

Notice of Meeting:

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

Date: Thursday 31 August 2017
Time: 1.00pm
Meeting Room: Council Chamber
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
(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 August 2017

Telephone: 07 974 0504
Claire.Guthrie@hcc.govt.nz
www.hamilton.govt.nz

Purpose:

1. To conduct fair and effective hearings and make determinations on a range of the Council's quasi-judicial functions under legislation and other matters as referred to the Committee.
2. To convene and coordinate Task Force 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 parking restrictions in the Traffic Bylaw 2015, 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 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.

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies	4
2	Confirmation of Agenda	4
3	Declarations of Interest	4
4	Regulatory and Hearings Committee Open Minutes 3 August 2017	5
5	Parking Restrictions and Traffic Bylaw Register Changes	14
6	Temporary closure of Hood Street for 'Distinguished Gentlemans Ride' event	54

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.

Public Forum (opportunity for interested parties to be heard)

Council Report

Item 4

Committee: Regulatory and Hearings Committee

Date: 31 August 2017

Author: Claire Guthrie

Authoriser:

Position: Committee Advisor

Position:

Report Name: Regulatory and Hearings Committee Open Minutes 3 August 2017

Report Status	<i>Open</i>
----------------------	-------------

Staff Recommendation

1. That the Regulatory and Hearings Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting (Special Housing Areas (SHA)) held on 3 August 2017 as a true and correct record.

Attachments

Attachment 1 - Regulatory and Hearings Committee Minutes 3 August 2017

Regulatory and Hearings Committee (Draft Special Housing Areas Policy (SHA))

OPEN MINUTES

Minutes of a meeting of the Regulatory and Hearings Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 3 August 2017 at 9.30am.

PRESENT

Item 4

Chairperson: Cr Angela O’Leary

Deputy Chairperson: Cr Leo Tooman

Membership: Mayor Andrew King
Cr Mark Bunting
Cr Martin Gallagher
Cr Siggie Henry
Cr Dave Macpherson
Cr Garry Mallett
Cr Rob Pascoe
Cr Paula Southgate
Cr Geoff Taylor

In Attendance: Paul Bowman, Team Leader, Economic Growth & Urban Policy
Keith Hornby, Senior Strategic Policy Analyst

Governance Advisors: Claire Guthrie – Committee Advisor
Amy Viggers – Committee Advisor

1. Apologies (Cr O’Leary/Mayor King)

That the apologies for Crs Casson, Yeung, Taylor (for lateness), Bunting (for early departure) and Deputy Mayor Gallagher (for lateness as he attended the funeral of a Hamilton City Council staff member) be received and accepted.

2. Confirmation of Agenda

Resolved: (Crs O'Leary/Henry)

That the agenda is confirmed.

3. Declarations of Interest

No members of the Council declared a Conflict of Interest.

4. Regulatory and Hearings Committee Open Minutes 22 June 2017

Resolved: (Cr O'Leary/Tooman)

That the Regulatory and Hearings Committee confirms the Open Minutes of the Regulatory and Hearings Committee Meeting held on 22 June 2017 as a true and correct record.

The following people spoke to, and answered questions on their submissions:

Brad White (Submission 13)

Mr White spoke to his presentation on the advantages of co-housing developments. He stated the SHA provided an opportunity for the Council to do something ground-breaking, to change the mold of urban development, and to treat community as the asset not the property.

He outlined the advantages with the co-housing model which included sustainability and the sharing of rarely used resources. Co-housing or intentional communities were multi-generational, multi-cultural and multi-economic neighbourhoods with houses built around a central shared area and garages and traffic kept to the outside perimeter creating safe, social spaces for residents.

Peter H Bos (Submission 15)

Mr Bos said he supported section A6 of the SHA policy and spoke to his presentation. He provided a comparison of section size, availability of land, population density between the 1963 District Scheme and current provisions and showed that there were more restrictions in place today. Mr Bos showed photos of international examples of low cost housing with shipping containers and areas where city councils allowed businesses and residential housing to be built side by side.

Cr Taylor arrived at 9.55am.

Bryan Bang (Submission 32)

Mr Bang supported the policy on Special Housing Areas and wanted the following to be considered: that any housing projects resulted in a pleasant environment and section and house size given consideration; that the character and amenity values be taken into consideration before consent was given; and when infill development was approved it was important that existing infrastructure was assessed to ensure it would not be overloaded.

Cr Mallett arrived at 10.00am.

Alison Ringer (Submission 34)

Ms Ringer said she believed it was important for a range of options house sizes were allowed. She did not agree with that two bedrooms should be the smallest option as one bedroom homes could be more affordable and the desired option for some people. She said high density housing needed good design, good quality materials and to be well sound proofed for privacy. She spoke in support of co-housing and

pocket neighbourhoods and said these types of developments provided shared social areas and gardens which encouraged socialising and cohesiveness.

Roderick Aldridge (Submission 39)

Mr Aldridge said the council had a rare opportunity to enable the development of thriving communities that people would want to live in and pointed out that it was not just the houses people needed but also amenities and resources. He asked the council to consider how to encourage developments with integrated functions and sharing resources. He said the land could be owned by the council, a trust, a non-governmental organisation (NGO) and the owners of the houses could be involved in the design of the neighbourhood from the beginning of the development such as happened with intentional communities.

Linda Weijers (Submission 40)

Ms Weijers asked the Council to take the opportunity to take a broader view of how to build communities by giving citizens a voice and a significant role in building their own houses. She said there was a greater international move to focus on sustainability and social connection in communities by using innovative and different ways to use space and resources. She spoke to her presentation and focused on the advantages of co-housing as being affordable, sharing resources, a safe environment with shared social spaces that were car-free, sustainable shared waste systems, encouraged cooperative and communal investment in resources. She said participation and consultation was vital when developments were considered to ensure all parties were fully involved in decision making.

Samantha Rose (Submission 14)

Ms Rose said she worked in neighbourhood and community development and wanted to encourage intentional sustainable neighbourhoods – that meant developments that were principle and ethic-driven, not just building houses. She spoke to her presentation and outlined three key principles – *people-care*: it was important to have community-led, wide-stakeholder involvement and holistic neighbourhood design – *fair-share*; where housing is a community asset not a commodity – *earth care*; with ecological design, food producing areas and integrated zoning which could allow light economic activity and food production in residential areas. She presented information on a range of design options such as co-housing, pocket neighbourhoods and ecological land cooperatives. She encouraged the council to support the development of not-for-profit enterprise in Hamilton to support, promote and advocate for high-quality housing that is ecologically, socially and financially sustainable.

The meeting adjourned from 10.50am – 11.10am.

Foster Develop Ltd - Tony McLauchlan (Submission 22)

Mr McLauchlan spoke on behalf of Foster Develop Ltd and said that developers should be able to put in a proposal for a SHA when economically feasible not when called for by the Council. Foster Develop Ltd did not support the proposed sections on affordable housing and stated that the primary purpose of SHAs should increase supply not price because the market would dictate affordability.

He also said that SHA proposals could be appropriate for the following categories of industrial land:

- when it was adjoining existing residential areas and reverse sensitivity controls were already in place;
- where the land was constrained for industrial use through issues such as poor access or access needing prohibitive cost upgrades;
- when located in close proximity to significant social infrastructure such as healthcare or educational facilities, or close the CBD or parts of the city where land is in short supply; and
- lower order business land such as business 6 zoned land could be suitable for housing in some circumstances.

Lynn Hutchinson and Dean Marshall (Submission 28)

Ms Hutchinson spoke to her joint submission with Mr Marshall. She said they owned property adjoining Fonterra and Perry in Te Rapa which was zoned as industrial. She said they would be interested in a SHA application for this land. Ms Hutchinson made the following points:

- the policy must be consistent with the Act, and not misinterpret it;
- the policy should be straightforward without rigid criteria;
- recommended that the Tauranga process be adopted;
- concerned that the selection criteria were biased and limited to residential zoning as this would not create additional residential land, which was the goal of the Act, nor encourage landowners and developers to prepare land more quickly for housing;
- each proposal should be evaluated on its merits to encourage fast track development;
- the draft policy overemphasises the Partly Operative District Plan – the Act and the SHA were established because current planning processes fall short;
- it was restrictive that Council would call for proposals and that developers could not actively seek the establishment of SHAs; and
- SHAs should be developed within one kilometre of existing schools, neighbourhood centre and public transport routes.

Nic Greene (Habitat for Humanity) (Submission 31)

Mr Greene spoke in support of SHAs as affordable housing was very important to Habitat for Humanity and there was evidence of the need for SHAs. He said housing was a right, that housing was in the top 10 goals for New Zealanders and that it was Hamilton City Council's role to represent the community. He said that planning restrictions led to higher prices and that the current policies were too restrictive and slow. He said sections could be 130sq metres and the houses should not have a limit on room number. Habitat for Humanity was willing to be involved in providing affordable housing under a SHA as it owned several sites that could be developed if the zoning changed. He said Habitat for Humanity was ready to work with Council, developers and expert planners to provide affordable housing that was well designed and would last a long time.

Perry Group (Submission 35)

Mr Richard Coventry and Mr Lale Iremia from Perry Group spoke to their presentation. Perry Group had analysed the Housing Report and noted that approximately 1500 new houses would be required in the next 1-3 years and that the SHA would be good mechanism to deliver this outcome. Mr Iremia said that the average section price had doubled between 2011 and 2016 and that competition from other development areas would help to stabilise land prices.

Mr Iremia said the Perry Group was currently undertaking a residential development through a private plan change which was a complex process and noted that there would still be significant resource and building consent processes to manage under the SHA policy and that these involved major costs even before the houses could be built.

Mr Iremia said the Perry Group has a development opportunity at Te Awa Lakes which would provide 1000-1200 new dwellings. He said the infrastructure was already in place and they would fund additional resources if needed. Mr Coventry pointed out that this development was at the gateway to the city and was a transformational development with some unique tourism opportunities. It was suggested that areas with integrated development plans and standardized construction would be suitable for group consents as the same types of development and building were involved and this would simplify the resource and building consents process.

Perry Group was supportive of affordability and pointed out that it was important to clarify how to provide for this in the policy. It was pointed out that Perry Group has a second development at Ngaruawahia with land and house packages for under \$500, 000 and the Te Awa Lakes development had room to provide an affordable housing area. The developments focused on good urban design with well-coordinated and integrated design with a mix of price ranges which would permit some affordable housing options.

Mayor King and Cr Gallagher rejoined the meeting at 12.30pm during the above submission.

The meeting adjourned from 12.45pm - 2.00pm.

Thomas Gibbons, Property Council New Zealand (Submission 42)

Mr Gibbons said that the Property Council believed the SHA policy was a good mechanism to encourage growth in Hamilton. He said their written submission outlined specific suggestions to enable more growth and growth opportunities within Hamilton and stated it was important to have clear guidelines that all understand that were open, clear, positive and forward looking. Mr Gibbons said that their written submission had not commented on affordability but he had had a range of views expressed to him in his on this matter. He said that 150 square metres was not a small house and that smaller houses could be built that would be adequate and more affordable. He agreed that tagging a percentage of development to a certain house price would support more affordable houses being available.

Lindsay Cumberpatch, DV Bryant Trust (Submission 26)

Mr Cumberpatch spoke as an individual but said that the Trust would support his views. He pointed out that the Trust had been involved in the provision of affordable housing in Hamilton over a long period and felt that the Council could be doing much more in this area. He suggested the Council could develop a plan such as the Housing Taskforce report from Wellington City Council and that the goals and visions from the Taskforce report could be included in the SHA policy. He invited the Council to convene a meeting with people from all areas interested in this problem as there were good examples of collaborative projects in the city and there were groups willing to work with Council.

Mr Cumberpatch said Hamilton had the second highest number of people living in motels in the country and at 31 March 2017 there were 219 people on the emergency housing list and there was a need for achievable solutions.

Fonterra (Submission 47)

Mr Ian Johnston and Mr Scott Nelson from Fonterra Te Rapa spoke to their presentation. Mr Nelson outlined the development of the site on a map and said their current investment had been possible because of the zoning and security of the land and the safe and secure transport corridors that were essential for their operations. He said the rural location of the site was a deliberate choice as it was a 24 hour operation with continuous noise and lights.

Mr Johnston spoke to the changes Fonterra would like to see in the policy. They were supportive overall of the proposed policy and supported affordable housing options. He showed on a map of Hamilton that there were substantial amounts of land around the city already available for developments and Fonterra did not believe that the shortage of land was driving the need for SHAs.

Fonterra supported a SHA policy that guided the assessment of appropriate and inappropriate locations for SHAs which included all new residential dwellings within one kilometre of existing amenities and facilities, that future development needs of the area were taken into consideration, to include noise and air discharge boundaries as areas unsuitable for development and for consideration to be given to transportation impacts as occurred with passenger cars on roads principally used by milk tankers and other large trucks.

Sara Brown, WEL Networks Ltd (Submission 51)

Ms Brown said WEL Networks Ltd was generally supportive of the proposed SHA policy as it would ensure a greater supply of affordable housing and supported Schedule 1 which required adequate existing infrastructure to be in place for the development. However, WEL Networks requested an amendment to Schedule 3 to include the requirement that all applications have approval from providers that sufficient non-Council infrastructure existed or that additional capacity was planned to service the needs of the

development. This would ensure that new developments were able to encompass infrastructure such as new transformers or other such requirements.

The meeting adjourned from 2.55pm – 3.30pm.

Cr Bunting retired from the meeting during the adjournment.

Anna Casey-Cox, Poverty Action Waikato (Submission 17)

Ms Casey-Cox stated that a lack of housing options affected the vulnerable members of the community and asked the Council to consider what sort of community it wanted to create in Hamilton. Poverty Action Waikato had always campaigned for publicly owned housing and poverty was a major issue in New Zealand. She noted the importance of a comprehensive approach to housing such as has been achieved by Wellington.

Ms Casey-Cox stated there was a high need for emergency and social housing in the city as shown in Women's Refuge statistics, where a third of the women seeking refuge were forced back into their violent homes because of a lack of affordable housing options.

Poverty Action strongly encouraged the SHA policy to have a goal for affordable housing, and would encourage private developers to work with the social housing sector which understood the needs of the community.

Ms Casey-Cox stated that housing affordability needed to be considered holistically such as building environmentally friendly houses which would have lower costs long term and having the developments close to public transport. Poverty Action would support a legal mechanism to retain the affordable housing, and asked Council what rule or mechanisms would be in place to provide for that. It was suggested that SHAs could be set up through a trust or community group and if a property was sold in the future, it went back to the managing body to re-sell and retain the properties as affordable housing options.

Poverty Action also suggested that Council developed monitoring mechanisms to keep the community informed on how the policy was working and how it was meeting the needs of the community.

The meeting adjourned 3.55pm – 4.00pm

Mayor King rejoined the meeting after the adjournment.

5. Hearings Report and Submission Analysis - Special Housing Areas Policy

Staff took their report as read and noted they would cover the following points in the deliberations reports.

- Describe why a policy was needed and how this would support innovative thinking.
- Clarify Council's role - is it one of the parties to the SHA as the enabler such as assisting with making land available and discuss if there was a role for partnership with providers.
- Analysis of the issues raised in the report from Ms Hutchinson (submission 28).
- To include information on the concerns raised by the Property Council around the management of urban design.
- That commentary be provided on the Fonterra submission on the impact and risk of their activities on industrial land that might be converted around them.
- The policy must state clearly that any additional infrastructure, such as electricity network provision, must be provided for within the SHA development area.
- Clarification why the policy does not permit developers to put forward a proposal at any time but was limited to the Council calling for proposals.
- Discuss options for co-housing.
- Outline the timelines for consent processes and how fast tracking would be implemented.
- A comparison to be made of the key points with Tauranga's SHA policy and how Council could incorporate experiences from other councils to avoid their mistakes.
- Discuss the impediments were there to utilising non-residential areas and removing the zoning hierarchy.
- To provide information on the yield or potential in the business and industrial zoned land in Hamilton.
- Discuss how the Council can be permissive but ensure the outcomes were those required by the Act.
- Describe the impact of the halo effect from Auckland and the needs for Hamilton citizens who were currently unable to afford housing.
- Ideas on how to obtain targeted feedback from social housing providers, Ministry of Social Development and so on on how they could support SHA policy and meeting housing needs.
- Provide a definition of affordable housing in the policy.
- Identify if there was any money from the sale of social housing available for use.
- Clarify the requirements for ten houses.
- Identify the best levers for ensuring that affordable housing was included in developments.

- Report on the number of social housing providers in the city.
- Describe the process to ensure Elected Members viewed and approved all SHA proposed developments and how staff would review and filter proposals.
- That a specified response time for SHA applications was included in the policy.
- If development was allowed in the Fonterra area what buffers were there in the DP for that particular area and what additional protective requirements could be prescribed for houses such as triple glazing.
- Report on how the identified areas put aside for Future Proof requirements could be swapped and still retain the necessary industrial and strategic purposes.
- Report on whether the quantity of affordable housing could be assessed over a year and not as a percentage within each proposal.
- The policy to include that the Act and the policy override the RPS and DP.
- Provide ideas on how to progress a coordinated approach with social housing groups as suggested by Habitat for Humanity and DV Bryant Trust.

Resolved: (Crs Pascoe/Tooman)

That the Regulatory and Hearings Committee:

- a) receives the report; and
- b) a deliberations report be considered at the 24 August 2017 Council meeting.

The meeting was declared closed at 16.32pm.

Council Report

Item 5

Committee: Regulatory and Hearings Committee
Date: 31 August 2017
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations Team Leader
Position: General Manager City Infrastructure
Report Name: Parking Restrictions and Traffic Bylaw Register Changes

Report Status	<i>Open</i>
----------------------	-------------

Purpose

- To seek approval of proposed changes to traffic controls throughout the city.

Staff Recommendation

- That the Regulatory and Hearing Committee:
 - approves the changes to parking restrictions and controls as set out below:

Parking Restrictions to be installed	
Location	Description of proposed change and reason
Quentin Drive	Installation of 150m of No Stopping on the west side of Quentin Drive (between Kahikatea Drive and Quail Place)
McKee Street	Installation of 72m of No Stopping at the head of the cul de sac
Eastridge Terrace	Installation of 75m of No Stopping at the head of the cul de sac
Dey Street	Installation of 54.5m of No Stopping on the west side of Dey Street outside # 281, 283, 285 Dey Street
Te Rapa – Metro Motors	Gazetting of 89.5m of No Stopping (east side) of Te Rapa Road between Vardon Road and #400 Te Rapa.
Te Rapa Road – Guthrie Bowron	Installation of 28m of No Stopping on the west side of Te Rapa Road (#631) outside Guthrie Bowron.
Wellington Street	Installation of 5.5m of No Stopping over the driveway of #5 Wellington Street
Jones Cres & Beatty Street	Installation of 17m(#11 Beatty St), 18.5m (#15 Beatty St), 13m (#31 Beatty St) and 8m (#33 Beatty St) of No Stopping on Beatty Street and 9m (#11 Beatty St), 9m (#15 Beatty St), 6m (#31 Beatty St) and 6m (#33 Beatty St) of No Stopping on Jones Cres
Duke Street	Installation of 85m at of No Stopping at the head of the cul de sac and 18m of No Stopping at the corner of Ellis Street and #40 Duke Street
Islington Street	Installation of 22.5m of No Stopping at the head of the cul de sac
Barrington Drive	Installation of 14.5m (#85 Barrington), 17m (#74 Barrington), 12.5m (#1 The Ford) and 13m (Te Manatu Park) of No Stopping on Barrington Drive
Strowan Ave	Installation of 13.5m of No Stopping between two driveways of #26 & 28 Strowan Avenue.
430 Borman Road	Installation of 17m of No Stopping between #430 & 432 Borman Rd

Liston Cres	Installation of 13m of No Stopping around the corner of north side Liston Crescent and Helena Road (outside #43)
River Road	Installation of 24m of No Stopping at the northern side of the Alandale Village entrance and River Road
Seddon Road	Installation of 44m of No Stopping on the east side of Seddon Road at the crossing of the Western Rail Trail
Lake Road	Installation of No Stopping - 44m on the western & 38m on the eastern side of Lake Road at the crossing of the Western Rail Trail
Lake Crescent	Installation of 17.5m of No Stopping between 48-54 Lake Cres
Lake Crescent	Gazette the existing 17.5m (#48 Lake Rd) & 35m (#54 & 58 Lake Rd) of P120 Time Restriction
Brooklyn Road	Gazette the existing 19.0m (#28 Brooklyn Rd) and 16m (#30A Brooklyn Rd) of No Stopping on the corner of Brooklyn Road and Pearsons Ave.
Brooklyn Road	Gazette the existing 16m (#18 Brooklyn Rd) of No Stopping on the corner of Brooklyn Road and Young Street
Brooklyn Road	Gazette the existing 151.5m of No Stopping on east side of Brooklyn Road from the intersection of Peachgrove Road to #38 Brooklyn Road.
Te Manatu Drive	Gazette the existing 24m (#1 Te Manatu Dr) and 25m (#2 Parkside Dr) of No Stopping on the corner of Te Manatu Drive and Thomas Road.
De Vere Cres	Gazette the existing 14.5m of No Stopping at # 27 & 30 De Vere Crescent.
Anglesea Street	Installation of 22m of P120 parking restriction and 107m of No Stopping at #193 Anglesea St.
Enderley Ave	Gazette the existing 21m of No Stopping #230 Enderley Ave at the intersection of Peachgrove Road
Glen Lynne Ave	Gazette the existing 30m of No Stopping outside #99 Glen Lynne Ave at the intersection of Glen Lynne Ave and Hukanui Road
Horsham Downs Road	Gazette existing length of 102m of No Stopping outside #47 to #55 Horsham Downs Road to match the current road markings
Hukanui Road	Gazette existing length of No Stopping - 52m outside Westfield Shopping Centre on Hukanui Road and 261.5 between #202 Hukanui Rd and Chedworth Ave on Hukanui Rd to match the current road markings.
Transport Centre	Installation of a P180 time restriction on the existing Mobility Parks that are at the Transport Centre.
Camellia Place	Gazette the existing No Stopping on the corner of Camellia Place and Hibiscus Avenue - 15m at #14 Hibiscus and 14m at #1 Camellia.
Seddon Road	Gazette the existing No Stopping on Seddon Road - 13m & 20.5m outside the FMG Stadium and 432.5m outside #133 – 169 Seddon Rd
Caro Street	Installation of two P60 Electric car charging carparks for the new charging station
London Street	Installation of 13.5m of No Stopping, P120 time restriction of 10m and a 11m P5 Loading Zone.
Endeavour Ave	Installation of a 15m caged Bus stop outside #94 Endeavour Ave
Urlich Ave	Installation of a 15m caged Bus stop outside #20 Urlich Ave
34 Morris Road	Installation of a new 15m Bus Stop only outside 34 Morris Road
66 Morris Road	Installation of a new 15m Bus Stop only outside 6 Morris Road
Ruakura Road	Installation of a new 15m Bus Stop only just east of Innovation Park entrance
Ruakura Road	Installation of a new 15m Bus Stop only adjacent to #26 Nobleman Place on on Ruakura Road

Parking Restrictions to Rescind	
Location	Description of proposed change
Seddon Road	Rescind 34m of No Stopping
Lake Crescent	Rescind 70m P120 parking restriction
Brooklyn Road	Rescind 24m to of No Stopping on the corner of Brooklyn Road and Young Street
Brooklyn Road	Rescind 12.1 and 4.7m at the corner of Pearsons Ave
Brooklyn Road	Rescind 72m and 36m of No Stopping at the corner of Brooklyn and 5 Cross Roads
193 Anglesea Street	Rescind 111m of No Stopping and P120 of 18.5m
Enderley Ave	Rescind 6m of No Stopping
Glen Lynne Ave	Rescind 15m of No Stopping
Horsham downs road	Rescind 82m of No Stopping
Hukanui Road	Rescind 61m, 52m, 49m, 30m and 169m of No stopping
Seddon Road	Rescind 300m and 48m of No Stopping
London Street	Rescind 6m of No Stopping, 11m of Loading Zone and 14m of P120 time restriction
11 Beaumont Street	bus stop to be removed on 1 October 2017
18 Beaumont Street	bus stop to be removed on 1 October 2017
3 Greensboro Street	bus stop to be removed on 1 October 2017
6 Greensboro Street	bus stop to be removed on 1 October 2017

CBD Parking Restrictions to Rescind	
Location	Description of proposed change
London Street – Anglesea Street to eastern end	Rescind the current time limits and parking charges in place for the metered carparks
Bryce Street – Anglesea Street to eastern end	
Liverpool Street – Victoria Street to Anglesea Street	
Ward Street – Tristram Street to Anglesea Street	
Ward Street – Worley Place to Victoria Street	
Caro Street – Anglesea Street to Alexandra Street	
Collingwood Street – Tristram Street to Victoria Street	
Hood Street – Anglesea Street to Victoria Street	
Knox Street - Anglesea Street to Victoria Street – north side only	
Alma Street – Victoria Street to eastern end	
Sapper Moore Jones Place - Victoria Street to eastern end	
Clarence Street – Anglesea Street to Tristram Street	
Anglesea Street – Bryce Street to Liverpool Street – eastern side only	
Anglesea Street – Collingwood Street to Anzac Parade	
Barton Street – London Street to Bryce Street	
Worley Place – Ward Street to Alexandra Street	
Alexandra Place – Caro Street to Hood Street	
Victoria Street – Liverpool Street to Grantham Street	
Victoria Street – Grantham Street to Age Concern – eastern side only	
Harwood Street – London Street to Liverpool Street	
Princes Street – Victoria Street to Harwood Street	
Rostrevor Street – Victoria Street to Harwood Street	

CBD Parking Restrictions – new changes	
Location	Description of proposed change
London Street – Anglesea Street to end	<p>Introduce New CBD Zone Parking Charges:</p> <ul style="list-style-type: none"> • Free parking at all metered spaces for the first 2 hours to apply 8am to 8pm, Monday to Saturday only. • After the first 2 hours the prescribed fee per hour thereafter must be paid. • Prescribed fee is \$6 per hour • Sundays and public holidays have no fees. • Effective from 1 October 2017
Bryce Street – Tristram Street to eastern end	
Ward Street – Tristram Street to Anglesea Street	
Ward Street – Worley Place to Victoria Street	
Caro Street – Anglesea Street to Alexandra Street	
Collingwood Street – Tristram Street to Victoria Street	
Hood Street – Anglesea Street to Victoria Street	
Knox Street - Anglesea Street to Victoria Street – north side only	
Alma Street – Victoria Street to eastern end	
Sapper Moore Jones Place - Victoria Street to eastern end	
Clarence Street – Anglesea Street to Tristram Street	
Anglesea Street – Bryce Street to Liverpool Street – east side only	
Anglesea Street – Collingwood Street to Anzac Parade	
Barton Street – London Street to Bryce Street	
Worley Place – Ward Street to Alexandra Street	
Alexandra Place – Caro Street to Hood Street	
Harwood Street – London Street to Liverpool Street	
Princes Street – Victoria Street to Harwood Street	
Rostrevor Street – Victoria Street to Harwood Street	
Liverpool Street – Victoria Street to Anglesea Street	
Victoria Street – Liverpool Street to Grantham Street	
Victoria Street – Grantham Street to Age Concern – eastern side only	

b) approves the changes to the Hamilton Traffic Bylaw 2015 as set out below:

- i. add the following sites to the Part 3: U Turns list within the Turning Restrictions Register:
 - Wairere Drive at Ruakura Road (south bound)
 - Ruakura Road just west of Wairere Drive (west bound)
 - Victoria Street between Claudelands Road and Bryce Street (north bound).
- ii. remove all references to Bridge Street and replace with Anzac Parade in the following registers:
 - Cycle Paths Register
 - Special Vehicle Lanes Register
 - Turning Movements Register
 - Turning Restrictions Register

Executive Summary

3. The Hamilton City Traffic Bylaw 2015 sets out the requirements for transport related activities within the road reserve. A Council resolution is required to make changes to any of these restrictions.
4. The changes proposed for approval in this report are considered in two categories:

Item 5

- parking restriction changes include No Stopping, bus stops and time limits
 - Traffic Bylaw - changes to various registers including:
 - Cycle Path Register,
 - Special Purpose Vehicle Lanes Register
 - Turning Restrictions Register, and the
 - Turning Movements Register
5. Changes are recommended in order to improve safety and accessibility and can be identified by residents, businesses and staff.
 6. Consultation has been completed for all proposed changes and in general there is support for the changes.
 7. We have received feedback against changes proposed in Quentin Drive and McKee Street and the options considered are discussed in this report and will have residents at the meeting to present their thoughts.
 8. The results of monitoring of parking demand at in Poaka Avenue, Ellicott Street and Beale Street as proposed at the 23 March 2017 are also included.

Background

9. 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.
10. A Council resolution is required to make changes to any of these restrictions.
11. 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

12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are scheduled in Attachment 1 with illustrations for each site shown in Attachment 2.
13. The parking changes within the CBD which were agreed at the 1 June 2017 meeting of Council are included in this report. The proposed changes to allow for the first 2 hours of parking in metered spaces within the CBD will be free, with a charge of \$6 per hour being applicable thereafter.
14. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. Generally the feedback received was positive and supportive of the proposed changes, except the proposals for Quentin Drive and McKee Street. Both of these are discussed further below.

15. Quentin Drive



Original Proposal



Revised Proposal and recommendation

16. The original proposal was to install No Stopping on the eastern side of Quentin Drive following a request from Jack House Transit who is located at the end of the road.
17. The property owners and tenants of the businesses on the western side of the street indicated a preference for the No Stopping to be on the west side of the street. They felt this would increase the safety for them when entering and exiting their premises and still allow parking on the eastern side.
18. A revised proposal was consulted upon on the basis that it was felt this alternative would meet the needs of all the road users including Jack House Transit.
19. All the businesses and property owners on the western side of the road are happy with the new proposal with the exception of Jack House Transit who opposing the new proposal in favor of the original.
20. A representative from Jack House Transit will be attending this committee meeting to present their thoughts.

21. McKee Street



Original Proposal



Revised Proposal and recommendation

- 22. The original proposal was install No Stopping the entire head of the cul de sac in McKee Street.
- 23. Most people were happy with the proposal but we had a couple oppose it, so based on their feedback a revised proposal was consulted upon. Everyone except Mr Wade (#27) are happy with the new proposal.
- 24. Mr Wade would like to come to the meeting to discuss continuing the No Stopping further down the western side of McKee Road in addition to the original proposed stopping outside #37.

Hamilton City Traffic Bylaw 2015 Register Changes

- 25. The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) has a series of registers that are able to be updated via Council resolution. Changes are proposed for three of the Traffic Bylaw Registers as set out below:
- 26. Turning Restrictions Register
- 27. It is proposed to add the following sites to the Part 3: U Turns list within the Turning Restrictions Register:
 - Wairere Drive at Ruakura Road (south bound)
 - Ruakura Road just west of Wairere Drive (west bound)
 - Victoria Street between Claudelands Road and Bryce Street (north bound).
- 28. These additions have been proposed as a result of safety concerns and reports of near-misses occurring at these locations.
- 29. Update references to Bridge Street
- 30. The following registers make reference to Bridge Street. The road had its name formally changed to Anzac Parade at the 9 April 2015 Council meeting and it is desirable to update all references in the Traffic Bylaw to reflect this. The following registers are affected:
 - Cycle Paths Register
 - Special Vehicle Lanes Register
 - Turning Movements Register
 - Turning Restrictions Register

Update on Monitoring Sites

31. Poaka Avenue
32. Further to the interim update provided at the 23 March 2017 meeting of the Regulatory and Hearings Committee, this is the final update following a period of monitoring.
33. The parking bays and driveway opened in November 2016, and staff visited Poaka Avenue a number of times to gauge the use of the parking facilities provided. Overall, the parking bays were never full, and the No Stopping lines were being adhered to.
34. A letter was sent to all residents and property owners from the affected section of Poaka Avenue to get their feedback after 6 months of operation. One response has been received which states that they are happy with the changes and the trucks are respectful of the street, the other response received notes that the trucks are noisy and shake her house.
35. Based on the results it is proposed to now close out this project and not undertake any further monitoring for this location.
36. Ellicott Road
37. At the 23 March 2017 meeting of the Regulatory and Hearings Committee, there was discussion in regard to a request from a business owner (dairy) on Ellicott Road for parking restrictions of P10 to be placed on the 4 parking bays outside his shop.
38. This business is one of three in a building (the other two being a hairdresser and Fish & Chip shop) and not all the business owners could agree on a time limit. It was agreed at that meeting that no change would be made, but that staff would monitor the parking demand and report back to this committee at its next meeting (which has subsequently been determined to be 31 August 2017).
39. Monitoring took place for one week, every month during the intervening period (March to August 2017), with visits being undertaken randomly between the hours of 7.30am and 5pm. There were only a few instances throughout the monitoring periods that the parking was completely full. This was during the afternoon between 3pm and 5pm.
40. On this basis staff believe that the current time limit configuration is probably about right, and are not proposing any changes or further monitoring to be undertaken.
41. If at any time in the future the three business owners do agree unanimously for a change staff would be able to action this as needed.
42. Beale Street
43. At the 23 March 2017 meeting of the Regulatory and Hearings Committee, there was discussion in regard to a request from the Hamilton East Medical Centre to install time restricted parking on Beale Street on the basis that they had times where there was insufficient parking on-site to the number of patients that they had visiting.
44. Some limited monitoring has been undertaken and each time there were free carparks available within the medical centre carpark.
45. It is intended to continue to monitor this site through and make recommendations in the next Parking Restriction report to this committee later this year (scheduled currently for December 2017).

Financial Considerations

46. Funding for the implementation of the proposed changes is included in the 2017/18 City Transportation Operations and Parking Activity Budgets.

Risks

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

Item 5

Significance & Engagement Policy

Significance

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

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

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

Engagement

50. 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 - Details of proposed parking restriction changes

Attachment 2 - Illustrations of proposed parking restriction changes

**Schedule of Proposed Parking Restriction Changes
August 2017**

PARKING RESTRICTIONS TO BE INSTALLED		
Location	Requested by	Description of proposed change and reason
Quentin Drive	Business	Installation of 150m of No Stopping on the west side of Quentin Drive (between Kahikatea Drive and Quail Place) to allow trucks and trailers better access.
McKee Street	Business	Installation of 72m of No Stopping at the head of the cul de sac to allow trucks enough turning space as per NZTA guidelines.
Eastridge Terrace	Resident	Installation of 75m of No Stopping at the head of the cul de sac to stop people from parking at the head of the cul de sac and blocking access to properties.
Dey Street	Resident	Installation of 54.5m of No Stopping on the west side of Dey Street outside #281, 283, 285 Dey Street. This will stop cars from parking at the narrow end of the lane and blocking access to residential properties.
Te Rapa – Metro Motors	Resident	Gazetting of 89.5m of No Stopping (east side) of Te Rapa Road – 79.5m is existing marking which has not previously been gazetted along with a 20m addition outside #400 Te Rapa. This addition is to prevent a car parking between the driveways of Metro Motors and The Mobility Man as this space is too small for a car to park legally.
Te Rapa Road – Guthrie Bowron	Business	Installation of 28m of No Stopping on the west side of Te Rapa Road (#631) outside Guthrie Bowron. This is to prevent a car parking between the driveway of Guthrie Bowron and Robert Harris/Resene.
Wellington Street	Resident	Installation of 5.5m of No Stopping over the driveway of #5 Wellington Street to stop cars parking over the driveway and restricting access to the property.
Jones Cres & Beatty Street	HCC	Installation of 17m (#11 Beatty St), 18.5m (#15 Beatty St), 13m (#31 Beatty St) and 8m (#33 Beatty St) of No Stopping on Beatty Street and 9m (#11 Beatty St), 9m (#15 Beatty St), 6m (#31 Beatty St) and 6m (#33 Beatty St) of No Stopping on Jones Cres to ensure visibility at the intersections. This is an area of high parking demand by hospital workers.
Duke Street	Business	Installation of 85m at of No Stopping at the head of the cul de sac to stop people from parking at the head of the cul de sac and blocking access to properties and 18m of No Stopping at the corner of Ellis Street and #40 Duke Street to ensure visibility at the intersection.
Islington Street	Resident	Installation of 22.5m of No Stopping at the head of the cul de sac on Islington Street to stop people parking at the end of the street blocking access to the Western Rail Trail.
Barrington Drive	School	Installation of 14.5m (#85 Barrington), 17m (#74 Barrington), 12.5m (#1 The Ford) and 13m (Te Manatu Park) of No Stopping on Barrington Drive at the crossing areas for the Waikato Waldorf school.
Strowan Ave	Resident	Installation of 13.5m of No Stopping between two driveways of #26 & 28 Strowan Avenue to stop people parking in the space that is too small between the properties and blocking driveways.
Borman Road	Resident	Installation of 17m of No Stopping between #430 & 432 Borman Rd to stop people parking between the driveways and stopping access to the properties.
Liston Cres	Resident	Installation of 13m of No Stopping around the corner of north side Liston Crescent and Helena Road (outside #43) to prevent people parking right up to the corner and blocking the intersection.
River Road	HCC and	Installation of 24m of No Stopping at the northern side of the Alandale Village entrance and River Road to increase safety for

D-2363670

**Schedule of Proposed Parking Restriction Changes
August 2017**

	Alandale	vehicles exiting the village.
Seddon Road	HCC	Installation of 44m of No Stopping on the east side of Seddon Road at the crossing of the Western Rail Trail to ensure good visibility for those crossing the road. This is an increase of 10m over the existing restriction in place.
Lake Road	HCC	Installation of No Stopping - 44m on the western & 38m on the eastern side of Lake Road at the crossing of the Western Rail Trail to provide visibility for those crossing the road.
Lake Crescent	HCC	Installation of 17.5m of No Stopping between 48-54 Lake Cres to prevent people parking in the small place between the driveways and blocking residents access.
Lake Crescent	HCC	Gazette the existing 17.5m (#48 Lake Rd) & 35m (#54 & 58 Lake Rd) of P120 Time Restriction that is already in place
Brooklyn Road	HCC	Gazette the existing 19.0m (#28 Brooklyn Rd) and 16m (#30A Brooklyn Rd) of No Stopping on the corner of Brooklyn Road and Pearsons Ave.
Brooklyn Road	HCC	Gazette the existing 16m (#18 Brooklyn Rd) of No Stopping on the corner of Brooklyn Road and Young Street
Brooklyn Road	HCC	Gazette the existing 151.5m of No Stopping on east side of Brooklyn Road from the intersection of Peachgrove Road to #38 Brooklyn Road.
Te Manatu Drive	HCC	Gazette the existing 24m (#1 Te Manatu Dr) and 25m (#2 Parkside Dr) of No Stopping on the corner of Te Manatu Drive and Thomas Road.
De Vere Cres	HCC	Gazette the existing 14.5m of No Stopping at # 27 & 30 De Vere Crescent.
Anglesea Street	HCC	Installation of 22m of P120 parking restriction and 107m of No Stopping at #193 Anglesea St. This used to be an old vehicle entrance which we have reconfigured to create 2 more car parks in the CBD.
Enderley Ave	HCC	Gazette the existing 21m of No Stopping #230 Enderley Ave at the intersection of Peachgrove Road which is in place to facilitate safe exit from shops.
Glen Lynne Ave	HCC	Gazette the existing 30m of No Stopping outside #99 Glen Lynne Ave at the intersection of Glen Lynne Ave and Hukanui Road
Horsham Downs Road	HCC	Gazette existing length of 102m of No Stopping outside #47 to #55 Horsham Downs Road to match the current road markings
Hukanui Road	HCC	Gazette existing length of No Stopping - 52m outside Westfield Shopping Centre on Hukanui Road and 261.5 between #202 Hukanui Rd and Chedworth Ave on Hukanui Rd to match the current road markings.
Transport Centre	HCC	Installation of a P180 time restriction on the existing Mobility Parks that are at the Transport Centre. This will prevent people from parking for extended periods.
Camellia Place	HCC	Gazette the existing No Stopping on the corner of Camellia Place and Hibiscus Avenue - 15m at #14 Hibiscus and 14m at #1 Camellia.
Seddon Road	HCC	Gazette the existing No Stopping on Seddon Road - 13m & 20.5m outside the FMG Stadium and 432.5m outside #133 – 169 Seddon Rd
Caro Street	WEL	Installation of two P60 Electric car charging carparks for the new charging station
London Street	WRC	Relocation of the existing loading zone to make access to the street easier for the bus. Installation of 13.5m of No Stopping, P120 time restriction of 10m and a 11m P5 Loading Zone.
Endeavour Ave	School	Installation of a 15m caged Bus stop outside #94 Endeavour Ave to stop people parking on the bus stop.

D-2363670

**Schedule of Proposed Parking Restriction Changes
August 2017**

Urlich Ave	WRC	Installation of a 15m caged Bus stop outside #20 Urlich Ave to stop people parking on the bus stop.
34 Morris Road 66 Morris Road Ruakura Road Ruakura Road	WRC	All these new bus stop will go live on 1 October 2017 Installation of a new 15m Bus Stop only outside 34 Morris Road for the new Silverdale route Installation of a new 15m Bus Stop only outside 66 Morris Road for the new Silverdale route Installation of a new 15m Bus Stop only just east of the Innovation Park entrance on Ruakura Road for the Orbiter new route Installation of a new 15m Bus Stop only outside #26 Nobleman Place on Ruakura Road for the Orbiter new route

Key: Feedback received as part of consultation. Discussed further in the committee report.

PARKING RESTRICTIONS TO RESCIND		
Location	Requested by	Description of proposed change
The following restrictions are to be rescinded to accommodate new restrictions to be put in place		
Seddon Road	HCC	Rescind 34m of No Stopping
Lake Crescent	HCC	Rescind 70m P120 parking restriction
Brooklyn Road	HCC	Rescind 24m to of No Stopping on the corner of Brooklyn Road and Young Street
Brooklyn Road	HCC	Rescind 12.1 and 4.7m at the corner of Pearsons Ave
Brooklyn Road	HCC	Rescind 72m and 36m of No Stopping at the corner of Brooklyn and 5 X Roads
193 Anglesea Street	HCC	Rescind 111m of No Stopping and P120 of 18.5m
Enderley Ave	HCC	Rescind 6m of No Stopping
Glen Lynne Ave	HCC	Rescind 15m of No Stopping
Horsham downs road	HCC	Rescind 82m of No Stopping
Hukanui Road	HCC	Rescind 61, 52, 49, 30 and 169m of No stopping
Seddon Road	HCC	Rescind 300m and 48m of No Stopping
London Street	WRC	Rescind 6m of No Stopping, 11m of Loading Zone and 14m of P120 time restriction
Bus stops 11 Beaumont Street 18 Beaumont Street 3 Greensboro Street 6 Greensboro Street	WRC	These bus stops will be rescinded on 1 October 2017 when WRC change their routes.

D-2363670

**Schedule of Proposed Parking Restriction Changes
August 2017**

CBD PARKING CHANGES - Rescind		
Location	Requested by	Description of proposed change and reason
London Street – Anglesea Street to eastern end	HCC	Rescind the current time limits and parking charges in place for the metered carparks
Bryce Street – Anglesea Street to eastern end		
Liverpool Street – Victoria Street to Anglesea Street		
Ward Street – Tristram Street to Anglesea Street		
Ward Street – Worley Place to Victoria Street		
Caro Street – Anglesea Street to Alexandra Street		
Collingwood Street – Tristram Street to Victoria Street		
Hood Street – Anglesea Street to Victoria Street		
Knox Street - Anglesea Street to Victoria Street – north side only		
Alma Street – Victoria Street to eastern end		
Sapper Moore Jones Place - Victoria Street to eastern end		
Clarence Street – Anglesea Street to Tristram Street		
Anglesea Street – London Street to Liverpool Street – eastern side only		
Anglesea Street – Collingwood Street to Anzac Parade		
Barton Street – London Street to Bryce Street		
Worley Place – Ward Street to Alexandra Street		
Alexandra Place – Caro Street to Hood Street		
Victoria Street – Liverpool Street to Grantham Street		
Victoria Street – Grantham Street to Age Concern – eastern side only		
Harwood Street – London Street to Liverpool Street		
Princes Street – Victoria Street to Harwood Street		
Rostrevor Street – Victoria Street to Harwood Street		

D-2363670

Attachment 1

Item 5

**Schedule of Proposed Parking Restriction Changes
August 2017**

CBD PARKING CHANGES – New Restrictions		
London Street – Anglesea Street to end	HCC	<p>To implement new charging regime developed by the Parking Taskforce and resolved at the Council meetings of 6 April and 1 June 2017</p> <ul style="list-style-type: none"> • Introduce New CBD Zone Parking Charges: <ul style="list-style-type: none"> – Free parking at all metered spaces for the first 2 hours to apply 8am to 8pm, Monday to Saturday only. – After the first 2 hours the prescribed fee per hour thereafter must be paid. – Prescribed fee is \$6 per hour – Sundays and public holidays have no fees. – Effective from 1 October 2017
Bryce Street – Tristram Street to end		
Ward Street – Tristram Street to Anglesea Street		
Ward Street – Worley Place to Victoria Street		
Caro Street – Anglesea Street to Alexandra Street		
Collingwood Street – Tristram Street to Victoria Street		
Hood Street – Anglesea Street to Victoria Street		
Knox Street - Anglesea Street to Victoria Street – eastern side only		
Alma Street – Victoria Street to eastern end		
Sapper Moore Jones Place - Victoria Street to eastern end		
Clarence Street – Anglesea Street to Tristram Street		
Anglesea Street – Liverpool Street to Bryce Street – east side only		
Anglesea Street – Collingwood Street to Anzac Parade		
Barton Street – London Street to Bryce Street		
Worley Place – Ward Street to Alexandra Street		
Alexandra Place – Caro Street to Hood Street		
Harwood Street – London Street to Liverpool Street		
Princes Street – Victoria Street to Harwood Street		
Rostrevor Street – Victoria Street to Harwood Street		
Liverpool Street – Victoria Street to Anglesea Street		
Victoria Street – Liverpool Street to Grantham Street		
Victoria Street – Grantham Street to Age Concern – eastern side only		

D-2363670

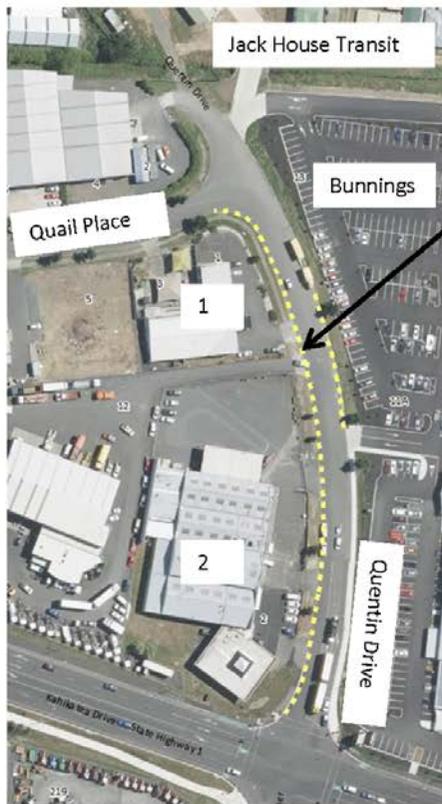
Proposed parking restriction changes

Regulatory and Hearings Committee

31 August 2017



Parking Restriction Changes



Quentín Drive

New No Stopping

McKee Street

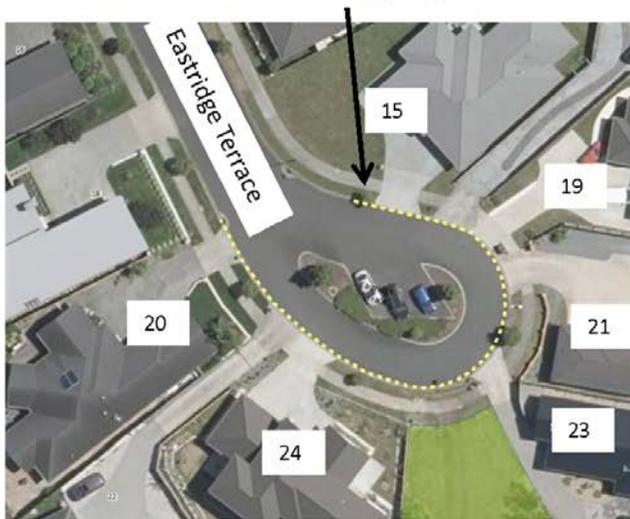
New No Stopping



Parking Restriction Changes

Eastridge Terrace

New No Stopping

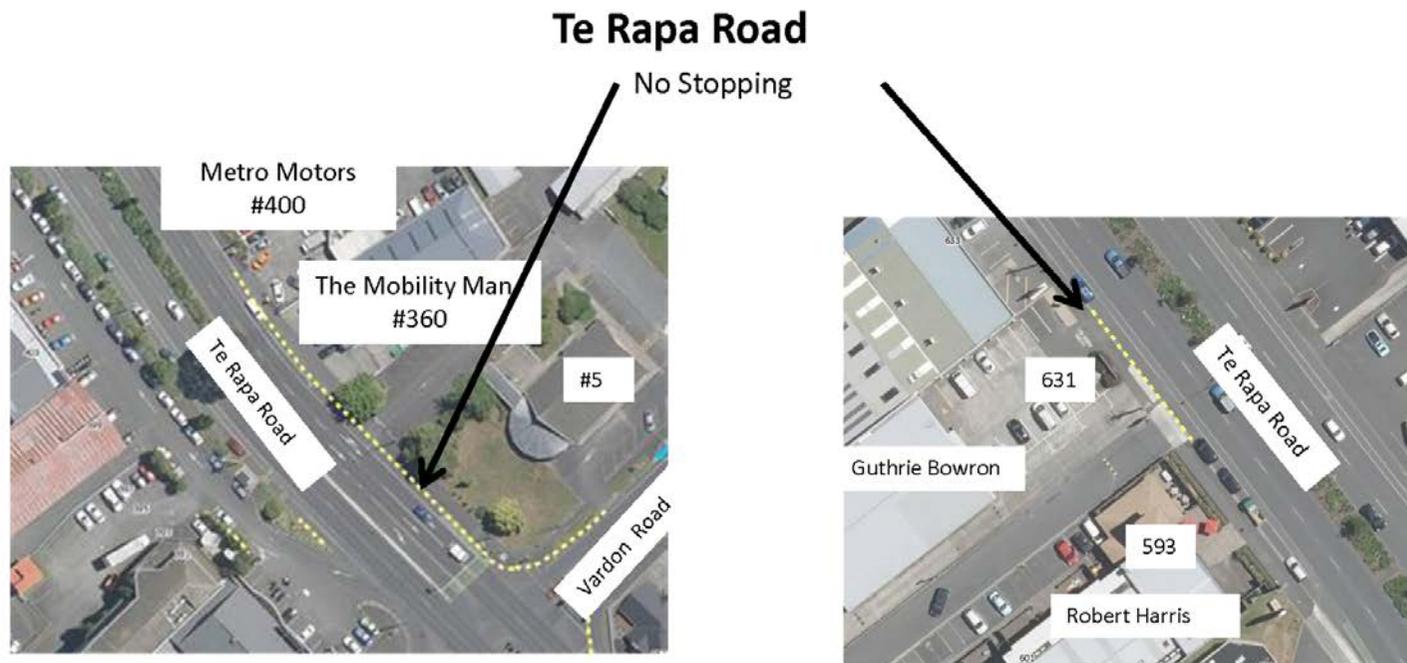


Dey Street

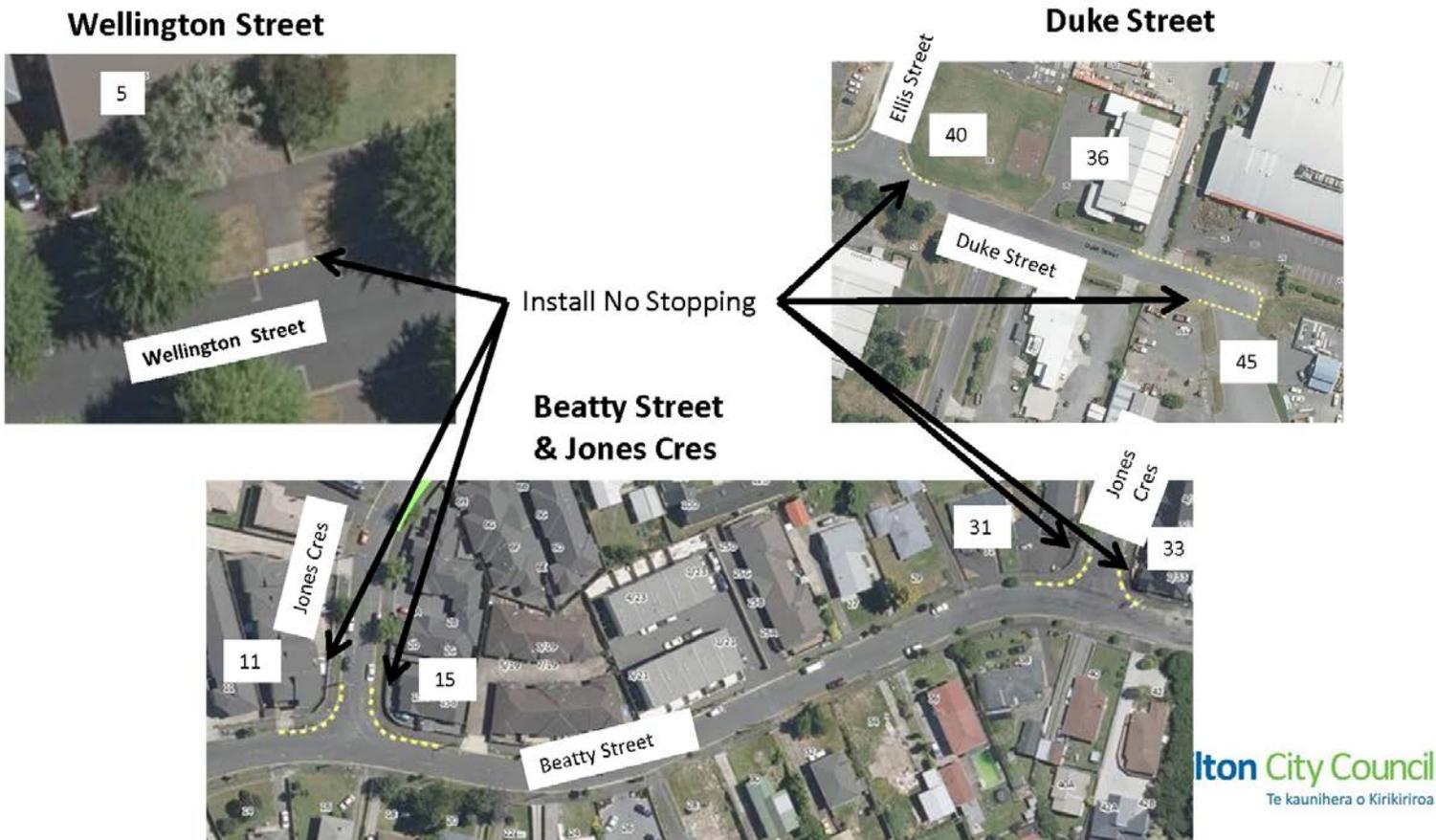
New No Stopping



Parking Restriction Changes



Parking Restriction Changes



Parking Restriction Changes

Islington Street



Barrington Drive



No Stopping

Parking Restriction Changes

Strowan Avenue



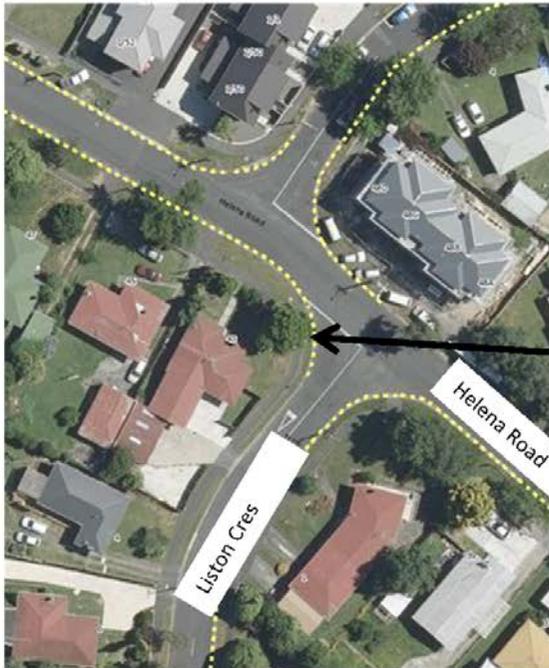
New No Stopping

Borman Road



Parking Restriction Changes

Liston Cres



River Road –
Alandale Village



New No
Stopping

Parking Restriction Changes

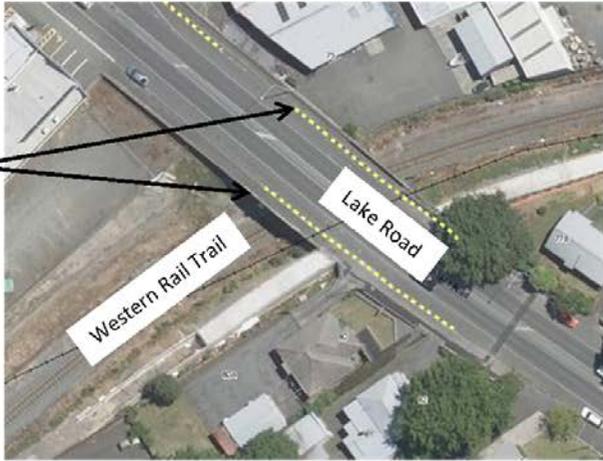
Seddon Road



Rescind 34m of No Stopping and gazette a new length of 44m

New No Stopping

Lake Road



Parking Restriction Changes

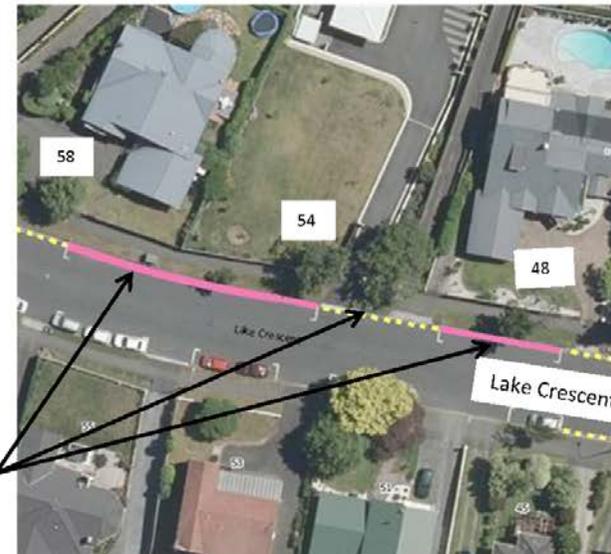
Lake Crescent Rescind



Rescind 70m of
P120 parking
restriction

gazette new lengths
of 16.5 and 35m of
P120 parking
restriction and
16.5m of No
Stopping

Lake Crescent New



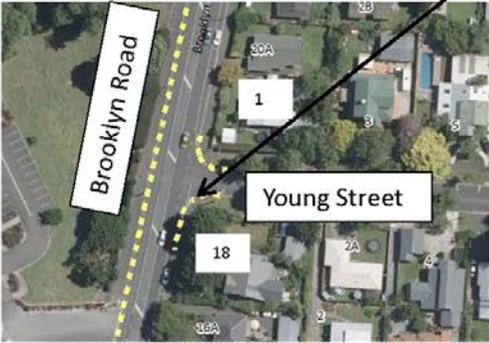
Parking Restriction Changes

Brooklyn Road Rescind

No Stopping to Rescind - 40m on the corner of Young Street, 12.1m & 4.7m on the corner of Pearsons Ave and 72m & 36m between #38 Brooklyn Road and 5 Cross Roads

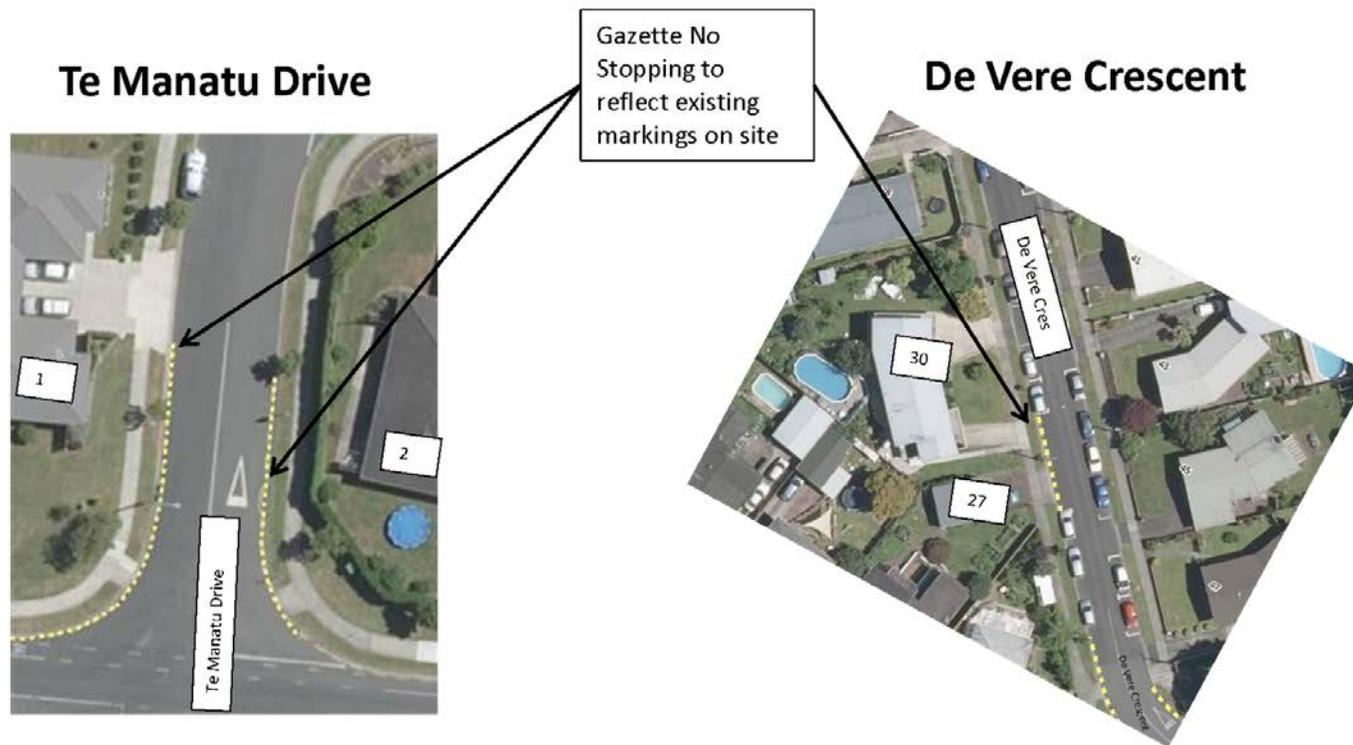
Brooklyn Road New

Gazette No Stopping to reflect existing markings on site



Parking Restriction Changes

Item 5

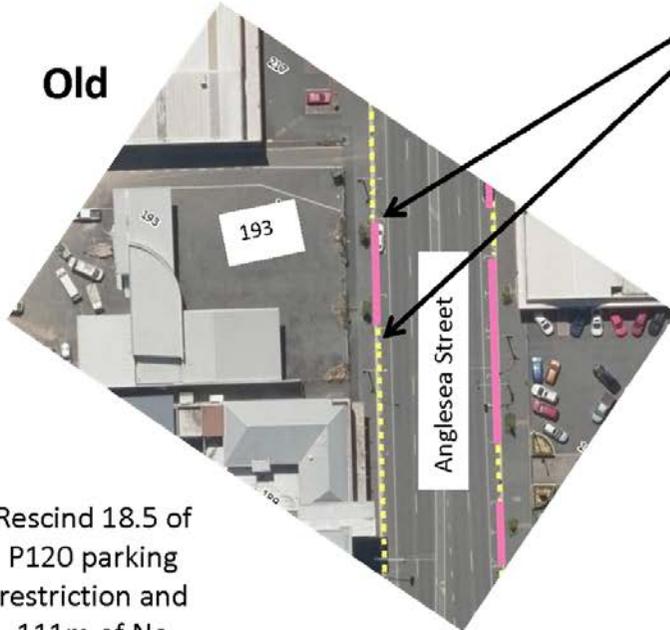


Attachment 2

Parking Restriction Changes

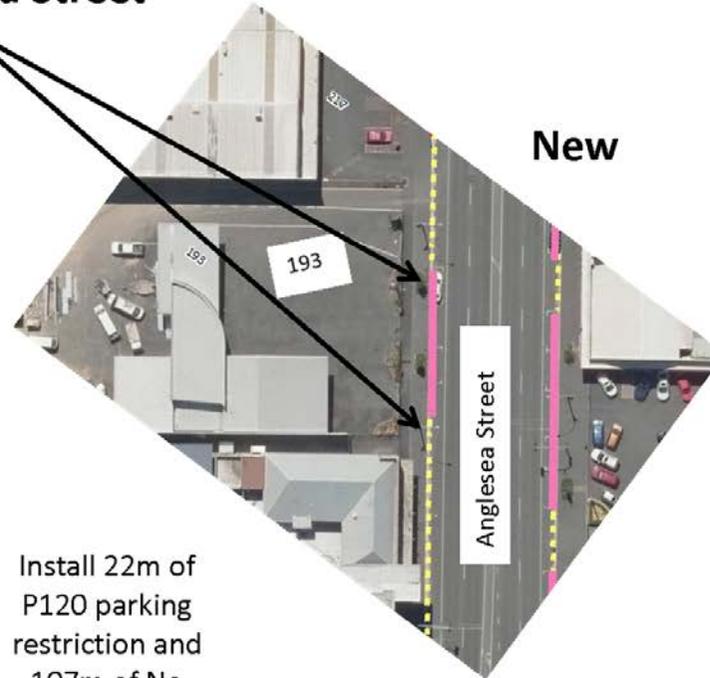
193 Anglesea Street

Old



Rescind 18.5 of P120 parking restriction and 111m of No Stopping

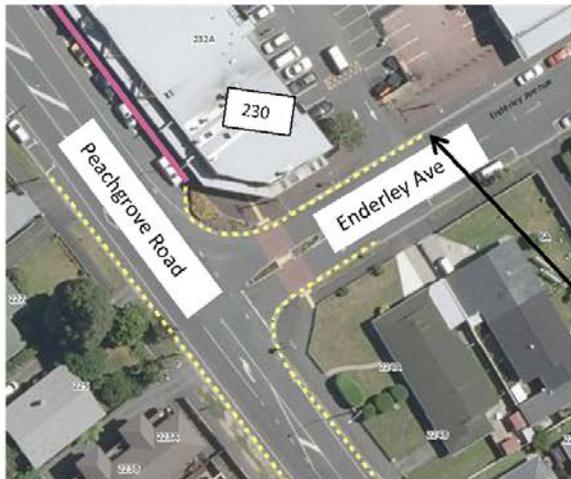
New



Install 22m of P120 parking restriction and 107m of No Stopping

Parking Restriction Changes

Enderley Avenue



Rescind 6m on the north side of Enderley Ave and gazette a 21m No Stopping to reflect existing markings on site

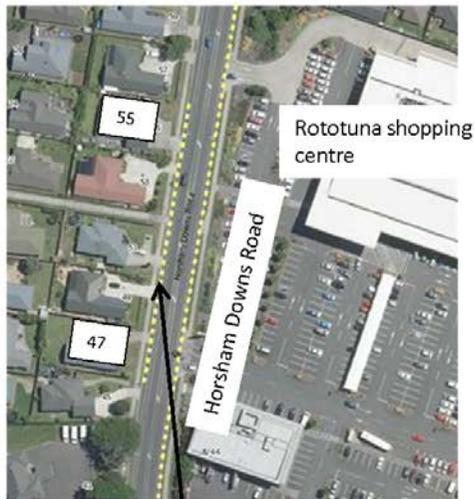
Glen Lynne Avenue



Rescind 15m on the north side of Glen Lynne Avenue and gazette a new length of 30m to reflect existing markings on site

Parking Restriction Changes

Horsham Downs Road



Rescind 82m of No Stopping and gazette a new length of 102m to reflect existing markings on site.

Hukanui Road

Rescind 61m, 52m, 49m, 30m and 169m of No Stopping and gazette new lengths of 52m and 261.5m to reflect existing markings on site



Parking Restriction Changes

Transport Centre



Install a P180 time restriction on the two existing Mobility parks at the Transport Centre

Camellia Place



Gazette No Stopping on both corners of Camellia Place to reflect existing markings on site



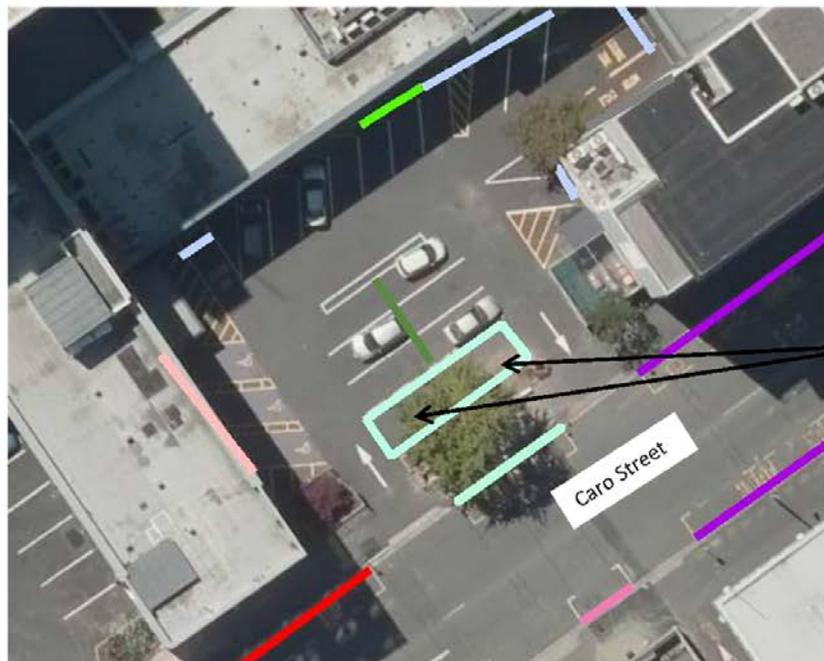
Parking Restriction Changes



Rescind 48m and 300m of No Stopping and gazette No Stopping to reflect existing markings on site

Parking Restriction Changes

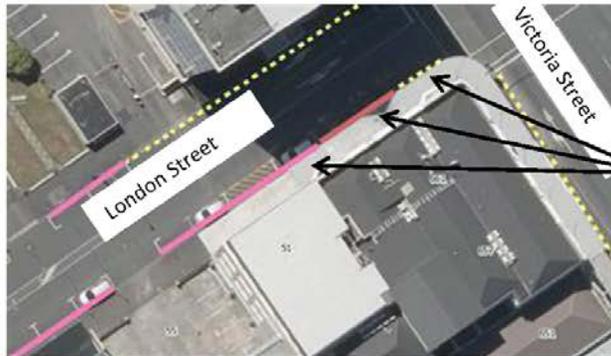
Caro Street Carpark



Gazette 2 x P60
Electric Vehicle (EV)
charging station

Parking Restriction Changes

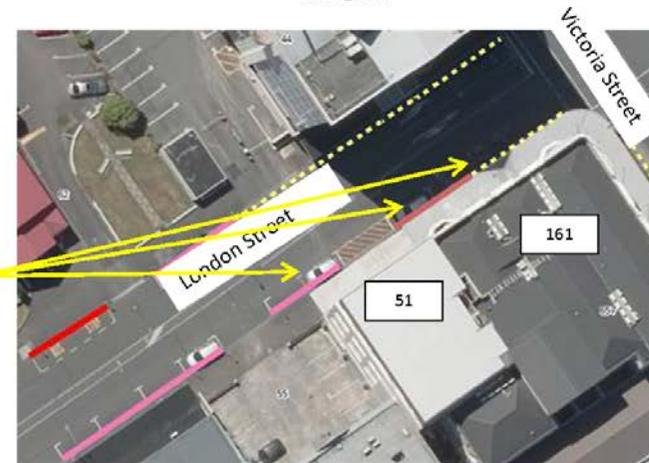
London Street Rescind



Rescind 6m of No Stopping, 11m of Loading Zone and 14m of P120

Gazette 13.5m of No Stopping, 11m of P5 loading zone and 10m of P120 time restriction

London Street New



Parking Restriction Changes

Item 5

Bus Stop cages



Attachment 2

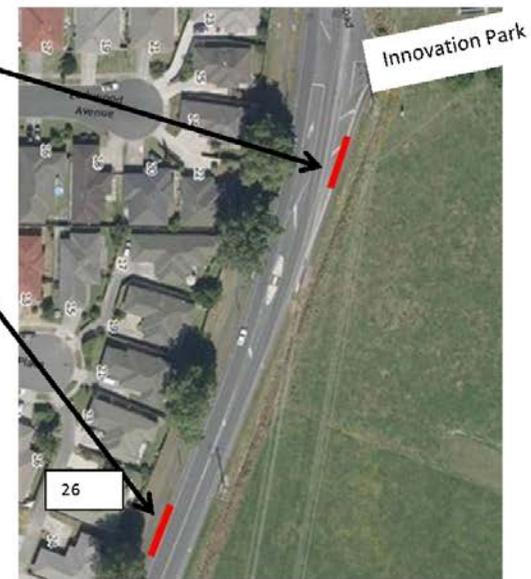
Parking Restriction Changes

New Bus Stops (1 October 2017)

Morris Road (Route #2 Silverdale)



Ruakura Road (Orbiter Route)



Parking Restriction Changes

Rescind Bus Stops (1 October 2017)

Beaumont & Greensboro Street (route 13 University)



Traffic Bylaw Register Changes

- Turning Restrictions

Ruakura Road, a u-turn ban for all west bound vehicles, west of Wairere Drive



Wairere Drive, a u-turn ban for all south bound vehicles at the intersection of Ruakura Road.

Traffic Bylaw Register Changes

Mitre 10

- Turning Restrictions

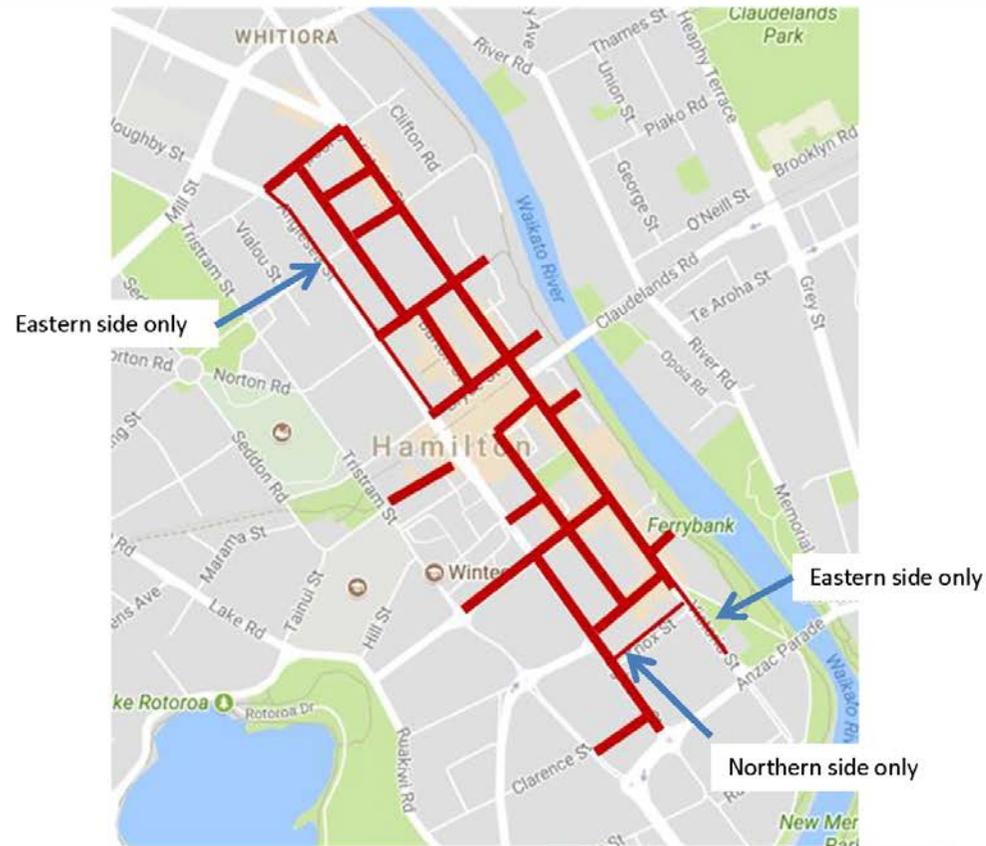
Victoria Street, a u-turn ban for all north bound vehicles, north of Claudelands Bridge



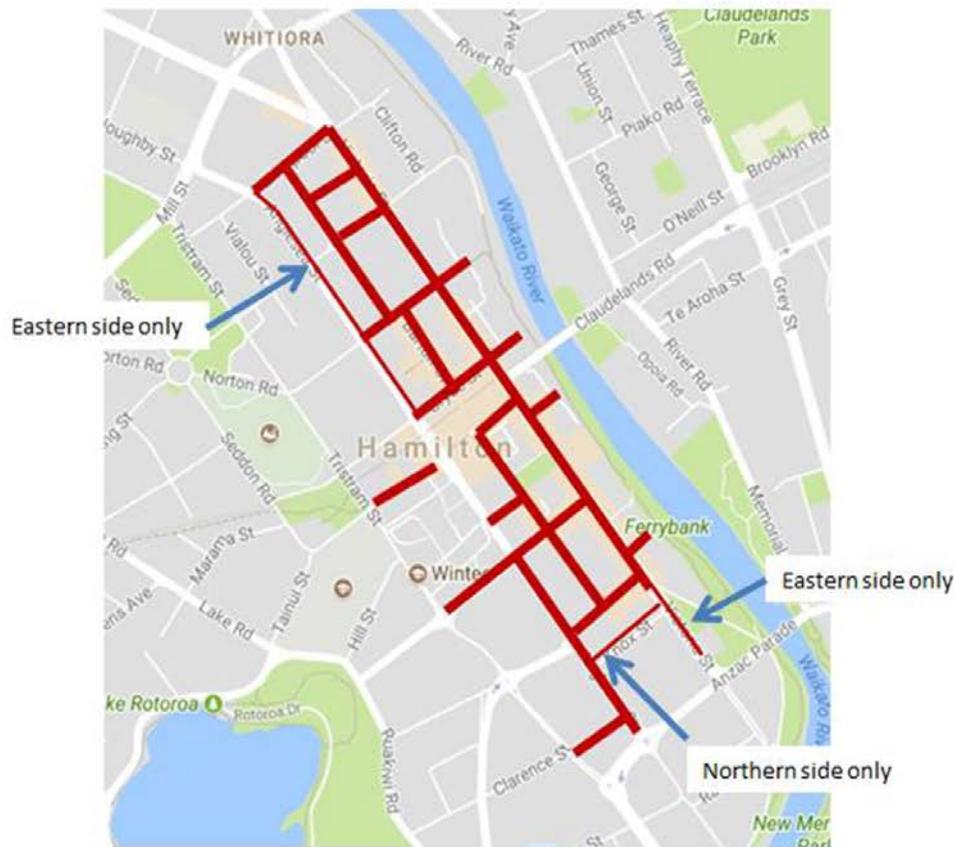
CBD Parking Changes

RESCIND

The current time limits and parking charges at the metered locations shown in the map



CBD Parking Changes



Introduce New CBD Zone Parking Charges:

- Free parking at all metered spaces for the first 2 hours to apply 8am to 8pm, Monday to Saturday only.
- After the first 2 hours the prescribed fee per hour thereafter must be paid.
- Prescribed fee is \$6 per hour
- Sundays and public holidays have no fees.
- Effective from 1 October 2017

Council Report

Item 6

Committee:	Regulatory and Hearings Committee	Date:	31 August 2017
Author:	Robyn Denton	Authoriser:	Chris Allen
Position:	Network Operations Team Leader	Position:	General Manager City Infrastructure
Report Name:	Temporary closure of Hood Street for 'Distinguished Gentlemen's Ride' event		

Report Status	<i>Open</i>
----------------------	-------------

Purpose

1. To seek approval for a temporary road closure associated with an event to be held in Hood Street for the Distinguished Gentleman's Ride on 24 September 2017.

Staff Recommendation

2. That the Regulatory and Hearings Committee:
 - a) approves the closure of Hood Street (between Victoria Street and Alexandra Street) to accommodate the Distinguished Gentleman's Ride on 24 September 2017 between 10am and 4pm; and
 - b) approves the issue of a Notice of Decision stating Council's decision to close Hood Street (between Victoria Street and Alexandra Street) to accommodate the Distinguished Gentleman's Ride on 24 September 2017 between 10am and 4pm.

Executive Summary

3. An application has been received for the temporary closure of Hood Street between Victoria Street and Alexander Street to accommodate the Distinguished Gentleman's Ride - which aims to raise awareness about men's health, specifically prostate cancer and mental health.
4. The application was not received in time 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 Hood Street have been undertaken in the past. Consultation with adjacent business owners has been undertaken, along with NZ Police and the NZ Transport Agency.
6. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background

7. The Distinguished Gentleman's Ride was founded in Sydney, Australia by Mark Hawwa. It was inspired by a photo of Mad Men's Don Draper astride a classic bike and wearing his finest suit.

Mark decided a themed ride would be a great way to combat the often-negative stereotype of men on motorcycles, whilst connecting niche motorcycle communities together.

8. The Distinguished Gentlemen's Ride is part of a world-wide initiative tens of thousands of distinguished gentlemen in hundreds of cities worldwide will don their cravats, tweak their moustaches, press their tweed and sit astride their classic and vintage styled motorcycles to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. <https://www.gentlemansride.com/about>
9. Starting at Hamilton Gardens (9.30 – 10.30am) the motorcycle riders will be parking up in Hood Street for audiences to enjoy and shoeshines and bands will play through to 3.30pm. Funds raised are invested by the partner organisation The Movember Foundation.

Discussion

10. The application for the road closure 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.
11. Approval by 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).
12. The applicant is requesting approval to close Hood Street between Victoria Street and Alexandra Street on Sunday 24th September 2017 between 10am and 4pm to allow for installation and pack-down of the temporary traffic management.

Financial Considerations

13. The only costs incurred by Hamilton City Council in processing the approval for this event are associated with the two public notices required by the Local Government Act. These costs will be met from the City Transportation Unit operational budget.
14. All costs associated with the temporary traffic management are met by the applicant.

Legal and Policy Considerations

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

Risks

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

Significance & Engagement Policy

Significance

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

Engagement

19. 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.
20. Staff have undertaken consultation with the NZ Police and NZ Transport Agency. Due to the short notice of this application, the responses from these parties had not been received at the

Item 6

time of writing this report. Consultation with these parties for similar events in the past has resulted in general support pending Council's approval of the temporary traffic management.

21. In addition, Council has asked the applicant to ensure that consultation with all businesses in the section of Hood Street between Victoria Street and Alexandra Street and the Central Business Association is undertaken in advance of the consideration of this application on 31 August 2017.
22. A verbal update in regard to the consultation will be provided by staff at the meeting.
23. If the closure is approved by this committee, a public notice of the decision to close the road will be issued.

Attachments

There are no attachments for this report.