

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Traffic, Speed Limit and Road Closure Hearings Panel will be held on:

Date: Thursday 15 August 2024
Time: 9:30 am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN AGENDA

Membership

Chairperson Cr Mark Donovan
Heamana

Members Deputy Mayor Angela O’Leary
Cr Anna Casey-Cox
Cr Ewan Wilson
Cr Geoff Taylor
Cr Louise Hutt
Cr Maxine van Oosten
Cr Tim Macindoe

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance Lead

5 August 2024

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Purpose

1. To conduct fair and effective hearings and make determinations on objections relating to the Traffic Bylaw, Speed Limit Bylaw, and proposals for temporary closure of any road.

<i>The Traffic, Speed Limit and Road Closure Hearings Panel is delegated the following Terms of Reference and powers:</i>
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Terms of Reference:

2. To consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes.
3. To hear and determine statutory or regulatory hearings and make determinations on objections relating to proposals for the temporary closure of any road.

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 15 August 2024

Author: Amy Viggers

Authoriser: Michelle Hawthorne

Position: Governance Lead

Position: Governance and Assurance Manager

Report Name: Confirmation of of the Traffic, Speed Limit and Road Closure Hearing Panel Meeting 21 May 2024

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

That the Traffic, Speed Limit and Road Closure Hearing Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearing Panel Meeting held on 21 May 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Meeting Unconfirmed Minutes 21 May 2024



Traffic, Speed Limit and Road Closure Hearings Panel
Te Pae mo ngaa take Huarahi
OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 21 May 2024 at 9:30 am.

PRESENT

Chairperson	Cr Mark Donovan
<i>Heamana</i>	
Members	Deputy Mayor O’Leary
	Cr Anna Casey-Cox (via audio visual Link)
	Cr Ewan Wilson
	Cr Geoff Taylor
	Cr Louise Hutt (via audio visual Link) Cr
	Maxine van Oosten
	Cr Tim Macindoe

- 1. Apologies – *Tono aroha***
Resolved: (Cr Donovan/Cr Wilson)
That the apologies for partial attendance from Cr Casey-Cox and Deputy Mayor O’Leary (Council Business) is accepted.
- 2. Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Wilson/Cr van Oosten)
That the agenda is confirmed.
- 3. Declarations of Interest – *Tauaakii whaipaaanga***
There were no conflicts of interest.
- 4. Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 26 March 2024**
Resolved: (Cr Donovan/Cr Macindoe)
That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel held on 26 March 2024 as a true and correct record.
- 5. Parking Restrictions and Traffic Bylaw Changes**
Network and Safety Operations Manager spoke to the report in particular Seddon road mobility carpark, engagement with the community, and highlighted the feedback received from McLaren Place. Staff responded to questions from Elected Members concerning future proofing the permanent mobility carpark installation on Seddon road, parking on berms, enforcement, education campaigns, and proposed changes.

Resolved: (Cr Donovan/Cr Wilson)

That the Traffic, Speed Limit and Road Closure Hearings Panel:

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

Location	Amendments to current restrictions
Anglesea Street	<p>Provide unobstructed access to a fire hydrant opposite the Hamilton Transport Centre and correct GIS records by:</p> <ul style="list-style-type: none"> • Rescinding 17.5m 'No Stopping at all times' restriction outside #380 Anglesea Street. • Rescinding 87m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #380 and ending outside #408 Anglesea Street. • Installation of 15m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #392 and ending outside #398 Anglesea Street. • Installation of 20m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #404 and ending outside #408 Anglesea Street. • Installation of 45m 'No Stopping at all times' restriction starting outside #380 and ending outside #386 Anglesea Street. • Installation of 20m 'No Stopping at all times' restriction starting outside #398 and ending outside #404 Anglesea Street
Anglesea Street (Service Lane)	<p>Improve Traffic Operations and on-street parking by:</p> <ul style="list-style-type: none"> • Installation of 135m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus. • Installation of 30m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus. • Installation of 70m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.
Bandon Street	<p>Improve access to property and parking for motorcycles by:</p> <ul style="list-style-type: none"> • Rescinding 25m 'No Stopping all times' restriction starting #17 and ending outside #19 Bandon Street. • Installation of 35m 'No Stopping all times' restriction starting #15 and ending outside #19 Bandon Street. • Installation of 25m 'No Stopping all times' restriction starting #11 and ending outside #15 Bandon Street. • Installation of 3m 'Motorcycle Only - At All Times' restriction outside #15 Bandon Street.
Bankwood Road	<p>Intersection safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping at all times' restriction outside #50 Bankwood Road. • Installation of 10m 'No Stopping at all times' restriction starting outside #94A Bankwood Road and ending outside #1A St Paul Road. • Installation of 5m 'No Stopping at all times' restriction outside #94B Bankwood Road.
Beale Street	<p>Parking improvements by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping at all times' restriction outside #7 Beale Street. • Rescinding 16.5m 'No Stopping at all times' restriction starting outside #7 Beale Street and ending outside #521 Grey Street. • Rescinding 16.5m 'No Stopping at all times' restriction outside #12 Beale Street.

	<p>Gazette existing parking restrictions by:</p> <ul style="list-style-type: none"> • Installation of 25m 'No Stopping at all times' restriction outside #12 Beale Street. • Installation of 15m 'No Stopping at all times' restriction outside #8 - #10 Beale Street. • Installation of 10m 'No Stopping at all times' restriction outside #8 Beale Street.
Beatty Street	<p>Provide unobstructed access to properties and improve traffic operations by:</p> <p>(Section 1)</p> <ul style="list-style-type: none"> • Installation of 20m 'No Stopping at all times' restriction outside #1 Beatty Street. • Installation of 25m 'No Stopping at all times' restriction outside #2 Beatty Street. • Rescinding of 5.5m 'No Stopping at all times' restriction outside #5 Beatty Street. • Installation of 15m 'No Stopping at all times' restriction outside #5 Beatty Street. • Installation of 35m 'No Stopping at all times' restriction outside #14 - #18 Beatty Street. <p>(Section 2)</p> <ul style="list-style-type: none"> • Installation of 15m 'No Stopping at all times' restriction outside #19 Beatty Street. • Installation of 20m 'No Stopping at all times' restriction outside #21 - #25 Beatty Street. • Installation of 25m 'No Stopping at all times' restriction outside #29 - #31 Beatty Street. • Installation of 10m 'No Stopping at all times' restriction outside #34 - #36 Beatty Street. <p>(Section 3)</p> <ul style="list-style-type: none"> • Rescinding of 8m 'No Stopping at all times' restriction outside #33 Beatty Street. • Installation of 30m 'No Stopping at all times' restriction outside #33 Beatty Street. • Rescinding of 22.5m 'No Stopping at all times' restriction outside #37A Beatty Street. • Installation of 35m 'No Stopping at all times' restriction outside #37A Beatty Street. • Installation of 25m 'No Stopping at all times' restriction outside #35 - #37B Beatty Street. • Installation of 40m 'No Stopping at all times' restriction outside #38 - #42 Beatty Street. • Installation of 15m 'No Stopping at all times' restriction outside #44 - #46 Beatty Street. • Rescinding of 24m 'No Stopping at all times' restriction outside #48 Beatty Street. • Installation of 25m 'No Stopping at all times' restriction outside #48 Beatty Street. • Installation of 10m 'No Stopping at all times' restriction outside #48 Beatty Street.

Cowley Drive	<p>Improve intersection safety and improve sight distances for a private lane by:</p> <ul style="list-style-type: none"> • Rescinding 29m 'No Stopping at all times' restriction outside #2 Beehive Lane. • Rescinding 26m 'No Stopping at all times' restriction outside #27 Goodwin Terrace. • Installation of 70m 'No Stopping at all times' restriction starting outside #1 Cowley Drive and ending outside #2 Beehive Lane. • Installation of 50m 'No Stopping at all times' restriction outside #27 Goodwin Terrace. • Installation of 10m 'No Stopping at all times' restriction outside #2 Cowley Drive.
Goodwin Terrace	<p>Improve intersection safety and improve sight distances for a private lane by:</p> <ul style="list-style-type: none"> • Installation of 10m 'No Stopping at all times' restriction outside #2 Cowley Drive. • Installation of 10m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.
Jones Crescent	<p>Provide unobstructed access to properties and improve traffic operations by:</p> <p>(Section 4)</p> <ul style="list-style-type: none"> • Installation of 40m 'No Stopping at all times' restriction outside #1 - #9 Jones Crescent. • Installation of 10m 'No Stopping at all times' restriction outside #9 - #11 Jones Crescent. • Installation of 6m 'P5, Mon-Fri, 8am-6pm' restriction outside #9 Jones Crescent. • Installation of 10m 'No Stopping at all times' restriction outside #10 - #12 Jones Crescent. • Installation of 20m 'No Stopping at all times' restriction starting outside #13 Jones Crescent. <p>(Section 5)</p> <ul style="list-style-type: none"> • Rescinding of 43.4m 'No Stopping at all times' restriction outside #14 - #16 Jones Crescent. • Installation of 70m 'No Stopping at all times' restriction outside #14 - #16 Jones Crescent. • Installation of 15m 'No Stopping at all times' restriction outside #20 Jones Crescent. • Rescinding of 4m 'No Stopping at all times' restriction outside #21 - #23 Jones Crescent. • Installation of 15m 'No Stopping at all times' restriction outside #21 - #23 Jones Crescent. • Rescinding of 6m 'No Stopping at all times' restriction outside #31 Jones Crescent. • Installation of 10m 'No Stopping at all times' restriction outside #31 Jones Crescent. • Installation of 30m 'No Stopping at all times' restriction outside #31 - #35 Jones Crescent. • Installation of 10m 'No Stopping at all times' restriction outside #33 - #37 Jones Crescent.
Kairokiroki Drive	Gazette restrictions resulting from a new Capital Development Project by:

	<ul style="list-style-type: none"> • Installation of 1000m 'No Stopping at all times' restriction for Northbound traffic between its intersection with Wairere Drive / Cobham Drive and Peacockes Road. • Installation of 1000m 'No Stopping at all times' restriction for Southbound traffic between its intersection with Wairere Drive / Cobham Drive and Peacockes Road.
Mahoe Street	Provide unobstructed access to property by: <ul style="list-style-type: none"> • Installation of a 10m 'No Stopping at all times' restriction outside Mahoe Park and #190 Mahoe Street.
McLaren Place	Provide unobstructed access to properties and improve traffic operations by: <ul style="list-style-type: none"> • Installation of 15m 'No Stopping at all times' restriction starting outside #5 and ending outside #7 McLaren Place. • Installation of 70m 'No Stopping at all times' restriction starting outside #9 and ending outside #20 McLaren Place.
Memorial Drive	Improve on-street parking management by: <ul style="list-style-type: none"> • Installation of 45m 'P120 8AM-6PM Mon-Fri' restriction outside Memorial Park on Memorial Drive. • Rescinding of 45m 'P180 8AM-6PM – Mon-Sat' restriction outside Memorial Park on Memorial Drive.
Nisbet Street	Improve Traffic Operations and on-street parking by: <ul style="list-style-type: none"> • Installation of 25m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus. • Installation of 10m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus. • Installation of 5m 'Mobility Card Holders – All Day' restriction outside Wintec Te Pukenga Campus.
Opal Place	Intersection safety improvements by: <ul style="list-style-type: none"> • Installation of 10m 'No Stopping at all times' restriction outside #1/2 Opal Place.
Patricia Avenue	Intersection safety improvements by: <ul style="list-style-type: none"> • Installation of 10m 'No Stopping at all times' restriction outside #17 Patricia Avenue. • Installation of 5m 'No Stopping at all times' restriction outside #19 Patricia Avenue.
Puutikitiki Street	Gazette existing parking restrictions by: <ul style="list-style-type: none"> • Installation of 5m 'No Stopping at all times' restriction outside #8 Beale Street. • Installation of 10m 'No Stopping at all times' restriction outside #2-4 Puutikitiki Street. • Installation of 10m 'No Stopping at all times' restriction outside #47 Anzac Parade
Robert Grigg Place	Improve traffic operations and provide unobstructed access to properties by: <ul style="list-style-type: none"> • Installation of 75m 'No Stopping at all times' restriction starting outside #17 Patricia Avenue and ending outside #6 Robert Grigg Place. • Installation of 20m 'No Stopping at all times' restriction starting outside #19 Patricia Avenue and ending outside #4 Robert Grigg Place. • Installation of 10m 'No Stopping at all times' restriction outside #17 Patricia Avenue.
Seddon Road	Provide parking for mobility permit holders by:

	<ul style="list-style-type: none"> • Installation of 5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road. • Installation of 5m 'Parking – Mobility Card Holders – All day' outside Seddon Park. • Installation of 5m 'Parking – Mobility Card Holders – P120' outside Seddon Park. • Installation 5m 'No Stopping' restriction outside Seddon Park. • Rescind 10.5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.
St Pauls Road	<p>Intersection safety improvements by:</p> <ul style="list-style-type: none"> • Installation of 30m 'No Stopping at all times' restriction outside #2 St Pauls Road. • Installation of 35m 'No Stopping at all times' restriction outside #1B St Pauls Road.
Transport Centre	<p>Support project works by:</p> <ul style="list-style-type: none"> • Rescinding 37.5m 'Parking - Taxi Stand - At All Other Times' restriction. • Rescinding 20m 'Parking - P15 - 8:00AM-6:00PM - Mon-Fri' restriction. • Rescinding 4m 'Parking - Car Share Only - At All Times' restriction. • Rescinding 11m 'Parking - Mobility Card Holders - P120' restriction. • Rescinding 9m 'P30 Shuttle Only Parking - At All Times' restriction. • Rescinding 6m 'Parking – Motorcycle Only - At All Times' restriction. • Rescinding 4.5m 'Loading Zone - 10 min - At all Times' restriction. • Rescinding 17m 'Parking - P15 - 8:00AM-6:00PM - Mon-Fri' restriction. • Rescinding 41.5m 'Parking - P15 - 8:00AM-6:00PM - Mon- Fri' restriction. • Installation of 24m 'Parking - P5 - At All Times' restriction. • Installation of 12m 'Parking – Taxi Stand – At All Times' restriction. • Installation of 8m 'Parking – Mobility Card Holders – P30' restriction. • Installation of 8m 'Parking – Loading Zone – Goods & Services - P10 - At All Times' restriction.
Tristram Street	<p>Remove redundant bus stop by:</p> <ul style="list-style-type: none"> • Rescinding 15m 'Bus Stop' outside Seddon Park.
Urlich Avenue	<p>Improve traffic safety at an intersection by:</p> <ul style="list-style-type: none"> • Installation of 35m 'No Stopping at all times' restriction starting outside #139 Ohaupo Road and ending outside #8 Urlich Avenue. <p>Gazette existing parking restrictions by:</p> <ul style="list-style-type: none"> • Rescinding 27m 'No Stopping at all times' restriction outside #1 Urlich Avenue. • Installation of 45m 'No Stopping at all times' restriction outside #1 Urlich Avenue. • Rescinding 30m 'P10 – 8am-6pm – Mon-Sun' restriction outside

	<p>#8 Ulrich Avenue.</p> <ul style="list-style-type: none">• Installation of 20m 'P10 – 8am-6pm – Mon-Sun' restriction outside #8 Ulrich Avenue.
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c) approves the following changes to the Traffic Bylaw 2021 registers:

i. Removal from Special Vehicle Lanes Register - Part 2 – Bus Lanes register

Street Name (Location)	Description
<u>Kairokiroki Drive</u>	<p><u>(i) 'Bus Lane At All Times' on Kairokiroki Drive progressing 900m in Northbound direction starting outside #245 Peacockes Road and ending at the intersection with Cobham Drive.</u></p> <p><u>(ii) 'Bus Lane At All Times' on Kairokiroki Drive progressing 770m in Southbound direction starting at the intersection with Cobham Drive and ending outside #261 Peacockes Road.</u></p>

ii. Addition to Special Vehicle Lanes Register - Part 3 – Transit Lanes register

Street Name (Location)	Description
<u>Kairokiroki Drive</u>	<p><u>(i) 'Transit Lane – T2 - At All Times' on Kairokiroki Drive progressing 900m in Northbound direction starting outside #245 Peacockes Road and ending at the intersection with Cobham Drive.</u></p> <p><u>(ii) 'Transit Lane – T2 - At All Times' on Kairokiroki Drive progressing 770m in Southbound direction starting at the intersection with Cobham Drive and ending outside #261 Peacockes Road.</u></p>

ii. Update to Metered Parking Places and Zone Parking Register –
'CBD Commuter Parking' (All Day Paid Parking)

Location	Description
Tristram Street	4. Installation of <u>90-105m</u> 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Seddon Park.

Deputy Mayor O’Leary joined the meeting (9.56am) during the discussion of the above item. She was present when the matter was voted on.

The meeting was declared closed at 10.17am.

Council Report

Item 5

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 15 August 2024

Author: Robyn Denton

Authoriser: Tania Hermann

Position: Network and Systems Operations Manager

Position: Operate & Maintain Unit Director

Report Name: Parking Restriction and Traffic Bylaw Changes

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

1. To seek approve from the Traffic, Speed Limit and Road Closure Hearings Panel for the proposed changes to traffic controls throughout Hamilton City.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - a) receives the report;
 - b) approves the changes to parking restrictions and controls as set out in the table below:

Locatio (Street Name)	Amendments to current restrictions
Aberfoyle Street	1. Installation of 10m 'P10 - 8:00am-6:00pm - Mon-Sun' restriction outside #1 Aberfoyle Street.
Beale Street	1. Installation of 15m 'No Stopping – at all times' restriction outside #11 Beale Street. 2. Installation of 25m 'No Stopping – at all times' restriction outside #30 Beale Street.
Baverstock Road	1. Installation of 5m 'No Stopping – at all times' restriction outside #2 Manawaroa Close. 2. Installation of 5m 'No Stopping – at all times' restriction outside #167 Baverstock Road.
Collingwood Street	1. Rescinding 19m 'Bus Stop' outside #2 Collingwood Street. 2. Rescinding 34m 'Bus Stop' outside #237 Victoria Street and #7 Collingwood Street. 3. Installation of 20m 'P\$ - CBD Zone Parking' outside #2 Collingwood Street. 4. Installation of 35m 'P\$ - CBD Zone Parking' outside #237 Victoria Street and #7 Collingwood Street.
Crawford Street	1. Installation of 20m 'No Stopping – at all times' restriction outside Qube Hamilton. 2. Installation of 15m 'No Stopping – at all times' restriction outside #98 Crawford Street.

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	<ol style="list-style-type: none"> 3. Installation of 70m 'No Stopping – at all times' restriction outside #100 Crawford Street. 4. Installation of 90m 'P5 – at all times' restriction outside Qube Hamilton.
Gallagher Drive	<ol style="list-style-type: none"> 1. Rescinding 14m 'No Stopping – at all times' restriction outside #36 Gallagher Drive. 2. Installation of 20m 'No Stopping – at all times' restriction outside #36 Gallagher Drive.
Grey Street	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping – at all times' restriction outside #11 Beale Street. 2. Installation of 5m 'No Stopping – at all times' restriction outside #666 Grey Street. 3. Installation of 15m 'No Stopping – at all times' restriction starting outside #668 and ending outside #676 Grey Street.
Higgins Road	<ol style="list-style-type: none"> 1. Installation of 10m 'P60 – 8:00am-6:00pm – Mon-Fri' restriction outside #1/87 Higgins Road. 2. Installation of 5m 'P60 – 8:00am-6:00pm – Mon-Fri' restriction outside #2/87 Higgins Road. 3. Installation of 30m 'No Stopping – at all times' restriction outside #4/87 Higgins Road. 4. Installation of 10m 'No Stopping – at all times' restriction outside #352 Kahikatea Drive. 5. Installation of 10m 'No Stopping – at all times' restriction outside #355 Kahikatea Drive. 6. Installation of 10m 'No Stopping – at all times' restriction outside #357 Kahikatea Drive.
Kahikatea Drive	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping – at all times' restriction outside #352 Kahikatea Drive. 2. Installation of 10m 'No Stopping – at all times' restriction outside #355 Kahikatea Drive. 3. Installation of 10m 'No Stopping – at all times' restriction outside #357 Kahikatea Drive. 4. Installation of 10m 'No Stopping – at all times' restriction outside #4/87 Higgins Road. 5. Installation of 25m 'P5 – 8:00am-6:00pm – Mon-Fri' restriction outside #5/87 Higgins Road.
Livingstone Avenue	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping – at all times' restriction outside #61 Waimarie Street.
Manawaroa Close	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping – at all times' restriction outside #167 Baverstock Road. 2. Installation of 5m 'No Stopping – at all times' restriction starting outside #2 Manawaroa Close. 3. Installation of 15m 'No Stopping – at all times' restriction starting outside #6 Manawaroa Close. 4. Installation of 70m 'No Stopping – at all times' restriction starting outside #6 and ending outside #11 Manawaroa Close. 5. Installation of 30m 'No Stopping – at all times' restriction starting outside #167 Baverstock Road and ending outside #9 Manawaroa Close.
Maui Street	<ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping – at all times' restriction outside Gate #3 at #69 Maui Street. 2. Installation of 15m 'No Stopping – at all times' restriction outside Gate #4 at #69 Maui Street. 3. Installation of 15m 'No Stopping – at all times' restriction outside Gate #5 at

	#69 Maui Street.
Memorial Drive	<ol style="list-style-type: none"> 1. Rescinding 32m 'P180 – 8:00am-6:00pm – Mon-Sat' restriction outside Parana Park, opposite #90 Memorial Drive. 2. Installation of 30m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside Parana Park, opposite #90 Memorial Drive. 3. Installation of 15m 'P10 – 8:00am-6:00pm – Mon-Sun' restriction outside Parana Park, opposite #76 Memorial Drive.
Myrtle Street	<ol style="list-style-type: none"> 1. Installation of 5m 'No Stopping – at all times' restriction outside #12 Myrtle Street.
Rawhiti Street	<ol style="list-style-type: none"> 1. Rescinding 14m 'Bus Stop' restriction outside #10 Rawhiti Street. 2. Rescinding 17m 'Bus Stop' restriction outside #17 Rawhiti Street. 3. Installation of 15m 'P60 – 8:00am-6:00pm – Mon-Sun' restriction outside #10 Rawhiti Street. 4. Installation of 15m 'P60 – 8:00am-6:00pm – Mon-Sun' restriction outside #17 Rawhiti Street.
Rifle Range Road	<ol style="list-style-type: none"> 1. Installation of 5m 'P10 - 8:00am-6:00pm - Mon-Sun' restriction outside #82B Rifle Range Road. 2. Installation of 10m 'P10 - 8:00am-6:00pm - Mon-Sun' restriction outside #90A Rifle Range Road.
Seddon Road	<ol style="list-style-type: none"> 1. Rescinding 16m 'Bus Stop' restriction outside Circus Park on Seddon Road. 2. Rescinding 15m 'Bus Stop' restriction outside #29 Seddon Road. 3. Rescinding 46m 'P120 - 8:00AM-6:00PM - Mon-Fri' restriction starting outside #49 and ending outside #65 Seddon Road. 4. Rescinding 120m 'No Stopping – at all times' restriction starting outside #17 and ending outside #27 Seddon Road. 5. Installation of 5m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #27 Seddon Road. 6. Installation of 10m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #29 Seddon Road. 7. Installation of 10m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #35 Seddon Road. 8. Installation of 5m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #37 Seddon Road. 9. Installation of 20m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction starting outside #43 and ending outside #45 Seddon Road. 10. Installation of 30m 'P120 - 8:00AM-6:00PM - Mon-Fri' restriction starting outside #49 and ending outside #65 Seddon Road. 11. Installation of 5m 'P120 - 8:00AM-6:00PM - Mon-Fri' restriction outside #49 Seddon Road. 12. Installation of 80m 'No Stopping – at all times' restriction starting outside #17 and ending outside #21 Seddon Road. 13. Installation of 15m 'No Stopping – at all times' restriction starting outside #21 and ending outside #25 Seddon Road. 14. Installation of 15m 'No Stopping – at all times' restriction starting outside #25 and ending outside #27 Seddon Road. 15. Installation of 15m 'No Stopping – at all times' restriction starting outside #29 and ending outside #35 Seddon Road. 16. Installation of 10m 'No Stopping – at all times' restriction starting outside #35 and ending outside #37 Seddon Road. 17. Installation of 15m 'No Stopping – at all times' restriction starting outside #37 and ending outside #43 Seddon Road.
Teddy Street	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping – at all times' restriction starting outside

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	#2/1217 and ending outside #3/1217 Victoria Street.
Tuhikaramea Road	<ol style="list-style-type: none"> 1. Rescinding 15m 'No Stopping – at all times' restriction starting outside #132 and ending outside #134B Tuhikaramea Road. 2. Installation of 20m 'No Stopping – at all times' restriction starting outside #132 and ending outside #134B Tuhikaramea Road.
Victoria Street	<ol style="list-style-type: none"> 1. Rescinding 22m 'Bus Stop' restrictions starting outside #30 Victoria Street and ending outside #44 Victoria Street. 2. Rescinding 13m 'Bus Stop' restrictions outside #33 Victoria Street. 3. Rescinding 19m 'Bus Stop – 6:00pm-8:00am' restrictions outside #99 Victoria Street. 4. Rescinding 20m 'Bus Stop' restrictions outside #171 Victoria Street. 5. Rescinding 8m 'Loading Zone – P15 – at all times' restrictions outside #109 Victoria Street. 6. Installation of 10m 'Loading Zone – P15 – 8:00am-6:00pm – Mon-Sun' restrictions outside #109 Victoria Street. 7. Installation of 20m 'P\$ - CBD Zone Parking' starting outside #30 Victoria Street and ending outside #44 Victoria Street. 8. Installation of 10m 'P120 – 8:00am-6:00pm – Mon-Sat' outside #33 Victoria Street. 9. Installation of 20m 'Parking - Coach Only – 6:00pm-8:00am – Mon-Sun' restriction outside #99 Victoria Street. 10. Installation of 25m 'No Stopping – at all times' restriction starting outside #161 and ending outside #171 Victoria Street.
Waimarie Street	<ol style="list-style-type: none"> 1. Rescinding 22m 'No Stopping – at all times' restriction outside #48 Waimarie Street. 2. Installation of 20m 'No Stopping – at all times' restriction outside #48 Waimarie Street. 3. Installation of 5m 'No Stopping – at all times' restriction outside #48 Waimarie Street. 4. Installation of 10m 'No Stopping – at all times' restriction starting outside #53 and ending outside #57 Waimarie Street. 5. Installation of 10m 'No Stopping – at all times' restriction outside #61 Waimarie Street.

c) approves the following changes to the Traffic Bylaw 2021 registers:

- i. update the Heavy Traffic Prohibitions Register (Part 6 B – Higher Productivity Motor Vehicles – approved routes) map with the following changes to come into effect following the opening of the new Peacocke river bridge is opened:
 - a. Rescind Peacockes Road between Kairokiroki Drive and Raynes Road.
 - b. Rescind Raynes Road between Ohaupo Road (SH3) and Peacockes Road.
 - c. Addition of Peacockes Road between Waiora Terrace (HCC Water Treatment Plant) and Kairokiroki Drive.
 - d. Addition of Kairokiroki Drive between Peacockes Road and Cobham Drive (SH1C).
- ii. update the Heavy Traffic Prohibitions Register (Part 6 B – Higher Productivity Motor Vehicles – approved routes) map with the following changes to come into effect immediately:
 - a) Harakeke Road from Ruakura Road to Tauhoko Lane

- iii. update metered Parking Place and Zone Parking Register – ‘P\$ CBD Zone Parking’ by making the following changes to the descriptions within Part 1 of the register:

Part 1 – <u>First 2 hours of</u> parking in metered spaces within the CBD (<u>P\$ CBD Zone Parking</u>)	
<u>The parking changes within the CBD were agreed at the 1 June 2017 meeting of Council, and approved by Regulatory and Hearings Committee on 31 August 2017.</u>	
<u>The two hours of free on-street parking will be reduced to one hour in October 2024, until July 2026.</u>	
CBD Parking Restrictions be imposed at these locations on the following basis:	
i.	<u>Free Parking at all metered spaces for the first 2 hours to apply 8am to 8pm, Monday to Saturday only.</u>
ii.	<u>After the first 2 hours the prescribed fee per hour thereafter must be paid.</u>
iii.	<u>Sundays and public holidays have no fees.</u>
i.	<u>Free Parking at all metered spaces for the first 1 hour to apply 8am to 8pm, Monday to Saturday only from October 2024 until July 2026.</u>
ii.	<u>The prescribed fee will be as per the fees and charges schedule (available on HCC webpage).</u>
iii.	<u>Payment will be via the PayMyPark app and/or Kiosk Payment machines only.</u>
iv.	<u>Demand Responsive Pricing fee is applicable.</u>
v.	<u>Sunday and public holidays have weekend rates.</u>

- iv. update metered Parking Place and Zone Parking Register – Part 2 – ‘CBD Commuter Parking’ (All Day Paid Parking) by the addition of the following:

Location (Street Name)	Description
<u>Seddon Road</u>	<ol style="list-style-type: none"> <u>Installation of 100m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Seddon Park.</u> <u>Installation of 25m ‘All Day Paid Parking’ restriction on the west side of Seddon Road, starting outside #63 and ending outside #67 Seddon Road.</u> <u>Installation of 65m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Seddon Park.</u> <u>Installation of 85m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Seddon Park and Circus Park.</u> <u>Installation of 10m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Noris Ward Park.</u> <u>Installation of 40m ‘All Day Paid Parking’ restriction on the east side of Seddon Road, outside Norris Ward Park.</u>
<u>Ward Street</u>	<ol style="list-style-type: none"> <u>Installation of 40m ‘All Day Paid Parking’ restriction on the north side of Ward Street opposite Hamilton Girls High School.</u>

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping and time restrictions and bus stops; and
 - ii. changes to a register of the Traffic Bylaw:
 - a) Heavy Traffic Prohibitions Register Part 6: B – Higher Productivity Motor Vehicles – approved routes.
 - b) Metered Parking Place and Zone Parking Register Part 1 – ‘P\$ CBD Zone Parking’
 - c) Metered Parking Places and Zone Parking Register Part 2 – ‘CBD Commuter Parking’ (All Day Paid Parking)
4. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses, or staff
5. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils (HCC) commitment to road safety and provision of genuine travel choices in its eight objectives.
6. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1** along with a schedule of changes in **Attachment 2**.
7. Targeted consultation has been completed for all proposed changes and generally there is support for these. Where negative feedback has been received, further information is provided in the report.
8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council’s legal requirements.

Background - *Koorero whaimaarama*

9. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g., banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes, cycle paths, bus lanes and transit lanes; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
10. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
11. The refreshed Access Hamilton Strategy (adopted at the [9 August 2022](#) Infrastructure Operations Committee meeting) reconfirmed Hamilton City Councils commitment to road safety and providing genuine travel choices on the transport network.

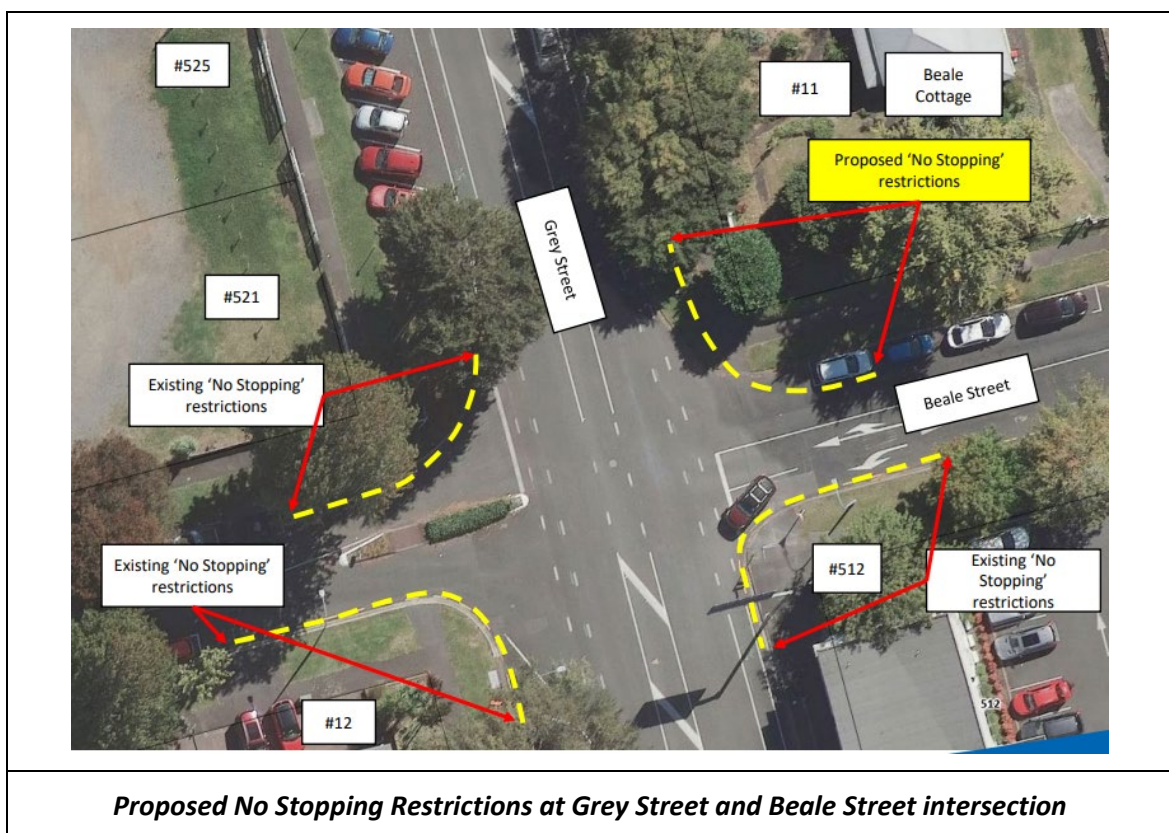
12. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns.
13. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or transport renewal and capital improvement projects.

Parking Restriction Changes

14. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in Attachment 1 along with a schedule of changes in Attachment 2.
15. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. In general, the feedback received was positive and supportive of the proposed changes.
16. For locations where there was negative feedback received or locations where there is likely to be a higher degree of public interest further information is included below.

Proposed Parking Restriction on Grey Street at Beale Street intersection

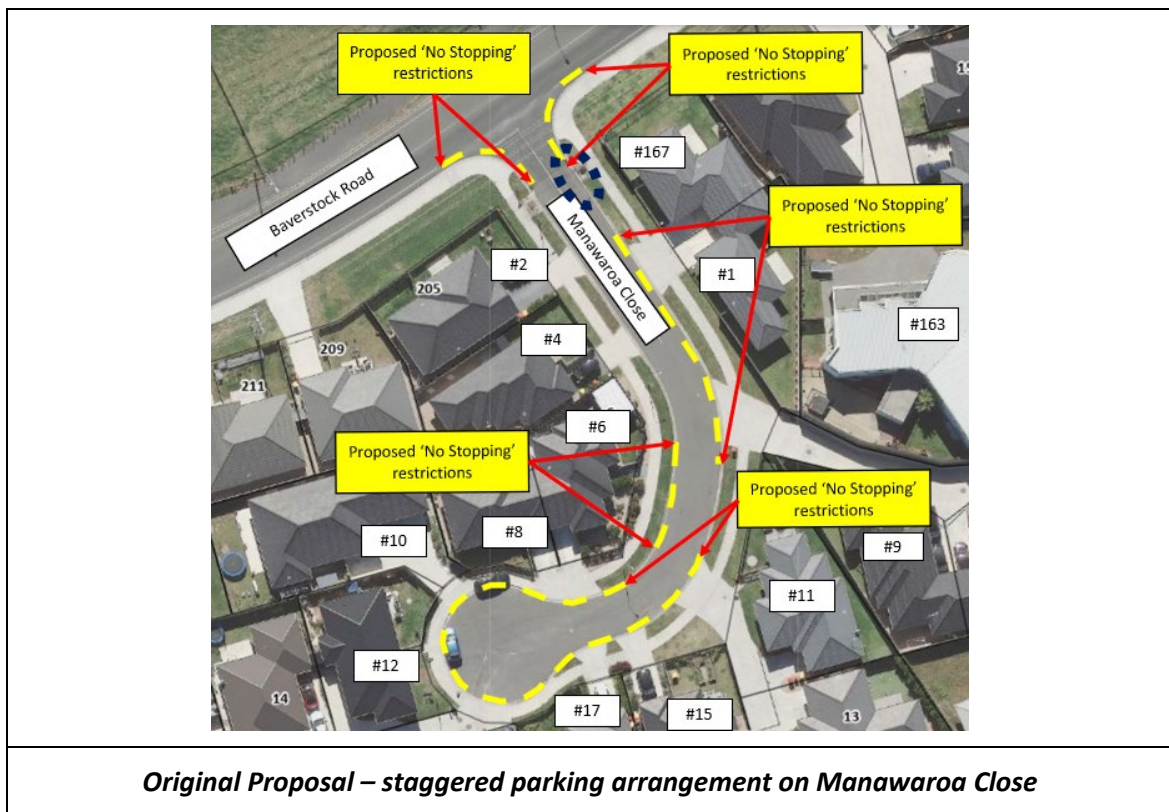
17. In response to a customer request forwarded by an Elected Member, a review of the visibility for traffic exiting Beale Street (east) onto Grey Street was undertaken.
18. It was determined that safety would be improved if a section of No Stopping restriction was added to Grey St and this was consulted upon with the adjacent properties as set out in the plan below:



19. There was no feedback received and staff are recommending that the proposed No Stopping restriction be approved.

Proposed parking restriction changes on Manawaroa Close

20. Staff received a request for installation of 'no stopping – at all times' restriction from a resident on Manawaroa Close to provide unobstructed access to properties and improve traffic movement.
21. Staff observed from site investigations that vehicles were parked with wheels on the road and on the footpaths, in the berm, in the cul-de-sac and on both sides of the road creating an obstruction for movement of vehicles (including rubbish and recycling vehicles) on the road and pedestrians on the footpaths. The width of the road is not wide to encourage parking on both sides of the street.
22. Staff dropped off flyers to educate residents to park better and Council's Parking Team monitored the streets for enforcement activity. These activities did not improve the parking behaviour and it has become a challenge for the Parking Team due to a lack of formal parking restrictions to restrict vehicles from parking without consideration for traffic flow and safety of other road users.
23. Staff consulted on a proposal for staggered parking arrangement and parking restrictions on the cul-de-sac to improve parking behaviour as shown in the plan below. These restrictions will improve parking activity and provide the necessary legal restrictions to assist the Parking Team with enforcement activity.

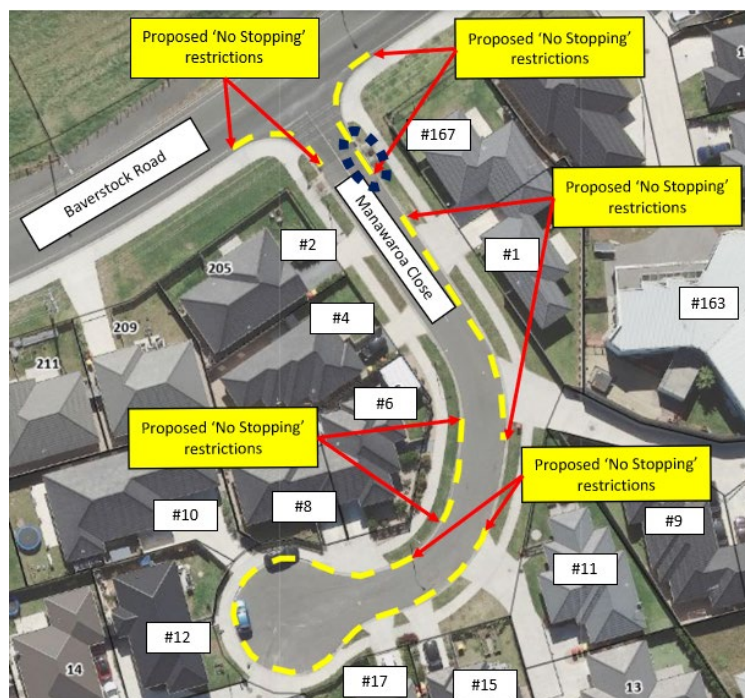


24. Staff consulted on the proposal in June 2024 with the residents on the street. The feedback received and staff responses are shown in the table below:

Feedback submitted	Staff Response
Manawaroa Close is a very narrow road and there is always cars parked at all times both sides of the road - making it so narrow that you can only squeeze through the gap one way - would like yellow no stopping/parking lines painted one whole length of one side of the	Staff dropped off flyers to educate residents to park better and Council's Parking Team monitored the streets for enforcement activity. These activities did not improve the parking behaviour and is a challenge for the parking team due to lack of parking

<p>road to stop this problem.</p> <p>The resident lives at the end down a long driveway and is sick of people parking rudely so that you have no visibility around the bend and have to squeeze through the gap - said people park so close to driveway edges and sometimes overhang causing some of the residents to put bricks out at their edging to stop this happening.</p> <p>Cars were legally parked but was narrow could only squeeze through the gap he said. Mentioned the rubbish truck struggles to go down the street.</p> <p>They requested for yellow lines.</p>	<p>restrictions to restrict vehicles from parking without consideration for traffic flow and safety of other road users.</p> <p>Staff proposed a staggered parking arrangement and parking restrictions on the cul-de-sac to improve parking behaviour. These restrictions will improve parking activity and provide the necessary legal restrictions to assist the parking team with enforcement activity.</p> <p>A staggered parking arrangement is proposed rather than parking restrictions on one-side of the road in order to create a traffic calming measure to control traffic operating speeds on this residential street.</p>
<p>There appears to be an oversight on road markings outside #167 Baverstock Road and #2 Manawaroa Close.</p> <p>If two cars were parked in the unmarked areas it would be impossible for any vehicle, let alone a refuse truck, to enter or leave the close.</p> <p>I propose a continuation of yellow lines outside #167 Baverstock Road in order to overcome this problem.</p>	<p>Staff amended the proposal and extended the proposed 'No Stopping at all times' restriction outside #167 Baverstock Road.</p>
<p>HCC Rubbish & Recycling team expressed support on the proposal, to aid rubbish and recycle collection.</p>	<p>Acknowledged feedback.</p>

25. Based on the feedback received, an amended proposal was developed that had an additional length of No Stopping Restriction added outside #167 Baverstock Road within Manawaroa Close.



Amended proposal with extension of proposed 'no stopping' restriction outside #167 Manawaroa Close.

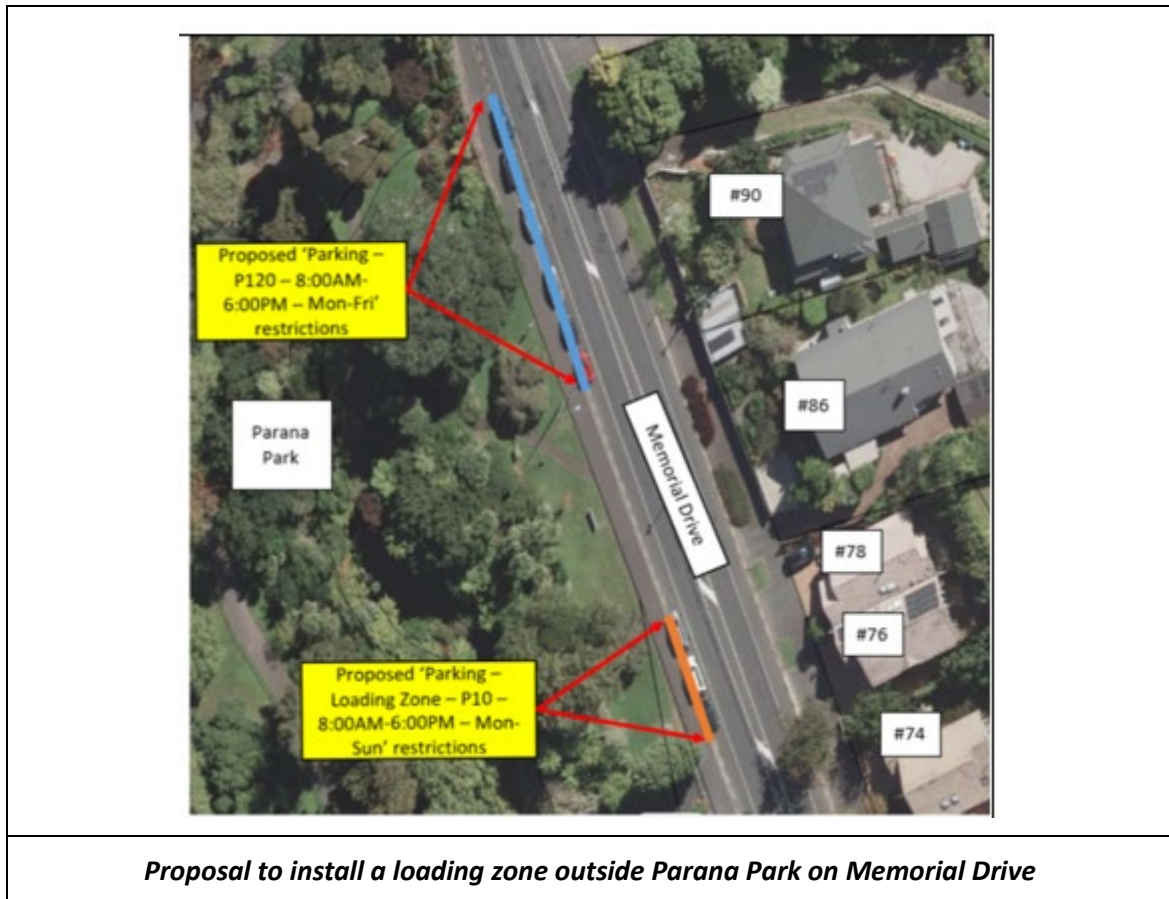
26. A copy of the amended proposal was shared with feedback submitters. The feedback received and staff responses are in the table below:

Feedback submitted	Staff Response
I see there's still a gap in front of our property - I've outlined it in blue below. I assume this is just an error in the illustration? Ideally it would go right across to allow traffic to freely flow down the road.	The proposal is designed to allow for a vehicle to park outside #167 Baverstock Road on Manawaroa Close to create a traffic calming measure and slow down the vehicles entering the street. Staff are keen to have this in place for a while to see how it works but if necessary, additional No Stopping restrictions can be installed if problems are observed.

27. Staff recommend approval of the amended proposal of restriction changes as illustrated above.

Proposed Parking Restriction changes on Memorial Drive (outside Parana Park)

28. Staff received a request from an elderly user of the park. They indicated that they feel bad for a lot of the rest home drivers and mobility vans that can't access Parana Park due to all the Memorial Drive parking spots being taken up by people using them all day.
29. Staff contacted the customer to understand their concerns and came up with a solution to this address these issues.
30. Staff consulted on a proposal to install a loading zone (P10, Mon-Sun, 8am-6pm) outside Parana Park on Memorial Drive as shown below:



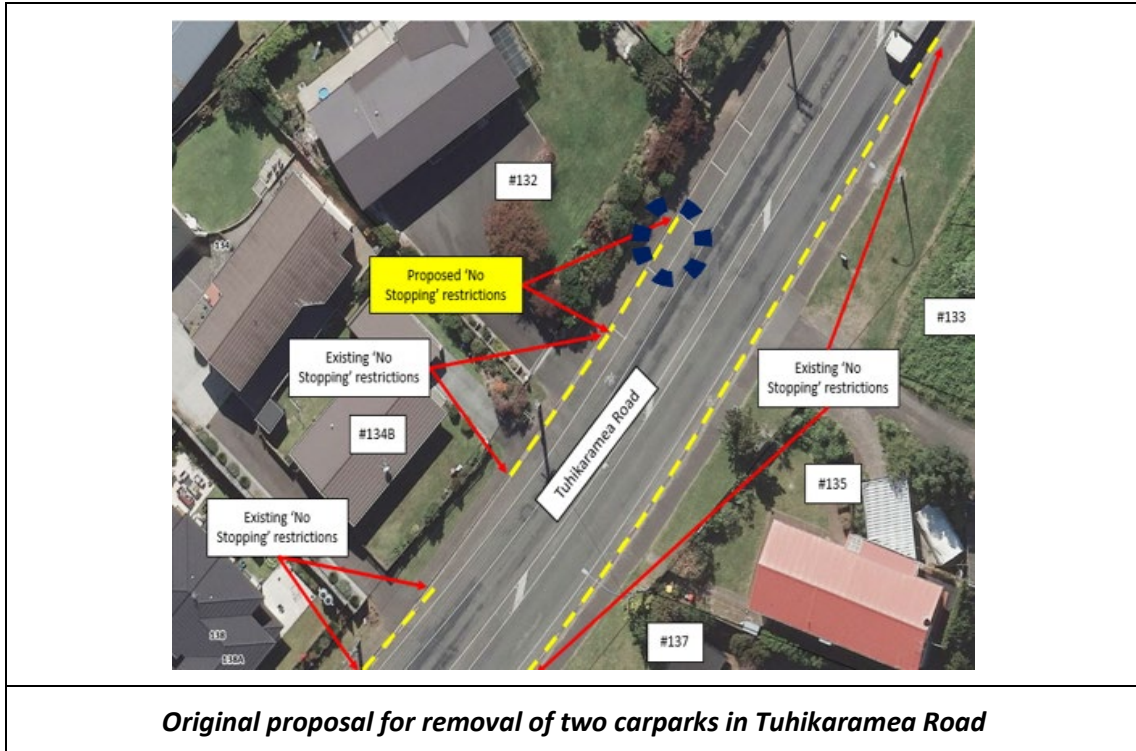
31. The consultation letter was released to 49 properties and received an objection from 1 resident. The feedback received and staff response is show below.

Feedback Submitted	Staff Response
We are a large family living opposite Parana Park. We have multiple vehicles parked at the property day and night. When family and friends visit, they often park their vehicles in available spaces on Memorial Drive. The proposed parking changes will adversely affect their ability to do so. For that reason we oppose the proposed further parking restrictions.	The three carpark spaces which are proposed to be replaced with the loading zone are currently zoned as commuter all day parking. Proposed restriction changes for installation of a loading bay outside Parana Park, only during the day, will benefit visitors to the park.

32. Staff recommend approval of proposed restriction changes.

Proposed Parking Restriction changes on Tuhikaramea Road

33. Background: A resident on Tuhikaramea Road contacted HCC requesting for an extension of existing 'no stopping – at all times' restriction outside their property to improve sight lines and access to their property. They indicated the situation was created due to a large vehicle parking outside their property obstructing the sight lines from their driveway.
34. Staff consulted on a proposal for extension of the existing 'no stopping – at all times' restriction outside #132 Tuhikaramea Road as shown in the plan below.

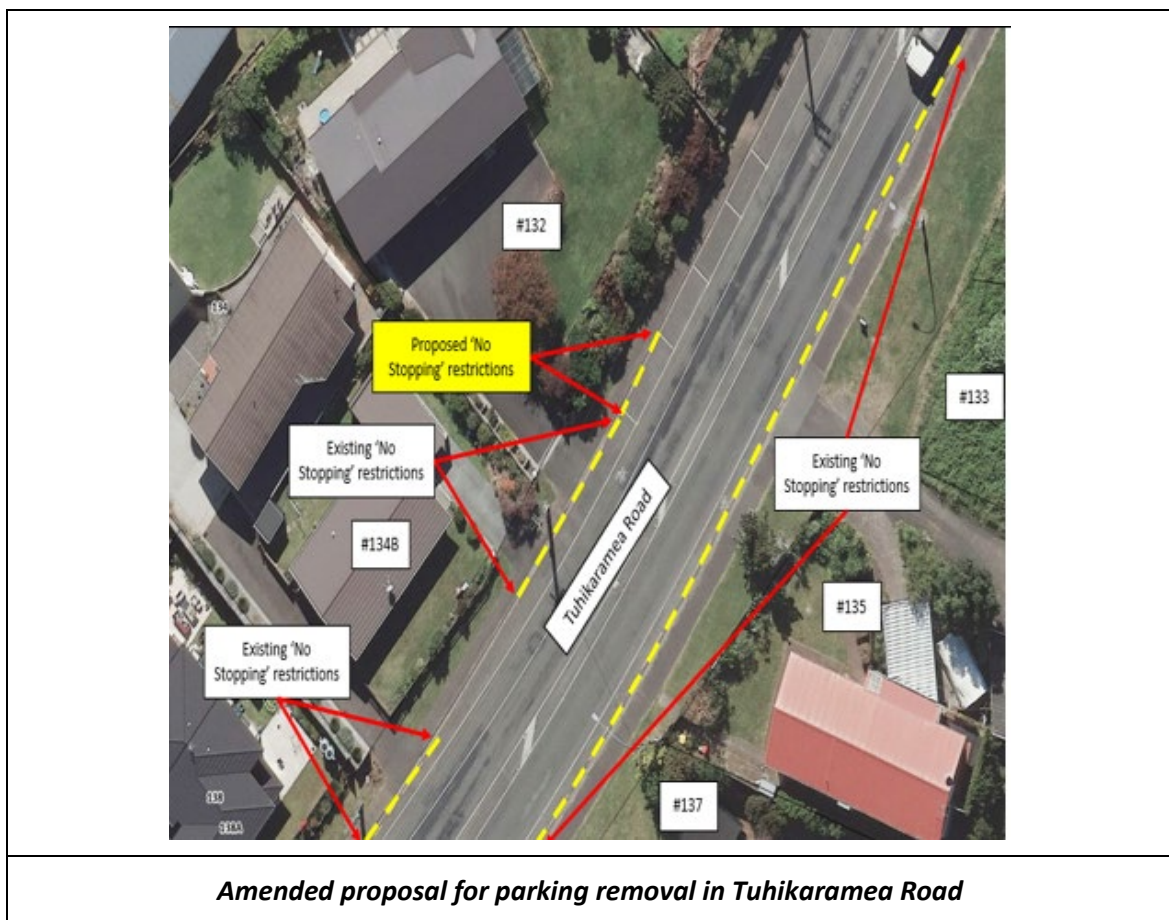


35. Staff consulted on the proposal in June 2024 with the affected properties on the street. The feedback received and staff responses are shown in the table below:

Feedback submitted	Staff Response
Would it be possible to have the two parks nearest our driveway removed and yellow lines painted.	<p>Having visited the site on numerous occasions during the re-surfacing works I appreciate that visibility is quite restricted by the large vehicle parking close to your driveway.</p> <p>Staff are unable to simply paint broken yellow lines on the road and there are formal procedures to follow which involves taking the request to the Council's traffic panel.</p> <p>A proposal for extended no stopping lines will be prepared for consultation.</p>
<p>On street carparking spaces outside #132 and #143 Tuhikaramea Rd are going to be removed.</p> <p>The feedback submitter has Parkinsons Disease and regularly uses these spaces to park close to his house to put his car in if he has tradesman etc wanting to come to his house re space</p>	<p>The proposed restriction changes will provide sufficient visibility for the owners of #132 to exit their driveway as a truck is persistently parking in the end spot blocking their sightlines.</p> <p>Each time HCC transport engineers inspected</p>

<p>available off street - yellow lines everywhere else would mean he would have to park far too far away from his house to walk back to it.</p>	<p>the location, apart from the truck, the spaces have been empty. It was noted that this might be different overnight.</p> <p>Staff contacted the feedback submitter who uses a walker and on-street parking spaces at night and late afternoon.</p> <p>Upon consultation, it is understood that removal of two parking spaces will create an inconvenience to adjacent property owners.</p>
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36. Based on the feedback, an amended proposal was developed as shown in the plan below to take away the **one** car parking space closest to #132 Tuhikaramea Road.



37. The following feedback was received in response to the revised proposal and staff were thanked for the changes that were made.

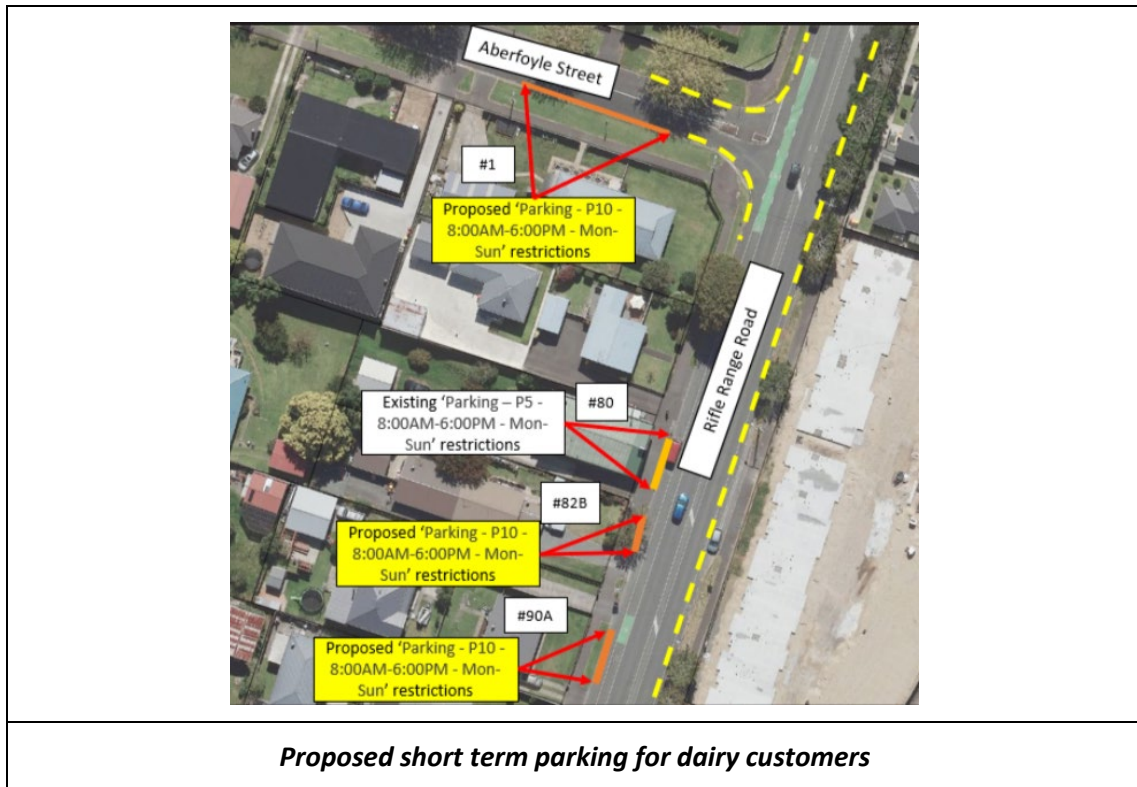
Feedback submitted	Staff Response
As per chat today. Please go ahead with the proposed changes. Preferably we would like to have no parking outside our address re the busy road, lack of space for both cycle lane and parking with limited visibility a power pole, busy road and slight bend.	Staff acknowledged feedback received.

38. Staff recommend approval of the amended proposal for parking restriction changes as illustrated above.

Proposed Parking Restriction changes on Rifle Range Road and Aberfoyle Street (CERF Project)

39. The CERF project at Rifle Range Road is due to be completed in early August 2024. The project received macroscopic approval by the Infrastructure and Transport Committee on [21 September 2023](#).
40. Construction of the project commenced in January 2024. As work has steadily progressed along the road, the owner of the Rifle Range Road Dairy raised concerns about the impact on parking in the vicinity of his shop. Following several site meetings to observe the situation and meetings with the dairy owner, staff investigated changes to parking outside the dairy.
41. The following actions relating to parking have been agreed to:
 - a. Investigate options for parking opposite the Rifle Range Road Dairy.
 - b. Investigate extension of time restricted parking zone on Rifle Range Road.
 - c. Investigate options for a loading zone on Rifle Range Road.
 - d. Investigate options for time restricted parking and/or loading zones on Aberfoyle Street.
42. An investigation into parking opposite the dairy confirmed there is no safe and practical option available. A written response has been provided to the dairy owner advising there is insufficient space at this location to safely provide for a parking layby. It should be noted the parking that used to be in place opposite the dairy was unable to be legally used as it was not possible for a vehicle to park in the sub-standard inset bay without obstructing the on-road cycle lane.
43. Staff are proposing to install timed P10 parking on Rifle Range Road and Aberfoyle Street to provide more customer parking options, which will support the existing P5 parking outside the dairy. The proposed P10 parking will operate between the hours of 8am to 6pm from Monday to Sunday. Outside of these hours the parking spaces would be available for residents and visitors to use. Currently these parking areas are available for all day on street parking.
44. Staff have investigated the option of provide a loading zone, however, this will impact the level of roadside parking in the vicinity of the dairy. Site observations have shown delivery vehicles are stopping for relatively short periods of time and using one of the short-term parking spaces to operate from. This approach appears to be working adequately.
45. These proposed parking changes on Rifle Range Road and Aberfoyle Street will be an addition to those already approved for the project at the Traffic, Speed Limit and Road Closure Hearings Panel on [17 October 2023](#).
46. The Panel should note that the property from which the dairy operates is consented for four off-street parking spaces and a loading zone. This was brought to the attention of the dairy owner as an option he may wish to pursue.

47. The proposed parking restriction changes are shown on the aerial photograph below:



48. Feedback from the consultation on the proposed parking changes are detailed in the table below:

Customer feedback	Staff response
We have received feedback from the Dairy owner to provide for more parking options during construction due to loss of car parking opposite the road.	Staff have worked closely with the dairy owner to ensure parking options can be maximised for his customers. Staff have come up with the proposal of adding P10 parking restrictions further along Rifle Range Road and off Aberfoyle Street for customers travelling southbound to support the business as much as we can. Refer to attached document - Rifle Range Road background information for further information regarding engineers decision making and investigation process on the removal of car parking opposite the Dairy.
Regarding the proposed customer parking changes for Rifle Range Dairy I have a question. My wife and I live at Aberfoyle Street and our visitors will be affected by this proposed 10 minute parking restriction. Why do they have to be inconvenienced and have a time restriction imposed on them when there is no impact on the Dairy customers use of the same parking area? The visitors coming here would use only three parking spaces at most but usually	Staff have reviewed feedback from resident residing in Aberfoyle Street regarding the parking restriction changes outside his property. In response we have proposed to reduce the length of the P10 restriction imposed to accommodate for only two vehicles while leaving the rest of the space with no restrictions. The resident

Item 5

only one park and probably come two or three times a day. There is 25 metres plus of road parking space outside our property in Aberfoyle Street sufficient enough for the Dairy customers to use as well as our visitors. We have no objection to the Dairy customers using this area for parking as they have always done this for the 45 years we have lived here. I know that at times the road parking area outside of my address has all parking spots taken usually from caregivers picking up children after school and also if there's a sporting event at Swarbrick Park. If this is the reason for placing a timed parking restriction I suggest that the first two parks have a P10 time limit only and not the complete road side area outside our property so that our visitors can still call in to see us without having a time limit imposed on them

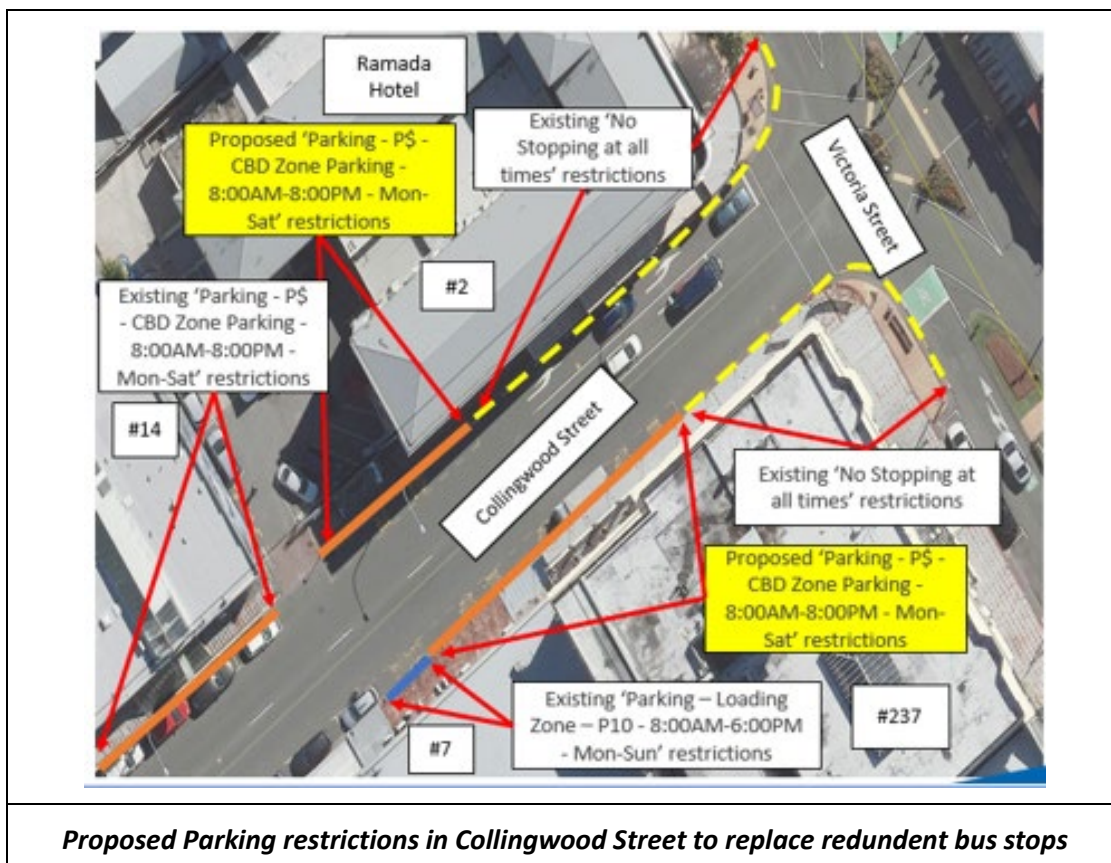
was happy with the changes. Refer to image below:



49. Staff recommend that the parking restrictions be approved noting the shorter length proposed in Aberfoyle Street following customer feedback.

Traffic Restriction changes – Bus Stops

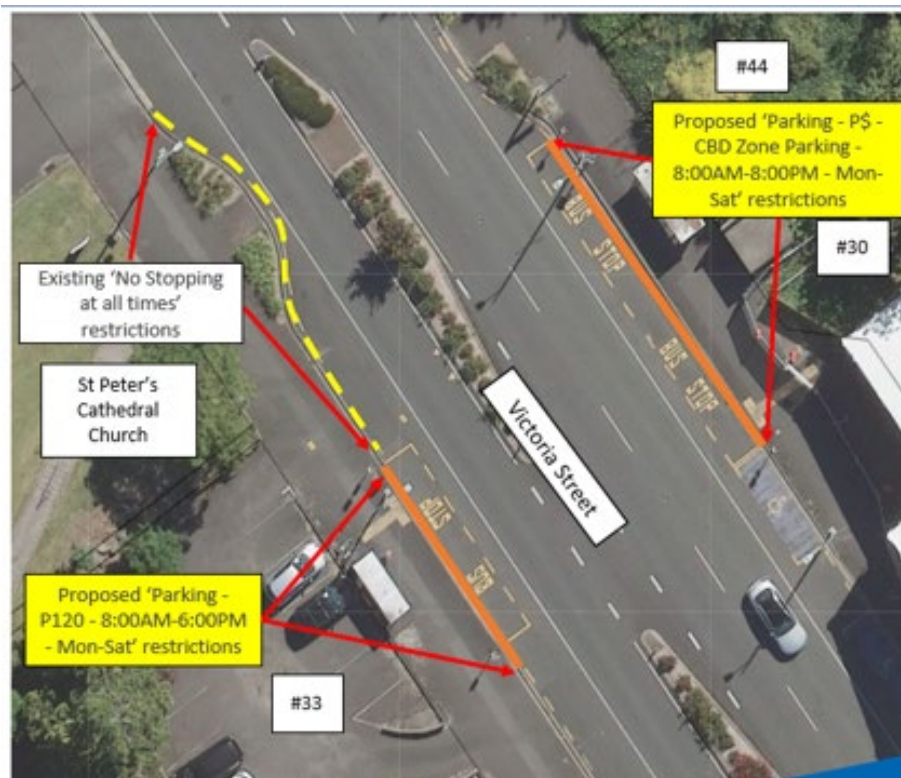
50. Waikato Regional Council (WRC) review their routes regularly and make changes to their network from time to time. When stops are no longer in use, it is not HCC's usual practice to remove them straight away. This enables WRC to make sure the new routes work for all their passengers.
51. This approach also enables staff time to consider what other uses there might be for the redundant bus stops and ensure there is budget available to make any changes to how the street is used.
52. Staff have more recently been discussing the use of the bus stops for the Flex service (night bus) with WRC and they have now consolidated the Flex stops at a few redundant bus stops.
53. Options were considered for bus stops located in Collingwood Street and Victoria Street which included introduction of P\$ CBD Zone restrictions where possible. Several of the bus stop locations are in narrow sections of the road and had operated as 'semi in lane bus stops' and are therefore not considered suitable for having vehicles parked in for extended periods.
54. The following illustrations set out the proposed changes consulted upon for redundant bus stops in Collingwood Street and Victoria Street along with the feedback on the proposals.
55. **Collingwood Street between Alexandra Street and Victoria Street** had bus stops on both sides of the road which are no longer used and are proposed to be changed to the P\$ CBD Zone restrictions.



56. Feedback received on this proposal is set out in the table below along with staff comments.

Feedback received	Staff Responses
<p>I feel that you should introduce 'P120-8:00AM-6:00PM-Mon-Sat' to both of the bus stops in Collingwood Street.</p> <p>Customer responded that they were aware and in acknowledgement LTP, wanted to check if a P120 proposal could replace the redundant bus stops.</p>	<p>Staff informed that the proposed CBD Zone Parking aligns with the approved 2024-34 Long Term Plan and proposed changes coming into effect 1 October 2024.</p>

57. **Victoria Street outside the former Age Concern Building** had bus stops on both sides of the road which are no longer used and are proposed to be changed to the P\$ CBD Zone restrictions.



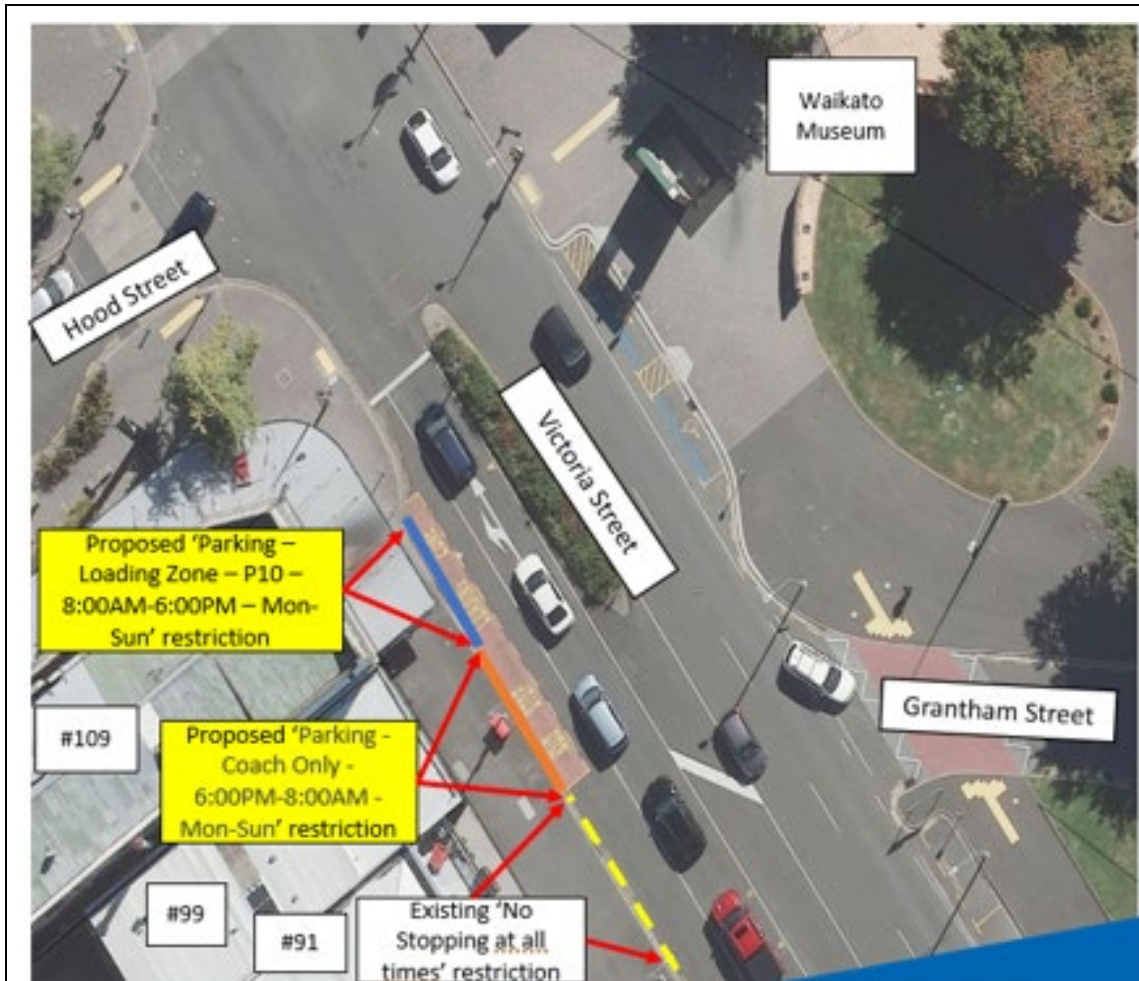
Proposed Parking restrictions in Victoria Street outside the former Age Concern Building to replace redundant bus stops

58. Feedback received on this proposal is set out in the table below along with staff comments.

Feedback received	Staff Responses
<p>I wish to respond to the Proposal for parking restrictions on Victoria Street near St Peter's Cathedral. Removal of the bus stops is not a problem but the onerous hourly charges (\$6/hour) after 2 hours free and lack of affordable daily parking in the vicinity are issues. Judging from the newly vacant parks in this area of Victoria Street, your policy is working and making the area less attractive to visit. An hourly charge of \$2/hour would be</p>	<p>Staff acknowledged feedback received.</p> <p>The proposal includes extension of existing P\$ CBD Zone Parking on the park side of Victoria Street. The proposed CBD Zone Parking aligns with the approved 2024-34 Long Term Plan.</p> <p>The proposal includes extension of existing P120 on the church side of Victoria Street.</p>

acceptable but \$6/hour is not. It is your choice, HCC, but charging usurious parking rates will simply encourage people to work from home or find other alternatives to paying \$36 per day. Closed central city shops and the success of The Base and other shopping malls with free parking show you the future of commerce in central Hamilton if HCC persists down this path.

59. **Victoria Street opposite the Museum** had bus stops on both sides of the road which are no longer used and are proposed to be changed to the P\$ CBD Zone restrictions.



Proposed Parking restrictions in Victoria Street opposite Waikato Museum to replace redundant bus stops

60. Feedback received on this proposal is set out in the table below along with staff comments.

Feedback received	Staff Responses
Just wondering if anyone has actually monitored this area and surrounding areas after 5pm on any night.	Staff acknowledged feedback received.
<p>Last night for example (a quiet Tuesday night, 9th July)</p> <ul style="list-style-type: none"> • 2 cars were parked in the current Bus Stop/Loading zone • 1 car was parked across the driveway behind the park • 1 car was parked in front of the disabled carpark in front of Ray White 	<p>Information has been forwarded to the Parking Enforcement team to investigate options for greater focus in the</p>

- 1 non disabled car was parked in the disabled carpark in front of Ray White.
- Around the corner on Hood St, a car was parked in the first driveway, blocking it.

This is what a normal night looks like in this area. There are always illegally parked cars, blocking driveways, or disabled parks, plus the current bus stop/loading zone.

Whether you call this a bus stop, a loading zone or a Coach Only, it is going to do absolutely nothing without enforcement outside of Councils office hours 9-5pm weekdays.

No Coach is ever going to be able to park in this spot after hours, as it will always be taken with cars! On Thursday Night, Friday Night and weekends it is often worse.

I have tried to ring Council a number of times after hours to get cars removed from our Driveway. I always get a standard answer that outside of office hours, so no council staff are available. That I can't tow the car, as they are illegally parked on the road and not our property.

Tow trucks have refused to tow.

I can ring the Police, but I feel this is waste of Police resources.

When I have asked for a call back from Council parking staff during office hours, I never get a call back.

The Purpose of this change "improve parking facilities for Coaches visiting the Central City". Unfortunately the proposal won't achieve this, as cars will be parked in the parks after hours, meaning Coaches can't park there, and with no enforcement after hours, the cars will continue to park there.

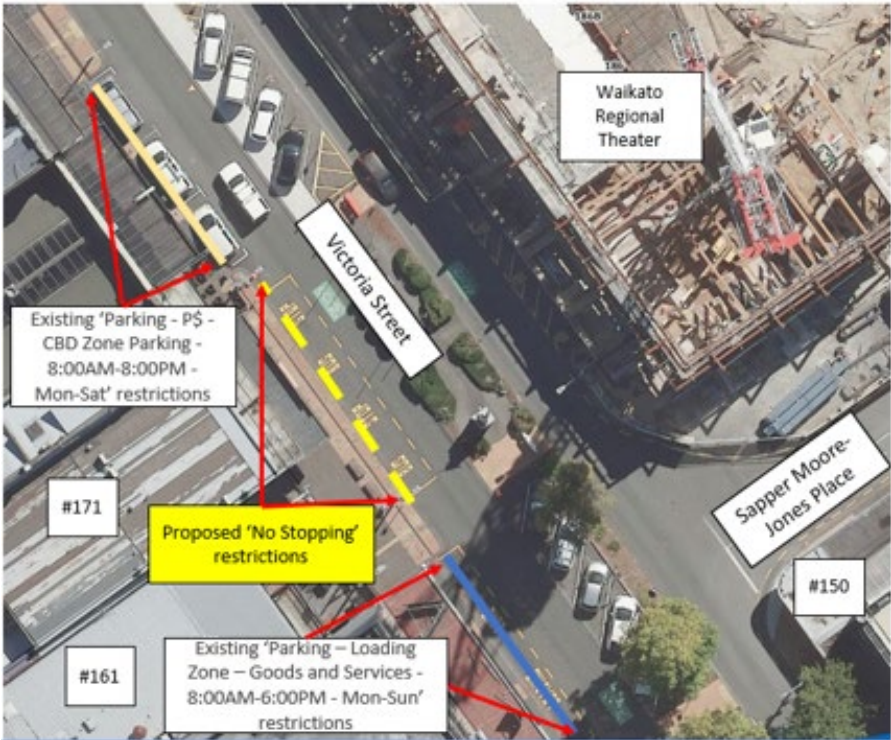
We are also concerned that as the Loading zone/bus stop is always full of cars, that coaches will park across our driveway behind this area. Or stick out past the end of the bus stop/coach parking, and then restrict our access to our driveway. How is this going to be addressed?

I would love for someone from Parking team or staff involved in this proposal to ring or organise a meeting with me, as this is an ongoing issue for residents and businesses in the area, that Council seems to not care about. The current enforcement up to 5pm seems a complete Joke!

Lastly can the Rubbish bins be removed from this area, as they will be in the way of Coaches, and also a bad look for the City. They are outside 99 Victoria St, but do not related to the buildings at 99 or 99a Victoria St.

evenings.

61. Victoria Street opposite the proposed Waikato Regional Theatre



Proposed Parking restrictions in Victoria Street opposite the Waikato Regional Theatre to replace redundant bus stops

62. Feedback received on this proposal is set out in the table below along with staff comments.

Feedback received	Staff Responses
Further to the attached letter, are you able to tell me if it would have been possible to look at that bus site for carparking? I have been asked by a business. Also to confirm is each unused bus stop being looked at for potential carparking options going forward?	<p>Thank you for your queries on the proposed changes to the bus stop opposite Waikato Regional Theatre (WRT) on Victoria Street. Staff will investigate all options before finalizing a proposal, and the preferred options need to align with Access Hamilton and Parking Management policies.</p> <p>a. (Referring to the bus stop opposite WRT on Victoria St). Staff investigated the possibility of utilising the space for various options, including car parking for short-stay users, a loading zone, a taxi stand, motorcycle parking, mobility parking, etc. The location opposite the WRT wasn't suitable for creating parking. The road is relatively narrow at this location and is expected to have pedestrian movement to cross the road. Parked vehicles at this location can create an unsafe environment for people crossing the road (especially for people in wheelchairs and children) when the theatre construction is completed, due to limited sight lines which could result from parked vehicles.</p> <p>b. Every unused bus stop is independently assessed for potential car parking options to maximise parking</p>

	<p>capacity where possible. The decisions to remove the bus stops are based on the direction from WRC, and the proposal for parking restrictions, including utilising the space for car parking, will align with HCC policies and the recommendations from our Traffic and Safety Engineers.</p> <p>Staff met HCBA to address their concerns and queries.</p>
<p>The disused bus-stop outside #171 Victoria Street should be made into short term parking - say 15-30 minutes - for the customers (and uber drivers) who are coming to pick up food or other pick-ups from the restaurants and shops in that area. The Hamilton City Council says it wants to support the Central City businesses, and this is one way the Council can contribute if you are serious about such support. As well, when the theatre gets going, it is an opportune drop-off area for patrons who are getting dropped off - the old and the crippled cant walk great distances and if there is not the opportunity to get dropped off they may not even patronise the theatre. Your paragraph "Why is this important" makes no sense in the context of this situation. And your paragraph of "How does it work" is purely hypothetical - when you say the "no stopping at all times" parking restriction will improve traffic operations - converting this bus stop to short-term parks will be no more disadvantageous to what was there with the bus stop or indeed what is there now with the vehicle parking already on the street. And to say it will "reduce the risk of potential incidents for all road users" - so would closing the street and not have anyone drive on the roads. The Council needs to be reasonable and practical - the convenience of the businesses and the customers of those businesses needs to be taken into account and should be a priority of Council. This should not be another situation where theory takes over practicality.</p>	<p>The bus stop opposite WRT on Victoria St was used by buses only to stop and collect / drop off passengers and not for parking purposes.</p> <p>Staff investigated the possibility of utilising the space for various options, including car parking for short-stay users, a loading zone, a taxi stand, motorcycle parking, mobility parking, etc.</p> <p>The location opposite the WRT wasn't suitable for creating parking. The road is relatively narrow at this location and is expected to have pedestrian movement to cross the road.</p> <p>Parked vehicles at this location can create an unsafe environment for people crossing the road (especially for people in wheelchairs and children) when the theatre construction is completed, due to limited sight lines which could result from parked vehicles.</p> <p>The proposal for 'no stopping – at all times' parking restrictions aligns with HCC policies and the recommendations from our Traffic and Safety Engineers.</p>

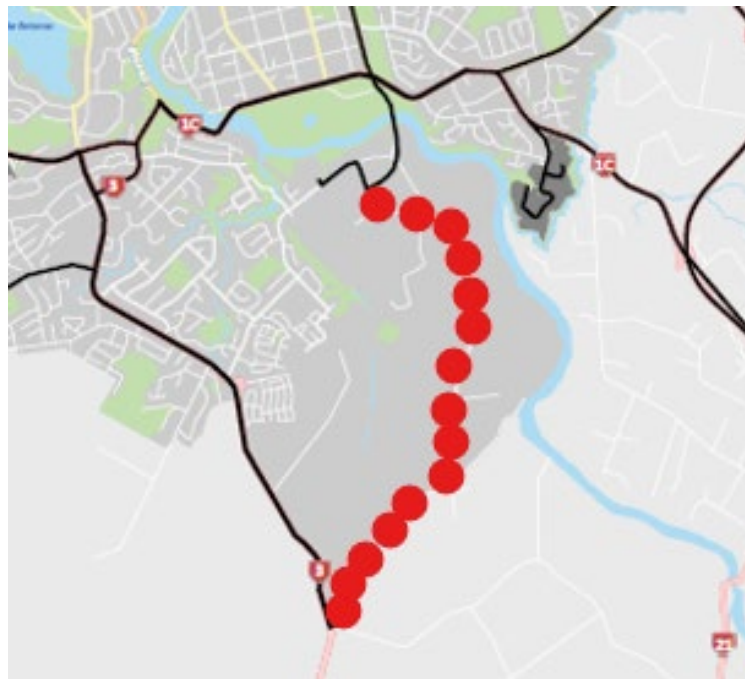
63. Staff also liaised with Ooh!Media around the removal of the shelter in Collingwood Street which is now no longer required, and concluded that the furniture can remain in place at this stage as people can sit there while waiting for a taxi/uber etc. This will be reviewed again as part of the new contract that is being developed to come into place in 2025 when the current contract with Ooh!Media expires.

Traffic Bylaw Changes

64. The Traffic Bylaw has a series of registers that are able to be updated by Council resolution (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel).
65. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
 - i. Heavy Traffic Prohibitions Register (Part 6 B – Higher Productivity Motor Vehicles – approved routes)
 - ii. Metered Parking Places and Zone Parking Register
 - a. Part 1 – First 2 hours of parking in metered spaces within the CBD
 - b. Part 2 – ‘CBD Commuter Parking’ (All Day Paid Parking)

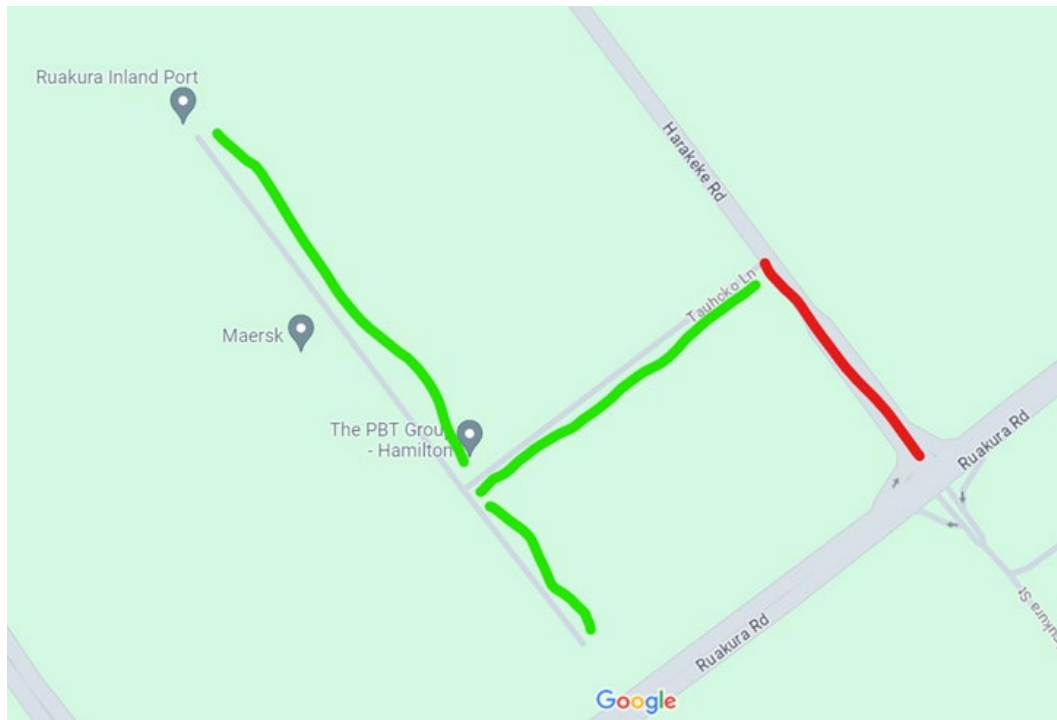
Heavy Traffic Prohibitions Register (Part 6 B – Higher Productivity Motor Vehicles – approved routes)

66. The current **High Productivity Motor Vehicle (HPMV)** route to access the Waiora Water Treatment Station is via from SH3 into Raynes Road and Peacockes Road.
67. Following the opening of the new bridge over the Waikato River into Peacocke Growth area, it is proposed that the following changes are made to the HPMV approved route:
 - a. Rescind Peacockes Road between Kairokiroki Drive and Raynes Road.
 - b. Rescind Raynes Road between Ohaupo Road (SH3) and Peacockes Road.
 - c. Addition of Peacockes Road between Waiora Terrace (HCC Water Treatment Plant) and Kairokiroki Drive.
 - d. Addition of Kairokiroki Drive between Peacockes Road and Cobham Drive (SH1C).
68. The proposed changes promote movement of HPMV vehicles on the best quality roads including the State Highways and arterials rather than on local roads.
69. The proposed map is shown below with the old route shown as the series of red dots:



Proposed amendment to the HPMV Approved Routes Map within the Traffic Bylaw

70. Following the opening of the Ruakura Inland Port, staff have received a request to approve a HPMV route into the port via Harakeke Road from Ruakura Road to Tauhoko Lane.
71. The red line indicates the proposed section of HPMV route on Harakeke Road with the green lines being private roads managed by Tainui Group Holdings (TGH).



Proposed additional HPMV route into Ruakura Inland Port (red line)

72. TGH have confirmed that they are happy to have HPMV's operating on their private roads and accessing the port.
73. Staff recommend that Harakeke Road from Ruakura Road to Tauhoko Lane be added to the approved routes for HPMV usage.

Metered Parking Places and Zone Parking Register

74. As a result of the decisions made for the 2024-34 Long Term Plan to change the current 2 hours free parking to 1 hour free, changes to the Meter Parking Places and Zone Parking register within the Traffic Bylaw are required.
75. The following changes shown as red underlined script are required for Part 1 – First 2 hours of parking in metered spaces within the CBD:

Part 1 – First 2 hours of parking in metered spaces within the CBD (P\$ CBD Zone Parking)

The parking changes within the CBD were agreed at the 1 June 2017 meeting of Council, and approved by Regulatory and Hearings Committee on 31 August 2017.

The two hours of free on-street parking will be reduced to one hour in October 2024, until July 2026.

CBD Parking Restrictions be imposed at these locations on the following basis:

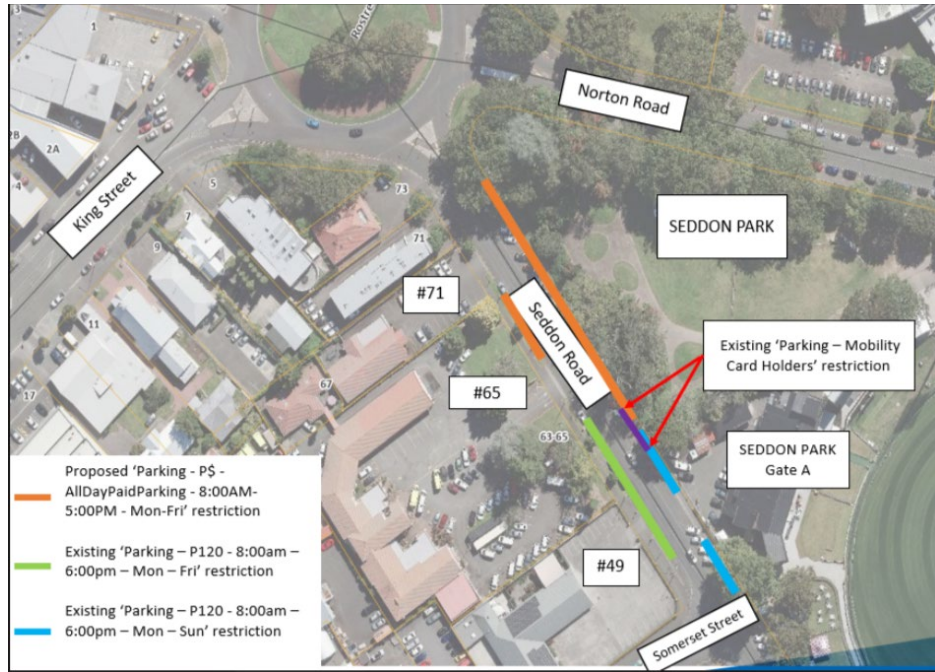
- i. Free Parking at all metered spaces for the first 2 hours to apply 8am to 8pm, Monday to Saturday only.

- ~~ii. After the first 2 hours the prescribed fee per hour thereafter must be paid.~~
- ~~iii. Sundays and public holidays have no fees.~~
- i. Free Parking at all metered spaces for the first 1 hour to apply 8am to 8pm, Monday to Saturday only from October 2024 until July 2026.
- ii. The prescribed fee will be as per the fees and charges schedule (available on [HCC webpage](#)).
- iii. Payment will be via the PayMyPark app and/or Kiosk Payment machines only.
- iv. Demand Responsive Pricing fee is applicable.
- v. Sunday and public holidays have weekend rates.

76. Part 2 – ‘CBD Commuter Parking’ (All Day Paid Parking) is proposed to have additional sites added following consultation for proposals on Seddon Road and Ward Street.
77. The proposed locations for All Day Paid Parking in the Central City aligns with the Hamilton Parking Policy 2022 approved at the Infrastructure Operations Committee on [9 August 2022](#).
78. In the ongoing rollout of All Day Paid Parking in the central city, it is proposed that long stay parking with a \$6 per day fee for two streets (four locations) be approved at the following locations:
- a. Seddon Road (between Norton Road and Sommerset Street)
 - b. Seddon Road (between Sommerset Street and Bryce Street)
 - c. Seddon Road (between Bryce Street and Ward Street)
 - d. Ward Street (between Seddon Road and Tristram Street)
79. These locations currently have unrestricted parking and are being highly utilised by road users for long-stay on-street parking during business operating hours.
80. The details of the proposed All Day Paid Parking sites are provided below.

Seddon Road (between Norton Road and Sommerset Street)

81. The proposed changes will remove free unrestricted parking on Seddon Road outside Seddon Park to create All Day Paid Parking restrictions. The existing P120 parking restrictions will remain unchanged.
82. The proposed restriction changes will create approximately 29 carparking spaces with an All Day Paid Parking restriction and is shown in the plan below:

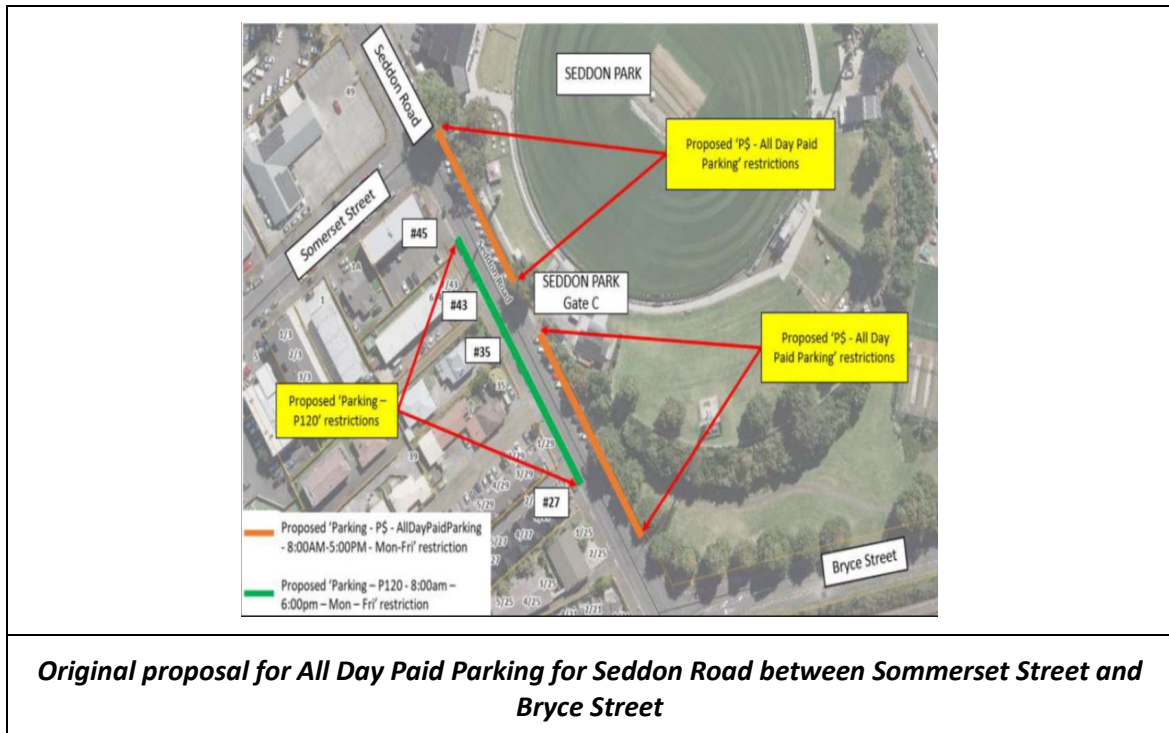


Proposed All Day Paid Parking for Seddon Road between Norton Road and Sommerset Street

83. Staff consulted with adjacent businesses and Seddon Park (H3) on this proposal in June and July 2024 and no feedback was received regarding the proposed restriction changes.

Seddon Road (between Sommerset Street and Bryce Street)

84. The proposed changes will remove free unrestricted parking on Seddon Road outside the southern end of Seddon Park to create All Day Paid Parking restrictions.
85. A tidy up of redundant bus stops was also undertaken in developing the proposed restriction changes which will create approximately 41 carparking spaces with an All Day Paid Parking restriction, 8 carpark spaces with a P120 parking restrictions and 3 new carpark spaces with no restrictions.
86. The proposed All Day Paid Parking for Seddon Road between Sommerset Street and Bryce Street is shown in the image below:



87. Staff consulted on this proposal in June and July 2024. The feedback received and staff responses are shown in table below.

Feedback submitted on the original proposal	Staff Response and feedback on amended proposal
<p>I and many residents park on the East side of Seddon road between #45 and #27 Seddon road. So your proposal would have a very negative effect on us. Having visitors during the week is already difficult with the demand on parking in the area. But people will be even less inclined to visit with paid parking. I would be okay with your proposal if you gave out resident parking permits to every household directly affected. Or at least a code that bypasses payment for the parking boxes which I assume will be installed? Which would give us an exemption from paying for parking on our own street between 8-5.</p> <p>Another option for us would be if you moved the electrical box on our kerb 1 or 2 meters to the</p>	<p>Staff organised a meeting with the feedback submitters on 4 July 2024. The proposal and benefits of parking restrictions were explained by staff and responded to their queries.</p> <p>Staff amended the proposal to create new carpark spaces without any parking restrictions near the resident's property.</p> <p>The feedback submitter expressed their support to proceed with the amended proposal. Noting their desire to have their feedback included in the report.</p> <p>The property residents were advised to contact WEL energy to enquire about</p>

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left and widened our driveway entrance (which is causing issues of our cars scraping on bottom anyway and needs redoing so we can turn in faster on such a busy road) then we could put parking on the side of our driveway where we currently have a garden.	relocation of WEL assets. The driveway is historic and does not comply with current standards. The property residents were advised of their options to improve their driveway or contact HCC for support in the future when road works are planned outside their property.
We are not happy about the payment for carparks. We have lived here for 5 years and can't afford to move since rents have gone up too. Can't afford to be homeless because of your decision.	Staff requested the feedback submitter for an in-person meeting to explain the proposal. The submitters was unavailable to attend the meeting due to their prior commitments.
<p>Firstly, the proposed plan of introducing all-day paid parking zones combined with a limited number of 120-minute free parking spaces in the area only offers a short sighted solution, based on the parking requirements of the area neglecting an important part of the community – the local residents.</p> <p>The proposed changes of an all-day paid parking scheme will negatively affect local residents who in many cases will struggle to manage a second car, properly accommodate visitors or tradespeople for periods longer than two hours. Please note that if residents pay parking for a second car, it will cost them \$1,560p.a., which is a significant amount, especially considering that many houses in the area do have only one parking available.</p> <p>To exacerbate things, Seddon Road is already extremely busy and the proposed allocation of a few free 120-minute parking spaces will not only fail to alleviate the pressure on residents needing accessible parking for longer durations, but the demand for these limited spots will likely exceed availability too, causing further inconvenience and frustration. The current proposal seems to prioritize the needs of workers and diners over those of local residents as quoted in various articles: "As New Zealand's fastest growing city, we need to make sure the central city is set up to support the increase of people coming in to work, shop, or dine." as Naidoo said.</p> <p>The fact that such a decision was made in order to alleviate pressure for workers is a preposterous, given that the problem increased after the ACC building was raised without offering a parking solution to its 800 workers. The building permits should have predicted a backlash of this decision and not making it a</p>	<p>Staff organised a meeting with the feedback submitters on 4 July 2024. The proposal and benefits of parking restrictions were explained by staff and responded to their queries.</p> <p>Staff amended the proposal to create new carpark spaces without any parking restrictions near the resident's property.</p> <p>The feedback submitter expressed their support to proceed with the amended proposal. Noting their desire to have their feedback included in the report.</p>

<p>problem affecting the residents living in the area.</p> <p>This approach neglects the well-being and rights of the local residents, who dutifully pay their rates (and let's all remember that these are planned to go up too) and deserve fair consideration in such long-term planning decisions.</p> <p>In other fast-growing cities such as Auckland, a more balanced approach was taken. Following a process of consultation Auckland decided to issue 50 free one-day coupons annually that allow residents to use for visitors, tradespeople, or other guests, enabling them to park in the resident parking zone on a specified date, managed using an app. This system ensures that both the needs of the working population, commuters, diners, visitors and residents are fairly addressed. We cannot serve one part of the population only and forget about the rest. More Info about the coupons can be found here: https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits-coupons/apply-for-resident-parking-coupons)</p> <p>I warmly suggest that the Hamilton City Council learns from its sister city's good practices, and that it reconsiders the current proposal to adopt a more balanced inclusive approach.</p> <p>Implementing a system such as issuing free parking day coupons for residents would greatly alleviate the negative impact on the local community, ensuring that residents are taken in consideration alongside workers and visitors to the central city and that it avoids making residents feel unheard and unseen. A more fair and balanced approach is required to allow the community to thrive as one cohesive unit.</p> <p>Thank you for considering my feedback. I look forward to a positive response that takes into account the needs of all members of our community.</p>	
Seddon Road Funeral acknowledged the proposal and did not provide a comment.	N/A
Clark and Brown Lawyers acknowledged the proposal and did not provide a comment.	N/A
Central Ops (St. John Ambulance) acknowledged the proposal and did not provide a comment.	N/A

88. An on-site meeting was held on 4 July 2024 with people who had provided feedback and a revised proposal was discussed and then consulted on. The meeting attendee's did not express any objections to the amended proposal.
89. The final proposal includes installation of 'no stopping – at all times' restrictions across driveways between the carparking bays to provide unobstructed access to residents and improve sight lines for vehicles accessing properties.

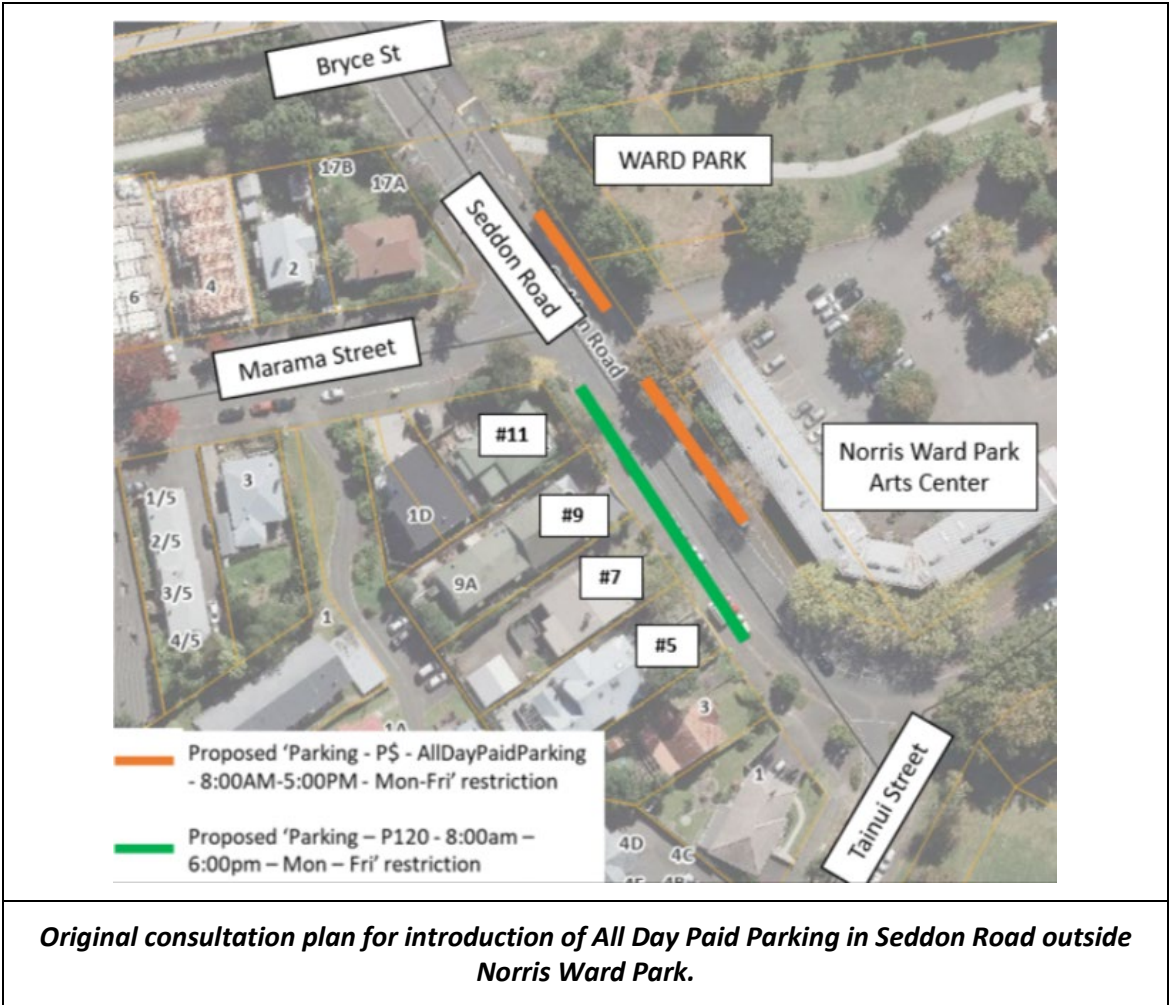


Amended proposal for All Day Paid Parking for Seddon Road between Sommerset Street and Bryce Street

90. Staff recommend approval of the amended proposal for restriction changes as illustrated above.

Seddon Road (between Bryce Street and Ward Street)

- 91. The proposed changes will remove free unrestricted parking on Seddon Road outside Norris Ward Park to create All Day Paid Parking restrictions, with P120 proposed for the section opposite.
- 92. The proposed restriction changes will create approximately 8 carparking spaces with an All Day Paid Parking restriction and a copy of the original consultation plan is shown below:



- 93. Staff consulted on this proposal in June and July 2024. The feedback received and staff responses are shown in table below.

Feedback submitted	Staff Response
We are owners of a property on Seddon Road which incorporates 3 dwellings. This section of Seddon Road you have identified 'Green' P120 (8am-6pm) Mon-Fri. This Green Section is primarily residential. The one commercial resident (#1 Seddon Rd) has provided off-street parking for their clients. These properties are all elevated sites above the footpath. So any off-street parking is at an absolute premium. If you proceed with these plans, you are penalising Residents who need to park in of this section of Seddon Road. Some of our tenants are shift workers or need to come and go, during the day.	<p>Staff contacted the customer to organise an on-site meeting and no response was received.</p> <p>Staff amended the proposal to remove the P120 restrictions on the West Side (residential side) of Seddon Road (between Bryce Street and Ward Street).</p> <p>A response was provided to the feedback submitter with details of the amended proposal. No further response was received from the resident at the time of drafting this report.</p>

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<p>P120 will just not work. Our HCC rates have doubled over the last ten years, we pay in excess of \$6000 pa. Can you provide all-day parking exemption PERMITS for these residents as a compromise?</p> <p>As discussed on the phone call today, we are pleased that residents of Seddon Rd, have been heard and the proposed parking restrictions, removed from our side of the street. In other words, the parking status quo continues. In future and to provide protection for residents who live very close to the CBD who pay very high council rates, some form of parking permit should be made available. These could be issued with our RATES notice(s).</p>	
<p>Proposed all day paid parking on Seddon Road This seems like a tax on centrally located residents. Please arrange reasonably priced parking permits for residents. My mother cannot use the very steep driveway, she has to park outside the property. She is a pensioner so cannot afford daily parking (nor should she have to) and at 75 she does not want to park her car far away from her home. I don't want my mother to have to consider living elsewhere, we have just configured the house to take care of her for as many years as we have left.</p> <p>After consultation with your agents at my property I was advised that I can write to request the car parks 7-9 Seddon Rd remain as free parking. Actually there are only a few houses on this small part of Seddon Rd and I formally request this side of the whole block remain free, the other non-residential side of the road to convert to paid parking as part of the councils drive for revenue. The prospect of the parks outside our home becoming paid parking have caused a lot of distress. The house is nearly finished renovations to accommodate my mother who is elderly. She cannot navigate the steep driveway so we had anticipated she would be able to leave her car on the street. We asked the council if we could put in an off street park or garage and were refused. It is not appropriate at her age to ask her to walk several blocks to her vehicle and as a pensioner she will not have to funds to feed metres (she has trouble with phone apps), nor does she need that stress. We would not have bought this property if we realised residents might lose the right to park freely outside their own home. She will be faced</p>	<p>Staff acknowledged feedback received and met with the resident to address their queries and understand their concerns.</p> <p>Staff acknowledged the feedback and agreed to investigate further to accommodate the resident's request for un-restricted parking outside their property.</p>

<p>with the decision of giving up her vehicle - which is her freedom, or selling and choosing a different location - heart breaking for both of us after the effort that has gone into modifying this house to suit her needs for all her future years. Thank you for inviting this submission and I await what I hope is a positive outcome.</p> <p>Further to my written communication and conversation re proposed parking changes in Seddon Road I wish to have either a permit to park on the street outside my home or an exemption from paying for this.</p> <p>My daughter owns a property on Seddon Road and our long term plan has been for me to move in and become a co-owner. Renovations are nearly complete on the house and we are currently selling my property in Thames so I can do this. We have approached the Council regarding putting an off street carpark the front of our property but have been told we cannot do this. I cannot navigate the driveway at number #7 as it is very steep and as a short person I cannot see over the steering wheel when trying to do so. I am an elderly person and do not have extra income to pay ongoing parking costs.</p> <p>Currently the parks at this end of Seddon Road are mostly taken by people associated with Hamilton Girls High between early morning and 3.00pm. I have to come and go outside these hours to ensure a park on my return. I imagine these people will move to fill the free parking in the community hub across the road to avoid costs. I cannot park at the bottom of the drive as I have to leave access for caregivers and helpers. I am very distressed at the thought of not moving to Hamilton and/or losing my mobility by not being able to keep my car. It is very important to me that the residential side of the road in this block of Seddon Rd remain free.</p> <p>Further to your revised plan emailed to me today regarding parking in Seddon Road I sent my submission through yesterday and the revised plan does not alter my situation. I cannot use our driveway as it is too steep for me to see over the steering wheel I have to keep the bottom of the driveway clear for my caregivers I am a pensioner and cannot afford paid parking #9 has three residences so will need what limited parking they have I need to be able to</p>	<p>Parking Permits are not currently issued by HCC.</p> <p>Staff acknowledged the feedback and agreed to investigate further to accommodate the resident's request for un-restricted parking outside their property.</p> <p>Staff acknowledged the feedback and agreed to investigate further to accommodate the resident's request for un-restricted parking outside their property.</p> <p>The proposal was amended to remove the proposed P120 restriction near the resident's property. The amended proposal was sent to the feedback submitters for their response.</p> <p>The proposal was further amended to remove the proposed P120 restriction on the West Side (residential side) of the Seddon Road between Bryce Street and Ward Street.</p> <p>Staff response: There will be no proposal on changes to restrictions outside your property,</p>
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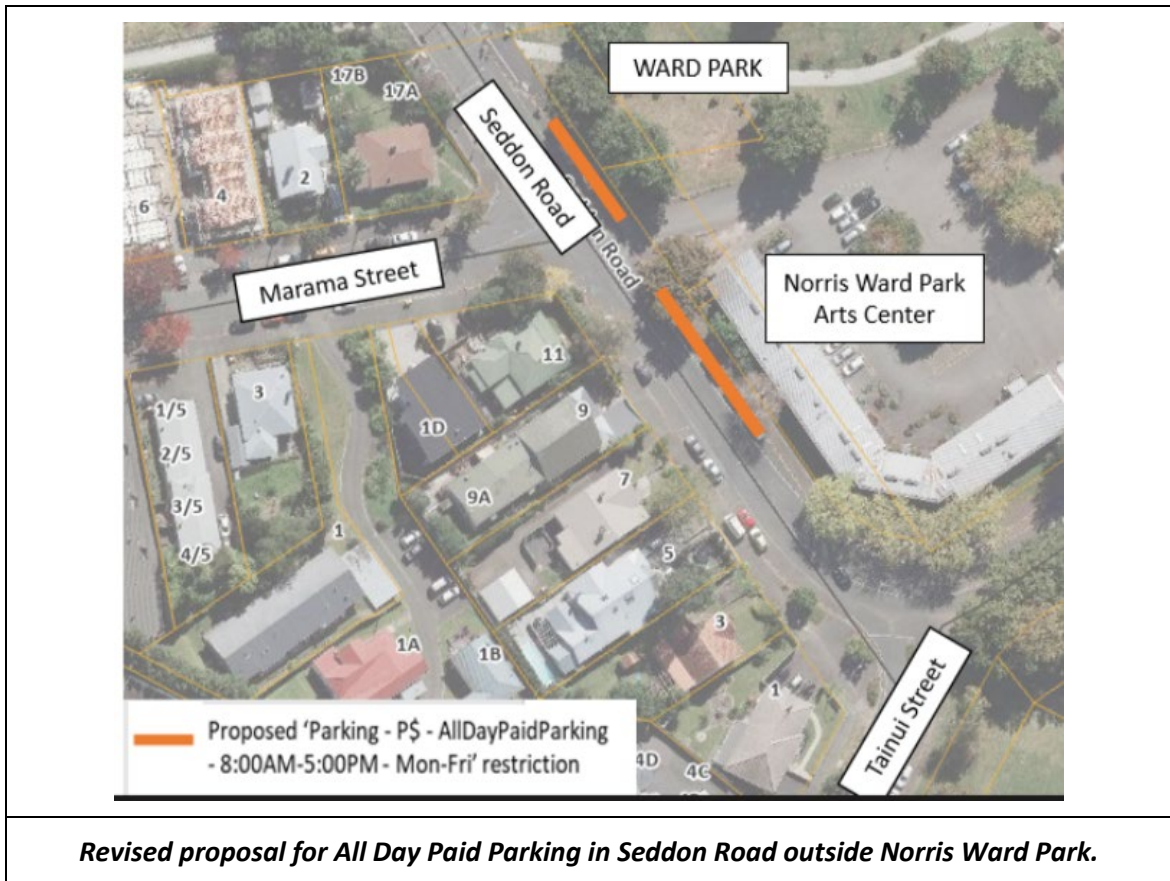
<p>park in the street so I can retain the use of my car. Please extend free parking from number nine to number seven. This would involve moving any signage a few meters but would give me the freedom of a future in my own home.</p> <p>Thank you for your calls and support today. It is now my understanding that parking on my side of Seddon road will remain as it is and the other side of the street will convert to paid parking. Thank you for considering our concerns, it has been a distressing few weeks but this is a satisfactory outcome. We are grateful for your work on our behalf.</p> <p>Final Response: Thank you so much for your consideration and solution to my parking requirements. I have been very worried as to how I could manage so now I can breathe a big sigh of relief.</p> <p>Thank you, I support this proposal. I also would support residents parking permits on the residential side. This would be good for the council seeking always to increase revenue, and better for the residents who would not have to fight for parking outside their own homes. I do hope the council might realise this is a win-win solution.</p>	<p>and the proposal will be limited to All Day Paid Parking restriction changes on the Park side. I trust that this will result in your satisfaction. Please feel free to contact me if you need further assistance.</p>
<p><u>Men's Community Shed Trust</u></p> <p>I realize that Hamilton City Council is up to it's eye balls in debt, and is looking to any way to make some extra money. but HCC's gain here is defiantly going to lead to increased parking problems for us tenants of the workshops in the Norris Ward Arts Centre. I realize that this consultation process is only a case of ticking the boxes and that the proposed changes will go through regardless, but is there some way that you could reserve spaces for a number of us tenants like we had before the last car park spaces painting, contractors who sneaked in one night and blanked out all the reserved signs (which had been negotiated with the council) to create standard parking spaces and quite a few random disabled spaces, few of which are used.</p>	<p>Staff organised a meeting with the feedback submitter. The meeting was attended by a representative from HCC Parks and Reserves and City Transport teams.</p> <p>The proposal is amended to remove the proposed P120 restriction on the West Side (residential side) of the Seddon Road between Bryce Street and Ward Street.</p> <p>Concerns relating to parking operations within the Parks facility will be managed by the Parks and Facilities team – the asset owners.</p> <p>No further response was received from the feedback submitter at the time of drafting of the report.</p>
<p><u>Art Makers</u></p> <p>I manage Artmakers Trust, we are tenanted at Norris Ward Park Arts Centre. I have been in the building since 1990 and this problem is only getting worse and worse. This has been a longstanding issue for us, and the burden of</p>	<p>Staff organised a meeting with the feedback submitter. The meeting was attended by a representative from HCC Parks and Reserves and City Transport teams.</p> <p>The proposal is amended to remove the</p>

<p>dealing with abusive people using these spaces continues to fall on us, due to lack of support by HCC for controls over the parking here. I agree with Cass Hendry's remarks and supporter her concerns that installing fee-paying meters on the nearby streets will further burden our user spaces with people who are not those coming to the Centre. We already have numerous town workers, students of Hamilton Girls' High, their parents, and students / staff at Te Pukenga amongst others parking here regularly. We have asked them many times to stop doing this, to no avail. The signage we have is simply not sufficient, people just ignore it, and there are no consequences for offenders. Only enforcement of some kind will help. Add to this, I have counted up to 50 vehicles using the carpark in the afternoon as a "drive through" by parents of HGHS girls getting picked up, vehicles clogging the entrance / exit to the carpark at peak after school times, not to mention driving inconsiderately (while texting) at times when older, and disabled people are trying to walk through the carpark.</p> <p>Permits could be issued by our groups to genuine users, but until we are able to execute a towing order on abusers, we will not get anywhere. The recent re-marking of our car park did not help. The markings and signage do not include any notices that spaces are reserved, therefore it is open season for whoever comes. Perhaps, if HCC desires to set aside a few carparks for GENUINE users of the actual "Park" (green space) then why not mark the other carparks (ours) for our attendees as "RESERVED" with a Tow away applied to those with no permit. This is the common approach in every other carpark I can think of. We look forward to further conversation about this, before decisions are made.</p> <p>Individual submission from a member of ArtMakers: I work at the Ward Park Arts and Crafts Centre. We already experience many unauthorised people parking here all day. I am concerned that these changes will negatively affect us. What measures have been considered to ensure that this space remains available for genuine users of this venue, and how do you intend to manage this issue?</p>	<p>proposed P120 restriction on the West Side (residential side) of the Seddon Road between Bryce Street and Ward Street.</p> <p>Concerns relating to parking operations within the Parks facility will be managed by the Parks and Facilities team – the asset owners.</p> <p>No further response was received from the feedback submitter at the time of drafting of the report.</p>
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<p><u>Waikato Society of Potters</u></p> <p>The Ward Park Arts Centre currently has a problem with people who are not Arts Centre users parking in the Arts Centre carpark all day. This means that there are fewer and sometimes no spaces available to those coming to use our facilities. It also poses real difficulties for Waikato Society of Potters members and clients who often need to load/unload either heavy (wet clay) or fragile (dry clay) items to and from their cars: walking several blocks in this situation simply wouldn't work.</p> <p>An increase in restricted and/or paid parking in the vicinity will inevitably exacerbate the situation. There has been talk of increased/additional signage re: the carpark being for Arts Centre users but this has yet to eventuate. Documents attached. It would help if there are carparks marked as RESERVED and permits that could be issued by Arts Centre groups to genuine users of the Arts Centre, followed up by enforcement by the parking wardens who will no doubt be patrolling the new paid parking zones on Seddon Rd and Ward St. The various groups that make up the Ward Park Arts Centre are valuable resources for the people of Kirikiriroa Hamilton and the Waikato region. Overwhelmingly people cite mental wellbeing, connection and greater resilience as benefits of their involvement with Waikato Society of Potters. It is likely that this is the same for the Men's Shed, Artmakers and Arts for Health as well, though I cannot speak for them. It would benefit the city if our facilities are accessible (parking available) to those who want to use them.</p>	<p>Staff organised a meeting with the feedback submitter. The meeting was attended by a representative from HCC Parks and Reserves and City Transport teams.</p> <p>The proposal is amended to remove the proposed P120 restriction on the West Side (residential side) of the Seddon Road between Bryce Street and Ward Street.</p> <p>Concerns relating to parking operations within the Parks facility will be managed by the Parks and Facilities team – the asset owners.</p> <p>No further response was received from the feedback submitter at the time of drafting of the report.</p>
<p><u>HCC Parks and Recreation</u></p> <p>Thanks for inviting us to the meeting. Parks and Recreation have four community group lessee's at Norris Ward Arts Centre and the lessee's have had ongoing concerns around the car parking availability to cater for their users. The carpark is not part of the groups lease and hence they do not have exclusive rights to the carpark, it is for all park users. Like other community leased sites in the CBD, carparking is at a premium and it is not always going to be possible for all their users to obtain a park within the park carpark at peak times. To assist with the lessee's concerns, Parks and Recreation have put in place a bar gate which is locked till 9am to reduce commuter parking, marked the carpark with a number of</p>	<p>Staff acknowledged feedback received and requested the Parks and Recreation team to assist their tenants with better parking arrangements in the carparking area.</p>

reserved and accessible parks and installed signage around short-term park user parking only. Paid parking on the street will add to the pressure on this park carpark.	
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94. Based on the feedback received, an amended the proposal was created which had the removal the proposed P120 restrictions.
95. The revised proposed All Day Paid Parking for Seddon Road between Sommerset Street and Bryce Street is shown in the image below:



96. The feedback on the revised proposal was positive.

Ward Street (between Seddon Road and Tristram Street)

97. The proposed changes will remove free unrestricted parking on Ward Street outside Norris Ward Park (opposite Hamilton Girls High School) to create All Day Paid Parking restrictions.
98. The proposed restriction changes will create approximately 7 carparking spaces with an All Day Paid Parking restriction.
99. The proposed All Day Paid Parking on Ward Street outside Norris Ward Park (opposite Hamilton Girls High School) is shown in the image below:

***Proposed All Day Paid Parking in Ward Street opposite Hamilton Girls High School***

100. Staff consulted on this proposal with Hamilton Girls High School in June and July 2024. No feedback was received regarding the proposal and therefore recommend approval of the proposed restriction changes as illustrated in the image above.
101. As a result of the consultation and to reflect the proposed parking changes the 'CBD Commuter' (All Day Paid Parking) register is proposed to be updated by making the following changes which are underlined and marked in red colour font.

Location (Street Name)	Description
<u>Seddon Road</u>	<ol style="list-style-type: none"> 1. <u>Installation of 100m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Seddon Park.</u> 2. <u>Installation of 25m 'All Day Paid Parking' restriction on the west side of Seddon Road, starting outside #63 and ending outside #67 Seddon Road.</u> 3. <u>Installation of 65m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Seddon Park.</u> 4. <u>Installation of 85m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Seddon Park and Circus Park.</u> 5. <u>Installation of 10m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Norris Ward Park.</u> 6. <u>Installation of 40m 'All Day Paid Parking' restriction on the east side of Seddon Road, outside Norris Ward Park.</u>
<u>Ward Street</u>	<ul style="list-style-type: none"> - <u>Installation of 40m 'All Day Paid Parking' restriction on the north side of Ward Street opposite Hamilton Girls High School.</u>

Financial Considerations - *Whaiwhakaaro Puutea*

102. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- i. 2023/24 City Transportation Operations and Parking Activity budgets for general changes.
 - ii. CERF for changes to parking restrictions in Rifle Range Road and Aberfoyle Street

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

103. Staff confirm that staff recommendations comply with the Council's legal and policy requirements.

Climate Change Impact Statement

104. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation and determined that no assessment is required.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

105. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
106. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
107. The recommendations set out in this report are consistent with that purpose.

Social

108. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access key facilities such as education, health and employment.

Economic

109. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties and a variety of parking options for both staff and customers.

Environmental

110. The recommendations included in this report support choices for alternative means of transport across the city and future lowering of carbon emissions.

Cultural

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

Risks - *Tuuraru*

112. There are no known risks associated with the decisions required for this matter.
113. There are risks associated with not approving the recommendations in this report as set out as follows:
- i. parking restriction changes are required to improve safety; and
 - ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveways safely from residential and commercial properties, and for waste collection activities.

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

- 114. Staff considered the following under the Significance and Engagement Policy the form of engagement used in the past for similar proposals and decisions.
- 115. Based on these factors, staff have assessed that the recommendations have low significance.
- 116. As outlined throughout the report, staff have consulted on the projects listed and have provided feedback on the consultation for each section.
- 117. Community views and preferences are already known through the consultation that has been undertaken prior to the preparation of this report through presentation of reports and through approvals via Council Committee processes.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Illustrations of Proposed Parking Restrictions Changes

Attachment 2 - Schedule of Proposed Parking Restrictions Changes

Traffic, Speed Limit and Road Closure Hearings Panel

Proposed Parking Restriction Changes

August 2024

Attachment 1 - Illustrations of proposed parking restriction



Item 5

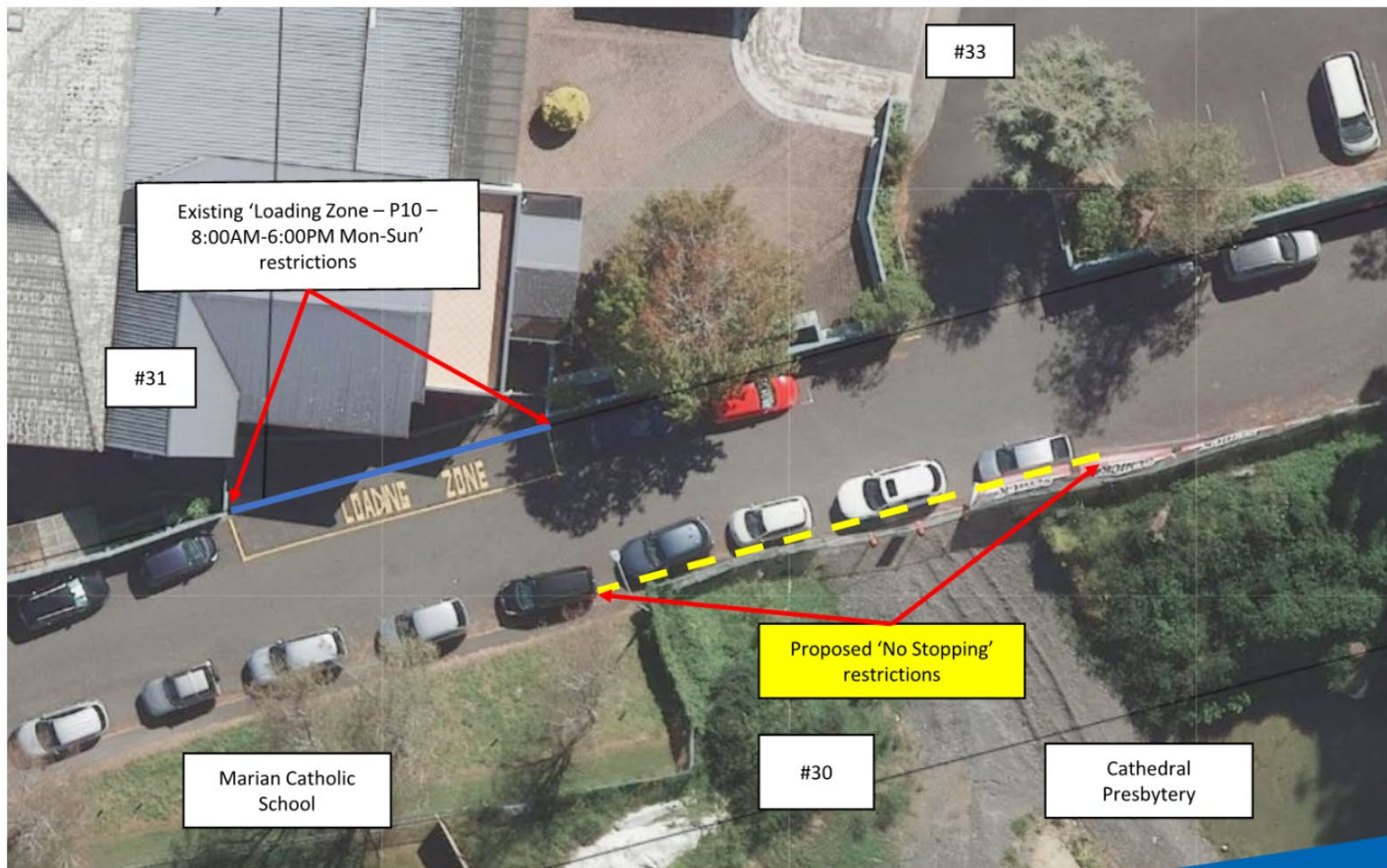
Attachment 1

Proposed Parking Restriction Changes

- Beale Street
- Beale Street and Grey Street
- Collingwood Street
- Crawford Street
- Gallagher Drive
- Grey Street
- Higgins Road
- Kahikatea Drive
- Manawaroa Close
- Maui Street
- Memorial Drive
- Myrtle Street
- Rawhiti Street
- Seddon Road & Ward St
- Teddy Street
- Tuhikaramaea Road
- Victoria Street
- Waimarie Street

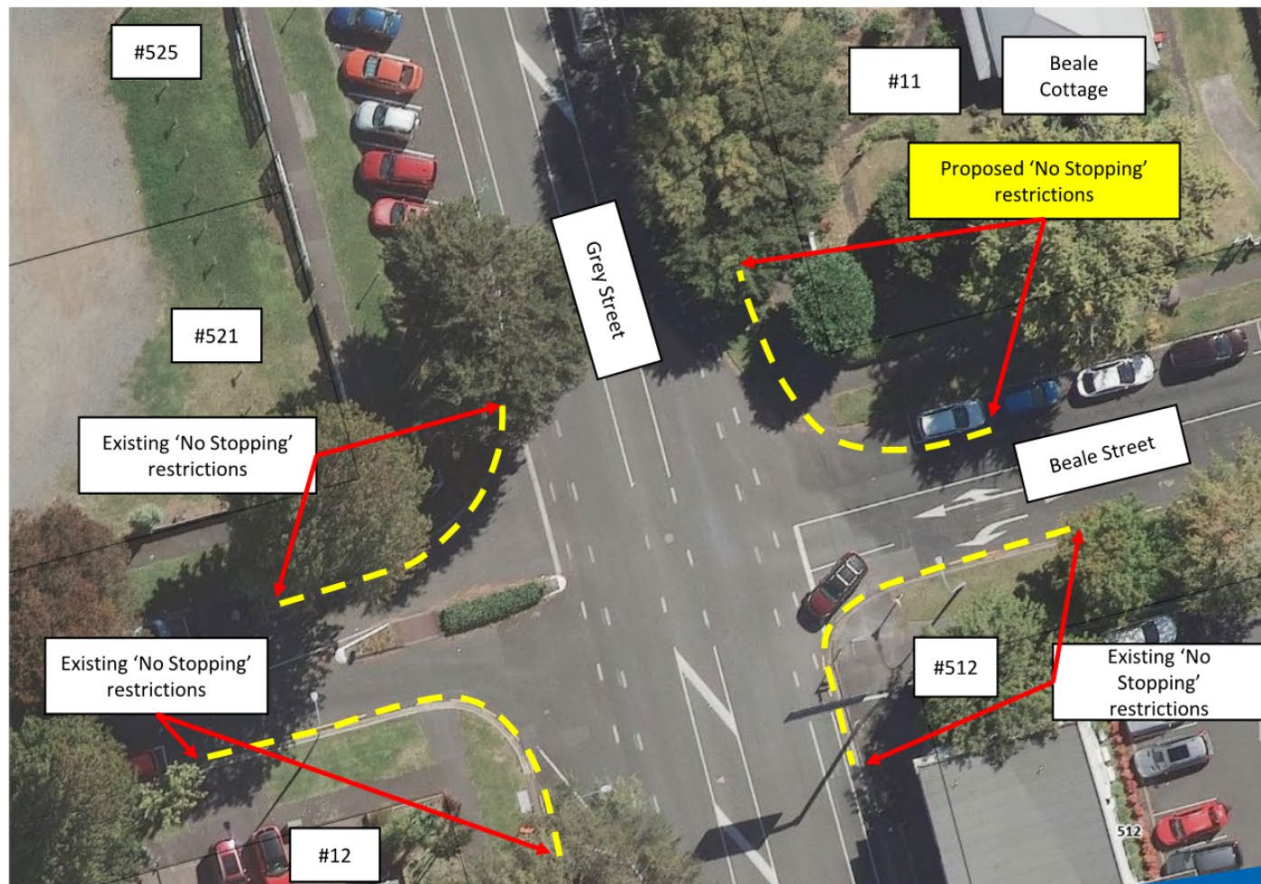
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction Changes – Beale Street



Attachment 1 - Illustrations of proposed parking restriction

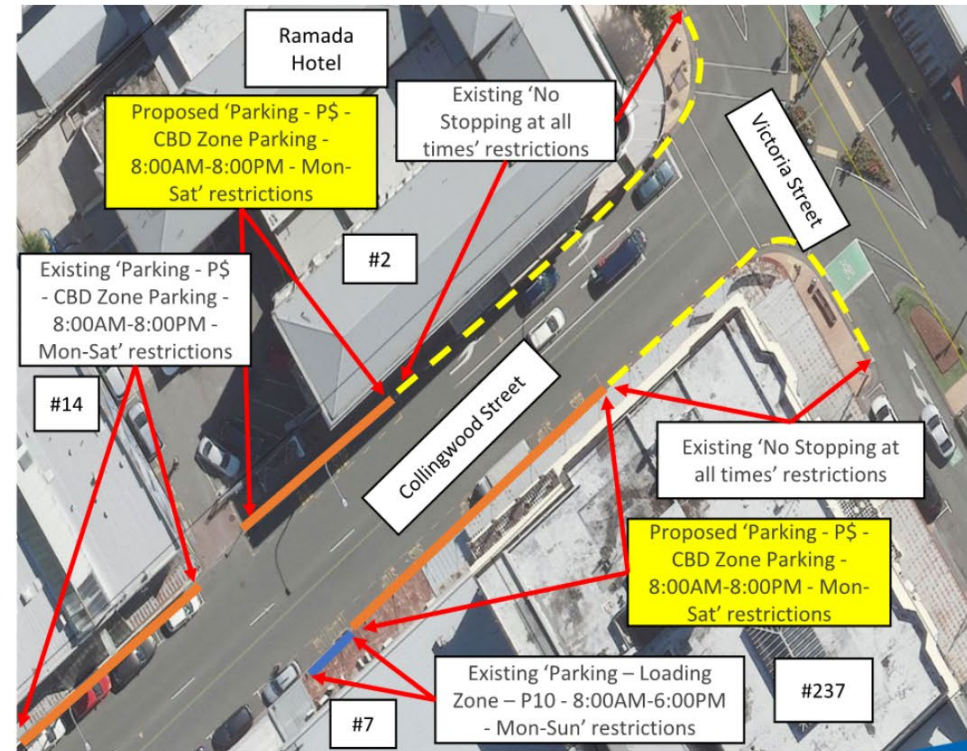
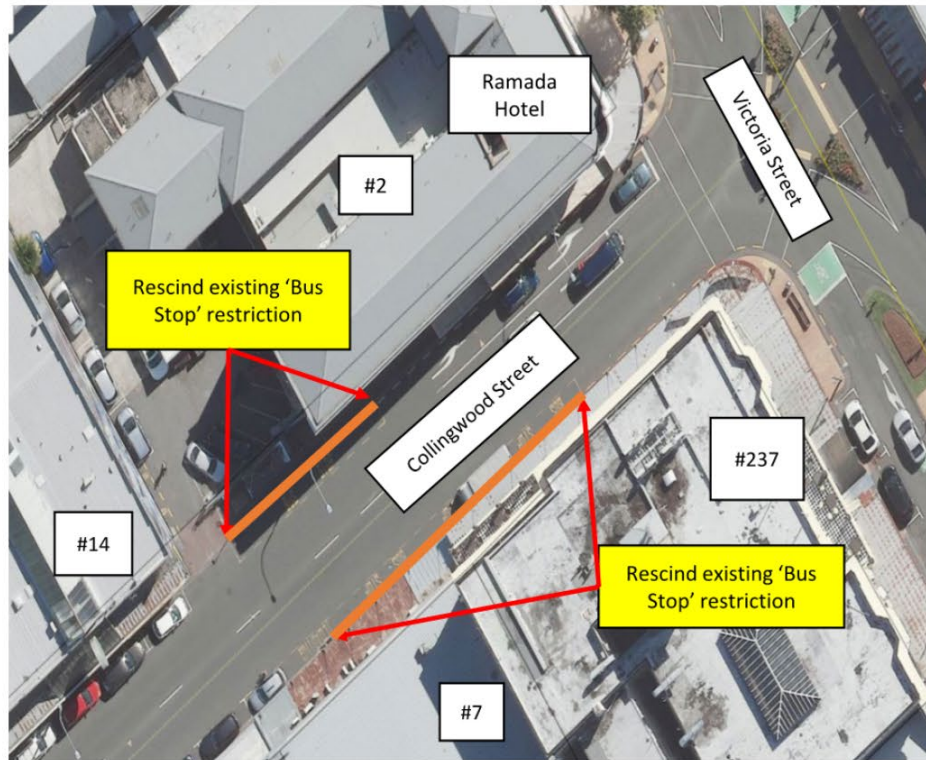
Proposed Parking Restriction Changes – Beale Street and Grey Street



D-Beale and Grey Street

Attachment 1 - Illustrations of proposed parking restriction

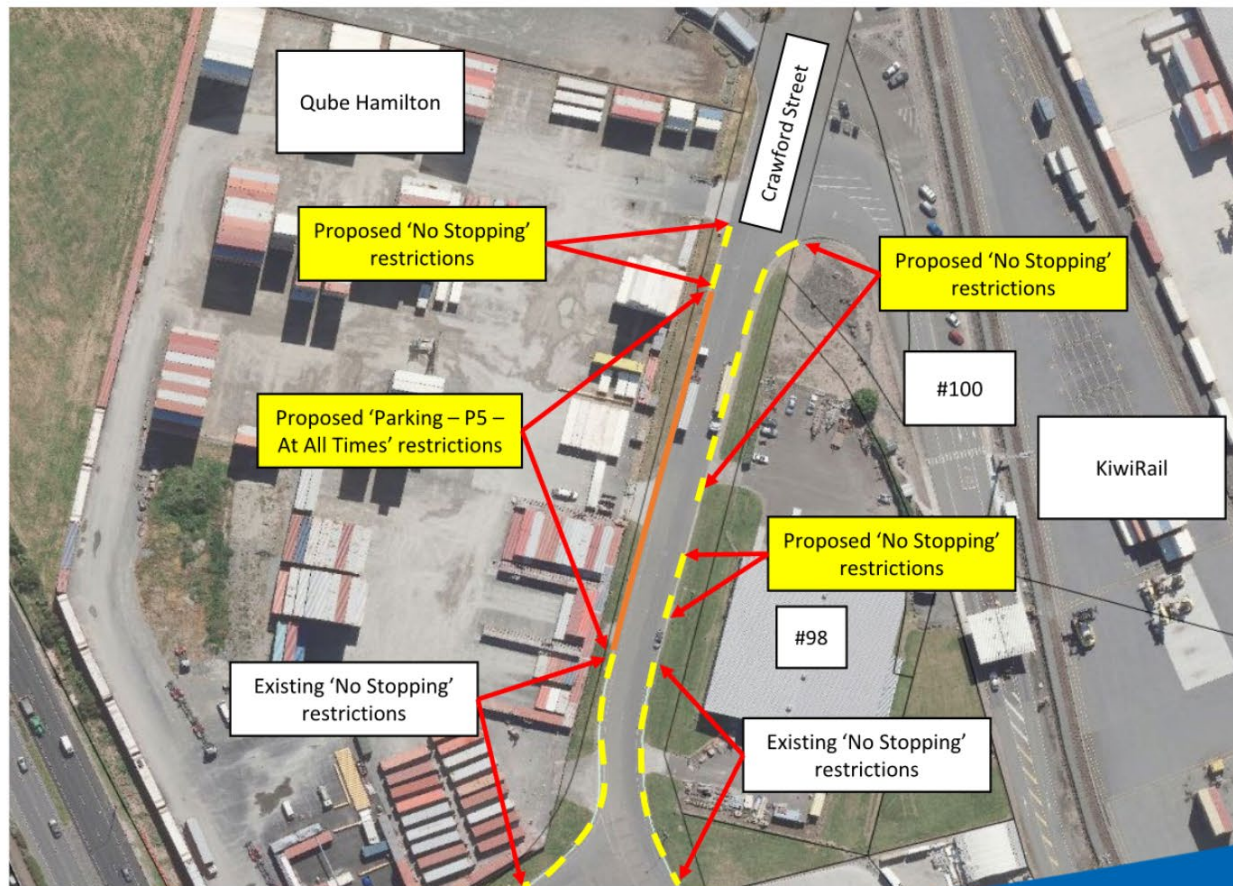
Proposed Parking Restriction Changes – Collingwood Street



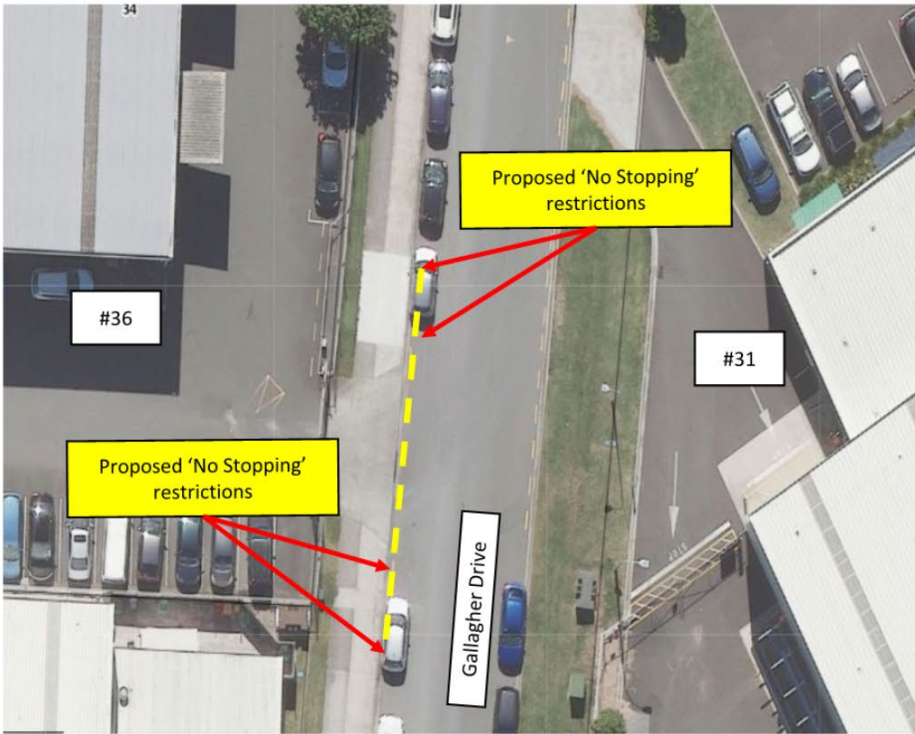
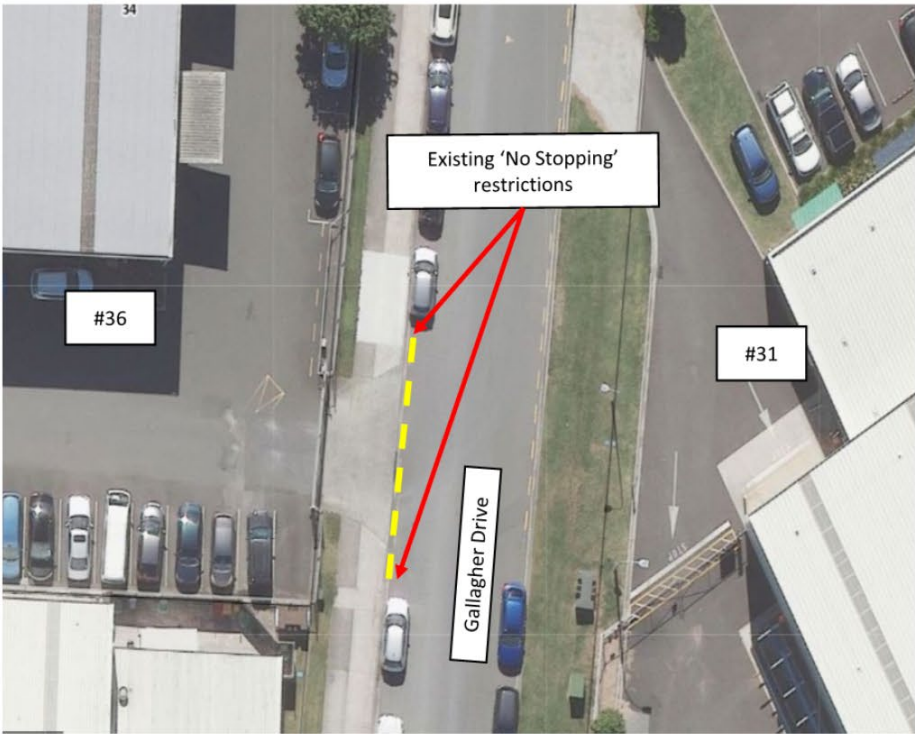
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Attachment 1

Proposed Parking Restriction Changes – Crawford Street



Proposed Parking Restriction Changes – Gallagher Drive



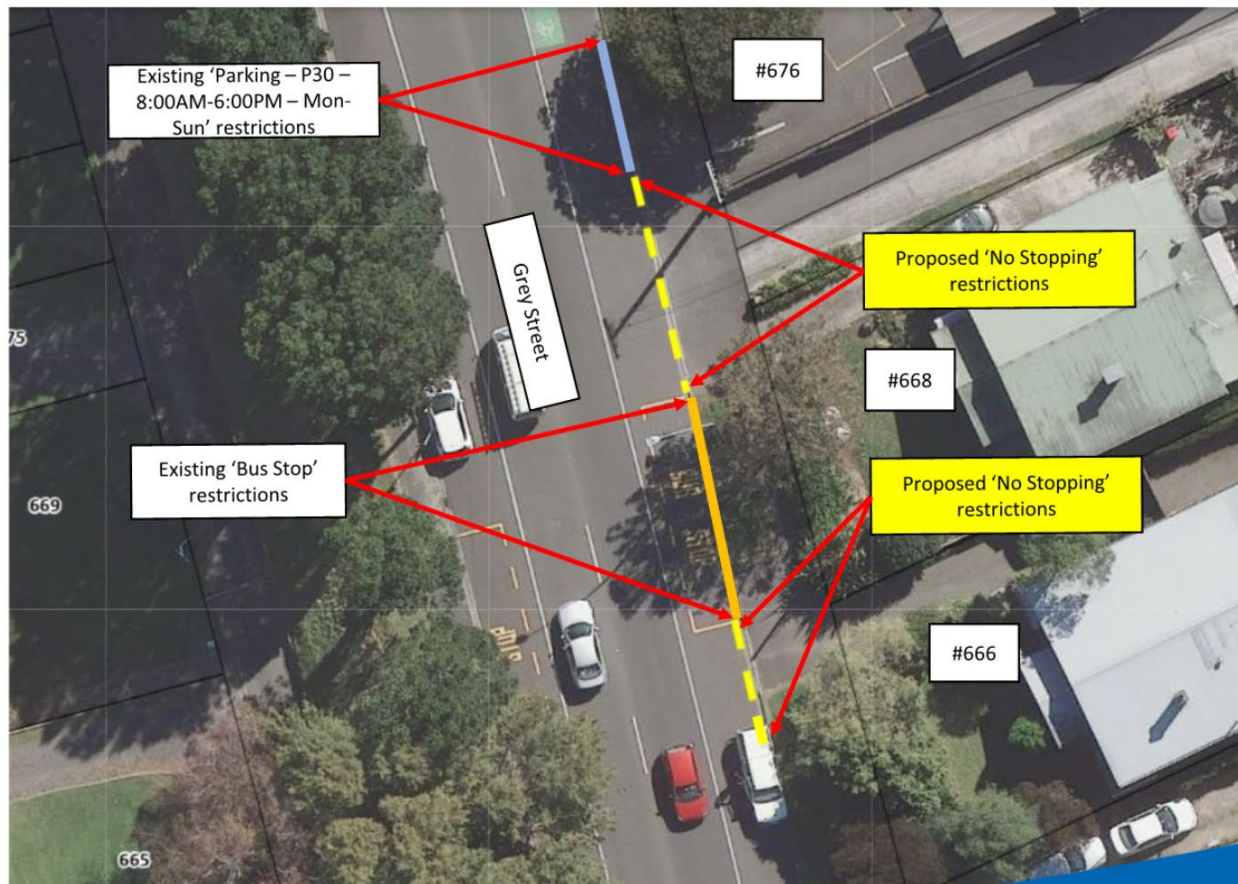
Item 5

Attachment 1



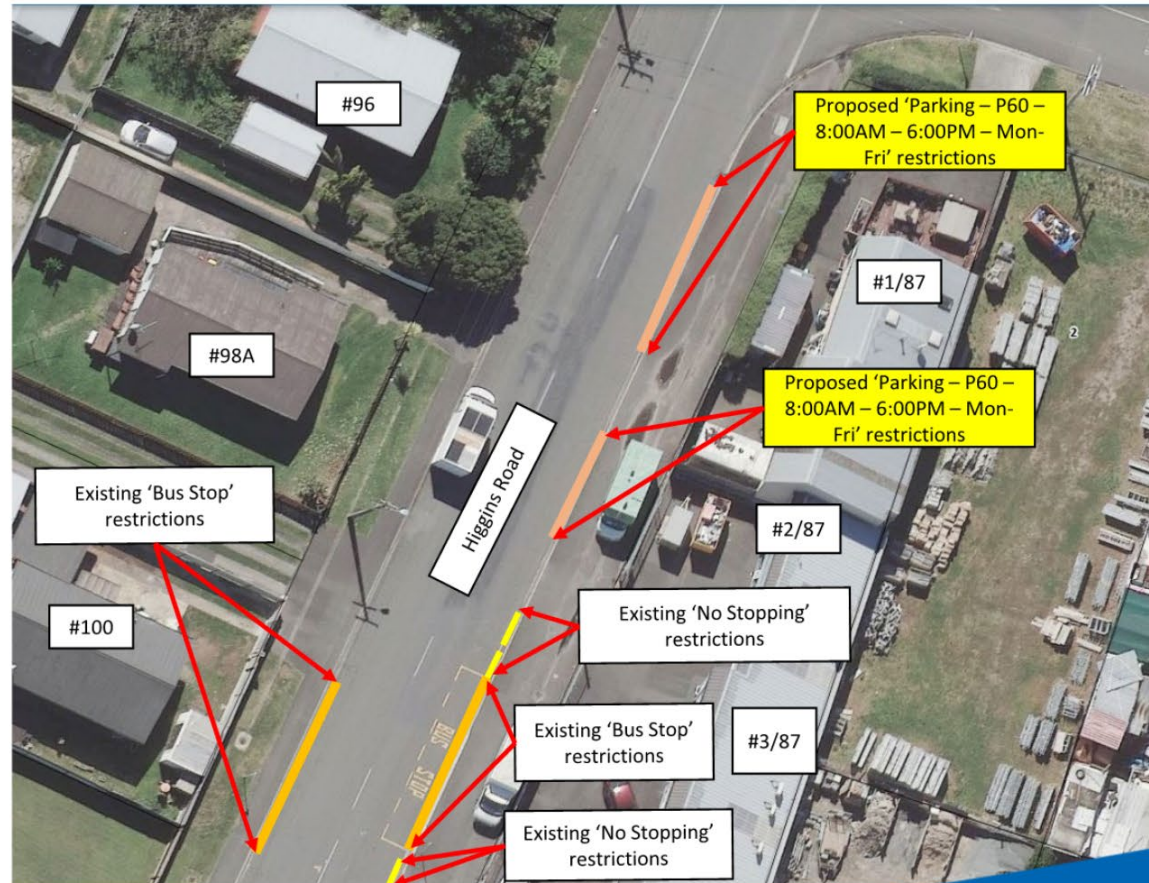
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction Changes – Grey Street



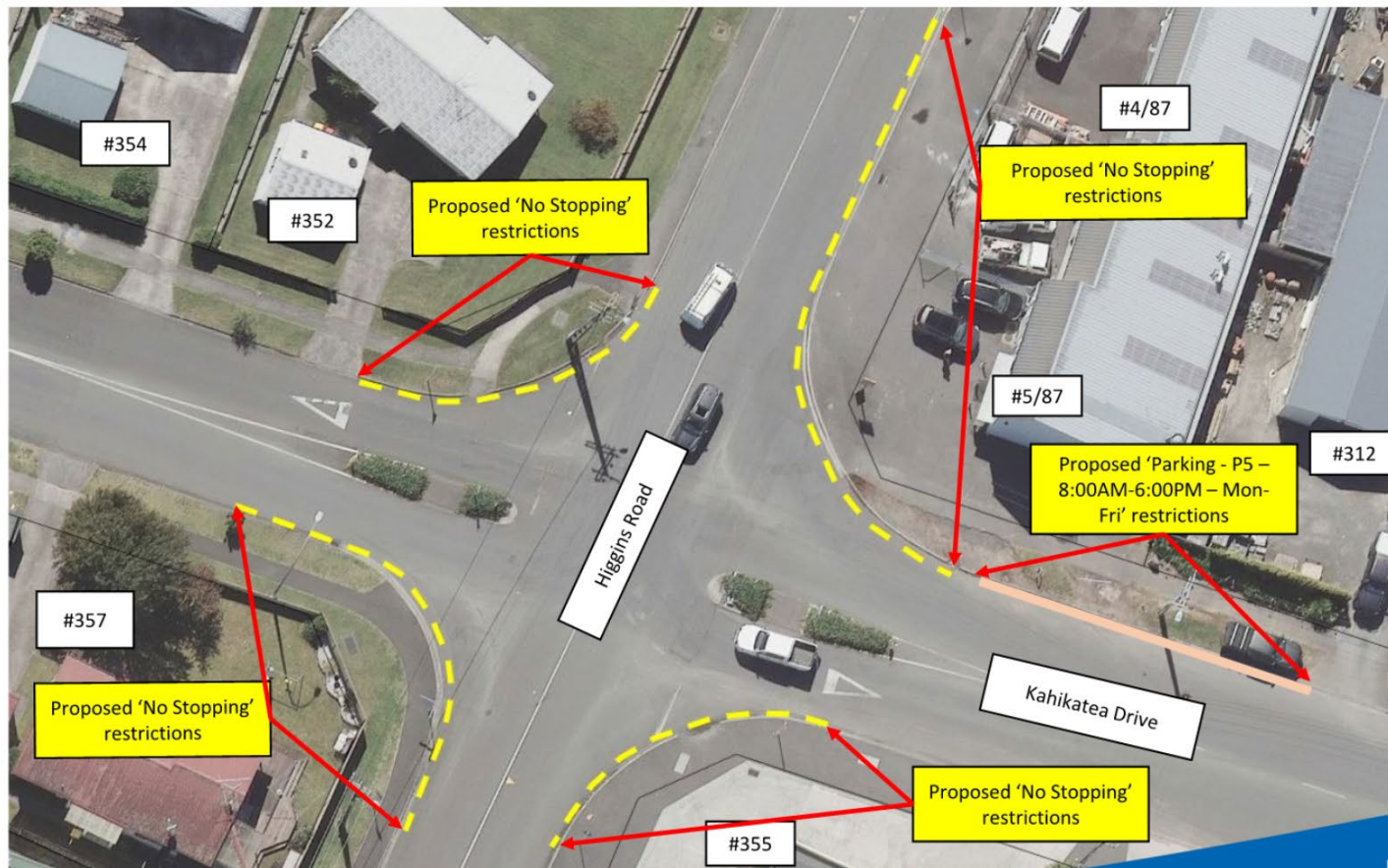
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction Changes – Higgins Road

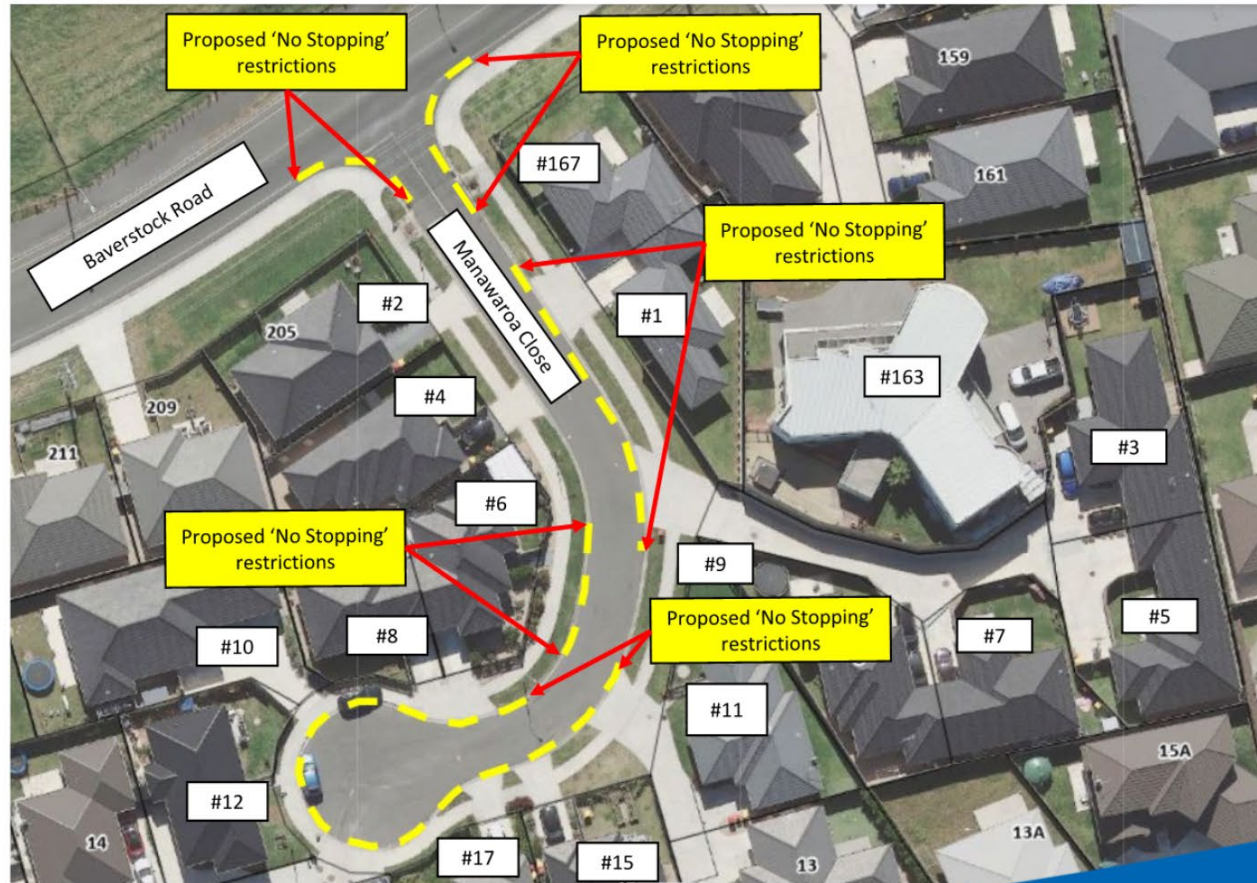


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction Changes – Kahikatea Drive



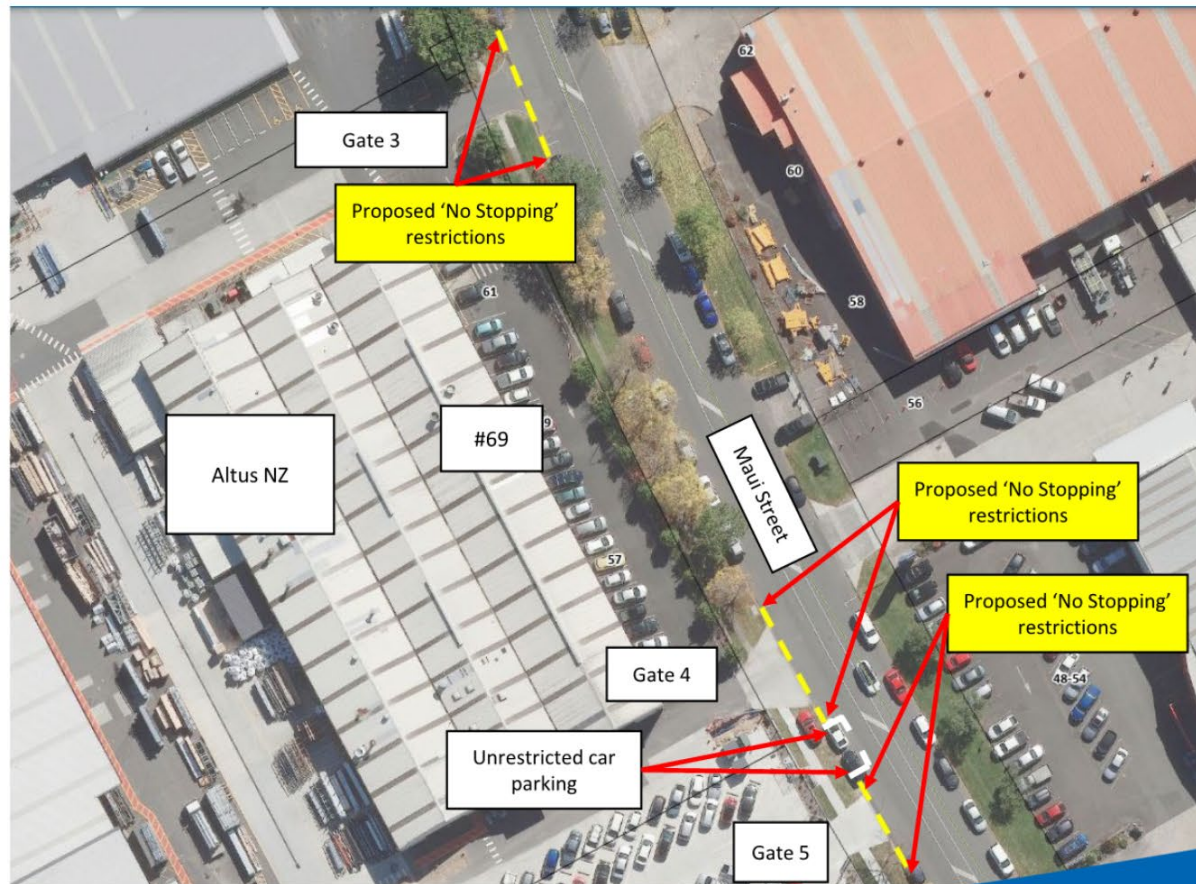
Proposed Parking Restriction Changes – Manawaroa Close



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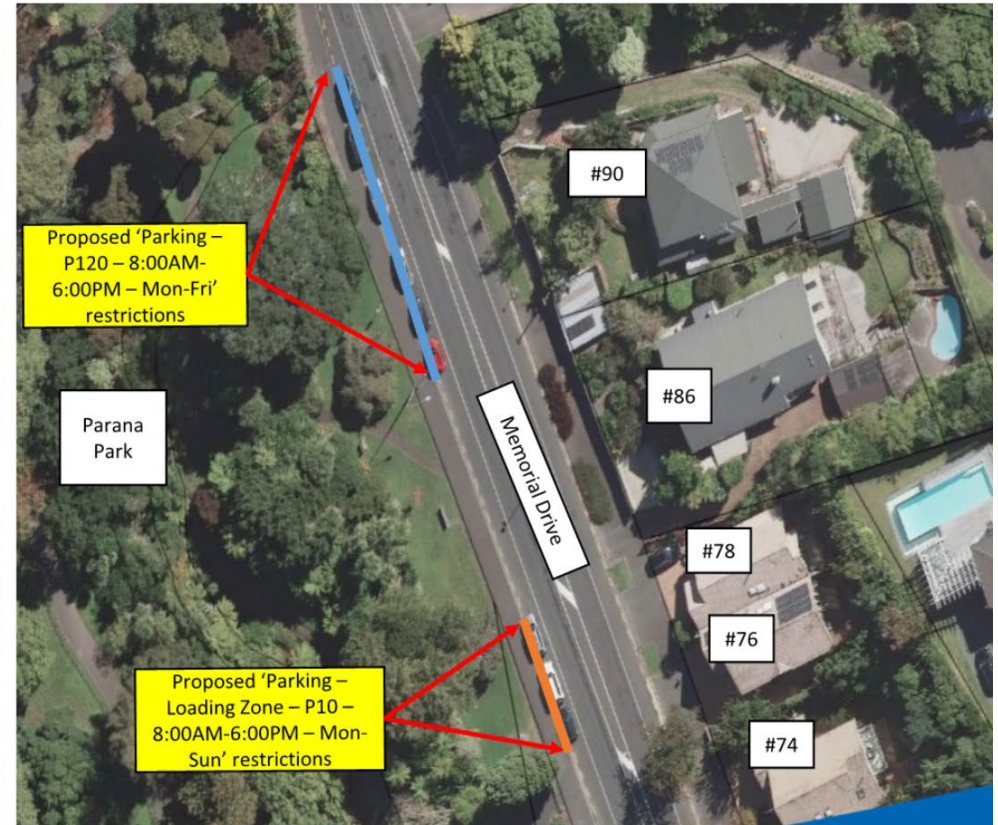
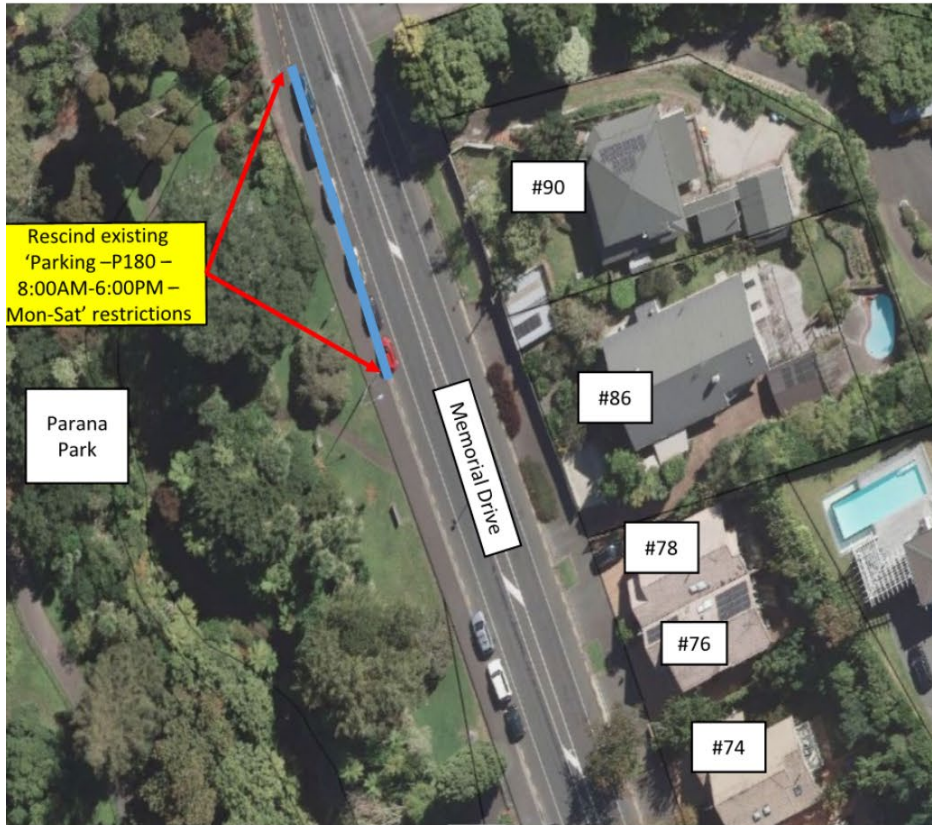
Attachment 1

Proposed Parking Restriction Changes – Maui Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restriction Changes Memorial Drive



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Attachment 1

D Memorial Drive

Attachment 1 - Illustrations of proposed parking restriction

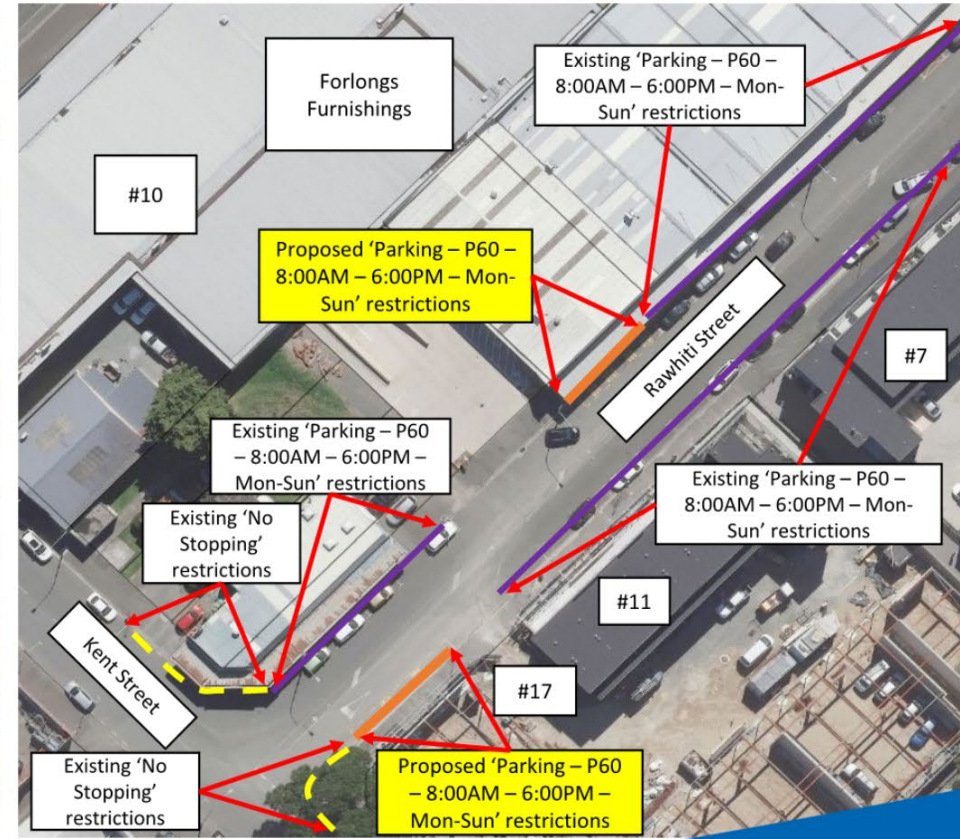
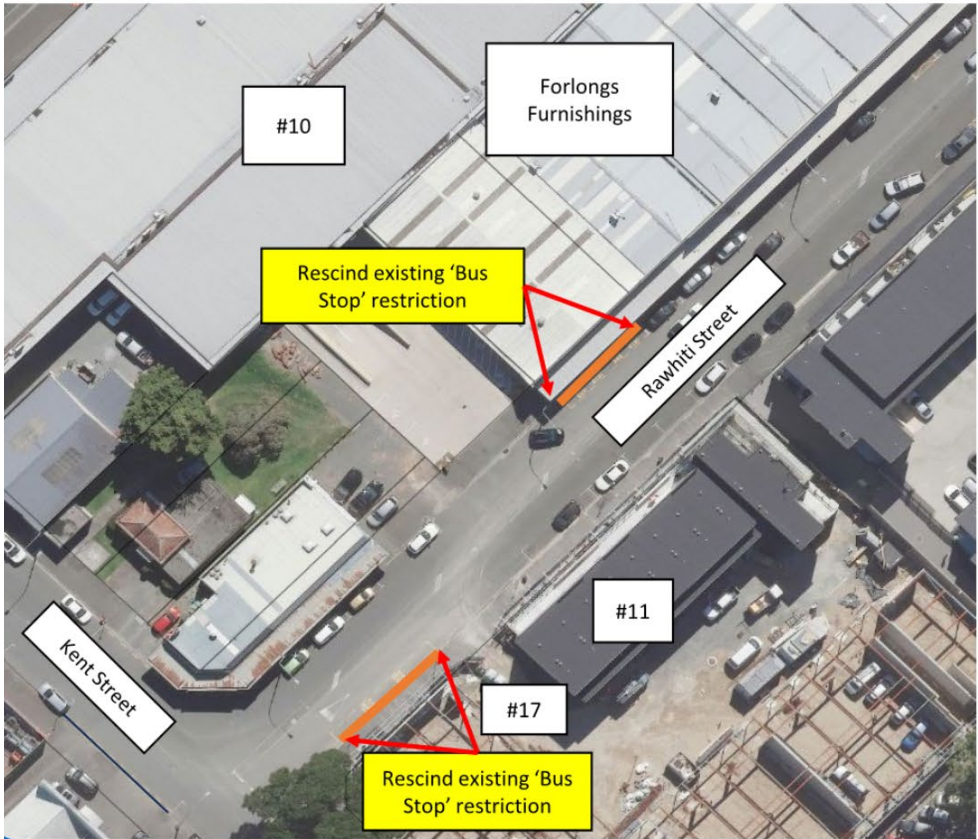


Proposed Parking Restriction Changes - Myrtle Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions Changes – Rawhiti Street



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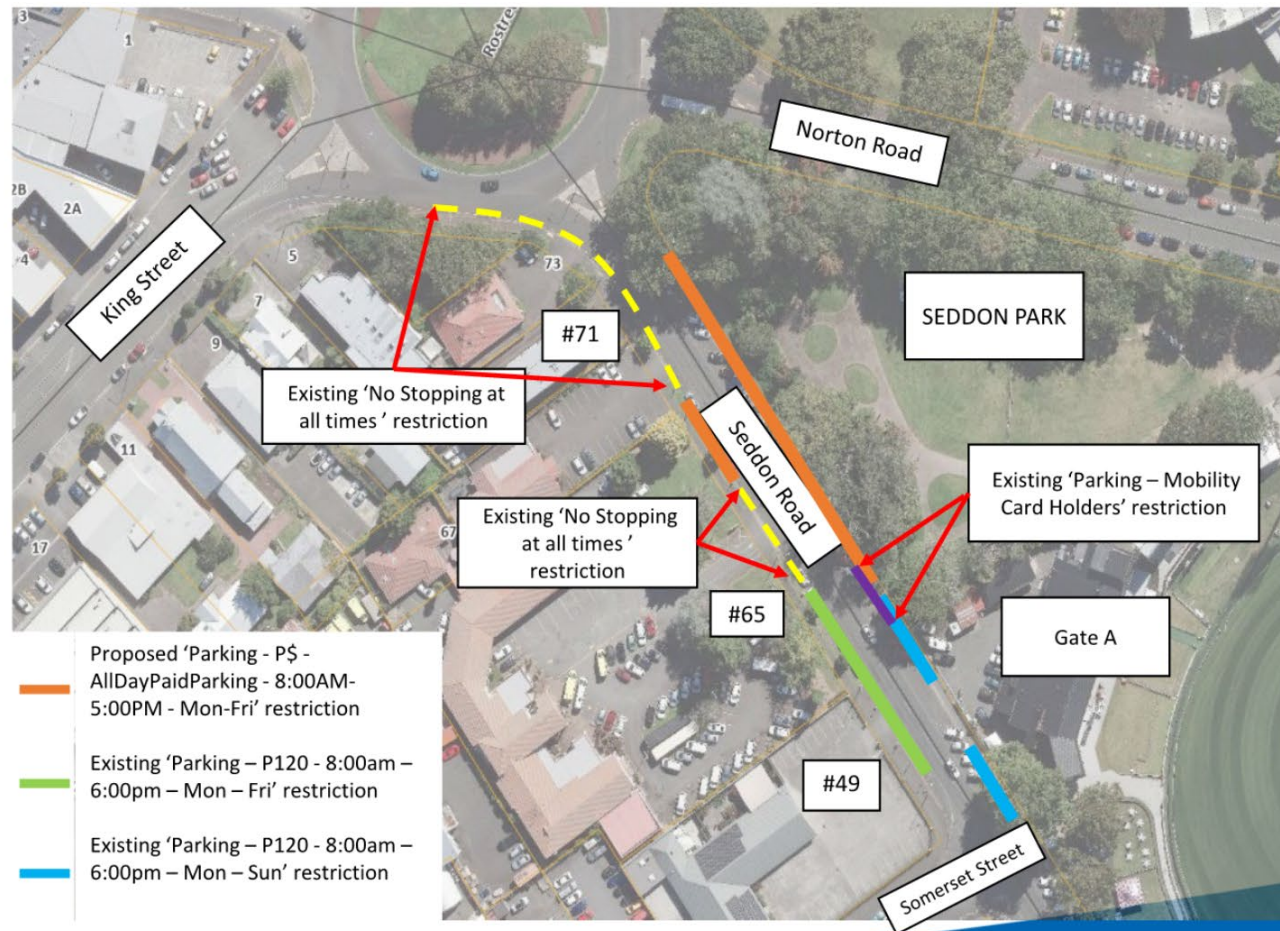
Attachment 1

Gazette existing Parking Restrictions – Seddon Road



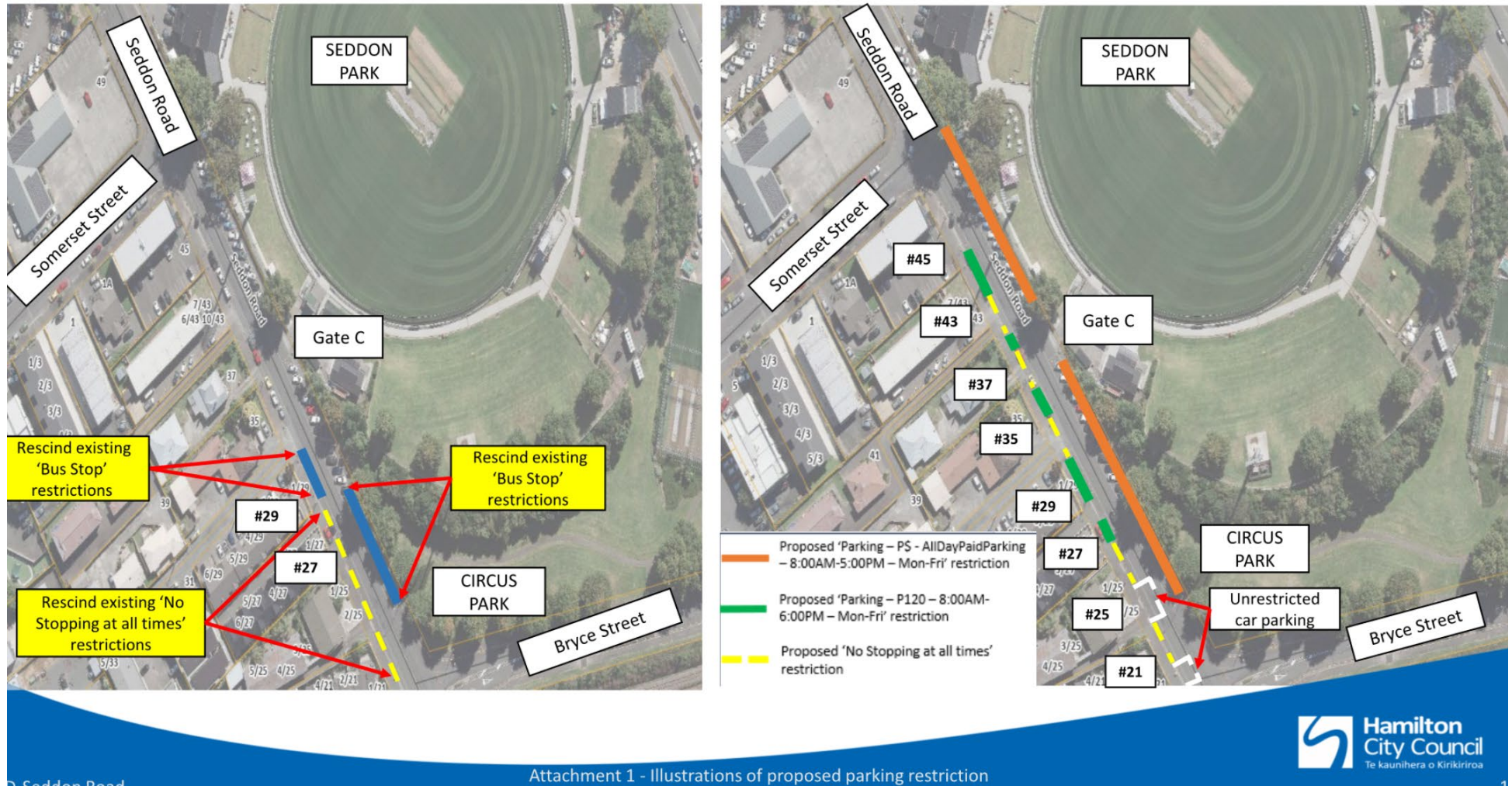
Attachment 1 - Illustrations of proposed parking restriction

Proposed All Day Paid Parking – Seddon Road (between Norton Rd and Somerset St)



Attachment 1 - Illustrations of proposed parking restriction

Proposed All Day Paid Parking – Seddon Road (between Sommerset St and Bryce St)

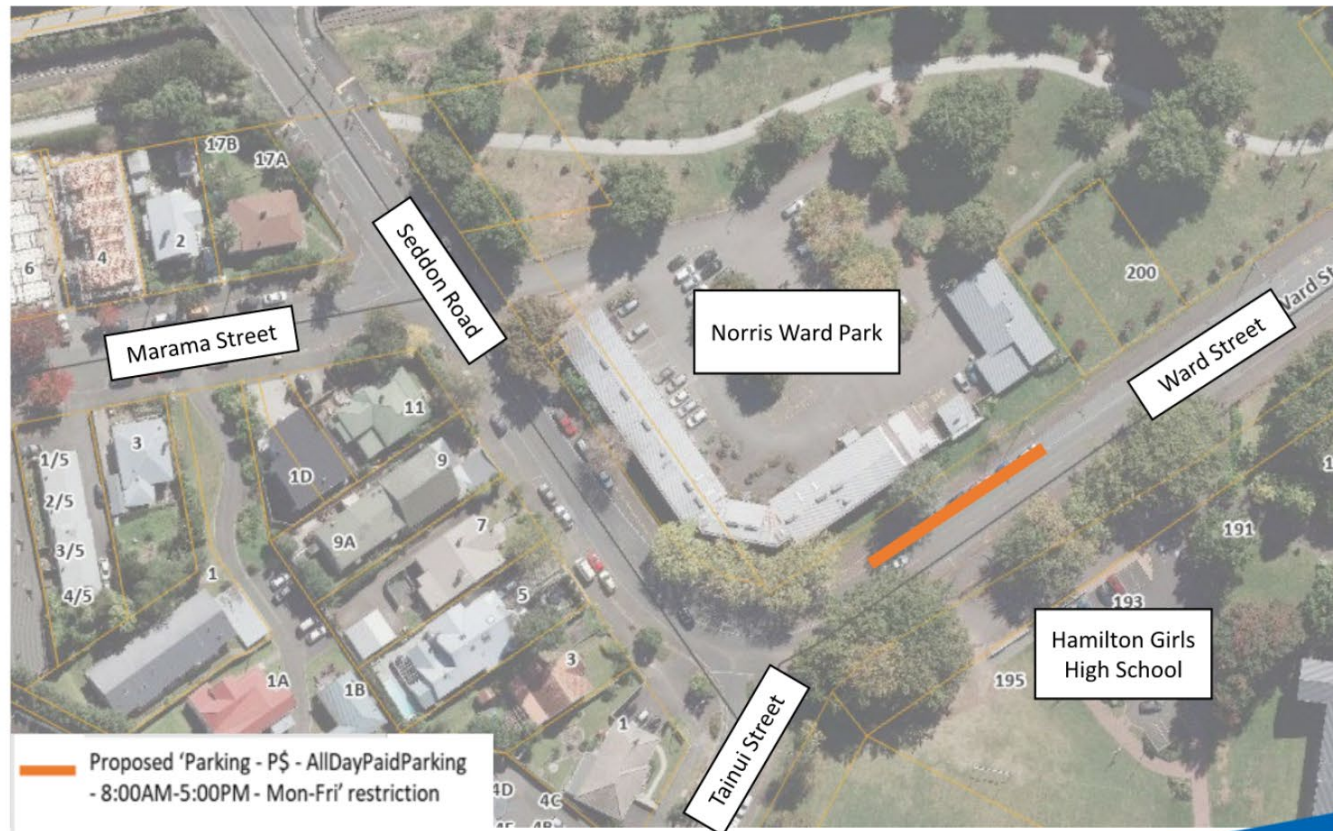


Proposed All Day Paid Parking – Seddon Road (between Bryce St and Seddon Rd)



Attachment 1 - Illustrations of proposed parking restriction

Proposed All Day Paid Parking – Ward Street (between Seddon Rd and Tristram St)



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions Changes – Teddy Street

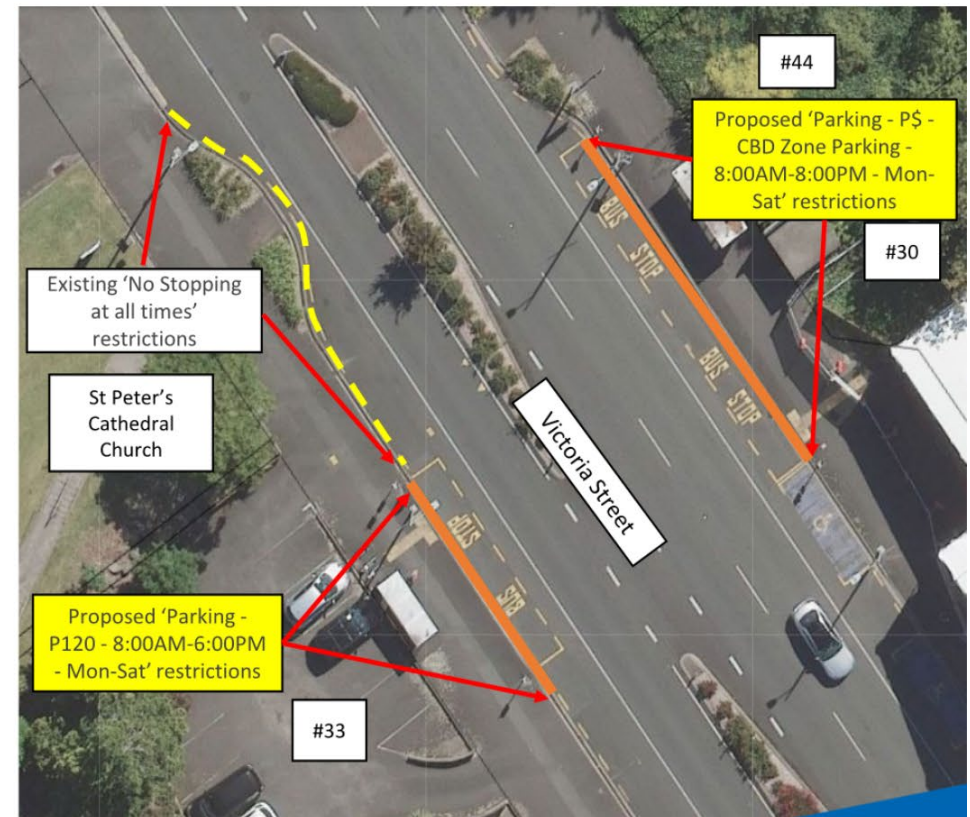
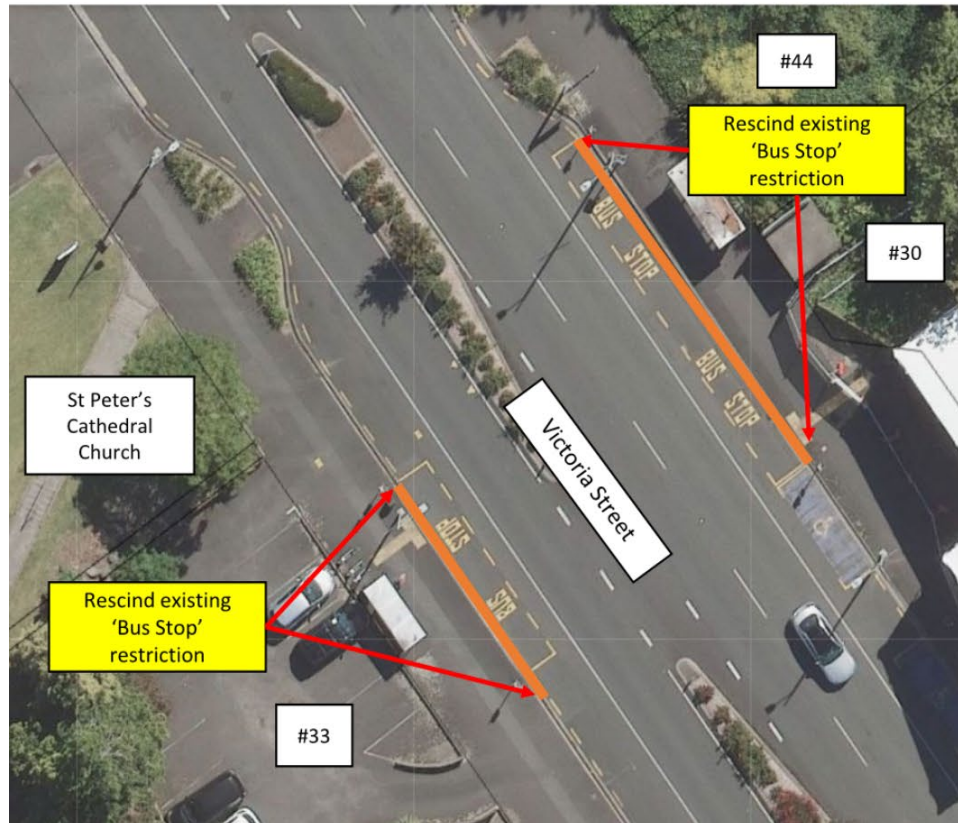


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions Changes – Tuhikaramea Road



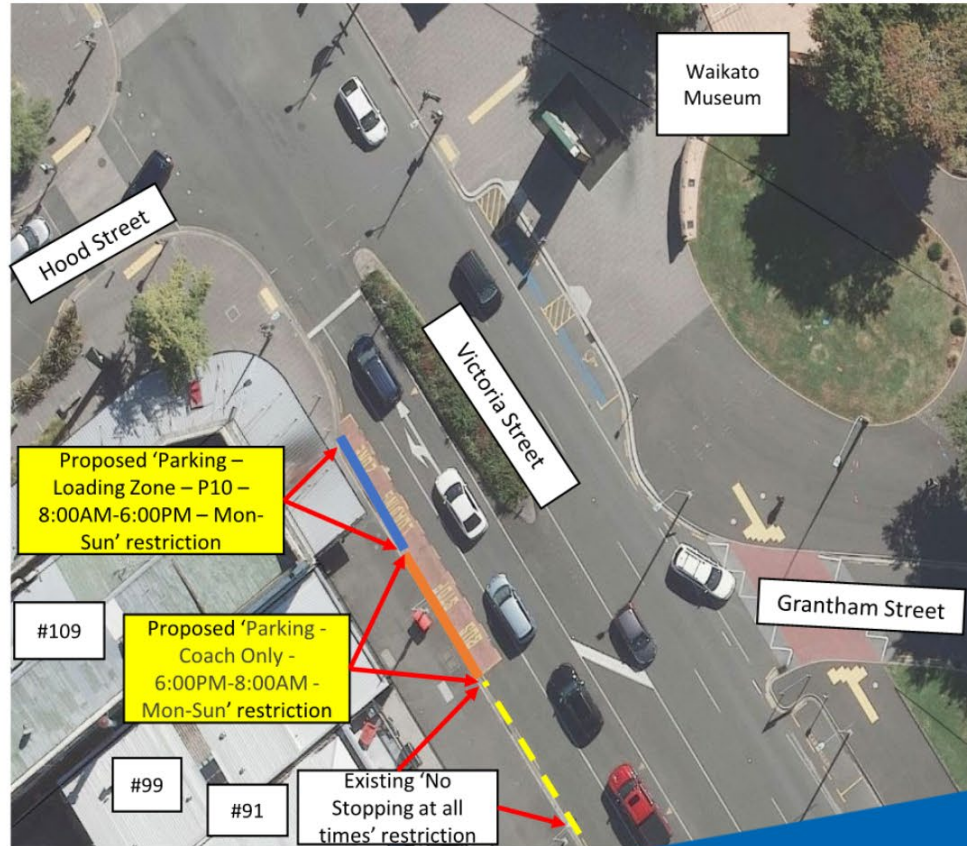
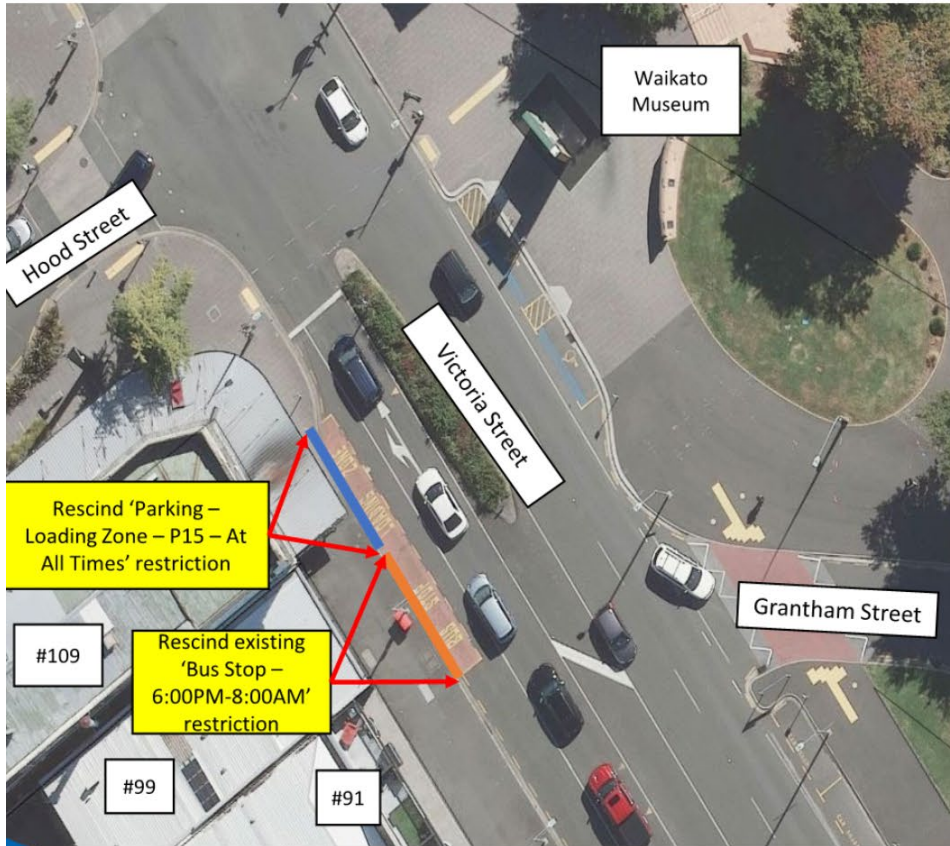
Proposed Parking Restriction Changes – Victoria Street



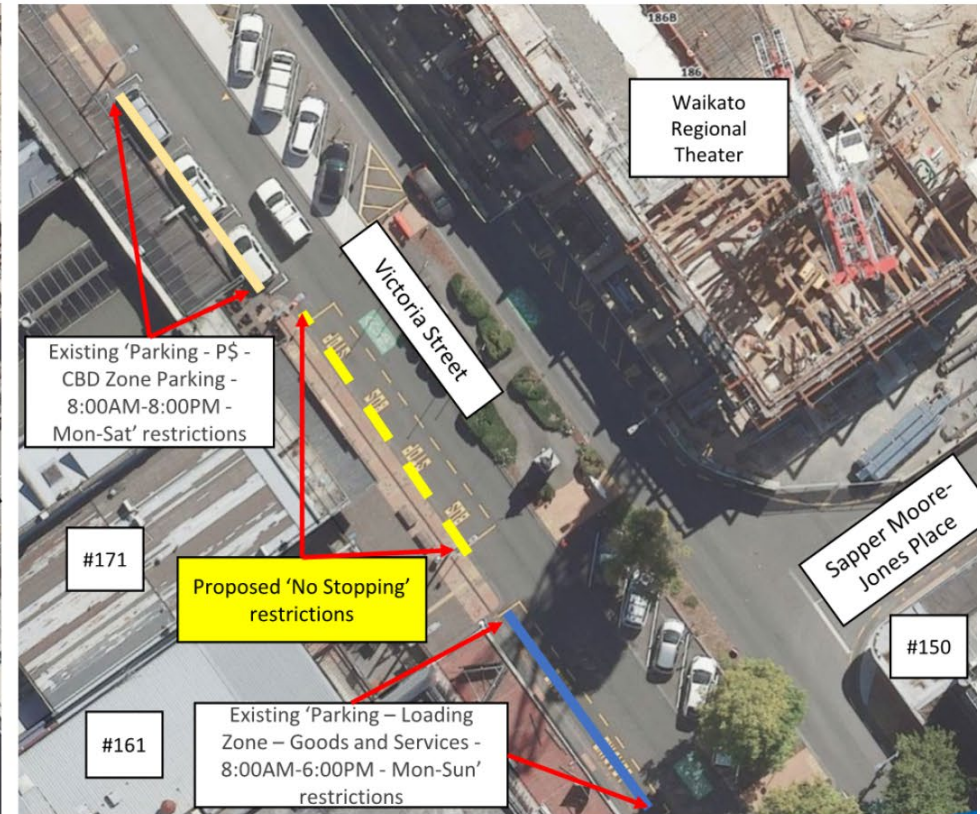
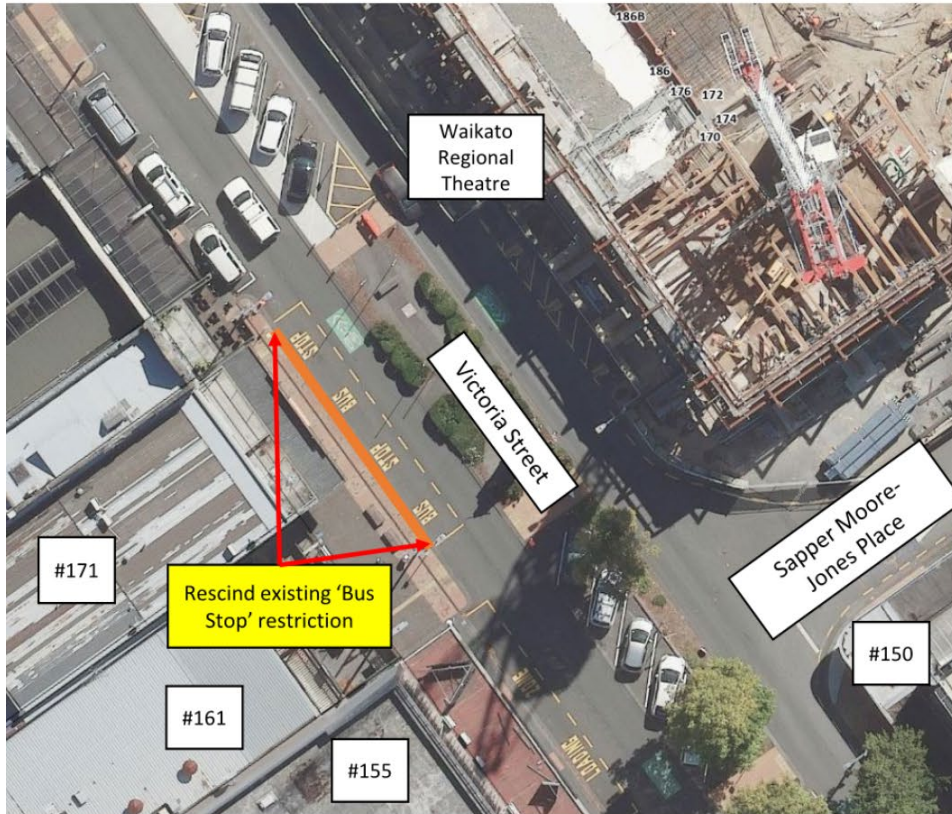
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Attachment 1

Proposed Parking Restriction Changes – Victoria Street



Proposed Parking Restriction Changes – Victoria Street



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Attachment 1

Proposed Parking Restriction Changes – Waimarie Street



Proposed Parking Restriction Changes

Capital Development Projects

- Rifle Range Road

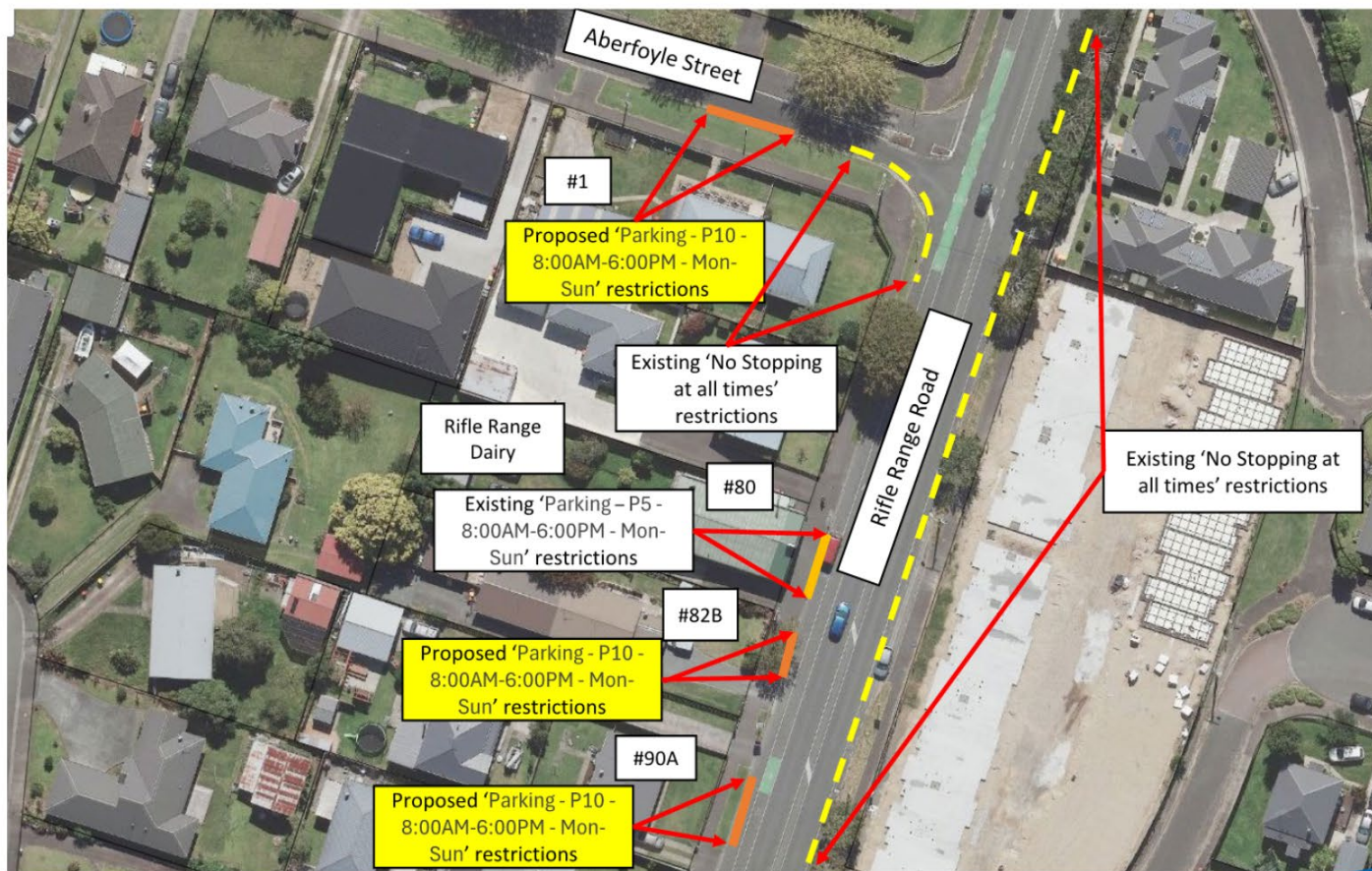
Item 5

Attachment 1

Attachment 1 - Illustrations of proposed parking restriction



Proposed Parking Restriction Changes – Rifle Range Road



Rifle Range Road - TP4802

Attachment 1 - Illustrations of proposed parking restriction

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – 15 August 2024

Location (Street Name)	Requested by	Reason	Amendments to current restrictions
Aberfoyle Street	City Transport Unit	CERF Project – Urban Mobility Improvements	1. Installation of 10m 'P10 - 8:00am-6:00pm - Mon-Sun' restriction outside #1 Aberfoyle Street.
Beale Street	Customer Request Project Development	Improve safe intersection sight distances. Improve traffic operations and access to a private property.	1. Installation of 15m 'No Stopping – at all times' restriction outside #11 Beale Street. 2. Installation of 25m 'No Stopping – at all times' restriction outside #30 Beale Street.
Baverstock Road	Customer Request	Improve safe intersection sight distances	1. Installation of 5m 'No Stopping – at all times' restriction outside #2 Manawaroa Close. 2. Installation of 5m 'No Stopping – at all times' restriction outside #167 Baverstock Road.
Collingwood Street	City Transport Unit and Waikato Regional Council	Remove redundant bus stops and improve parking operations	1. Rescinding 19m 'Bus Stop' outside #2 Collingwood Street. 2. Rescinding 34m 'Bus Stop' outside #237 Victoria Street and #7 Collingwood Street. 3. Installation of 20m 'P\$ - CBD Zone Parking' outside #2 Collingwood Street. 4. Installation of 35m 'P\$ - CBD Zone Parking' outside #237 Victoria Street and #7 Collingwood Street.
Crawford Street	Customer Request – KiwiRail	Improve traffic operations and access to properties for heavy and large vehicles.	1. Installation of 20m 'No Stopping – at all times' restriction outside Qube Hamilton. 2. Installation of 15m 'No Stopping – at all times' restriction outside #98 Crawford Street. 3. Installation of 70m 'No Stopping – at all times' restriction outside #100 Crawford Street. 4. Installation of 90m 'P5 – at all times' restriction outside Qube Hamilton.
Gallagher Drive	Customer Request	Improve traffic operations and access to properties for heavy and large vehicles.	1. Rescinding 14m 'No Stopping – at all times' restriction outside #36 Gallagher Drive.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – 15 August 2024

			2. Installation of 20m 'No Stopping – at all times' restriction outside #36 Gallagher Drive.
Grey Street	Customer Request	Improve safe intersection sight distances	1. Installation of 10m 'No Stopping – at all times' restriction outside #11 Beale Street. 2. Installation of 5m 'No Stopping – at all times' restriction outside #666 Grey Street. 3. Installation of 15m 'No Stopping – at all times' restriction starting outside #668 and ending outside #676 Grey Street.
Higgins Road	Customer Request	Improve on-street parking arrangement to support business operations for a commercial property	1. Installation of 10m 'P60 – 8:00am-6:00pm – Mon-Fri' restriction outside #1/87 Higgins Road. 2. Installation of 5m 'P60 – 8:00am-6:00pm – Mon-Fri' restriction outside #2/87 Higgins Road. 3. Installation of 30m 'No Stopping – at all times' restriction outside #4/87 Higgins Road. 4. Installation of 10m 'No Stopping – at all times' restriction outside #352 Kahikatea Drive. 5. Installation of 10m 'No Stopping – at all times' restriction outside #355 Kahikatea Drive. 6. Installation of 10m 'No Stopping – at all times' restriction outside #357 Kahikatea Drive.
Kahikatea Drive	Customer Request	Improve safe intersection sight distances. Improve on-street parking arrangement to support business operations for a commercial property.	1. Installation of 10m 'No Stopping – at all times' restriction outside #352 Kahikatea Drive. 2. Installation of 10m 'No Stopping – at all times' restriction outside #355 Kahikatea Drive. 3. Installation of 10m 'No Stopping – at all times' restriction outside #357 Kahikatea Drive. 4. Installation of 10m 'No Stopping – at all times' restriction outside #4/87 Higgins Road. 5. Installation of 25m 'P5 – 8:00am-6:00pm – Mon-Fri' restriction outside #5/87 Higgins Road.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – 15 August 2024

Livingstone Avenue	Customer Request	Improve safe intersection sight distances	1. Installation of 10m 'No Stopping – at all times' restriction outside #61 Waimarie Street.
Manawaroa Close	Customer Request	Improve traffic operations and access to properties	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping – at all times' restriction outside #167 Baverstock Road. 2. Installation of 5m 'No Stopping – at all times' restriction starting outside #2 Manawaroa Close. 3. Installation of 15m 'No Stopping – at all times' restriction starting outside #6 Manawaroa Close. 4. Installation of 70m 'No Stopping – at all times' restriction starting outside #6 and ending outside #11 Manawaroa Close. 5. Installation of 30m 'No Stopping – at all times' restriction starting outside #167 Baverstock Road and ending outside #9 Manawaroa Close.
Maui Street	Customer Request	Improve traffic safety and access for a private driveway	<ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping – at all times' restriction outside Gate #3 at #69 Maui Street. 2. Installation of 15m 'No Stopping – at all times' restriction outside Gate #4 at #69 Maui Street. 3. Installation of 15m 'No Stopping – at all times' restriction outside Gate #5 at #69 Maui Street.
Memorial Drive	Customer Request	Improve parking operations	<ol style="list-style-type: none"> 1. Rescinding 32m 'P180 – 8:00am-6:00pm – Mon-Sat' restriction outside Parana Park, opposite #90 Memorial Drive. 2. Installation of 30m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside Parana Park, opposite #90 Memorial Drive. 3. Installation of 15m 'P10 – 8:00am-6:00pm – Mon-Sun' restriction outside Parana Park, opposite #76 Memorial Drive.
Myrtle Street	Customer Request	Provide unobstructed access to property	1. Installation of 5m 'No Stopping – at all times' restriction outside #12 Myrtle Street.
Rawhiti Street	City Transport Unit and Waikato Regional Council	Remove redundant bus stops and improve parking operations	<ol style="list-style-type: none"> 1. Rescinding 14m 'Bus Stop' restriction outside #10 Rawhiti Street. 2. Rescinding 17m 'Bus Stop' restriction outside #17 Rawhiti Street. 3. Installation of 15m 'P60 – 8:00am-6:00pm – Mon-Sun' restriction outside #10 Rawhiti Street.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – 15 August 2024

			4. Installation of 15m 'P60 – 8:00am-6:00pm – Mon-Sun' restriction outside #17 Rawhiti Street.
Rifle Range Road	Customer Request City Transport Unit	CERF Project – Urban Mobility Improvements	1. Installation of 5m 'P10 - 8:00am-6:00pm - Mon-Sun' restriction outside #82B Rifle Range Road. 2. Installation of 10m 'P10 - 8:00am-6:00pm - Mon-Sun' restriction outside #90A Rifle Range Road.
Seddon Road	City Transport Unit and Waikato Regional Council	Remove redundant bus stops and improve parking operations	1. Rescinding 16m 'Bus Stop' restriction outside Circus Park on Seddon Road. 2. Rescinding 15m 'Bus Stop' restriction outside #29 Seddon Road. 3. Rescinding 46m 'P120 - 8:00AM-6:00PM - Mon-Fri' restriction starting outside #49 and ending outside #65 Seddon Road. 4. Rescinding 120m 'No Stopping – at all times' restriction starting outside #17 and ending outside #27 Seddon Road. 5. Installation of 5m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #27 Seddon Road. 6. Installation of 10m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #29 Seddon Road. 7. Installation of 10m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #35 Seddon Road. 8. Installation of 5m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction outside #37 Seddon Road. 9. Installation of 20m 'P120 – 8:00am-6:00pm – Mon-Fri' restriction starting outside #43 and ending outside #45 Seddon Road. 10. Installation of 30m 'P120 - 8:00AM-6:00PM - Mon-Fri' restriction starting outside #49 and ending outside #65 Seddon Road. 11. Installation of 5m 'P120 - 8:00AM-6:00PM - Mon-Fri' restriction outside #49 Seddon Road. 12. Installation of 80m 'No Stopping – at all times' restriction starting outside #17 and ending outside #21 Seddon Road. 13. Installation of 15m 'No Stopping – at all times' restriction starting outside #21 and ending outside #25 Seddon Road.

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – 15 August 2024

			<p>14. Installation of 15m 'No Stopping – at all times' restriction starting outside #25 and ending outside #27 Seddon Road.</p> <p>15. Installation of 15m 'No Stopping – at all times' restriction starting outside #29 and ending outside #35 Seddon Road.</p> <p>16. Installation of 10m 'No Stopping – at all times' restriction starting outside #35 and ending outside #37 Seddon Road.</p> <p>17. Installation of 15m 'No Stopping – at all times' restriction starting outside #37 and ending outside #43 Seddon Road.</p>
Teddy Street	Customer Request	Provide unobstructed access to property	1. Installation of 10m 'No Stopping – at all times' restriction starting outside #2/1217 and ending outside #3/1217 Victoria Street.
Tuhikaramea Road	Customer Request	Improve sight distances for a residential property	<p>1. Rescinding 15m 'No Stopping – at all times' restriction starting outside #132 and ending outside #134B Tuhikaramea Road.</p> <p>2. Installation of 20m 'No Stopping – at all times' restriction starting outside #132 and ending outside #134B Tuhikaramea Road.</p>
Victoria Street	City Transport Unit and Waikato Regional Council	Remove redundant bus stops and improve parking operations	<p>1. Rescinding 22m 'Bus Stop' restrictions starting outside #30 Victoria Street and ending outside #44 Victoria Street.</p> <p>2. Rescinding 13m 'Bus Stop' restrictions outside #33 Victoria Street.</p> <p>3. Rescinding 19m 'Bus Stop – 6:00pm-8:00am' restrictions outside #99 Victoria Street.</p> <p>4. Rescinding 20m 'Bus Stop' restrictions outside #171 Victoria Street.</p> <p>5. Rescinding 8m 'Loading Zone – P15 – at all times' restrictions outside #109 Victoria Street.</p> <p>6. Installation of 10m 'Loading Zone – P15 – 8:00am-6:00pm – Mon-Sun' restrictions outside #109 Victoria Street.</p> <p>7. Installation of 20m 'P\$ - CBD Zone Parking' starting outside #30 Victoria Street and ending outside #44 Victoria Street.</p> <p>8. Installation of 10m 'P120 – 8:00am-6:00pm – Mon-Sat' outside #33 Victoria Street.</p>

Attachment 2 – Schedule of proposed parking restriction changes for TSL&RC Hearings Panel – 15 August 2024

			<div>9. Installation of 20m ‘Parking - Coach Only – 6:00pm-8:00am – Mon-Sun’ restriction outside #99 Victoria Street.</div> <div>10. Installation of 25m ‘No Stopping – at all times’ restriction starting outside #161 and ending outside #171 Victoria Street.</div>
Waimarie Street	Customer Request	Provide unrestricted access to property and improve safe intersection sight distances	<div>1. Rescinding 22m ‘No Stopping – at all times’ restriction outside #48 Waimarie Street.</div> <div>2. Installation of 20m ‘No Stopping – at all times’ restriction outside #48 Waimarie Street.</div> <div>3. Installation of 5m ‘No Stopping – at all times’ restriction outside #48 Waimarie Street.</div> <div>4. Installation of 10m ‘No Stopping – at all times’ restriction starting outside #53 and ending outside #57 Waimarie Street.</div> <div>5. Installation of 10m ‘No Stopping – at all times’ restriction outside #61 Waimarie Street.</div>