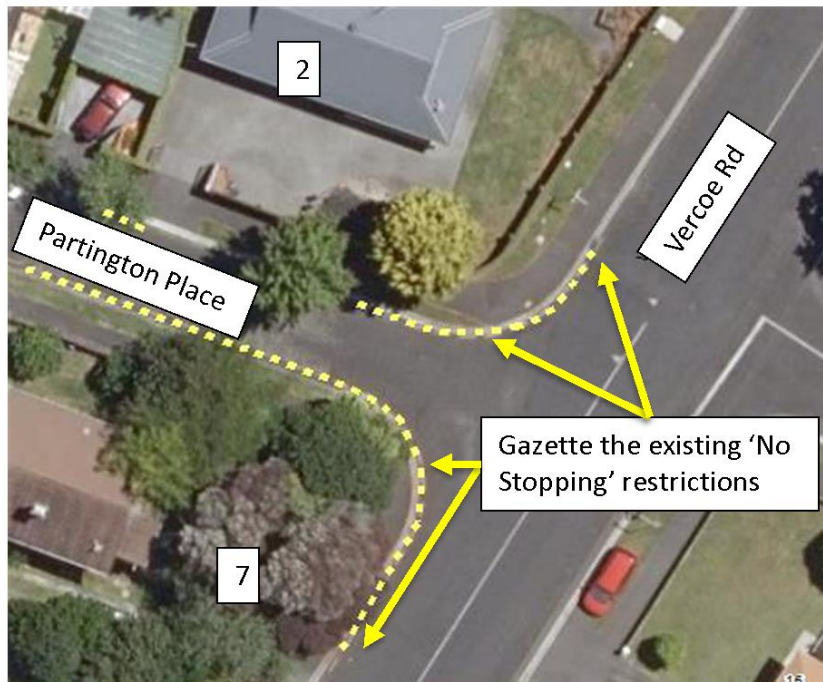
Union Street, Piako Road



Vercoe Road

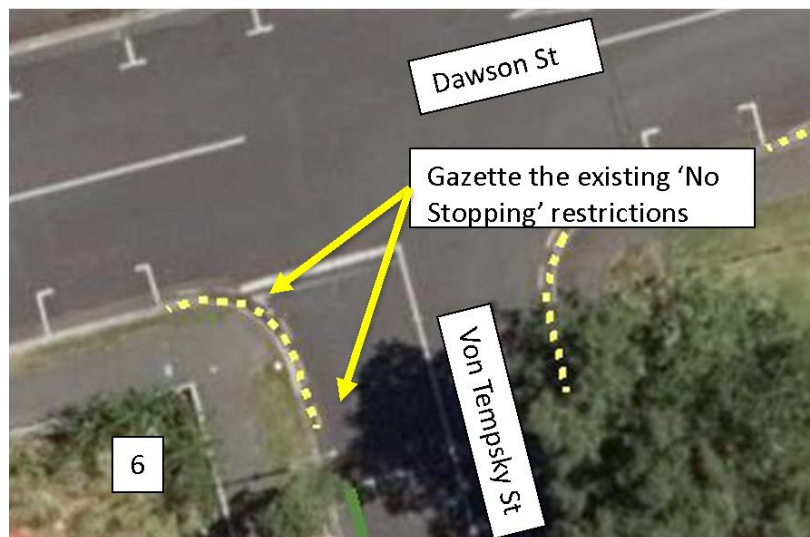
Victoria Street

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Attachment 2

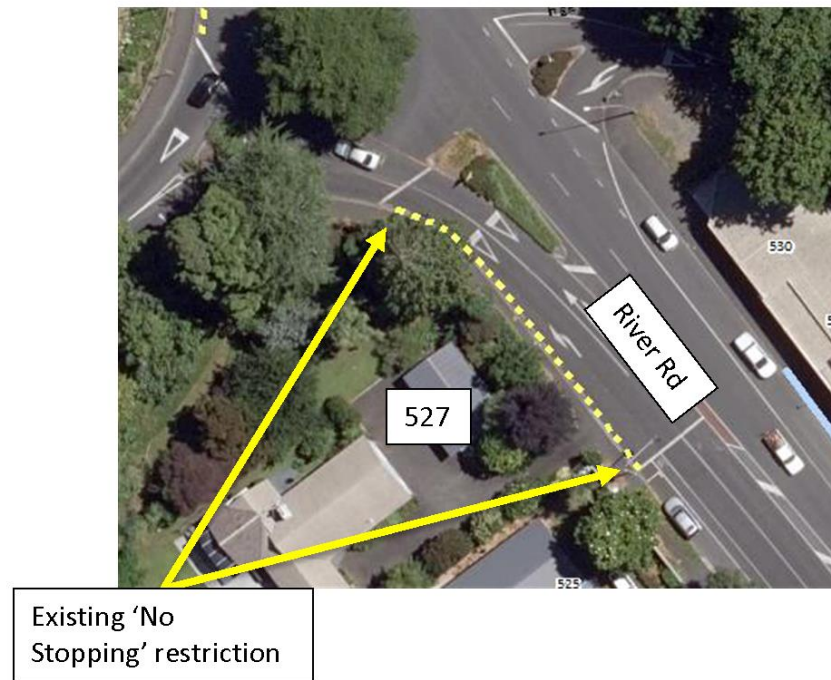
Von Tempsky Street Thackeray Street



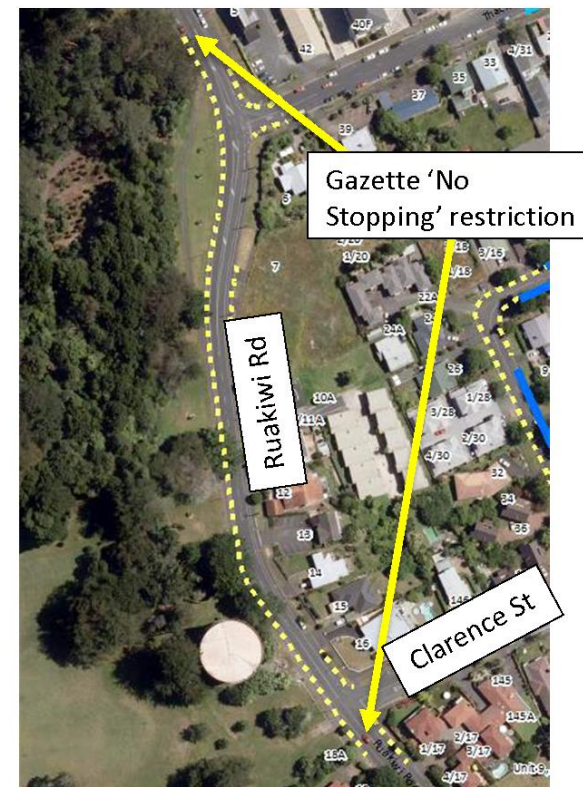
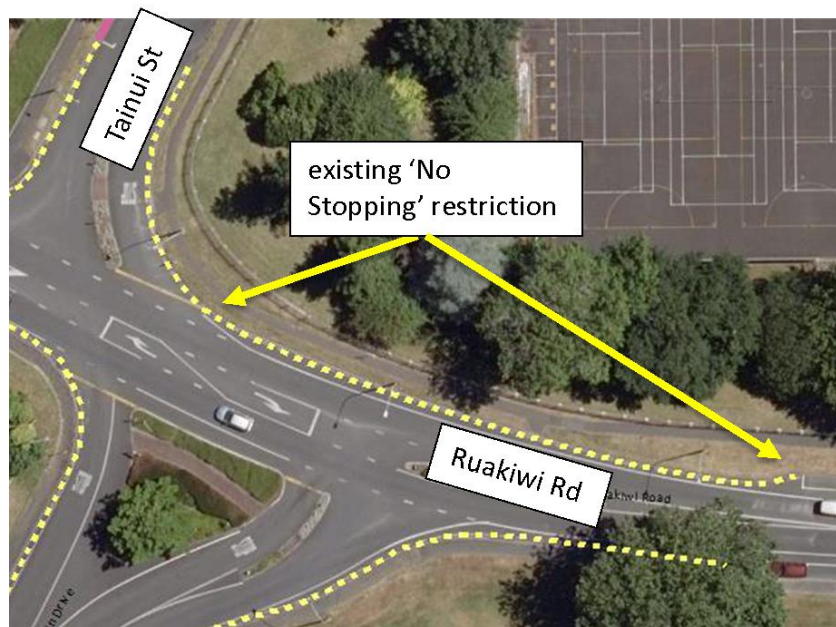
River Road

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Attachment 2



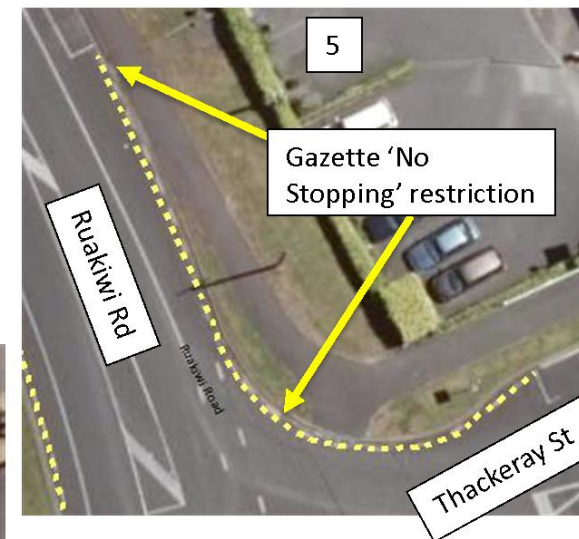
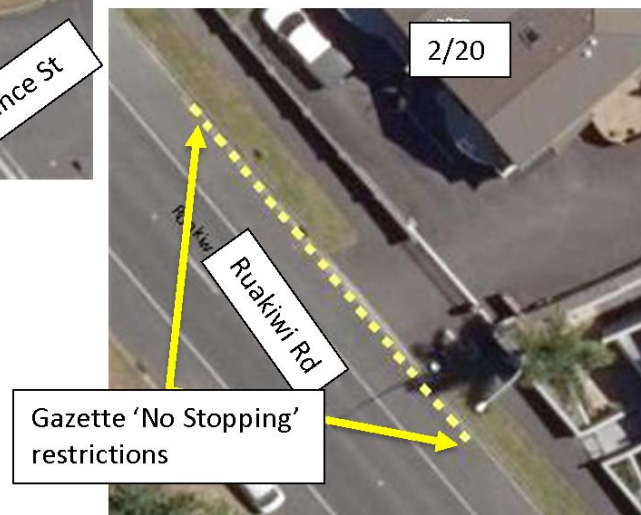
Ruakiwi Road



Ruakiwi Road

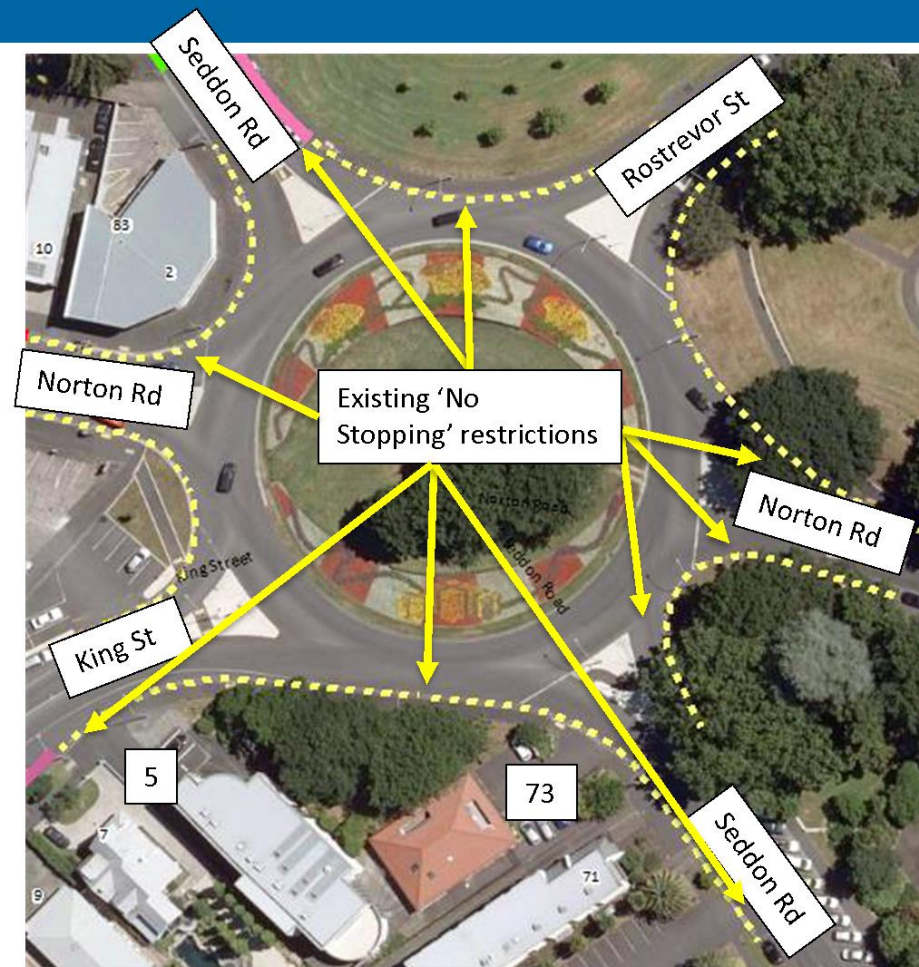
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Attachment 2



Seddon Road King Street

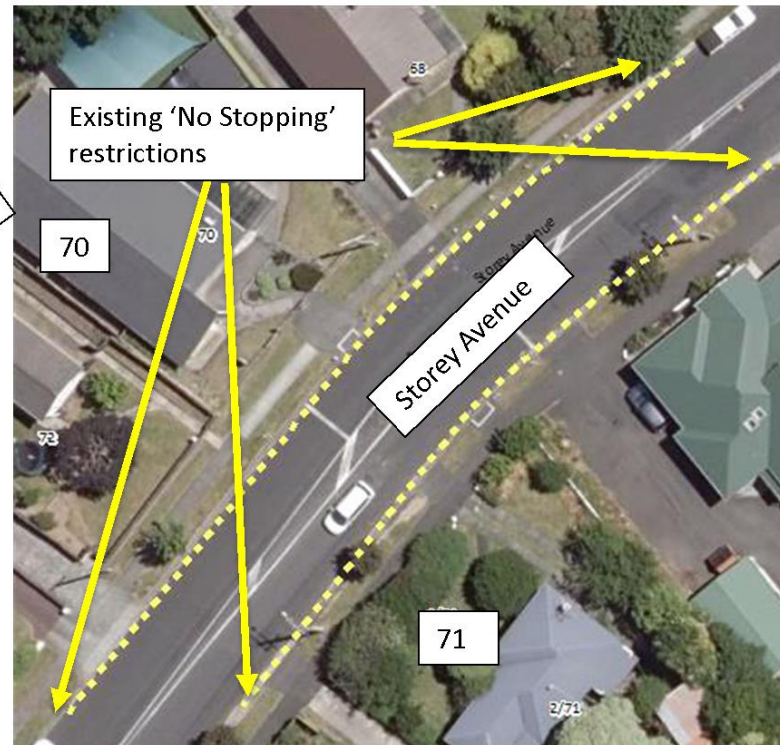
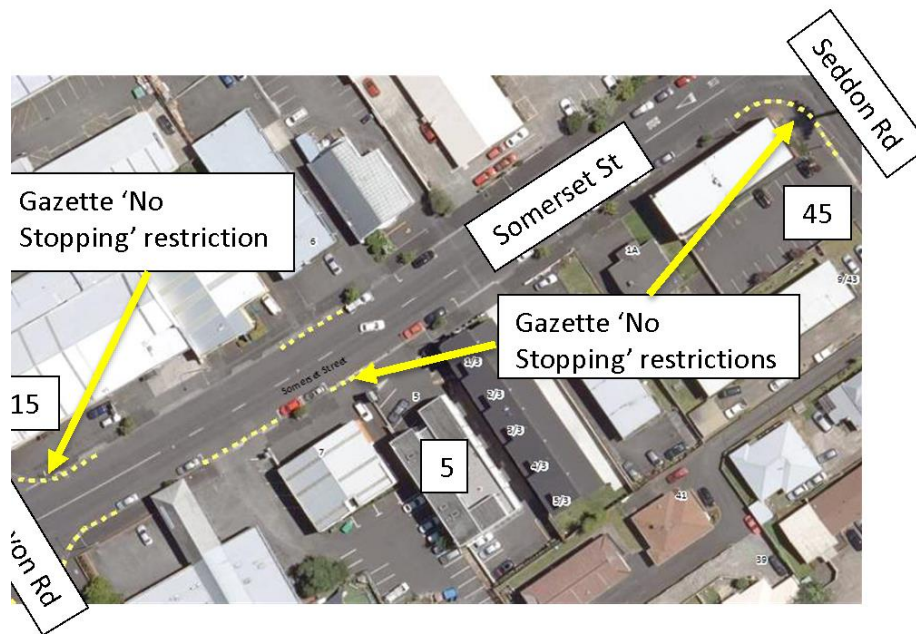
Norton Road



Somerset Street

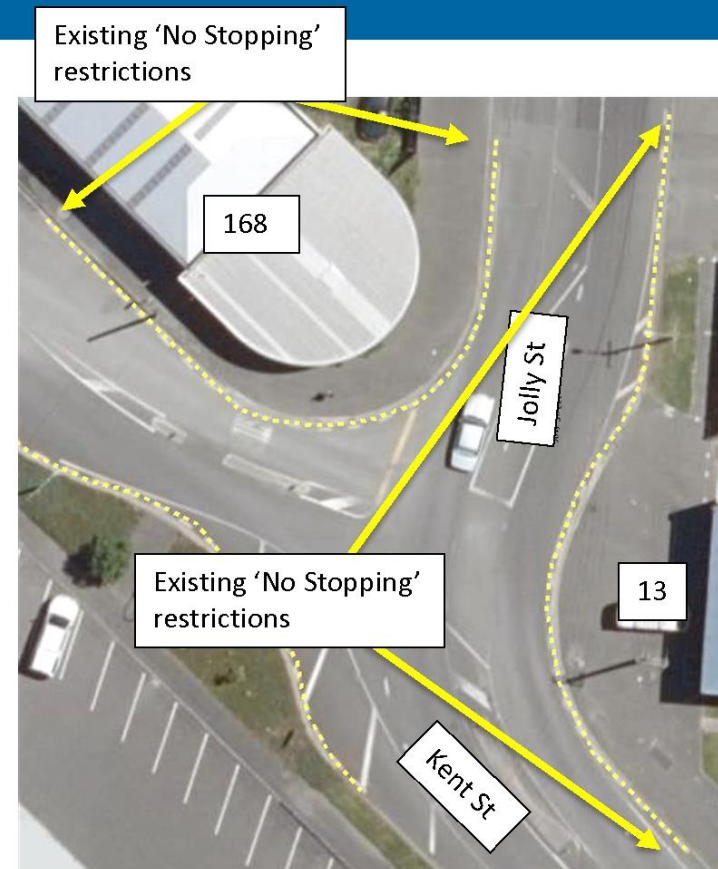
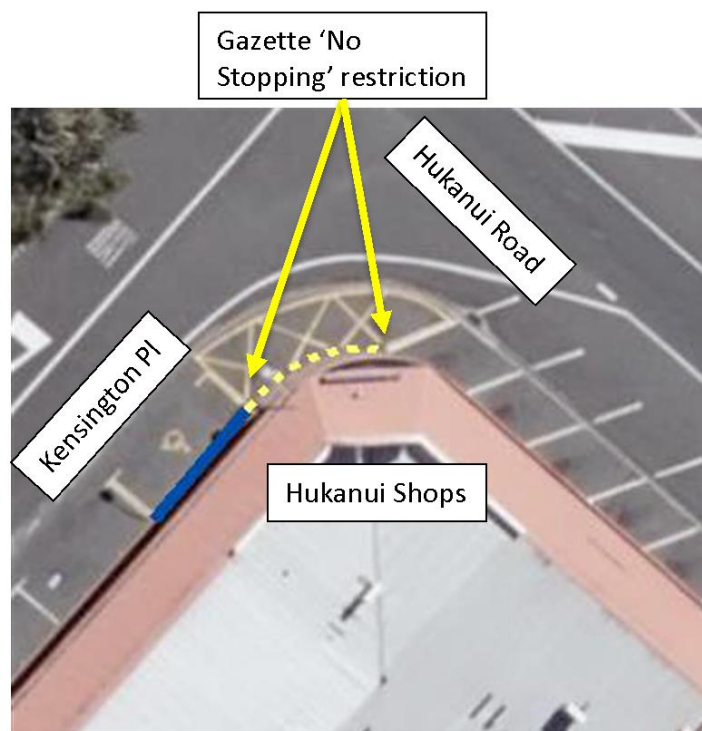
Storey Avenue

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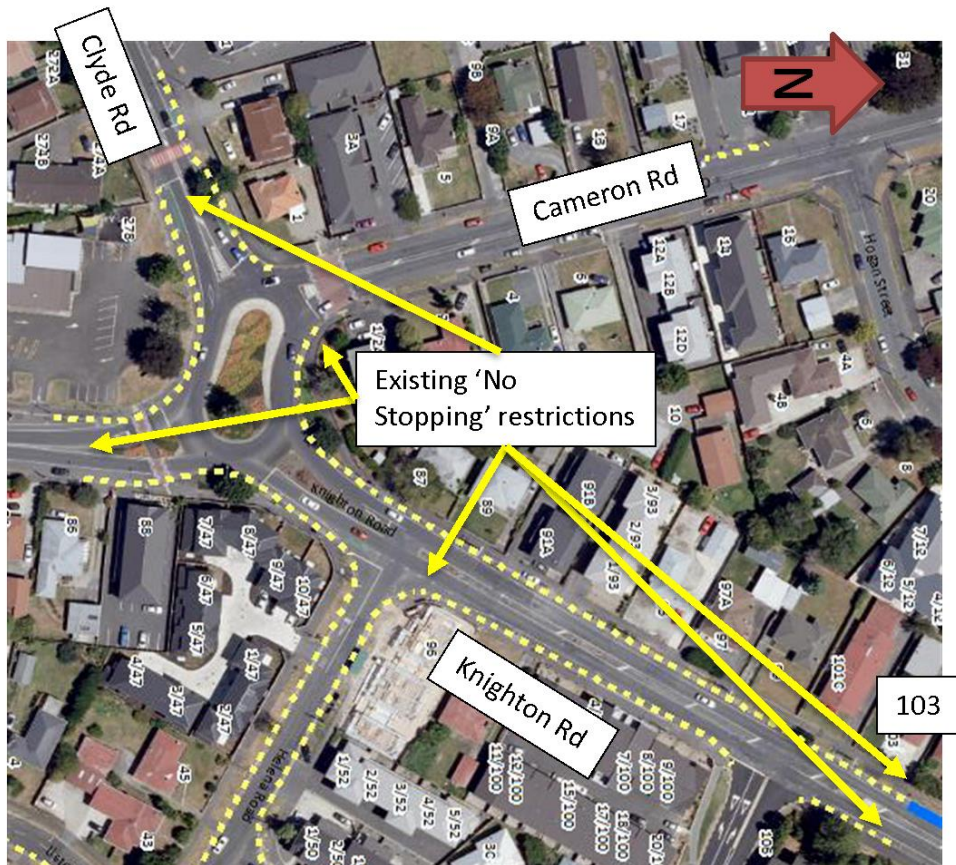
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Kensington Place Kent Street and Jolly Street



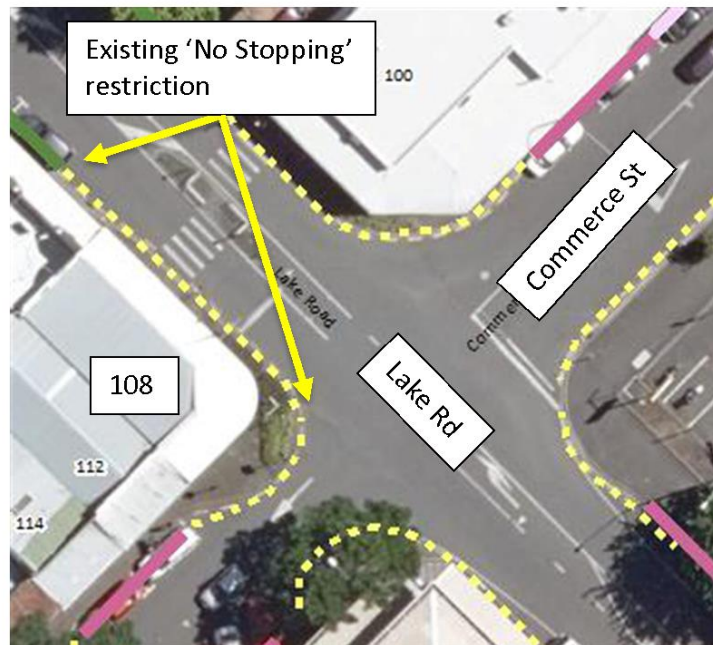
Knighton Road – Clyde Road

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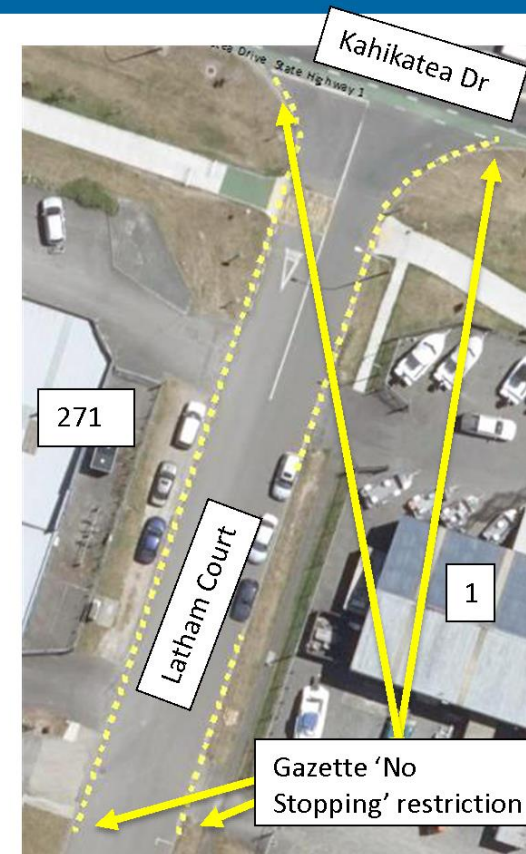


Attachment 2

Lake Road



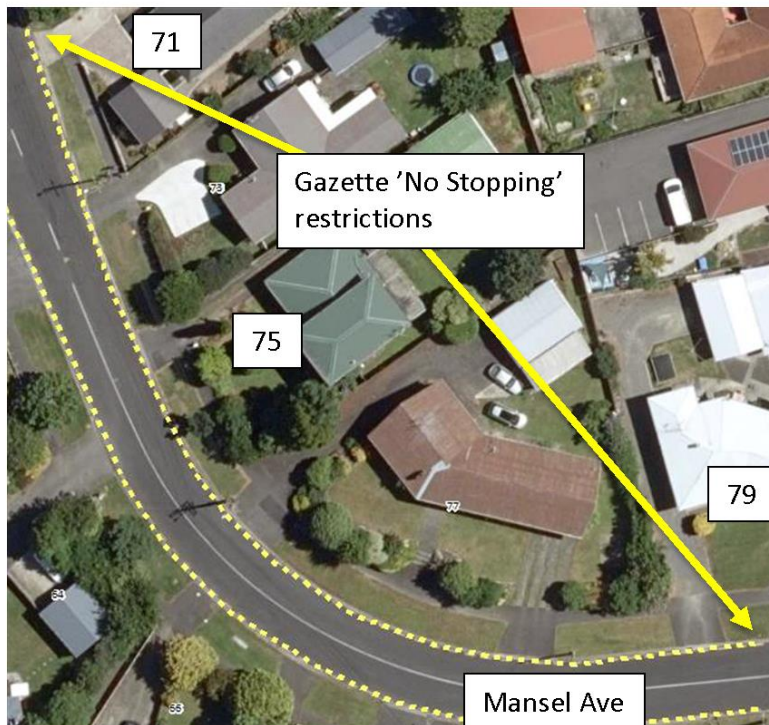
Latham Court



Mansel Avenue

Masters Avenue

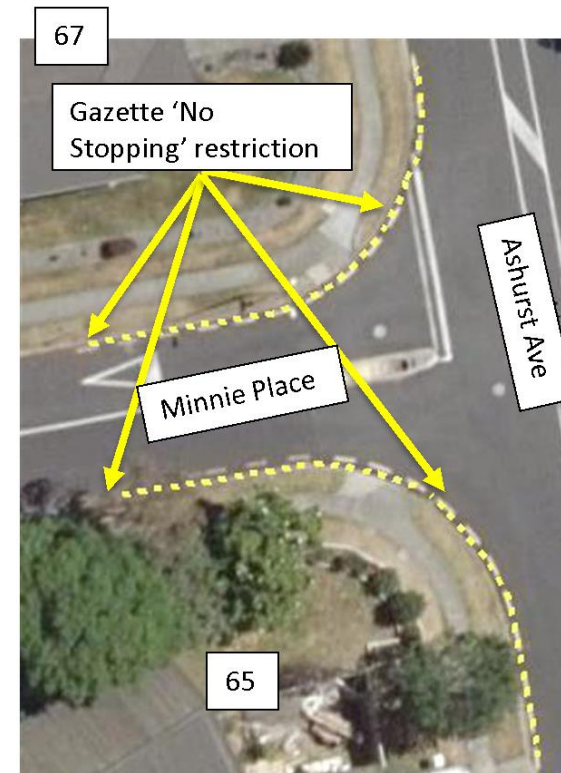
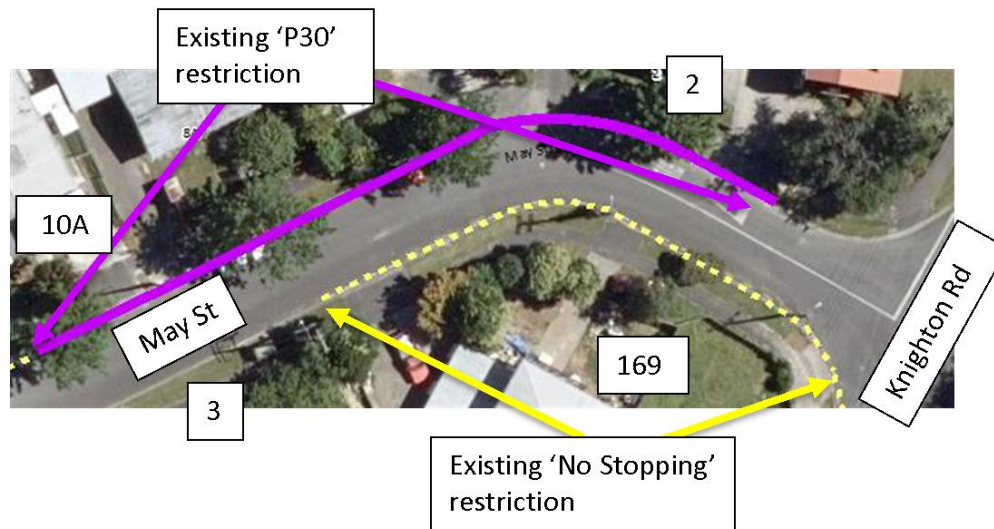
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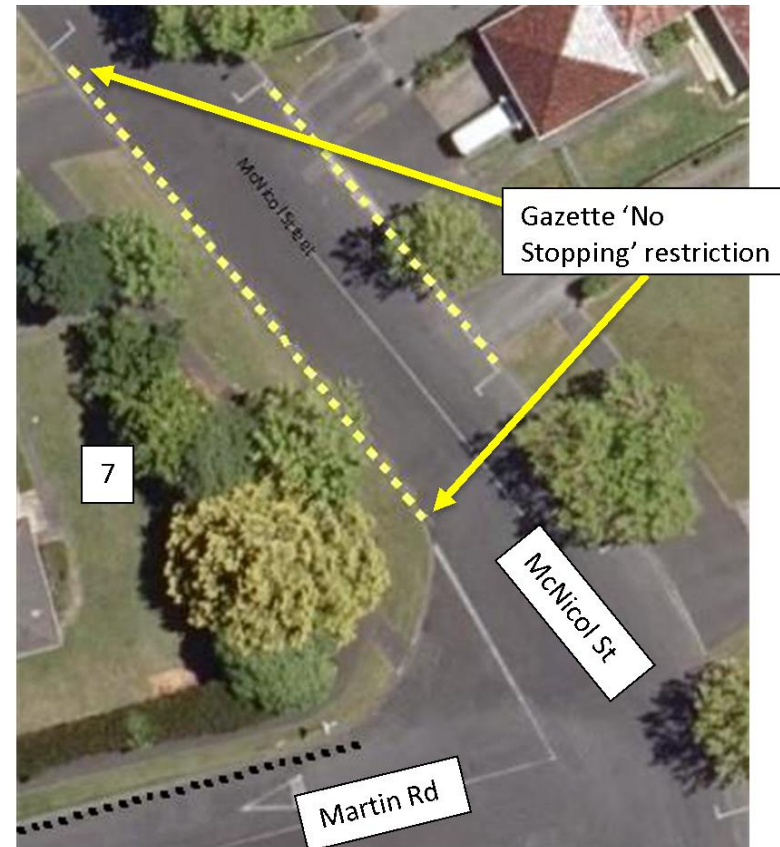
May Street

Minnie Place

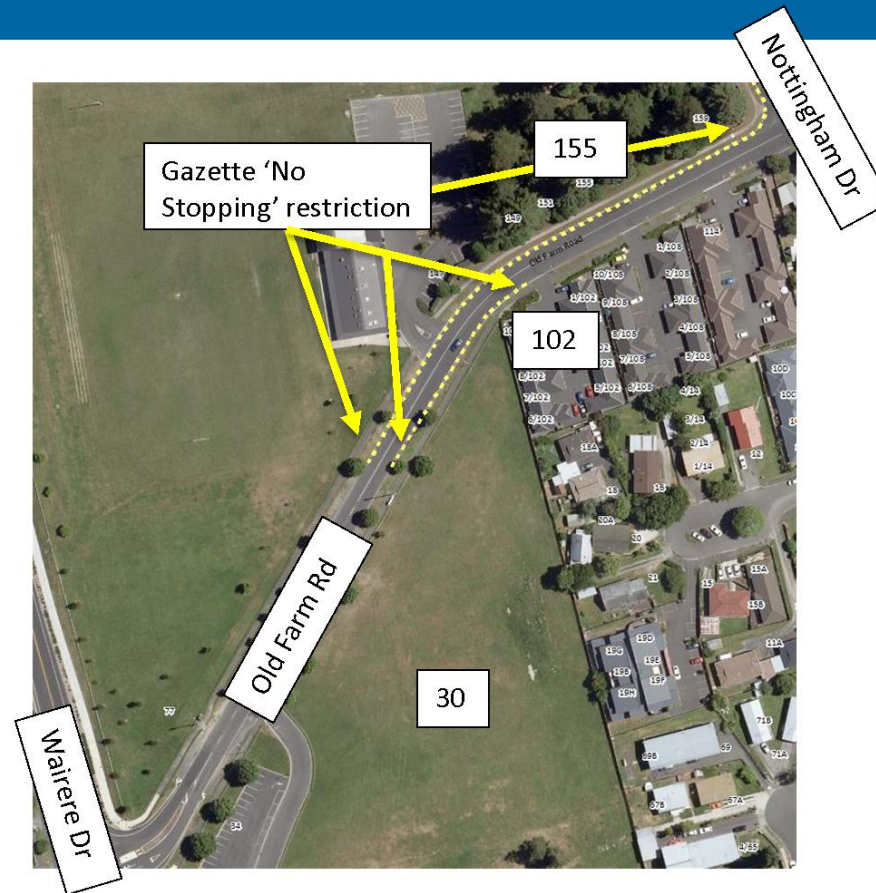


Morrow Avenue

McNicol Street

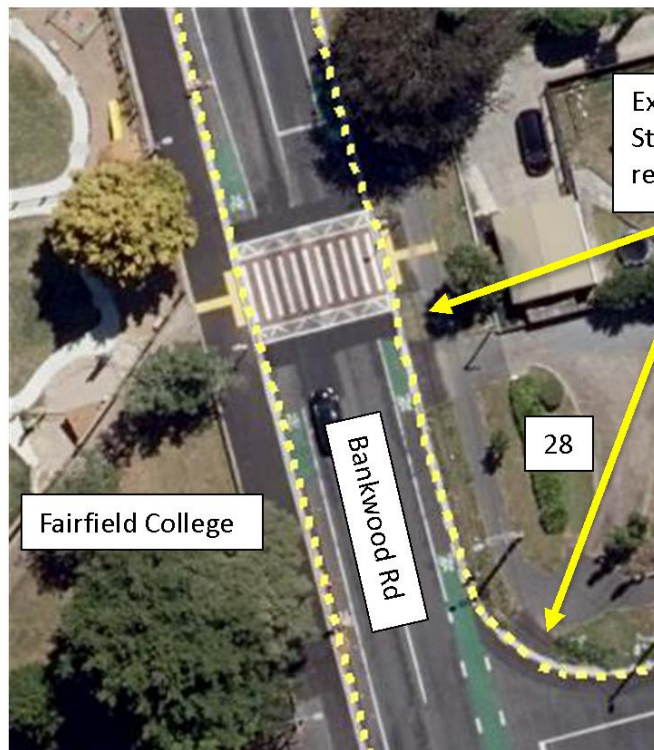


Old Farm Road



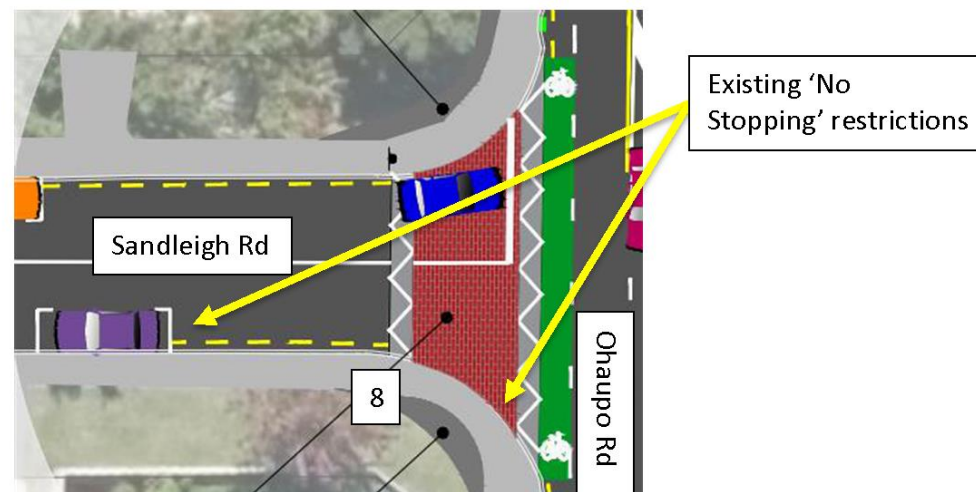
Bankwood Road

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Attachment 2

Sandleigh Road



Peachgrove Road

