

**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:** Tuesday 21 May 2024  
**Time:** 9:30 am  
**Meeting Room:** Council Chamber and audio visual link  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## **Traffic, Speed Limit and Road Closure Hearings Panel**

### ***Ko Ngaa Taki Huarahi***

### **OPEN AGENDA**

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**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

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Amy Viggers  
*Mana Whakahaere*  
Governance Lead

**13 May 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.

<b><i>The Traffic, Speed Limit and Road Closure Hearings Panel is delegated the following Terms of Reference and powers:</i></b>
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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:** 21 May 2024

**Author:** Charlotte Mitchell

**Authoriser:** Michelle Hawthorne

**Position:** Graduate Governance Support

**Position:** Governance and Assurance Manager

**Report Name:** Confirmation of the Traffic, Speed Limit and Road Closure Hearings Open Minutes of 26 March 2024

<b>Report Status</b>	Open
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## Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Traffic, Speed Limit and Road Closure Hearings Panel confirms the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel Meeting held on 26 March 2024 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Open Unconfirmed Minutes 26 March 2024



**Traffic, Speed Limit and Road Closure Hearings Panel**  
***Ko Ngaa Taki Huarahi***  
**OPEN MINUTES**

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Council Chambers and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 26 March 2024 at 9:35am.

**PRESENT**

<b>Chairperson</b>	Cr Mark Donovan
<b>Heamana</b>	
<b>Members</b>	Deputy Mayor Angela O’Leary (via Audio Visual Link) Cr Anna Casey-Cox Cr Louise Hutt (via Audio Visual Link) Cr Maxine van Oosten Cr Tim Macindoe
<b>In Attendance:</b>	Sean Murray – General Manager Venues, Tourism Events/ Deputy CE Gordon Naidoo – City Transport Unit Director Robyn Denton – Network and Systems Operations Manager
<b>Governance Staff:</b>	Arnold Andrews, Keryn Phillips and James Winston II – Governance Advisors Charlotte Mitchell – Governance and Assurance Graduate

- 1. Apologies – *Tono aroha***  
**Resolved:** (Cr Donovan, Cr Macindoe)  
That the apologies for absence from Cr Ewan Wilson and Cr Geoff Taylor were accepted.
- 2. Confirmation of Agenda – *Whakatau raarangi take***  
**Resolved:** (Cr Donovan, Cr Casey-Cox )  
That the agenda is confirmed.
- 3. Declarations of Interest – *Tauaakii whaipanga***  
Cr Donovan declared an interest in Item 6 *Parking Restrictions and Traffic Bylaw Changes* (Seddon Cricket Club), but noted he was not conflicted and he would take part in the discussion and vote on this matter.
- 4. Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 15 February 2024**  
**Resolved:** (Cr van Oosten, Cr Casey-Cox)  
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 15 February 2024 as a true and correct record.

5. **Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes 29 February 2024**

**Resolved:** (Cr van Oosten, Cr Casey-Cox )  
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 29 February 2024 as a true and correct record.

6. **Parking Restrictions and Traffic Bylaw Change**

**Brenda Allinson** spoke to her submission which raised concerns regarding parking restrictions on Knighton Road and recommended amendments to those restrictions. Elected Members asked the submitter about restrictions that they opposed, who was using the parks and the demand for parking on Knighton Road.

**Ian Kindred** spoke to their submission regarding Storey Avenue and his concerns about the speed of traffic on the street and it has not been reduced with the previous changes. Elected members asked the submitter if they had any communication with Emergency Services, Also asked about measures that have been proposed before

**Grant Taylor (Waikato Guild of Woodworkers)** Grant Taylor spoke to his submission which raised concerns around the public parking available outside the Wood Workers Hall

The Network & Systems Operations Manager then introduced the report and noted in particular the concerns addressed by the submitters for how parking restrictions are maintained and the actions undertaken by staff concerning Storey Avenue. Staff responded to questions from Members concerning options to reduce speed down Storey Avenue and the loss of carparks for the Waikato Guild of Woodworkers.

**Resolved:** (Cr van Oosten/Cr Casey-Cox )  
That the Traffic, Speed Limit and Road Closure Hearings Panel approves the changes to parking restrictions and controls as set out in the table below:

Storey Avenue	<ul style="list-style-type: none"> <li>• Installation of 20m 'No Stopping' restriction outside #5 - #7A Storey Avenue.</li> <li>• Installation of 20m 'No Stopping' restriction outside #4 - #6 Storey Avenue.</li> <li>• Installation of 20m 'No Stopping' restriction outside #10 - #12 Storey Avenue.</li> <li>• Installation of 25m 'No Stopping' restriction outside #27 - #29 Storey Avenue.</li> </ul>
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**Resolved:** (Deputy Mayor O'Leary/Cr van Oosten)

That the Traffic, Speed Limit and Road Closure Hearings Panel approves the changes to parking restrictions and controls as set out in the table below after minor amendments are made to the wording:

Knighton Road (Service Lane)	<ul style="list-style-type: none"> <li>• Installation of 120m 'No Stopping' restriction starting outside #141 Knighton Road moving in clockwise direction and ending outside #6/143 Knighton Road.</li> <li>• Installation of 40m 'No Stopping' restriction between starting outside #133 Knighton Road and ending opposite #1/143</li> </ul>
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	<p>Knighton Road.</p> <ul style="list-style-type: none"><li>• Installation of 40m 'No Stopping' restriction starting opposite #4/143 and ending opposite #6/143 Knighton Road.</li><li>• Installation of 5m 'No Stopping' restriction opposite #2/143 Knighton Road, outside Greensboro Park.</li></ul>
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The meeting was adjourned from 10:36am and 10:40am during the discussion of the above item.

The Network & Systems Operations Manager and answered questions from Members in relation to written reports received, concerning the buffer zones between cyclist, clear marking of cycle lanes and disability parking available at Seddon Road

**Resolved:** (Cr Donovan/Cr Macindoe)

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

- a) notes that staff will work with all stakeholders for alternate options; and
- b) defers the approval of the following until the next hearing of the panel:

Seddon Road	<ul style="list-style-type: none"><li>• Installation of 5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.</li><li>• Installation of 5m 'Parking – Mobility Card Holders – All day' outside Seddon Park.</li><li>• Installation of 5m 'Parking – Mobility Card Holders – P120' outside Seddon Park.</li><li>• Installation 5m 'No Stopping' restriction outside Seddon Park.</li><li>• Rescind 10.5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.</li></ul>
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The Network & Systems Operations Manager then spoke to the rest of their report, highlighting the four additional location where all-day parking consultation has occurred. Staff responded to questions on feedback from Hamilton Girls High School, estimation of revenue and planned signage for the expected changes.

**Resolved:** (Cr Donovan/Cr Casey-Cox)

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
Bleakley Place	<ul style="list-style-type: none"><li>• Installation of 130m 'No stopping' restriction starting outside #48D Helena Road and ending outside #11 Bleakley Place.</li><li>• Rescind 114m 'No stopping' restriction starting outside #48D Helena Road and ending outside #13 Bleakley Place.</li></ul>
Grandview Road	<ul style="list-style-type: none"><li>• Rescind 12m 'bus stop' restriction outside #116 Grandview Road.</li></ul>
Grantham Street	<ul style="list-style-type: none"><li>• Rescind 50m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.</li><li>• Installation of 15m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.</li><li>• Installation of 20m 'P120, 8:00AM-6:00PM, Mon-Fri' time restriction parking outside #150 Grantham Street.</li></ul>

	<ul style="list-style-type: none"> <li>Installation of 185m 'No Stopping' restriction between #102 - #150 Grantham Street.</li> </ul>
Grey Street	<ul style="list-style-type: none"> <li>Rescind 40m 'No Stopping' restriction starting outside #116 Grey Street and ending outside #124 Grey Street.</li> <li>Installation of 10m 'No Stopping' restriction outside #124 Grey Street.</li> <li>Installation of 15m 'No Stopping' restriction outside #116 Grey Street.</li> </ul>
Richmond Street	<ul style="list-style-type: none"> <li>Installation of 25m 'No Stopping' restriction between #2 - #6 Richmond Street.</li> </ul>
River Road	<ul style="list-style-type: none"> <li>Installation of 30m 'No Stopping' restriction on River Road opposite #100 River Road, starting outside Parana Park and ending outside Memorial Park.</li> </ul>
Riverlea Road	<ul style="list-style-type: none"> <li>Installation of 100m 'No Stopping' restriction outside #140 Riverlea Road.</li> <li>Rescind 73 m 'No Stopping' restriction outside #140 Riverlea Road.</li> </ul>
Rostrevor Street	<ul style="list-style-type: none"> <li>Installation of 45m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction outside #820 Victoria Street.</li> <li>Installation of 30m 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #20 Rostrevor Street and ending outside #18 Rostrevor Street.</li> <li>Rescind 90m of time restricted 'Parking - P120, 8:00AM-6:00PM, Mon-Fri' restriction starting outside #820 Victoria Street and ending outside #18 Rostrevor Street.</li> <li>Rescind 6m 'Parking - Mobility Card Holders - P120' restriction outside #820 Victoria Street, a duplicate record on GIS.</li> </ul>
Ruakiwi Road	<ul style="list-style-type: none"> <li>Installation of 80m 'Parking - P120 - 8am -6pm, Mon-Fri' restriction outside Hamilton Girls High School.</li> <li>Installation of 55m 'Parking - P120 - 8am -6pm, Mon-Fri' restriction starting outside #3 Ruakiwi Road and ending outside #5 Ruakiwi Road.</li> </ul>
Sheffield Street	<ul style="list-style-type: none"> <li>Installation of 70m 'No Stopping' restriction outside #26 - #30 Sheffield Street.</li> <li>Rescind 40.5 m 'No Stopping' restriction outside #30 Sheffield Street.</li> </ul>
Tuhikaramea Road	<ul style="list-style-type: none"> <li>Rescind 160m 'No Stopping' restriction outside #19 - #39 Tuhikaramea Road.</li> <li>Installation of 190m 'No Stopping' restriction outside #19 - #45 Tuhikaramea Road.</li> <li>Rescind 150m 'No Stopping' restriction outside #48 - #68B Tuhikaramea Road.</li> <li>Rescind 126m 'No Stopping' restriction outside #68B - #82 Tuhikaramea Road.</li> <li>Rescind existing 12.5m bus stop outside #68B Tuhikaramea</li> </ul>

	<p>Road.</p> <ul style="list-style-type: none"> <li>• Rescind 51m 'No Stopping' restriction outside #94 - #100 Tuhikaramea Road.</li> <li>• Rescind existing 12m bus stop outside #104 Tuhikaramea Road.</li> <li>• Installation of 310m 'No Stopping' restriction outside #48 - #86 Tuhikaramea Road.</li> <li>• Installation of 130m 'No Stopping' restriction outside #88 - #104 Tuhikaramea Road.</li> <li>• Installation of 20m 'No Stopping' restriction outside #132 - #134B Tuhikaramea Road.</li> <li>• Rescind 83m 'No Stopping' restriction outside #134B - #150 Tuhikaramea Road.</li> <li>• Rescind existing 12m bus stop outside #150 Tuhikaramea Road.</li> <li>• Rescind 41m 'No Stopping' restriction outside #150 - #152 Tuhikaramea Road.</li> <li>• Installation of 140m 'No Stopping' restriction outside #134B - #152 Tuhikaramea Road.</li> <li>• Rescind 30m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road.</li> <li>• Installation of 35m 'No Stopping' restriction outside #143 - #159 Tuhikaramea Road.</li> <li>• Rescind 503m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.</li> <li>• Installation of 510m 'No Stopping' restriction between The Church of Jesus Christ of Latter-Day Saints and #143 Tuhikaramea Road.</li> </ul>
Wellington Street	<ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping' restriction outside #22 Wellington Street.</li> </ul>

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

i. Part 1 - Cycle Paths (Shared Paths) register

Street Name (Location)	Description	Priority
<u>Greenwood Street</u>	<p>(i) <u>Cycle path on the western side of Greenwood Street starting at the intersection with Kahikatea Drive, progressing 330m north to the intersection with Duke Street.</u></p> <p>(ii) <u>Cycle path on the western side of Greenwood Street starting at the intersection with Duke Street, progressing 800m north to the Intersection with Killarney Road.</u></p>	<u>Nil</u>
Killarney Road	<p>(vii) <u>Cycle path on the southern side of Killarney Road from the intersection of Greenwood Street, progressing 20 metres west.</u></p>	Nil

<u>Pardoa Boulevard</u>	<p>(i) <u>Cycle path on the southern side of Pardoa Boulevard starting at the intersection with Wairere Drive, progressing 320m east to the intersection with Medland Place.</u></p> <p>(ii) <u>Cycle path on the southern side of Pardoa Boulevard starting at the intersection with Medland Place, progressing 250m east to the intersection with Webb Drive.</u></p> <p>(iii) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Wairere Drive, progressing 195m east to the intersection with Hatric Road.</u></p> <p>(iv) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Hatric Road, progressing 370 m east to the intersection with Webb Drive.</u></p> <p>(v) <u>Cycle path on the northern side of Pardoa Boulevard starting at the intersection with Webb Drive progressing 500m east to the intersection with Waikato Expressway.</u></p>	Nil
<u>Webb Drive</u>	<p>(i) <u>Cycle path on the western side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 100m north to the intersection with Lulu Avenue.</u></p> <p>(ii) <u>Cycle path on the eastern side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 200m north.</u></p> <p>(iii) <u>Cycle path on the western side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 240m south to the intersection with Popham Road.</u></p> <p>(iv) <u>Cycle path on the western side of Webb Drive starting at the intersection with Popham Road progressing 320m south to the intersection with Carrs Road.</u></p> <p>(v) <u>Cycle path on the eastern side of Webb Drive starting at the intersection with Pardoa Boulevard, progressing 540m south to the intersection with Carrs Road.</u></p>	Nil

## ii. Special Vehicle Lanes Register - Part 1 - Cycle Lanes (Cycle Ways) register

Street Name (Location)	Description
Ulster Street	<p>(i) Northbound cycle lane from the intersection with <del>Mill</del> Victoria street, progressing <del>1405</del> <u>1620</u> meters to the intersection with Te Rapa Road.</p> <p>(ii) Southbound cycle lane from the intersection with Te Rapa Road, proceeding <del>1317</del> <u>1585</u> meters to the intersection with <del>Mill</del> Victoria Street.</p>

iii. One Way Roads Register

Street Name (Location)	Description	Permitted direction of travel
<u>Knighton Road (service lane)</u>	For a distance of 150m on Knighton Road (Service lane) towards Greensboro Park, starting between #133 Knighton Road and #141 Knighton Road, and ending between #6/143 Knighton Road and #145 Knighton Road.	<u>Clockwise around #143 Knighton Road service lane</u>

iv. Metered Parking Places and Zone Parking Register – ‘CBD Commuter Parking’ (All Day Paid Parking)

Location	Description
<u>Hill Street</u>	1. <u>Installation of 130m 'All Day Paid Parking' restriction on the Western Side of Hill Street outside Hamilton Girls High School.</u>
<u>Ruakiwi Road</u>	1. <u>Installation of 70m 'All Day Paid Parking' restriction on the Southern Side of Ruakiwi Road outside Hamilton Lake Domain, opposite Hamilton Girls High School.</u> 2. <u>Installation of 80m 'All Day Paid Parking' restriction on the Western Side of Ruakiwi Road outside Hamilton Lake Domain, starting opposite #1 Ruakiwi Road and ending opposite #5 Ruakiwi Road.</u>
<u>Tainui Street</u>	1. <u>Installation of 210m 'All Day Paid Parking' restriction on the Eastern Side of Tainui Street outside Hamilton Girls High School.</u>
<u>Victoria street</u>	1. <u>Installation of 75m 'All Day Paid Parking' restriction on the Eastern Side of Victoria Street starting outside #1088 Victoria Street and ending outside #1030 Victoria Street.</u> 2. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street starting outside #1087 Victoria Street, near BP station.</u> 3. <u>Installation of 25m 'All Day Paid Parking' restriction on the Western Side of Victoria Street outside #1075 Victoria Street, near BP station.</u>

Meeting was declared closed at 11:20am.



# **Appendix 1**

## **Written Submission – Brenda Allinson**

**From:** Harry Allinson <[hpa.bepa@xtra.co.nz](mailto:hpa.bepa@xtra.co.nz)>

**Sent:** Monday, January 29, 2024 12:02 PM

**To:** Anjana Nair <[Anjana.Nair@hcc.govt.nz](mailto:Anjana.Nair@hcc.govt.nz)>

**Subject:** Re: D-5103134 : Revised Parking restriction proposal at Knighton road

Submission on Revised Parking restriction proposal at:

Knighton Road (141 - Shops & 143 six townhouses) Hamilton 3216

**D-5103134**

This submission was put forward with collaboration the following parties:

**H & B E Plummer-Allinson Family Trust –**

	<b>Owners :</b>	<b>4 x Shops, 141 Knighton Road Hamilton</b>
	<b>Owners :</b>	<b>six townhouses, 143 Knighton Road Hamilton</b>
<b>Gigi Zheng</b>	<b>Owner :</b>	<b>Mei Wah Takeaway's, 141 Knighton Road Hamilton</b>
<b>Jaymin Patel</b>	<b>Owner:</b>	<b>Knighton Road Dairy, 141 Knighton Road Hamilton</b>
<b>Amy Carswell</b>	<b>Owner:</b>	<b>Hillcrest Hair Design, 141 Knighton Road Hamilton</b>
<b>Andy Zheng</b>	<b>Owner:</b>	<b>Kisso Sushi, 141 Knighton Road Hamilton</b>
<b>Kirsty Waugh</b>	<b>Tenant:</b>	<b>Unit 5, 143 Knighton Road Hamilton (previously Unit 3).</b>
<b>Denis Jouan</b>	<b>Tenant:</b>	<b>Unit 2, 143 Knighton Road Hamilton.</b>

The other four tenants of 143 Knighton Road, are overseas students and find it hard to understand the long term consequences of bylaws.

**\* The reason for more detailed wording, is that, maybe, in a few years' time, someone else will read the wording and state that :  
'The wording is correct and the picture plan is incorrect.'**

**1) Introduce "No stopping at all times" starting outside 141 Knighton Rd and ending outside #6/143 Knighton Rd.**

**This should read:**

**Following the building side of #141 Knighton Rd (Mei Wah Takeaway) round the driveway/road, past the shops building, entrance gate of #143 Knighton Rd, and the building side of Units 1, 2, 3, 4, (143 Knighton Rd, the Exit gate and Unit 6, 143 Knighton Rd - as per photo plan.**

**2) "No stopping at all times" starting outside #133 Knighton Rd and ending outside Greensboro Park.**

**It means "no stopping" after the two (2) parks allowed at the beginning of the driveway - as per photo plan.**

**3) Introduce "No stopping at all times" outside Greensboro Park.**

**It means "No stopping" outside the footpath entrance bollards of Greensboro Park - allows for three (3) parks as per the photo plan. Should also allow 4 parking spaces in the corner opposite Unit 4, where the HCC have now cleaned out the shrubbery previously growing over the driveway).**

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4) Introduce "No stopping at all times starting opposite Unit#4/143 Knighton Rd and ending opposite Unit #6/143 Knighton Rd.

**This is acceptable but should read:**

**Starting by the Bollard that allows pedestrian access to Greensboro Park, opposite Unit# 4 / 143 Knighton Rd and ends at the Exit of the driveway by Unit #6/143 Knighton Rd.**

5) Introduce one-way traffic entry between #133 & #141 Knighton Rd - Exit between #6/143 & #145 Knighton Rd.

**This is very sensible - It is the trucks who try to come the other way that have caused the problems.**

6) Road markings - **This will be of help if this Proposal goes ahead.**

7) In front of the Shops 141 Knighton Rd - continue existing Parking P30 - 8 am - 6pm Mon-Fri restrictions.

8) In front of Units #5 & #6 / 143 Knighton Rd, **No stopping restrictions at all.**

Thank you for the opportunity to ensure these changes go through smoothly.

**But - Overall – We and the above mentioned parties do not believe these changes/restrictions are necessary.**

**This proposal came about, because One neighbour at 145 Knighton Rd complained that a truck could not drive through by Unit #4 / 143 Knighton Rd, because a car was parked badly.**

**The car could not park correctly because the HCC Shrubbery had grown well over the driveway/road passed the HCC bollards.**

***The HCC parks department cleared the shrubbery for the first time February 2024. (Thank you).***

**This is the first complaint in over 50 years. The shops were built in 1967.**

Kind regards

**Brenda & Harry Allinson**

**H & B E Plummer-Allinson Family Trust**

**Owners of The shops 141 Knighton Rd &**

**Units 1 - 6 /143 Knighton Rd**

**021530632**

Item 4

Attachment 1

## **Appendix 2**

### **Written Submission – Ian Kindred**

Storey Ave Speed Control. 24 March 2024

It is abundantly clear that there has been no reduction in speeds of vehicles travelling along Storey Avenue. This is evident on first hand experience of Storey Avenue residents and is supported by the tube tests carried out by the Council in September 2023 following the completion of roundabout upgrades. The tube results showed that 84% of vehicles are travelling at above the 40km/h limit and 34% are travelling at speeds above 50km/h. These are all unacceptable speeds for a neighbourhood that is being promoted as a 'Safer Speed Area'. In addition to this there are the reckless 'hoons' who believe that it is their right to drive as fast as possible along Storey, without a care for anyone else. But it is not just the 'hoons'. I see all sorts of vehicles driving at high speeds in both directions between Te Rapa Road and through the Steele Road roundabout. It's tradies in their utes and vans, average commuters, motor bikes and mums who have just picked up their kids from school. Even on occasions I see the Friday refuse truck racing to its next pickup location. It seems to be a feature of this broad gently sloping roadway that invites speeding from so many drivers.

The Council made a big issue of the redesign of the two roundabouts on Storey Ave and the letter to residents announced the plan as potentially reducing the need for additional speed reduction projects. The outcome could not be further from the truth as there has been no reduction in speeds and in fact traffic generally straight-lines the Steel Road roundabout in both directions along Storey Ave without need to reduce speed.

It is little wonder that residents of Storey Avenue are skeptical about any future success of plans by the Council to calm traffic speeds. That seemed to be a lot of money spent on the roundabouts for no positive outcome.

The frustration at the lack of progress in traffic calming along Storey Ave and the diversion of Council attention by secondary issues between the Council and the Woodworkers over parking spaces are the reasons why Luke Mason and I took up the push for a petition to have Storey Ave closed off from Te Rapa Road. This seemed a logical solution for the people of upper Storey Ave and received full positive support from all residents of the area who were approached. Nobody had any opposing views. The main reason for proceeding with the petition was to demonstrate to Council that the residents are united in their demand for action from the Council to bring about traffic speed calming. I can understand the reasons why the council have difficulty in supporting the idea of closing Storey Ave off, but if better communication from the Council and prompt positive action were evident then all of the efforts that had to be taken by Council to investigate the pros and cons of the road closure could have been avoided. The feedback that I had from contact with residents of Storey Avenue is that residents are generally quite fearful and stressed about coming out onto Storey Ave because of some of the aggressive behaviour of drivers and the two major accidents that have occurred recently and the noise of high-speed driving on the road.

After further consideration, I am willing to support the plan to install the proposed speed cushions near #6 and #10 Storey Ave in an effort to bring about traffic calming in this section of Storey Ave, but in addition I request that a speed cushion be installed either between the Steele Road roundabout and the Storey Ave-Garnett Ave roundabout or alternatively at the Steele Rd roundabout entrances. This should discourage drivers straight lining the roundabout at high speed. I agree that bolt on rubber speed humps are not desirable and should be avoided. In all, based on progress to date I am still somewhat skeptical regarding the success of proposed plans in calming traffic speeds, but hold hope for a positive outcome. I am aware that other roads of this area, such as Garnett Road and Mitcham Ave, still have some traffic speeding issues and may benefit from the experience we have gone through here in Storey Ave.

I look forward to a positive outcome in the near future and thank the Council for allowing me to approach the Panel to give my views.

Best Regards

Ian Kindred, 12 Storey Ave

## **Appendix 3**

### **Written Submission – Luke Mason**

***To the local councillors reviewing proposed speed reduction strategies on Storey Avenue.***

***Speed is of major concern for all who live on Storey Ave (Steele to Te Rapa end), as demonstrated by the recent gathering of signatures in support of closing the street. Many noted they had witnessed a huge rise in speed during their time living on the street and this is echoed by myself where within the past 4 years the speeds seemed to have just got higher and higher.***

***Within a 12 month period (March 2023 to March 2024) there have been 2 serious crashes resulting in the cars being written off between the roundabout of Steele Ave and Te Rapa road on Storey Ave.***

***Crash 1: March 29 2023***

***Driver "hooning" lost control through the roundabout at 10pm and crashed into the curb in front of my house #10. The driver proceeded to limp the vehicle down the road ending in front of #4. The driver was approached by multiple members of the street, who were met with aggression and then the driver fled prior to police arriving. The vehicle sat undriveable for a week before it was removed. The council had to fix the curbing at rate payers expense I imagine.***

***Crash 2: 5 February 2024***

***A driver (apparently drunk) crashed into the power pole in front of #23 at pace, smashing the pole into multiple pieces, again the driver tried to drive away but the car was so badly damaged it again didn't make it any further than #4. This crash left residents of not only Storey but many surrounding streets without power for some 8 hours.***

***Police, fire and ambulance were on site. With a huge crew from the power companies having to attend to remove and replace the power pole.***

***As I sit here typing this I have heard at least half a dozen cars go past my house #10 significantly over the posted 40kph speed limit, my assumptions would be around 70-80kph.***

***Considering at this end of the street is a child care centre with its only access on Storey Ave, not to mention numerous families with young children including myself AND the Wood Work Workers Guild/Community Hall which regularly hosts a Martial Arts School with many children on/around the street, I think this matter deserves the upmost consideration as it is only a matter of time before someone is seriously injured or killed and the council will have to bear that burden if they choose to ignore residents calls for immediate action.***

***Regards  
Luke Mason***

## **Appendix 4**

### **Written Submission – Phil Evans**



**Public Forum Written Submission from Phil Evans, Bike ACTION Hamilton**

**Item 6 of the Traffic, Speed Limit and Road Closures Hearings Panel, 26 March 2024**

**Tuhikaramea Rd**

For the most part, the new road markings along Tuhikaramea Rd are a significant improvement for those on bikes. Although it is slightly out of my way, I now use Tuhikaramea Rd instead of Poaka Ave, to make use of the improvements.

**No Stopping Restrictions**

One of the recommendations is the addition of a section of No Stopping Restriction (NSR) to be added opposite Jasmine Ave. See page 33 of the Agenda. The previous layout created a conflict of cyclists vs parked cars vs drivers cutting the corner across the bike lane. Extending the NSR eliminates the cyclist vs parked cars, as it moves the first car park further past the bend. No vehicles have parked in the currently unmarked section where the NSR is proposed. The cyclist vs drivers cutting the corner still exists, and a concrete barrier around the bend would eliminate that danger as well.



*Location of proposed No Stopping on Tuhikaramea Road opposite Jasmine Avenue*

All the other NSR's being recommended add to the safety of other road users.

**QUESTION: On page 81-82 in the table Existing Parking Restrictions to be Rescinded, it appears that all NSR's along Tuhikaramea Rd are to be rescinded. I have requested clarification from Staff Monday afternoon, but a response had not been received prior to sending in this submission.**

**Buffer Zone Markings**

The addition of the buffer zone between cyclists and vehicles is a good improvement, but the danger of drivers opening their doors into the bike lane still exists. Door Zone bike lanes are one of the most dangerous places to ride a bike, (along with riding behind angled parked cars and intersections), and is the reason many cyclists don't use them, instead choosing to 'take the lane'. For context, should a driver open their door, a cyclist automatically swerves right to avoid it, into the path of vehicles. If the cyclist is too close, and hits the door, they are also flung to the right into the path of vehicles. Deaths that occur in this manner are usually from being run over, rather than the actual collision with the door.

While the new buffer zone exists for most of the length of Tuhikaramea Rd, it is missing at 3 points, two outside the church, on the bend in the road, and one opposite Jasmine Ave. While it is not necessary on the church side as the bend is to the right, coming down the hill, the bend is to the left, where drivers almost always cut the corner across the bike lane. The ideal solution to this is to put install a concrete barrier to force drivers to stay in the vehicle lane. There is no buffer zone around the bend and the bike lane narrows creating a danger to people on bikes.

**Parking**

At the top of the hill, heading north towards the roundabout, many of the parking spaces don't make sense. There is a single car park outside number 132. Why? There are a few random car parks, but mostly NSR's.



There are other parks that are very narrow, including one section where the car park width is about 1.5 meters, meaning any vehicle parking there protrudes right over the new bike lane, forcing cyclists out into the traffic lane. Why? All new parking lanes should cater to the widest possible vehicle or trailer, and if the space is not available for that, then there should be no parking.

Every house along Tuhikaramea has sufficient space off the road to park vehicles.



Overall though, the new layout on Tuhikaramea Rd is significantly better than is previously was. Getting rid of the 'too narrow' car parks would go a long way to making it even safer.

Phil Evans  
Bike ACTION Hamilton  
Advocating for Safer Cycling in Hamilton

# Council Report

Item 5

**Committee:** Traffic, Speed Limit and Road Closure Hearings Panel

**Date:** 21 May 2024

**Author:** Aditya Mitta

**Authoriser:** Tania Hermann

**Position:** Network Operations Engineer

**Position:** Executive Director,  
Infrastructure Operations  
(Acting)

**Report Name:** Parking Restrictions and Traffic Bylaw Changes

**Report Status**

*Open*

## Purpose - *Take*

1. To seek approval 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*

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"><li>• Rescinding 17.5m 'No Stopping at all times' restriction outside #380 Anglesea Street.</li><li>• Rescinding 87m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #380 and ending outside #408 Anglesea Street.</li><li>• Installation of 15m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #392 and ending outside #398 Anglesea Street.</li><li>• Installation of 20m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #404 and ending outside #408 Anglesea Street.</li><li>• Installation of 45m 'No Stopping at all times' restriction starting outside #380 and ending outside #386 Anglesea Street.</li><li>• Installation of 20m 'No Stopping at all times' restriction starting outside #398 and ending outside #404 Anglesea</li></ul>

# Item 5

	Street.
Anglesea Street (Service Lane)	<p>Improve Traffic Operations and on-street parking by:</p> <ul style="list-style-type: none"> <li>• Installation of 135m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> <li>• Installation of 30m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> <li>• Installation of 70m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> </ul>
Bandon Street	<p>Improve access to property and parking for motorcycles by:</p> <ul style="list-style-type: none"> <li>• Rescinding 25m 'No Stopping all times' restriction starting #17 and ending outside #19 Bandon Street.</li> <li>• Installation of 35m 'No Stopping all times' restriction starting #15 and ending outside #19 Bandon Street.</li> <li>• Installation of 25m 'No Stopping all times' restriction starting #11 and ending outside #15 Bandon Street.</li> <li>• Installation of 3m 'Motorcycle Only - At All Times' restriction outside #15 Bandon Street.</li> </ul>
Bankwood Road	<p>Intersection safety improvements by:</p> <ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping at all times' restriction outside #50 Bankwood Road.</li> <li>• Installation of 10m 'No Stopping at all times' restriction starting outside #94A Bankwood Road and ending outside #1A St Paul Road.</li> <li>• Installation of 5m 'No Stopping at all times' restriction outside #94B Bankwood Road.</li> </ul>
Beale Street	<p>Parking improvements by:</p> <ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping at all times' restriction outside #7 Beale Street.</li> <li>• Rescinding 16.5m 'No Stopping at all times' restriction starting outside #7 Beale Street and ending outside #521 Grey Street.</li> <li>• Rescinding 16.5m 'No Stopping at all times' restriction outside #12 Beale Street.</li> </ul> <p>Gazette existing parking restrictions by:</p> <ul style="list-style-type: none"> <li>• Installation of 25m 'No Stopping at all times' restriction outside #12 Beale Street.</li> <li>• Installation of 15m 'No Stopping at all times' restriction outside #8 - #10 Beale Street.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #8 Beale Street.</li> </ul>
Beatty Street	<p>Provide unobstructed access to properties and improve traffic operations by:</p> <p>(Section 1)</p> <ul style="list-style-type: none"> <li>• Installation of 20m 'No Stopping at all times' restriction outside #1 Beatty Street.</li> <li>• Installation of 25m 'No Stopping at all times' restriction outside #2 Beatty Street.</li> <li>• Rescinding of 5.5m 'No Stopping at all times' restriction outside #5 Beatty Street.</li> </ul>

	<ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping at all times' restriction outside #5 Beatty Street.</li> <li>• Installation of 35m 'No Stopping at all times' restriction outside #14 - #18 Beatty Street.</li> </ul> <p>(Section 2)</p> <ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping at all times' restriction outside #19 Beatty Street.</li> <li>• Installation of 20m 'No Stopping at all times' restriction outside #21 - #25 Beatty Street.</li> <li>• Installation of 25m 'No Stopping at all times' restriction outside #29 - #31 Beatty Street.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #34 - #36 Beatty Street.</li> </ul> <p>(Section 3)</p> <ul style="list-style-type: none"> <li>• Rescinding of 8m 'No Stopping at all times' restriction outside #33 Beatty Street.</li> <li>• Installation of 30m 'No Stopping at all times' restriction outside #33 Beatty Street.</li> <li>• Rescinding of 22.5m 'No Stopping at all times' restriction outside #37A Beatty Street.</li> <li>• Installation of 35m 'No Stopping at all times' restriction outside #37A Beatty Street.</li> <li>• Installation of 25m 'No Stopping at all times' restriction outside #35 - #37B Beatty Street.</li> <li>• Installation of 40m 'No Stopping at all times' restriction outside #38 - #42 Beatty Street.</li> <li>• Installation of 15m 'No Stopping at all times' restriction outside #44 - #46 Beatty Street.</li> <li>• Rescinding of 24m 'No Stopping at all times' restriction outside #48 Beatty Street.</li> <li>• Installation of 25m 'No Stopping at all times' restriction outside #48 Beatty Street.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #48 Beatty Street.</li> </ul>
Cowley Drive	<p>Improve intersection safety and improve sight distances for a private lane by:</p> <ul style="list-style-type: none"> <li>• Rescinding 29m 'No Stopping at all times' restriction outside #2 Beehive Lane.</li> <li>• Rescinding 26m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.</li> <li>• Installation of 70m 'No Stopping at all times' restriction starting outside #1 Cowley Drive and ending outside #2 Beehive Lane.</li> <li>• Installation of 50m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #2 Cowley Drive.</li> </ul>
Goodwin Terrace	<p>Improve intersection safety and improve sight distances for a private lane by:</p> <ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping at all times' restriction</li> </ul>

	<p>outside #2 Cowley Drive.</p> <ul style="list-style-type: none"> <li>• Installation of 10m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.</li> </ul>
Jones Crescent	<p>Provide unobstructed access to properties and improve traffic operations by:</p> <p>(Section 4)</p> <ul style="list-style-type: none"> <li>• Installation of 40m 'No Stopping at all times' restriction outside #1 - #9 Jones Crescent.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #9 - #11 Jones Crescent.</li> <li>• Installation of 6m 'P5, Mon-Fri, 8am-6pm' restriction outside #9 Jones Crescent.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #10 - #12 Jones Crescent.</li> <li>• Installation of 20m 'No Stopping at all times' restriction starting outside #13 Jones Crescent.</li> </ul> <p>(Section 5)</p> <ul style="list-style-type: none"> <li>• Rescinding of 43.4m 'No Stopping at all times' restriction outside #14 - #16 Jones Crescent.</li> <li>• Installation of 70m 'No Stopping at all times' restriction outside #14 - #16 Jones Crescent.</li> <li>• Installation of 15m 'No Stopping at all times' restriction outside #20 Jones Crescent.</li> <li>• Rescinding of 4m 'No Stopping at all times' restriction outside #21 - #23 Jones Crescent.</li> <li>• Installation of 15m 'No Stopping at all times' restriction outside #21 - #23 Jones Crescent.</li> <li>• Rescinding of 6m 'No Stopping at all times' restriction outside #31 Jones Crescent.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #31 Jones Crescent.</li> <li>• Installation of 30m 'No Stopping at all times' restriction outside #31 - #35 Jones Crescent.</li> <li>• Installation of 10m 'No Stopping at all times' restriction outside #33 - #37 Jones Crescent.</li> </ul>
Kairokiroki Drive	<p>Gazette restrictions resulting from a new Capital Development Project by:</p> <ul style="list-style-type: none"> <li>• Installation of 1000m 'No Stopping at all times' restriction for Northbound traffic between its intersection with Wairere Drive / Cobham Drive and Peacocks Road.</li> <li>• Installation of 1000m 'No Stopping at all times' restriction for Southbound traffic between its intersection with Wairere Drive / Cobham Drive and Peacocks Road.</li> </ul>
Mahoe Street	<p>Provide unobstructed access to property by:</p> <ul style="list-style-type: none"> <li>• Installation of a 10m 'No Stopping at all times' restriction outside Mahoe Park and #190 Mahoe Street.</li> </ul>
McLaren Place	<p>Provide unobstructed access to properties and improve traffic operations by:</p> <ul style="list-style-type: none"> <li>• Installation of 15m 'No Stopping at all times' restriction starting outside #5 and ending outside #7 McLaren Place.</li> </ul>

	<ul style="list-style-type: none"> <li>Installation of 70m 'No Stopping at all times' restriction starting outside #9 and ending outside #20 McLaren Place.</li> </ul>
Memorial Drive	<p>Improve on-street parking management by:</p> <ul style="list-style-type: none"> <li>Installation of 45m 'P120 8AM-6PM Mon-Fri' restriction outside Memorial Park on Memorial Drive.</li> <li>Rescinding of 45m 'P180 8AM-6PM – Mon-Sat' restriction outside Memorial Park on Memorial Drive.</li> </ul>
Nisbet Street	<p>Improve Traffic Operations and on-street parking by:</p> <ul style="list-style-type: none"> <li>Installation of 25m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> <li>Installation of 10m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> <li>Installation of 5m 'Mobility Card Holders – All Day' restriction outside Wintec Te Pukenga Campus.</li> </ul>
Opal Place	<p>Intersection safety improvements by:</p> <ul style="list-style-type: none"> <li>Installation of 10m 'No Stopping at all times' restriction outside #1/2 Opal Place.</li> </ul>
Patricia Avenue	<p>Intersection safety improvements by:</p> <ul style="list-style-type: none"> <li>Installation of 10m 'No Stopping at all times' restriction outside #17 Patricia Avenue.</li> <li>Installation of 5m 'No Stopping at all times' restriction outside #19 Patricia Avenue.</li> </ul>
Puutikitiki Street	<p>Gazette existing parking restrictions by:</p> <ul style="list-style-type: none"> <li>Installation of 5m 'No Stopping at all times' restriction outside #8 Beale Street.</li> <li>Installation of 10m 'No Stopping at all times' restriction outside #2-4 Puutikitiki Street.</li> <li>Installation of 10m 'No Stopping at all times' restriction outside #47 Anzac Parade</li> </ul>
Robert Grigg Place	<p>Improve traffic operations and provide unobstructed access to properties by:</p> <ul style="list-style-type: none"> <li>Installation of 75m 'No Stopping at all times' restriction starting outside #17 Patricia Avenue and ending outside #6 Robert Grigg Place.</li> <li>Installation of 20m 'No Stopping at all times' restriction starting outside #19 Patricia Avenue and ending outside #4 Robert Grigg Place.</li> <li>Installation of 10m 'No Stopping at all times' restriction outside #17 Patricia Avenue.</li> </ul>
Seddon Road	<p>Provide parking for mobility permit holders by:</p> <ul style="list-style-type: none"> <li>Installation of 5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.</li> <li>Installation of 5m 'Parking – Mobility Card Holders – All day' outside Seddon Park.</li> <li>Installation of 5m 'Parking – Mobility Card Holders – P120' outside Seddon Park.</li> <li>Installation 5m 'No Stopping' restriction outside Seddon Park.</li> <li>Rescind 10.5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.</li> </ul>

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



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>

iii. 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.



## Executive Summary - Whakaraapopototanga matua


2. 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.
3. 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) Part 1 - Cycle Paths (Shared Paths) register
    - b) Special Vehicle Lanes – Part 1: Cycle Lanes (Cycle Ways) Register
    - c) Special Vehicle Lanes – Part 2: Bus Lanes Register
    - d) Special Vehicle Lanes – Part 3: Transit Lanes Register
    - e) Metered Parking Places and Zone Parking Register – '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 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. An update on two sites (Seddon Road and Wiltshire Drive) considered at previous Traffic, Speed Limit and Road Closure Panel meetings is also provided.
9. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

### Background - Koorero whaimaarama

10. 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.
11. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
12. 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.

 <p>A safe transport system</p>	<p>No one should be injured or killed while moving around Hamilton Kirikiriroa. Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.</p>
 <p>Genuine travel choices</p>	<p>Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking.</p>

 <p>Inclusivity</p>	<p>Providing a range of transport options to make access to and within the city available for all is important, if everyone in our city is to meet their needs and thrive.</p>
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13. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns.

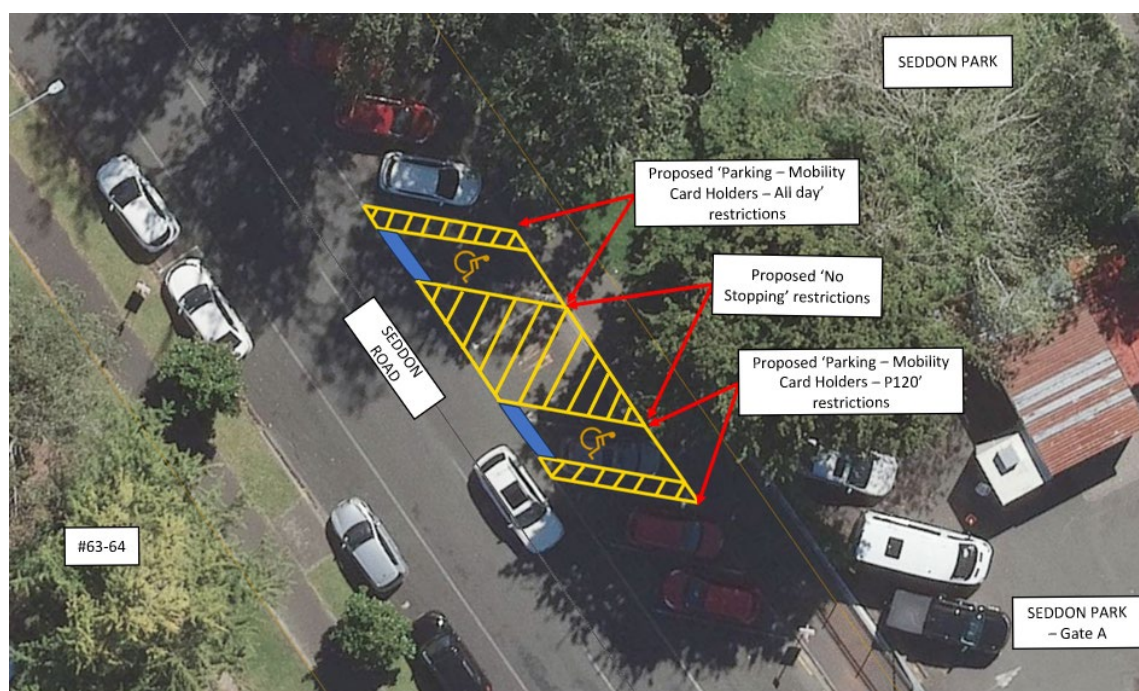
Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or transport renewal and capital improvement projects.

## Updates on Resolutions From Previous Meetings

### Proposed parking restriction changes on Seddon Road – Mobility Carpark

#### Background

14. Staff received a request from Northern District Cricket Association (NDCA), H3 Seddon Park and a member of public to install reserved parking for road users with Mobility Card permit holders near Gate A for Seddon Park on Seddon Road.
15. No objections were received to the proposal from the affected properties during public consultation.
16. Consultation with CCS Disability Action was undertaken but due to staff shortages at CCS Disability Action a meeting on site and formal response has not been provided at the time.
17. Consultation with the HCC Disability Advisor was completed, and they were supportive of the proposed new mobility carparks.
18. The proposal illustrated below was presented to the [26 March 2024](#) Traffic, Speed Limits and Road Closures Hearings Panel:



***Proposed Mobility Parking restrictions near Gate A for Seddon Park on Seddon Road.***

19. The Traffic Panel requested staff to work with all stakeholders to consider alternative options; and deferred the approval of the changes until the additional investigation was completed.

**Update**

20. HCC Staff liaised with NDCA and asked them to consider use of an Event Traffic Management Plan (Event TMP) to provide for the changing demands for permit parking for Mobility Card holders when holding events.
21. NCDCA agreed to liaise with the H3 Team regarding their existing TMP for events and evaluate options to provide for additional parking bays reserved for mobility permit holders during their events.
22. NCDCA subsequently reviewed their event calendar for the past year. There were approximately 72 days across the summer with events scheduled.
23. NCDCA requested HCC to again consider installation of proposed mobility parking changes on Seddon Road without amendment to address the need for visitors to their office premises at Seddon Stadium with Mobility Permits as illustrated above.
24. CCS Disability Action is still short of staff and a formal response has not been provided at the time of drafting of the report. Consultation with the HCC Disability Advisor was completed, and they are still supportive of the proposed new mobility carparks.
25. Across the road, the Seddon Park Funeral Home and St Johns Ambulance have some limited mobility carparking on site. The proposed location of the 2 mobility carparks on Seddon Road are in a location that will also enable visitors to these facilities to park on Seddon Road if needed and cross the road utilising the pedestrian cutdown that is directly opposite the proposed mobility carparks.
26. Staff recommend that the installation of two mobility carparks (with the resulting loss of two carparks) on Seddon Road be approved.

## Parking restrictions changes on Wiltshire Drive – ‘No Stopping at all times’

### Background

27. The [15 February 2024](#) Traffic, Speed Limit and Road Closures Hearings Panel considered a request from a member of public for installation of No Stopping restrictions on Wiltshire Drive. Staff recommended not to proceed with No Stopping restrictions.
28. The meeting considered the matter and a written submission from the resident and staff were requested to undertake further investigation concerning the Wiltshire Drive request for a no stopping restriction and report back to a future meeting.
29. Staff organised a joint site walk with the resident (7 March 2024) and explained that additional cameras and speed monitoring devices would be used to collect traffic data to assist with further investigation and determination on whether there is a need for No Stopping restrictions on Wiltshire Drive.

### Update

30. Staff completed further investigation of traffic operations using cameras and speed monitoring devices in April 2024. A temporary camera was set up to capture photos of the S bend taking an image every 30 minutes over two days to capture the occupancy of on street parking, and a radar device was also set up for the purposes of capturing vehicle speeds and volumes for a week.
31. Wiltshire Drive is about 9.4 meters wide which allows 2 meters each side for on-street car parking and a 2.7 meter wide traffic lanes. While narrow and potentially uncomfortable to some drivers, these widths do allow for two vehicles in opposite directions to pass one another while vehicles are parked on both sides of the road. It is highly unlikely that two vehicles will be parked exactly opposite each other due to positioning of the property driveways, thereby allowing for one vehicle to be parked on either side at any instance.
32. A bus route operates through Wiltshire Drive and navigating through the S bend could be challenging if a car and bus were to meet at the same time. However, this encounter would be infrequent due to the bus operating only every 30 minutes and the low traffic volumes on this road. It is expected drivers would drive appropriately, slow down and give way to let the bus through.
33. In a five-year period (2019-2023) there has been one non injury crash where a learner driver had mistaken the accelerator for the brake and crashed into a parked vehicle.
34. Depending on the locations of the parked vehicles, sight distances can be limited through the S bend.
35. Observations indicate that most drivers drove appropriately by slowing down and moving to the centre of the road early on to gain more visibility through the S bend before moving back over to the left and carrying on through.
36. Wiltshire Drive had a total of 2338 vehicles recorded over the week. Information for the data collected on the Tuesday was excluded due to irregularities in the count data. Over the course of the week, vehicle speeds recorded indicated:
  - i. Mean speed of 36.8 km/h
  - ii. 85th Percentile of 44.2 km/h
37. Operating speeds are considered to be within an acceptable range and are what would be expected in an area with a 40km/h speed limit.
38. Over the two days of which the camera was capturing images, there was a maximum of three vehicles parked on the inside of the corners shown in image below:





**Figure 1: Wiltshire Drive, maximum of three vehicles parked in the S-bend.**

39. During the time the camera was operating there was always a minimum of one car that was parked on one of the inside corners shown in image below:



**Figure 2: Wiltshire Drive, maximum of one vehicle parked in the S-bend**

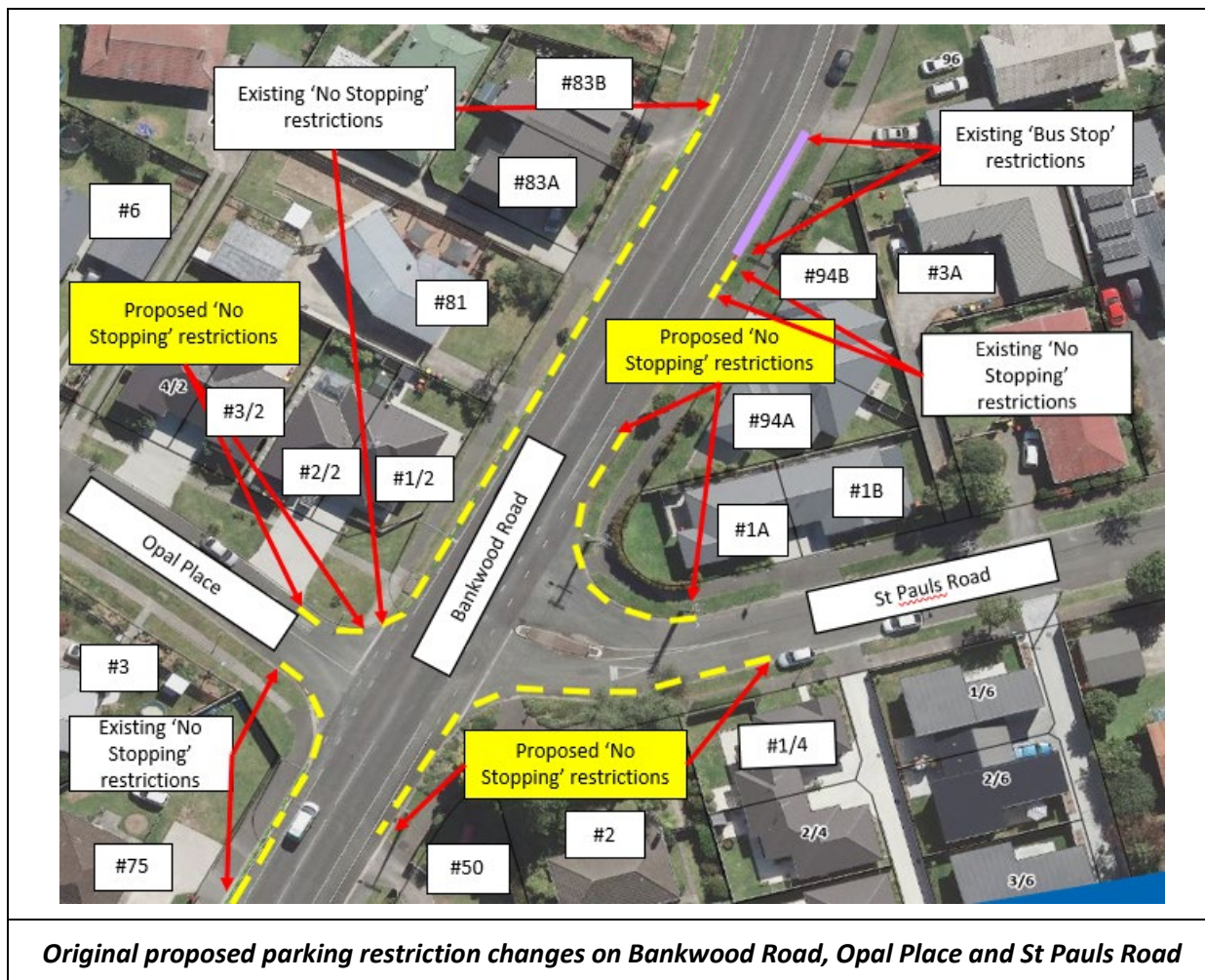
40. Staff observed vehicle operating speeds within a 30-minute window to understand how speeds were affected by the number of vehicles which park on the inside corners of the S bend.
41. When there were three vehicles parked on the road as per Figure 1 above the following vehicle speeds were recorded within a 30-minute period.
  - i. Mean speed of 31.8 km/h
  - ii. 85th Percentile of 35.3 km/h
42. When there was one vehicle parked on the road as per Figure 2 the following vehicle speeds were recorded within a 30-minute period.
  - i. Mean speed of 35 km/h
  - ii. 85th Percentile of 43.4 km/h
43. The results gathered indicate the fewer vehicles which are parked on the inside of the S bend the greater the vehicle speeds are. This aligns with experience from other locations similar to this including Horne Street. The results gathered shows those drivers who generally do drive at a higher speed are in fact slowed down by the vehicles which park on the inside corners of the S bend.
44. The highest vehicle speed of 43.4 km/h results in a 34-meter stopping distance compared to the lowest vehicle speed of 35.3 km/h which has a stopping distance of 26 meters.
45. As noted in the previous report staff are concerned that installing No Stopping restrictions through the S bend would likely result in an increase in vehicle speeds on Wiltshire Drive.
46. Removing the on-street parking through the S bend has the potential for vehicles to carry their speed further down Wiltshire Drive, especially those vehicles that are heading North as there is no speed calming infrastructure in place, unlike vehicles heading South where there is a raised safety platform.
47. Previously, Council have received speeding complaints specifically on the Northern side of the S bend where painted 40 roundels have since been installed to remind drivers of the speed limit.
48. A resident of an adjacent property provided feedback objecting any proposal to install No Stopping restrictions and expressed concerns of potential increase in operating speeds if No Stopping restrictions were installed.
49. It is therefore recommended that no additional parking restrictions be introduced in Wiltshire Drive.

### Parking Restriction Changes

50. 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**.
51. 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.
52. 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 changes on Bankwood Road, Opal Place and St Pauls Road

53. A request for installation of parking restrictions was submitted by a resident in the neighbourhood to improve traffic operations and safety at the intersection of Bankwood Road with St Pauls Road. They stated vehicles park too close to the intersection creating obstruction to sight lines for those exiting St Pauls Road.
54. A copy of the original consultation plan for proposed changes is presented below:



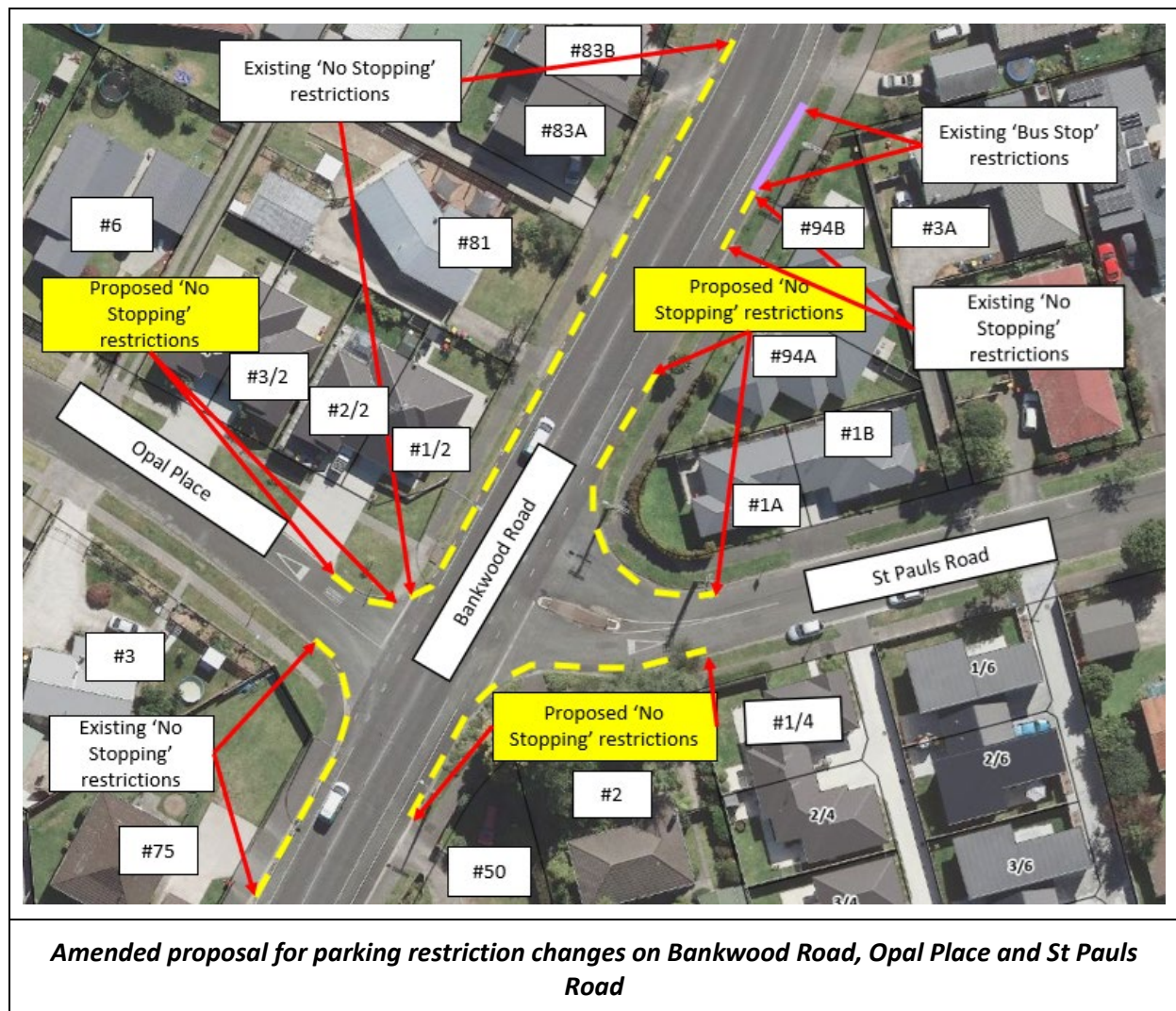
55. Staff consulted with affected properties in April 2024, and the following table sets out the feedback received and staff responses to the points raised:

#	Feedback received	Staff response
1	<p>Feedback from a resident of Bankwood road requested removal of 'No Stopping at all times' restriction outside their property which was installed next to an existing bus stop.</p> <p>They stated they were tenants at the property and the parking capacity within the property does not meet their parking demands.</p> <p>They expressed concerns for security of vehicles parked on the street.</p>	<p>The proposed 5m long 'No Stopping at all times' restriction between the bus stop and the property driveway is not long enough for a car to park in the space legally without obstructing traffic operations for the bus service and access to the private property.</p> <p>There is need for these no stopping restrictions at the front of the bus stop to enable the bus to align with the kerb when stopping and to easily exit the bus stop.</p>



		The customer to report incidents relating to security of vehicles to City Safe and NZ Police.
2	Feedback from residents at Bankwood Road: “there are yellow lines so we can't park on our side of the road. This is why we or our family members who visit will often park across the road. Turning this into a no-stopping at all times will be a huge inconvenience. not only for us, but a few of our neighbours as that is where we park our cars. I am not against the other proposals - but definitely against introducing no-stopping restrictions outside #1A St Pauls Road.	No Stopping restrictions outside #81 Bankwood Road are existing restrictions and are required for the safety of cyclists using the cycle lane on Bankwood Road.  No Stopping restrictions outside #1A St Pauls Road in Bankwood Street are proposed and are required for safety of road users to provide visibility for vehicles exiting St Pauls Road.
3	Property owners St Pauls Rd requested the no stopping restrictions to end outside #2 St Pauls Road.	The proposal was amended to meet the customer's request.

56. A copy of the amended plan for the proposed changes is presented below:



57. Staff recommend approval of the amended proposed No Stopping Restrictions.

## Proposed parking restriction changes on Beatty Street and Jones Crescent 'No

### Stopping' restriction

58. Staff received a request from Resource Recovery Team at HCC for improving parking restrictions on Beatty Street and Jones Crescent to improve traffic operations for large vehicles such as rubbish collection trucks. The issues identified were also applicable for delivery vehicles.
59. Residents on these streets have also raised complaints of parking offences and requested for support to improve traffic operations and provide unobstructed access to properties. The Parking Enforcement team often attend to complaints received from residents on these streets, expressing concerns relating to vehicles parked too close to private driveways and on both sides of the road creating obstruction to traffic flow.
60. Staff proposed installation of alternating car parking and No Stopping restrictions on Beatty Street and Jones Crescent in order to create a staggered parking arrangement for on-street car parking in conjunction with ensuring that gaps between driveways that were too short to legally accommodate a vehicle were also marked with No Stopping restrictions.
61. The proposal aimed to improve parking behaviour and provide unobstructed access to properties on these streets. These improvements were proposed to address concerns expressed relating to traffic operations on the road especially for large vehicles such as delivery vehicles, rubbish collection trucks etc, and is expected to reduce customer complaints relating to parking offences from residents on these streets.
62. A staggered parking arrangement was considered rather than No Stopping restrictions along one side of the street only, to create a traffic calming measure and control the through traffic operating speeds.
63. The introduction of proposed No Stopping restrictions would have resulted in loss of 8 carpark spaces on Beatty Street and 4 carpark spaces on Jones Crescent. White hold bars for parking will also be installed outside private driveways to assist road users to park legally.
64. The proposal reinforces existing parking restrictions by installation of no stopping restrictions with yellow line marking in the following instances:
  - a. Vehicles should not be parked within 1m of private driveways.
  - b. Vehicles should not be parked within 6m of an intersection.
65. Where necessary, No Stopping restrictions were proposed by removing carparking to create a passing opportunity for large vehicles to give way to traffic heading in opposite direction.
66. The proposed area for Beatty Street and Jones Crescent is presented in sections as illustrated in images below.





**Sections of Beatty Street and Jones Crescent considered for proposed parking restriction changes**

67. A copy of the consultation plan for the proposed changes on Beatty Street is presented below:

**Original Proposal** for parking restriction changes on Beatty Street

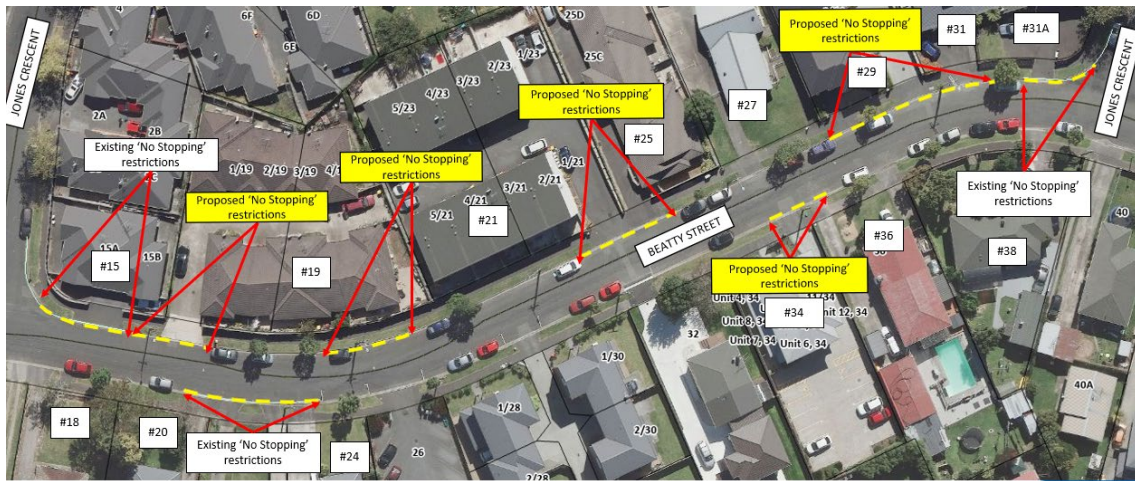


**Section 1:** The proposal illustrated in image above results in:

- c. loss of 1 carpark outside #1 Beatty Street

Note: vehicles parked illegally within 6m of an intersection.

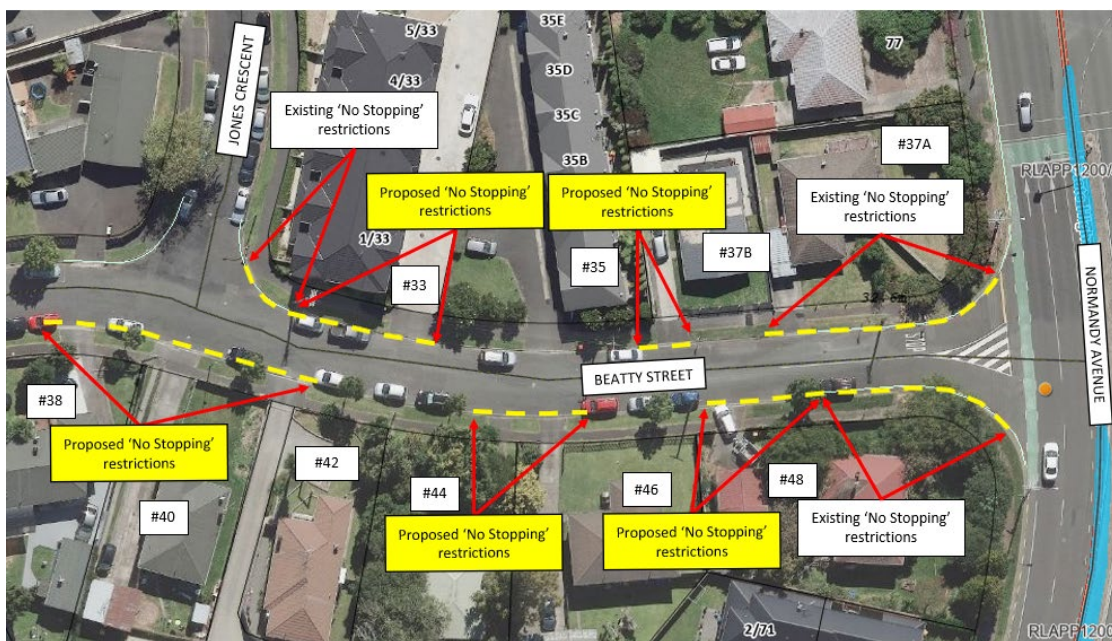




**Section 2:** The proposal illustrated in image above results in:

- a. loss of 3 carpark outside #19 Beatty Street
- b. loss of 1 carpark outside #29 Beatty Street

*Note: vehicles parked illegally obstructing private driveways*



**Section 3:** The proposal illustrated in image above results in:

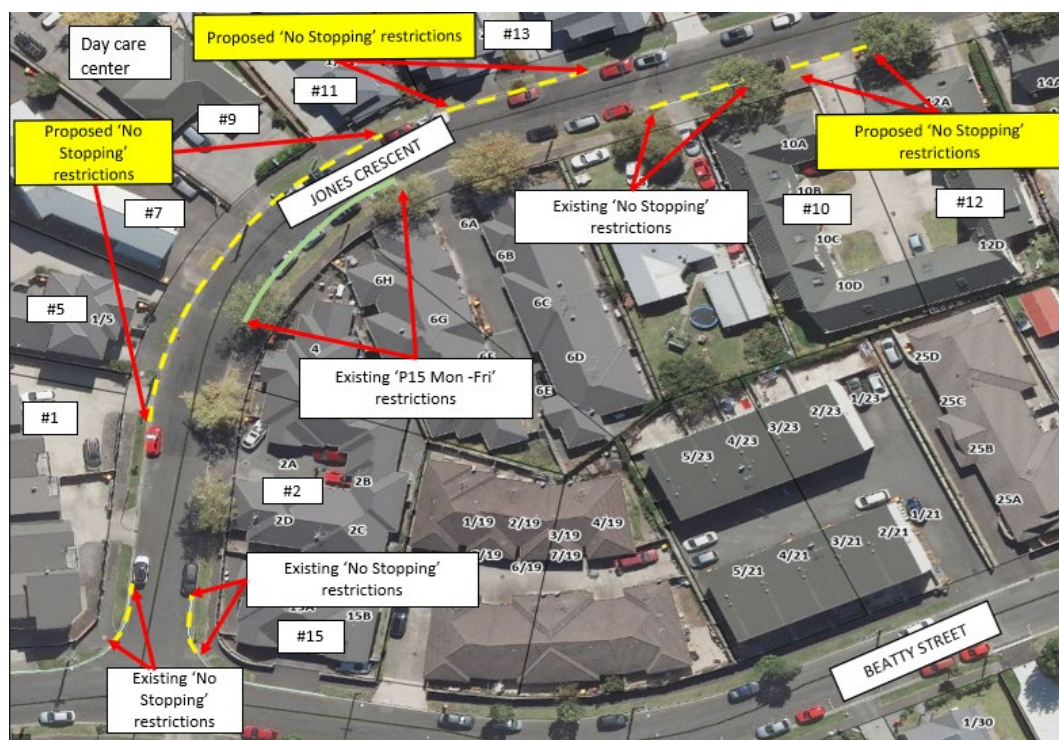
- a. loss of 2 carpark outside #33 Beatty Street
- b. loss of 1 carpark outside #48 Beatty Street

*Note: vehicles parked illegally obstructing private driveways, and vehicles parked illegally within 6m of an intersection*



68. A copy of the consultation plan for the proposed changes on Jones Crescent is presented below:

# Original Proposal for parking restriction changes on Jones Crescent



**Section 4:** The proposal illustrated in image above results in:

- a. loss of 1 carpark outside #9 Jones Crescent

*Note: vehicles parked illegally obstructing private driveways*



**Section 5:** The proposal illustrated in image above results in:

- a. loss of 2 carparks outside #31 Jones Crescent
- b. loss of 1 carpark outside #31 Beatty Street

*Note: vehicles parked illegally obstructing private driveways*

- 69. Consultation with affected properties occurred in April 2024.
- 70. A copy of the consultation letter was released to Waikato Hospital, and while no feedback was provided by Waikato Hospital, there was feedback received from staff working at the hospital.
- 71. Feedback from FENZ, the Resource Recovery team, residents and property owners on the street along with staff responses are presented in the table below:

#	Feedback received	Staff response
1	Fire and Emergency New Zealand (FENZ) responded to the proposal and stated to remain neutral without expressing any objections.	Staff acknowledged feedback submitted by FENZ.
2	Resource Recovery Team HCC expressed their support for the proposal.	Staff acknowledged feedback submitted.
3	A resident on the street expressed their support on the proposal:  "I agree that something needs to be done here. Numerous times while driving down Beatty Street I've had near misses due to speeding cars (well, going too fast for the conditions) and it's quite scary not being able to see what is around the corner due to all the parked cars. I absolutely support parking restrictions and always wondered why at least one side of the road wasn't already enforced as no parking."	Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands.  Staff acknowledged feedback received.
4	A resident on the street expressed their support on the proposal:  I live on Jones Cress and walk around Jones and Betty quite often with my dog. I have seen so much near miss crashes happen here. And I find myself in them occasionally. I think you're on a great track to getting these roads safer, I just have a few things that I believe that will help.  i. I do think you're proposing no stopping restrictions are great.  ii. I do think it need to be 1 side parking only for these parts as there is no space for 2 vehicles to pass through and or	Proposed parking restrictions will improve parking operations on the street and assist road users to improve their parking behaviour in the vicinity of intersections and residential driveways.  Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands.

	<p>dangerous to see so yellow line right through</p> <ul style="list-style-type: none"> <li>a. Section 1 - Awesome as is</li> <li>b. Section 2- #15 - #31A needs a little more no stopping restriction.</li> <li>c. Section 3 - #33-37A needs a little more no stopping restrictions. Not enough space for 2 vehicles and very dangerous.</li> <li>d. Section 4-it's very difficult and dangerous to enter into jones cress from Betty so if we can make it from existing no stopping restrictions all the way through to #13 as not enough space.</li> <li>e. Section 5- it's very dangerous and difficult to see and pass 2 cars so need to be parking restrictions from start of no stopping restriction #31- #14</li> <li>iii. the exit out of Betty onto Normandy is really dangerous, are you able to put a mirror so we are able to see oncoming traffic from around the corner as they come out of no we're really fast.</li> <li>iv. There is a preschool on Jones Crescent and children walking around from primary and intermediate schools and the cars speed really fast I do think there need to be a speed bump on Betty Street on #24 #29 #37b and on Jones Crescent there needs a speed bump on #2 #12 #31 as people speed up and down like a rally road racing track.</li> <li>v. Thanks for helping our streets become safer.</li> </ul>	<p>Staff acknowledged feedback received.</p> <p>No additional infrastructure (eg raised safety platforms) is proposed at this stage.</p>
5	<p>A resident on the street expressed:</p> <p><i>"I currently park my car on the road due to the limited parking availability at the house I rent, where only two parking spaces are designated for multiple tenants. Upon reviewing the proposed plan, it's evident that its implementation will exacerbate the already challenging parking situation. There simply won't be enough space to accommodate the residents adequately. I would like to inquire if the council has conducted any surveys to assess the number of residents on our street and the corresponding parking demand."</i></p>	<p>Council does not currently have a residents permit parking scheme in place. There would be a cost to run a residents parking permit scheme and there is not a budget in place for this.</p> <p>While we have not conducted a parking survey the on-site visits and ongoing requests from residents in the street in regard to illegal parking mean that staff due understand that parking demands are higher than the capacity on the street especially during the working</p>



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	<p><i>Additionally, the presence of vehicles from hospital workers further compounds the issue, often leaving residents like myself struggling to find parking spots. I strongly believe that designating Jones Crescent as "RESIDENT PARKING" only would alleviate these concerns. By prioritizing parking for residents, we can ensure that those who call this street home have access to the parking they need without unnecessary hardship. I respectfully urge the council to consider implementing resident parking restrictions on Jones Crescent to address this pressing issue effectively. Your attention to this matter is greatly appreciated."</i></p>	<p>day. This is largely due to the use of this area by Waikato Hospital staff who park and walk to work. The increasing number of apartments and in-fill housing in this area is also resulting in higher demand for resident parking.</p> <p>The Parking Policy prioritises safety, followed by traffic operations before considering providing for on-street parking.</p> <p>Proposed parking restrictions will improve parking operations on the street and assist road users to improve their parking behaviour in the vicinity of intersections and residential driveways.</p> <p>Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands.</p> <p>Staff met with the resident to address their queries on 2 May 2024. The resident requested staff to consider 'Resident only Parking' for these streets. Staff informed the residents that public roads are for all road users, and parking cannot be restricted to residents only.</p>
6	<p>A resident on the street expressed:</p> <p>"I am living in one of the units on Jones crescent and I only can park my car on the street. As you may know, there are lots of unit on Jones crescent and most of the resident need to park their car on the street. I do agree that sometimes is very hard to drive on Jones crescent as there are too many cars parked on both sides of the street. However, some of the residents have no choice but only can park their car on the street, including me. I would like to know if the 'no stopping at all times' restriction be put on the street, will there be any solution for the resident who have to park their car on the street?"</p>	<p>Council does not currently have a residents permit parking scheme in place. There would be a cost to run a residents parking permit scheme and there is not a budget in place for this.</p> <p>The Parking Policy prioritises safety, followed by traffic operations before considering providing for on-street parking.</p> <p>Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands</p>
7	<p>A resident supported the proposal and appreciated staff for the initiative to proposed parking restrictions and line marking improvements to control parking behaviour and to provide unobstructed access to residents.</p>	<p>Staff acknowledged feedback received.</p>
8	<p>A property owner on the street responded:</p> <p><i>"I am the owner of the Residential Centre at #xx Jones Crescent – and have owned that</i></p>	<p>Staff acknowledged the feedback received and contacted the customer to inform them that the proposal has been amended to remove the proposed no stopping restriction outside #37</p>



	<p><i>property since 2004. I appreciate that there is now considerable congestion on Jones Crescent – and this could impact the ability of large emergency service vehicles to quickly access some locations.</i></p> <p><i>However, the proposed extent of the “no-stopping at all times” zones seem onerous and unfair to property owners in the affected streets.</i></p> <p><i>Those owners purchased their properties in the reasonable expectation that the current street parking would continue to be available in the future. It is also worth noting that Council specified the number of carpark spaces that properties must have within their premises – and Council would have appreciated at the time that some property occupants would need to park on the street.</i></p> <p><i>This is a significant matter since people living in dwellings on the street need to have reasonable parking amenity.</i></p> <p><i>May I suggest that a more balanced solution to this issue would be to have the no-stopping zones restricted to one side of the street only. The no-stopping zones could alternate between one side of the street and the other, but at any point only one side would have the “no-stopping” restrictions. That would still enable more room for emergency and other vehicles, while retaining some parking amenity for street occupants.</i></p> <p><i>(An alternative – although far less preferable from an owner’s point of view – would be to have a clearway during the business day, with parking available outside the working day.)”</i></p>	<p>Jones Crescent.</p> <p>Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands.</p> <p>This amended proposal will provide for 2 carpark spaces near #35 Jones Crescent.</p>
9	<p>A property owner submitted the following feedback:</p> <p><i>“We are the owners of the Residential Centre at xx Jones Crescent – and have owned that property since 2013.</i></p> <p><i>We appreciate that there is now considerable congestion on Jones Crescent – and there is potential of incidents for road users.</i></p> <p><i>However, the proposed extent of the “no-stopping at all times” zones seem overly harsh and unfair to property owners and tenants in the affected streets. It is also worth noting</i></p>	<p>Staff acknowledged the feedback received and contacted the customer to inform them that the proposal has been amended to remove the proposed no stopping restriction outside #37 Jones Crescent.</p> <p>Road users will be able to continue parking outside #23 Jones Crescent.</p> <p>A balanced approach to maximise the capacity of on-street parking to meet the high parking</p>

	<p><i>that Council specified the number of carparks that properties must have within their premises during redevelopment – and Council would have appreciated at the time that some property occupants and their visitors would need to park on the street.</i></p> <p><i>This is a significant matter since people living in dwellings on the street need to have reasonable parking amenity.</i></p> <p><i>May we suggest that wherever possible an extra carpark would be included as the illustrations in your letter seem to have no parking zones in some places where it appears that a car could fit without being a hazard. The no-stopping zones could alternate between one side of the street and the other, but at any point only one side would have the “no-stopping” restrictions. That would still enable more room for emergency and other vehicles, while retaining some parking amenity for street occupants.</i></p> <p><i>Considering the high-density infill housing in Jones Crescent, could a one-way system be considered, negating the need for traffic to travel both ways? This would resolve the problem of the restricted road width for two-way traffic and provide significantly more parking.”</i></p>	<p>demands was taken in the amended proposal.</p> <p>The amended proposal has no stopping restrictions where parking is not possible for cars without obstructing driveways.</p> <p>A proposal for one-way traffic movement on Jones Crescent was not considered, noting that there would be minimal benefit, and requires line marking, regulatory signs to indicate to the road users to follow the traffic flow direction. There’s a potential safety risk to road users due to an increase in operating speeds at sections with long lengths of no stopping restrictions outside private driveways.</p>
10	<p>Feedback from a resident on the street expressed:</p> <p><i>“The parking facilities for each unit are very small, leaving us with no option but to park near the road. I do not believe that this will effectively control traffic, as these roads are suburban branches and not heavily trafficked. Additionally, even though parking is allowed on each side, there are no issues with driving through. I strongly agree that if someone parks in a driveway or blocks passage, this law is appropriate. I hope that you will consider these points and make a favourable decision.”</i></p>	<p>The amended proposal has no stopping restrictions where parking is not possible for cars without obstructing driveways. These parking restrictions will improve parking operations on the street and assist road users to improve their parking behaviour in the vicinity of intersections and residential driveways. Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands. Staff acknowledged feedback received.</p>

72. Feedback was received from 12 individuals working at Waikato Hospital who are not residents of these streets, and this is presented in the table below:

#	Feedback received
1	<p><i>As a person who has utilised this area for many years, I have not experienced any safety concerns or traffic flow restriction secondary to parked or parking vehicles. I would consider labelled areas #15, #1 and #2c as the only areas that would provide any tangible improvements in safety due to being turning areas on/off streets. The Hamilton City Council should support the ability of residents in high and medium density areas to have access to close parking for flatmates/second vehicles and guests. This proposal significantly limits the ability of residents to the quiet enjoyment of their properties and constitutes a significant imposition on their ability to live their lives.</i></p> <p><i>This is not an arterial route, nor is it a major transit route. Competent drivers should assess that they are in a residential neighbourhood and adopt safe driving practices to reflect this. This proposal over-reaches in the extent of No Stopping Areas identified. It will have significant impact on the social wellbeing of residents. In addition, it makes it seem like high flow traffic and increased traffic speed is something that the council wishes to encourage in a small residential neighbourhood. I consider this at odds with the values and priorities of the local community. In addition, this could negatively affect locals with impaired mobility who require their transportation to be within short distances. The off-street parking allowance for buildings in this neighbourhood is insufficient to meet the needs of many residents.</i></p> <p><i>Finally, the council has not provided any support or alternative parking solution for members of Te Whatu Ora who already are under significant stress to find parking within a 20minute walking distance. Busses and other alternative transportation methods are not feasible for many shift workers. Making staff/patients/visitors park further and further away 1) increases risk to staff at night/early AM accessing their place of work 2) decreases accessibility of patients/whanau to support their loved ones while in care. I consider this proposal to be in opposition to the values of allowing residents and community members to safely enjoy their neighbourhood.</i></p>
2	<p><i>This would be a major inconvenience to me taking away this parking, meaning I would have to park further away. Not only will this compromise my safety walking to and from work, it will also add extra time onto my already 45-minute journey to work. I would therefore have to pay for the already full car park, which is hard enough to park in on the best days. This would also take away parking from patients and be a large cost for me in a cost of living crisis.</i></p>
3	<p><i>To whom it may concern, I and my colleagues strongly object against your proposal to change parking and stopping in the whole Beattie street sections.</i></p>
4	<p><i>I strongly disagree with the above proposal. The hospital does not provide enough parking for its staff with a long waitlist for staff parking permits. This area is critical for staff parking, as is Lake Crescent and associated streets. As the hospital is a 24hr operation and staff often work late, and public transport overnight is limited, the ability to access parking is vital.</i></p>
5	<p><i>This area is used a lot by the staff at the hospital. I cycle to work most days, but on the days where I have appointments after work, I have to drive. Parking options are already limited, and I have noticed more and more staff parking in the hospital car park building. This causes a huge issue for patients and visitors, as their car parks are taken up all day by staff. This means that patients are missing appointments or having to walk long distances to get to the hospital. I am concerned that this issue will only continue to get worse if more road side parking is taken away.</i></p>
6	<p><i>The proposed parking restrictions in Jones crescent and Beatty Street are actually ridiculous. It</i></p>

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	<i>will limit not only resident and their guests parking but Waikato DHB staff parking. Due to lack of parking on campus, this will only force staff to park further away, in other areas. I think that it is possible to restrict some of the parking to improve traffic flow, but it is not a high flow traffic area, so what is the concern. If this was suggested in wellington it would be laughed at, they have much greater issues than seen in the above streets. If you are truly set on restricting on street parking around the hospital, then more parking needs to be provided for both staff and patients.</i>
<b>7</b>	<i>I agree that something needs to be done here. Numerous times while driving down Beatty Street I've had near misses due to speeding cars (well, going too fast for the conditions) and it's quite scary not being able to see what is around the corner due to all the parked cars. I absolutely support parking restrictions and always wondered why at least one side of the road wasn't already enforced as no parking.</i>
<b>8</b>	<i>I work at Waikato Hospital. Staff car parking is not available to me, so like hundreds of other hospital workers, I have to try and find street parking. There are already so many restricted parking areas near the hospital that some days it is impossible to find a park. Taking even more spaces away in the nearby streets is going to make the situation so much worse. I often see your council parking marked vehicle, circling like a vulture around the streets near the hospital waiting to pounce on hospital workers vehicles to fine them. This makes my blood boil as most of us who are parking on the street are not in high paid positions - admin, attendants, cleaners, nurses etc - and getting fines in the current financial environment just makes life so much harder when it is already extremely difficult just to get by. I really hope the decision makers will take this into consideration.</i>
<b>9</b>	<i>As I am sure you're aware, parking at the hospital and surrounding areas (including at the Hospital) is very limited. While there are parking buildings at the hospital it seems unfair for me to take a space away from our patients and visitors. Taking away these parking spaces will greatly impact myself and many of my colleagues relying on these streets. My main concerns are around our safety with the removal of these parks. Our department runs a late shift and without these spaces I worry about walking further in the dark to my car after finishing an evening shift. I commute from Cambridge each day so unfortunately public transport isn't a reliable option for me with shifts starting/ finishing at variable times that do not work with the public transport timetable.</i>  <i>I can appreciate that there are many other aspects you must take into account with these changes, so I thank you for taking the time to consider our feedback too.</i>
<b>11</b>	<i>There are lots of areas near the hospital where you used to be able to park, that have now been marked with yellow lines. Now it's just resulting in people parking on the grass nearby. People shouldn't have to pay for the parking building just to get to the hospital if they need to on a regular basis, that's not fair.</i>
<b>12</b>	<i>1. Many of the staff who don't have parking permits in Hospital have to park in the streets; sometimes it's impossible to find one in Beatty or nearby. If you put no stopping it would be difficult for many hard working staff who does shift work. 2. Also how do we park and meet our friends who live in those streets. 3. Is any chance no parking on waste collection day?</i>

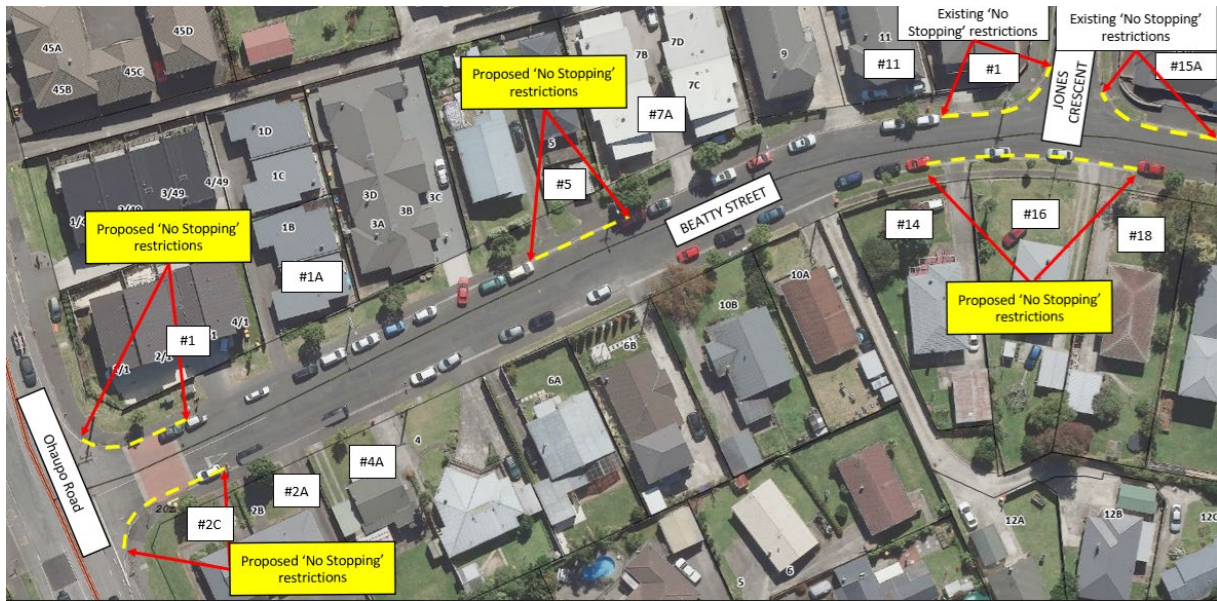
### Amendments to proposal

73. Staff have taken a balanced approach to maximise the capacity of on-street parking to meet the high parking demands. Feedback received from Hospital staff was shared with Waikato Hospital and requested them to promote workplace travel arrangements and parking within the hospital premises for their staff.



74. The following amendments were made to the proposal for Beatty Street.

### Amended parking restriction changes on Beatty Street

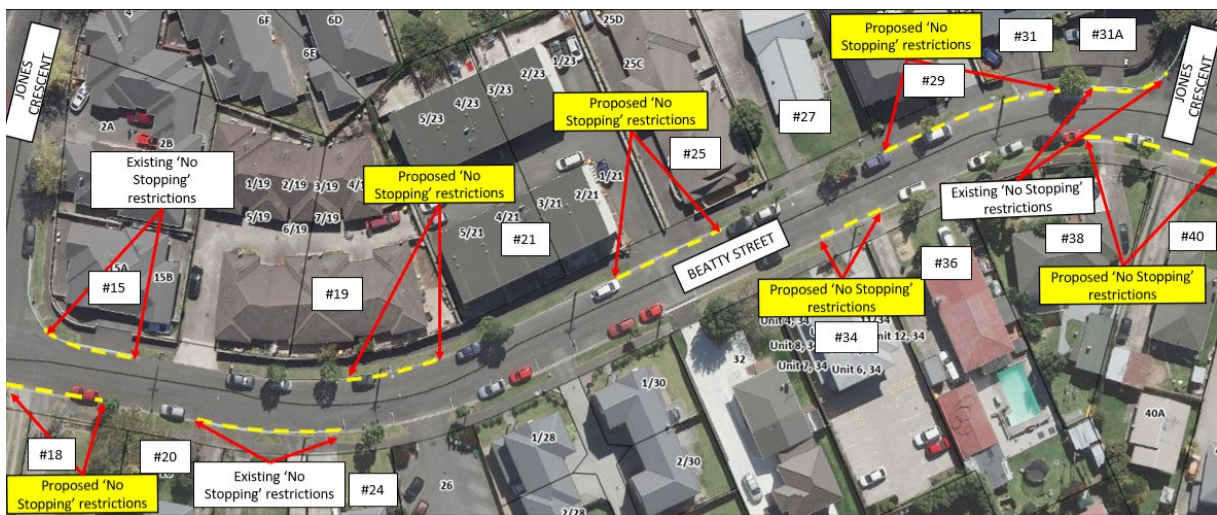


**Section 1:** The amended proposal illustrated in image above results in:

Proposed No Stopping restrictions are at existing:

- raised crossing
- private driveways
- intersections

*Note: there is no loss in carpark on the street as a result of these restriction changes.*



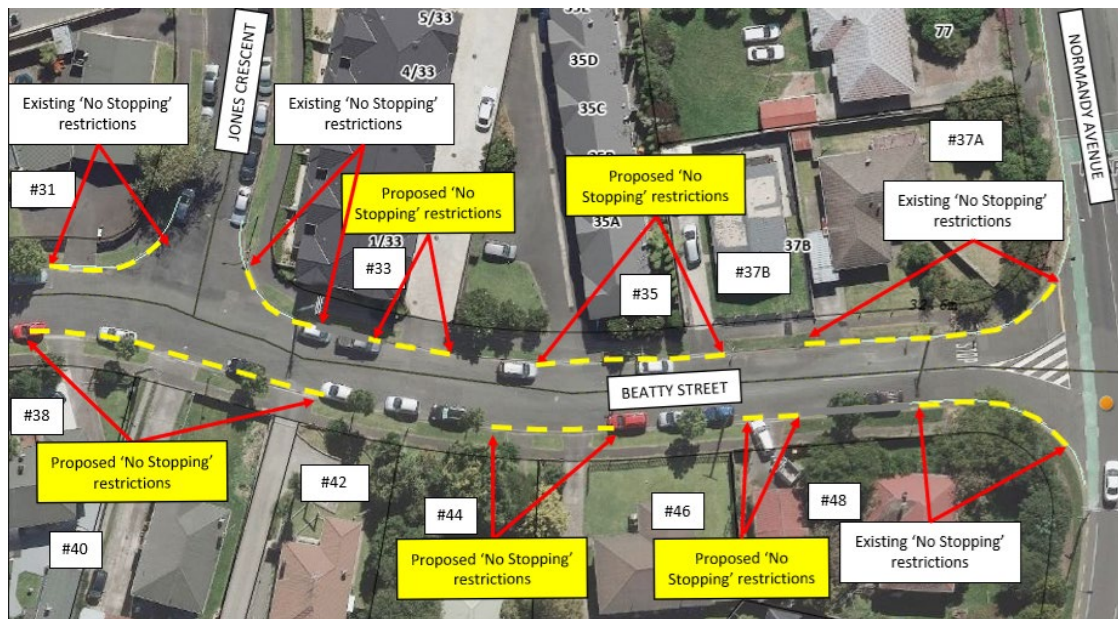
**Section 2:** The amended proposal illustrated in image above results in:

Proposed No Stopping restrictions are at:

- intersections
- private driveways
- outside #19 Beatty Street to create a passing bay, results in loss of 2 carpark spaces.



d. outside #29 Beatty Street to create a passing bay, results in loss of 1 carpark space.



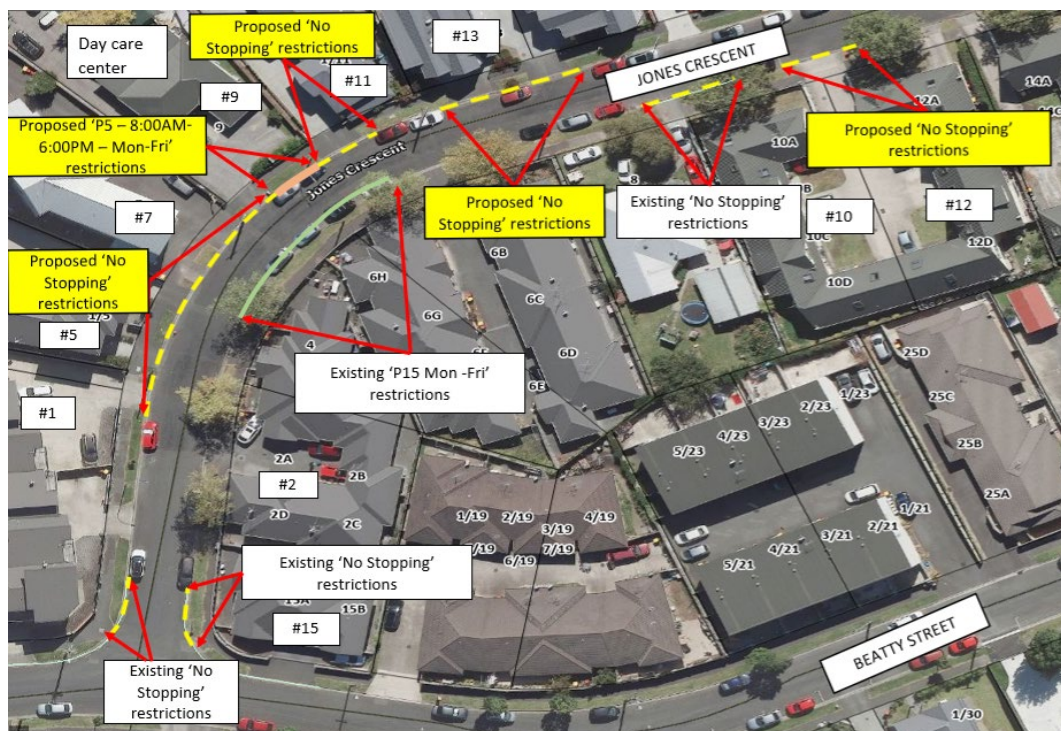
**Section 3:** The amended proposal illustrated in image above results in:

Proposed No Stopping restrictions are at:

- a. intersections
- b. private driveways
- c. outside #35 Beatty Street to create a passing bay, results in loss of 1 carpark space.

75. The following amendments were made to the proposal for Jones Crescent.

Proposed parking restriction changes on Jones Crescent



**Section 4:** The proposal illustrated in image above results in:

Proposed No Stopping restrictions are at:

- a. Intersections
- b. private driveways

Proposed a 'P5' time restriction for parking outside #9 Jones Crescent (Day Care Centre).



**Section 5:** The proposal illustrated in image above results in:

Proposed No Stopping restrictions are at:

- a. Intersections
- b. private driveways
- c. outside #31 Jones Crescent to create a passing bay, results in loss of 2 carpark space.

76. In general, residents and property owners on the street appreciated the efforts made by staff to incorporate their feedback and reduce the number of carparks lost while still improving safety and accessibility. They requested Council to actively monitor and enforce parking restrictions on these streets.

#### **Feedback from Waikato Regional Council (WRC) regarding Public Transport provisions to assist travel to the hospital campus**

77. Waikato Regional Council (WRC) and Te Whatu Ora worked together to deliver sustainable transport options to and from the Waikato Hospital Hamilton Campus for staff, volunteers, patients, and visitors. The aim is to reduce the need to drive and park at the Hamilton Campus and to strengthen the public transport network and patronage by offering this benefit.



78. Operationally, it is a unique model in the WRC corporate concession scheme that will deliver subsidised fares to passengers traveling to and from the Waikato Hospital. The scheme plays a pivotal role in fostering a culture of sustainability and environmental consciousness, as well as, making trips to the Hospital easier.
79. The implementation plan was agreed in early July 2023. WRC worked towards an October 2023 go live date, with amendments to the original agreement, testing and communications and engagement plan.
80. The Te Whatu Ora concession trial launched on 16 October 2023. It enables those who tag on or off at one of the stops outside the Waikato Hospital (Pembroke Street or Hague Road) to a half price fare. This concession is also provided for people travelling from outside the city.
81. By tagging on or off with a Bee Card at one of these Waikato Hospital stops half price fare is applied:

Bus Services	Location of the Bus Stop at Hospital
Number 12 – Fitzroy Comet Orbiter Number 24 – Te Awamutu Number 26 – Te Kuiti	Outside #224 Pembroke St Opp #226 Pembroke St
Number 25 – Taumarunui	Hague Road

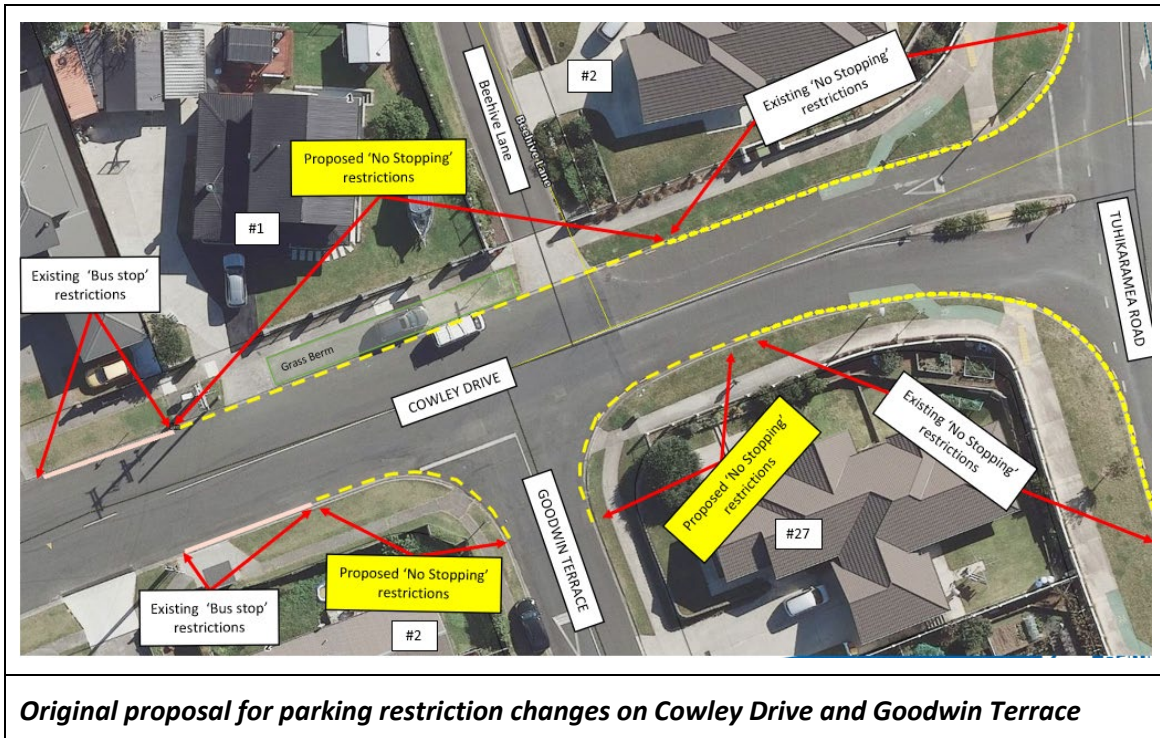
82. WRC is monitoring patronage and reporting/invoicing monthly to Te Whatu Ora and has received positive feedback from the Hospital about the uptake and less pressure on the carpark.
83. Pre-launch, together with Hamilton City Council, staff delivered two workplace travel/transport options outreach programmes and information sessions at the Hamilton hospital campus.
84. BusIt retail outlets have started in three locations at the Hospital: Upper Deck Café, Hockin Café and Bach on Meade and are selling preloaded Bee Cards for easier access to the network.
85. Waikato Hospital workplace travel arrangements are:
- Encourage hospital employees to explore active commuting options such as walking, cycling, or carpooling.
  - The hospital provides bike racks and showers for cyclists.
  - Park and Ride services
  - Working with Waikato Regional Council to promote Bus Services.
86. The **amended proposal** results in a loss of four carparks on Beatty Street and loss of two carparks on Jones Crescent; and reduces the total loss of carparks to 6 carparks in comparison with the original proposal to remove 12 carpark spaces.
87. Staff recommend approval of the amended proposed restriction changes for Betty Street and Jones Crescent as this provides improved safety and accessibility while minimising the loss of on-street parking.

### **Proposed parking restriction changes on Cowley Drive and Goodwin Terrace**

88. Staff received a request from a resident in the neighbourhood of Cowley Drive, Beehive Lane, and Goodwin Terrace, who stated they wanted to remain anonymous, expressing concerns for safety of road users due to vehicles parked at the intersection obstructing sight lines.



89. Cowley Drive is a street with gradient and is not a flat road. Staff investigated the area and observed vehicles double parked in the berm and on the road at the intersection of Beehive Lane, Goodwin Terrace, and Cowley Drive. The parked vehicles create an obstruction for sight lines for road users at the intersection, especially for vehicles using Beehive Lane. Beehive Lane is a private driveway providing access to 6 properties.
90. A copy of the consultation plan for the proposed changes is presented below:



91. Staff consulted with affected properties in March and April 2024, and feedback was due on 12 April 2024. Staff organised a meeting on 11 April and invited residents to provide an opportunity to explain the proposal, seek their feedback, answer their queries, and collect information which can help in amending the proposal.
92. The meeting was attended by residents on Beehive Lane and property owners with driveways near the intersection of Cowley Drive with Goodwin Terrace. Residents were informed about current parking restrictions:
- Vehicles should not be parked in the berm.
  - Vehicles should not be parked within 1m of private driveways.
  - Vehicles should not be parked within 6m of an intersection.
  - Vehicles should not be parked at a bus stop.
93. Residents appreciated staff for organising the in-person meeting. Feedback received and staff responses are presented in the table below:

#	Feedback received	Staff response
1	<p>A resident expressed their support to the proposal:</p> <p><i>"I would like to add my support to the proposal for no stopping parking restrictions on Cowley Drive, Temple View. We are residents/owners of xx Beehive Lane, Temple View. Vehicles</i></p>	<p>Staff acknowledged feedback received.</p> <p>A copy of the amended proposal was shared with the customer.</p>

# Item 5

	<p><i>parked in front of 1 Cowley Drive, sometimes double parked on the grass verge and sometimes with vehicles overflowing across the vehicle crossing going into the property, limited visibility of oncoming traffic when pulling out of Beehive Drive onto Cowley Drive. As a result of this on 2 occasions I have had very close near-misses with oncoming morning traffic, coming out of Beehive. Both incident's were caused because I couldn't see the vehicles coming towards me and they couldn't see me pulling out. Both situations could have potentially ended very badly if it weren't for evasive manoeuvres from both of us. The mornings are the worst as the vehicles sit there overnight. In this past week on a foggy morning at 7.30am, while taking my kids to the school bus, vehicles were once again double parked along the Roadside and also on the grass verge in front of 2 Cowley Drive, completely blocking visibility down the street to oncoming traffic on my side of the road. I therefore opted to drive onto the grass beside the footpath adjacent to the side of 2 Beehive until I could see far enough down the road in my drivers side rear view mirror to be able to pull out onto the road safely. I have a 17-year-old on a restricted license, also trying to navigate exiting our roadway onto Cowley. This has become very concerning to us, it it's actually scary, especially as the winter months come and visibility is reduced further. Please accept this email as my support for the restrictions on Cowley and Goodwin as suggested"</i></p>	<p>No further feedback was received at the time of drafting of the report.</p>
2	<p>A resident expressed their objection to the proposal and raised concerns on the location of an existing bus stop.</p> <p><i>"While I understand your reasoning, I do not agree with you adding yellow lines in front of #1A Cowley Drive for the following reasons.</i></p> <ul style="list-style-type: none"> <li>i. <i>You placed a Bus stop in front of where you propose the yellow lines making it a very congested space.</i></li> <li>ii. <i>By placing the bus stop you have people waiting opposite under cover and who cross a live lane to get to the bus stop, making it a high risk. Why you didn't just have a bus driver turn around makes no sense to me.</i></li> </ul>	<p>The proposed restriction changes are for installation of No Stopping restrictions at an intersection and does not include any changes to existing bus stop restrictions.</p> <p>NZTA road rules do not allow vehicles to park within 6m of an intersection. The proposed no stopping restrictions will visually indicate to the road users not to park on an intersection.</p> <p>The bus stop outside #1A Cowley Drive is an existing bus stop and the proposed parking restriction changes of installing no stopping yellow line marking will indicate road users to park legally and assist parking team to control and enforce existing bus stop restriction</p>

<p>iii. <i>By adding no parking, the residents will choose to either park around the corner on beehive lane, making it a tighter space for the neighbours to get by or they will choose to park in front of my house, 3 Cowley Drive, which will result in visitors to my house having to park further down the street or have them cross the road, again into a live lane.</i></p> <p>iv. <i>We have lots of children in this area and having two bus stops adjacent to each other is where the high risk has been increased.</i></p> <p>v. <i>I believe that you are looking at the safety wrongly as you are addressing no parking rather than less larger vehicles.</i></p> <p>vi. <i>I also believe that you will be inviting residents to park on the grass verge and unless you have enforcement, you will not solve the problem.</i></p> <p>vii. <i>I firmly believe that you will also create disharmony with neighbours that will have a lasting impact on the wellbeing of the community.</i></p> <p><i>In my 50 years of living here and paying rates to Waipa, and now Hamilton, I have only seen issues since you chose to put a bus stop in front of my neighbours, which in my opinion created more hazards than there were originally. I recall you suggesting having a bus stop in front of my house, to which I disputed. We are grateful that you took what we said, however you did not, in our view consider the same reasons when placing it in front of #1 Cowley Drive. A Bus stop in front of #1 Cowley Drive has not, in our opinion, provided a safe distance for loading and unloading passengers safely while also avoiding blocking access to residents. It seems that by choosing to place the bus stop where you have, you have increased the risk of harm.</i></p> <p><i>I would also be interested to know how many near misses or incidents have occurred that add weight to your safety argument.</i></p> <p><i>Under the Health and Safety at work Act you have a responsibility to ensure the well-being and safety of the passengers and public, and by placing a bus stop at #1 Cowley Drive you have increased the chance of someone being harmed because of the increase in activity by</i></p>	<p>where cars should not be parked.</p> <p>The customer's feedback raises concerns about an existing bus stop at the location which is not a subject for discussion in the current proposal i.e. there is no bus stop restriction changes proposed at this location. This was explained to the residents during the in-person meeting.</p> <p>There is a high demand for these bus stops with a total combined 405 passengers for the month of September 2023.</p> <p>The nearest next bus stop for the inbound bus after #1 Cowley Drive is at #190 Tuhikaramea Road which is 1km away from Temple View.</p> <p>The next step for the outbound bus after #2 Cowley Drive is opposite #58 McKay Drive outside Temple View Reserve. It is not possible for the bus driver to "turn around" as the bus needs to operate on its scheduled route and timetable.</p> <p>Staff will add to the bus shelter programme for the next financial year - 2024/25 and investigate the possibility to install a bus shelter outside #1 Cowley Drive to reduce the need for people to cross the street.</p> <p>The existing bus service operates between 7am-7pm and the frequency is every two hours. The bus stop layout that is in place is consistent with national guidelines and used throughout residential streets in Hamilton.</p> <p>There are no recorded complaints, near misses, or incidents resulting due to the location of the existing bus stops and its operation from community and WRC reported to HCC.</p> <p>Line marking works for bus stop and no stopping restrictions are required for the bus operators to operate the buses, to pull in and out of the bus stop. The bus stop will remain at the current location it is the spacing and location for this stop has been consulted on with Waikato regional council and bus</p>
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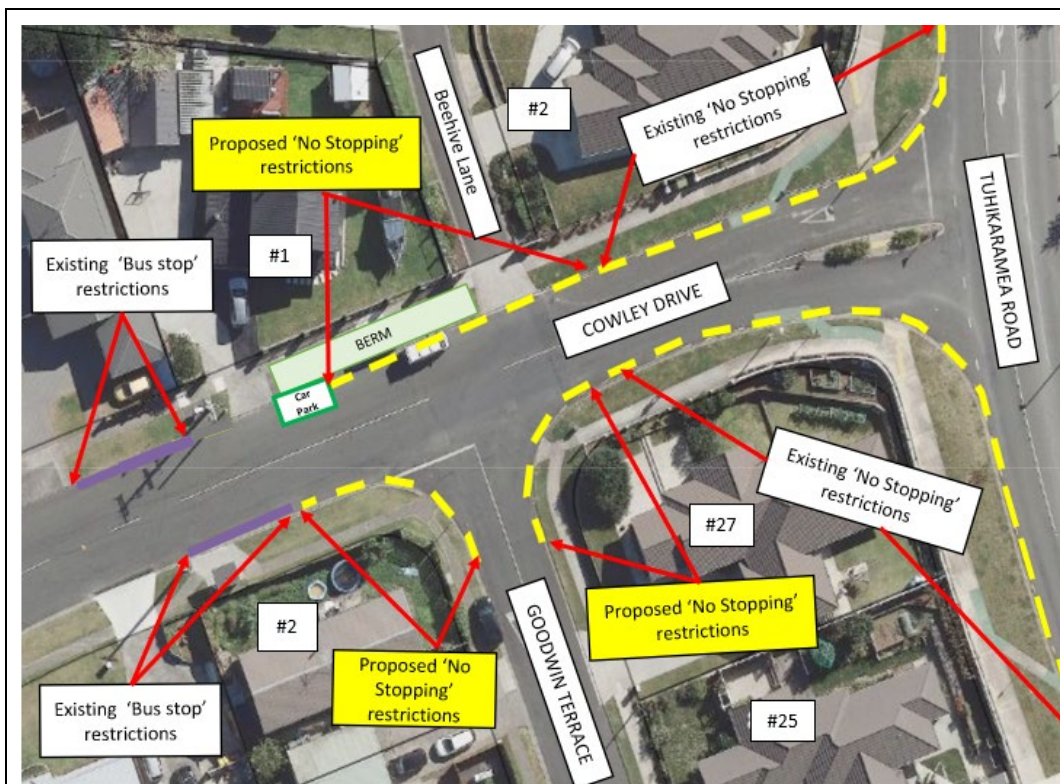
# Item 5

	<p><i>implementing a bus stop.</i></p> <p><i>We also note that in relation to NZTA Bus Stop guidelines as below that choosing to have a bus stop at #1 Cowley Drive, Temple View has been in direct violation of</i></p> <ul style="list-style-type: none"> <li><i>a. Design general: legal requirements, bus stop area and layout dimensions, signs, sightlines, drainage</i></li> <li><i>b. Pedestrian facilities to bus stops: footpaths, crossings, provision expectation, integration with the bus stop design, parking reallocation</i></li> <li><i>c. Environmental impacts (sensitive frontages, driveways)</i></li> <li><i>d. Addressing parking conflicts and parking reallocation.</i></li> <li><i>e. Bus stop placement considerations: Guidance on stop spacing, balancing walking catchments with network speed, timing points, competing demands for road space, community concerns, bus stop balancing.</i></li> </ul> <p><i>We appreciate the request for our input and hope that this is satisfactory to ensuring that this stops all future considerations."</i></p>	<p>operators and has been agreed on previously accordingly. This relocation of existing bus stop is not considered necessary.</p> <p>It is incorrect to state a violation of NZTA guidelines has resulted due to the location of these existing bus stops.</p> <p>Staff confirm that the bus stops outside #1 Cowley Drive comply with NZTA guidelines, and as per standard processes, safety engineers ensure the location of bus stops meet all requirements including sight lines, layout dimensions etc. before installation at the time.</p>
3	<p>A residents of #x Cowley Drive requested for provision of carpark outside their parking for 2 vehicles.</p>	<p>Staff acknowledged feedback received and amended the proposal to reduce the no stopping restrictions outside the resident's property to create room for 1 carpark.</p> <p>Further reduction of no stopping restriction will result in vehicles parked at an intersection and obstructing sight lines for the private lane which provides access to 6 properties.</p> <p>A copy of the amended proposal was shared with the customer and is included below.</p>
4	<p>Feedback was submitted by a resident on expressing their support for the proposal and wanted to remain anonymous.</p> <p>We support the proposal on the basis that we have lived in Temple View and have observed and experienced the traffic hazards in the immediate area mentioned in the proposal for many years.</p>	<p>Staff acknowledged feedback received.</p>



When we drive to the intersection of Goodwin with Cowley our view is usually blocked by cars either on the road or on the grass verge. This causes further alarm because traffic can be turning off Tuhikaramea Rd onto Cowley (from either the North or South) and often at speed especially if coming from the north to get across Tuhikaramea Rd or just because 'speed is the thing'. The distance between the Goodwin/Cowley intersection and Tuhikaramea Rd is perhaps only 20-30 meters. So, looking left and looking right once or even twice is usually insufficient when cars are blocking the line of sight to the left. Even exiting our drive can be a challenge because of cars parked on the roadway or the verge outside #27 Goodwin Terrace, or across the road.

94. Staff amended the proposal to make provision for a vehicle to park outside #1 Cowley Drive. Illustration below shows the amended proposed for parking restriction changes:



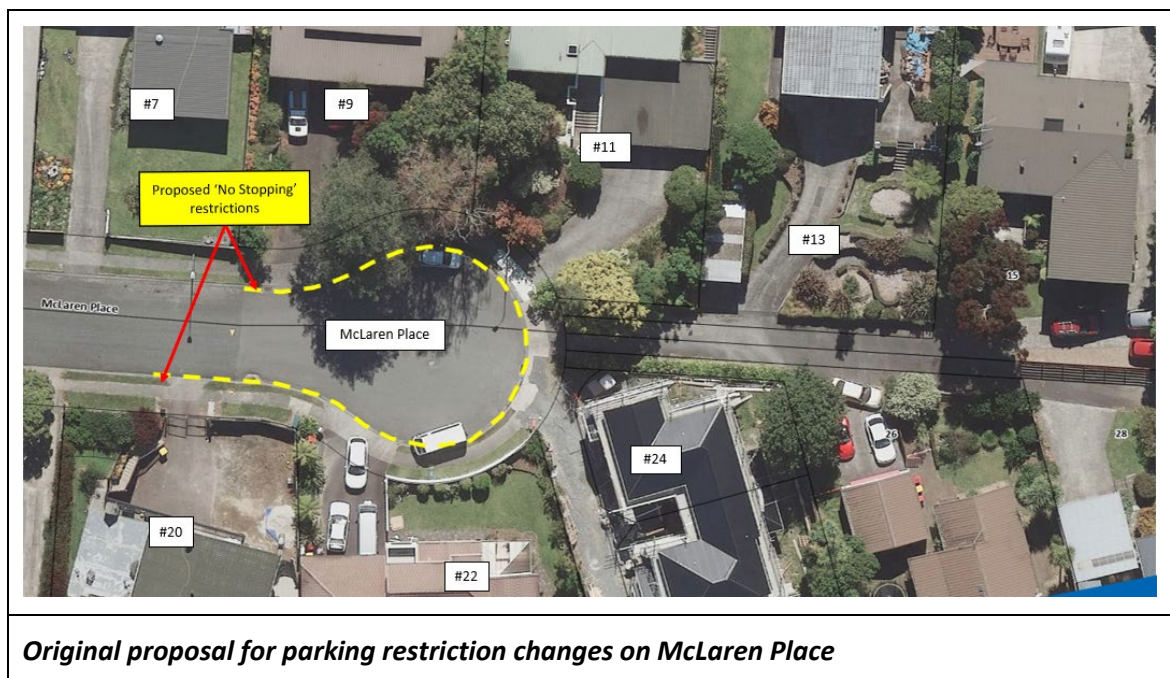
***Amended proposal for parking restriction changes on Cowley Drive and Goodwin Terrace***

95. As the frequency of bus service operating outside #1 Cowley Drive is once every 2 hours and stopping for maximum of duration of 40 seconds to pick up and drop off passengers, it is deemed as minimal disruption to the neighbourhood. Due to the high demand in patronage numbers produced from this bus stop, Hamilton City Council and Waikato Regional Council are not considering the removal or relocation of the bus stops from its current location.

96. Installation of the proposed No Stopping parking restrictions create a safer environment at the intersection due to less congestion from parked vehicles thus improving sight lines at the intersection for vehicles and by controlling illegal parking of vehicles within 6m of an intersection. The purpose of the parking restrictions and line marking is to reinforce the already existing bus stops as no parking zones and to control illegal parking at the intersection.
97. Staff recommend approval of the proposed restriction changes as illustrated in the image above.

### Proposed parking restriction changes on McLaren Place – ‘No Stopping’ restriction

98. Staff received a request from a resident on McLaren Place for improvement to parking restrictions on the cul-de-sac to improve traffic operations and provide unobstructed access to driveways to properties at the end of the street.
99. A copy of the consultation plan for the proposed changes is presented below:



100. Staff consulted with affected properties in April 2024. Staff received 5 submissions expressing support for the proposal and 3 objecting the proposal.
101. Feedback received and staff responses are presented in the table below:

#	Feedback received	Staff response
1	A resident at #xx McLaren Place requested for changes to the proposal to improve access to their property for long vehicles such as trailers with boats.  They expressed concerns about vehicles parking too close to their driveway and obstructing access to their property.	Staff amended the proposal to install no-stopping restriction across their driveway.
2	A resident expressed their objection to the proposal:  “We are strongly against this proposal as we	The function of a cul-de-sac is to provide for turning movements, especially for large vehicles such as delivery trucks etc.

	<p><i>live at xx McLaren Place which is situated up the service lane at the end of the cul de sac. As such any visitors coming to see us or any of our neighbours, would have to park some distance from us This is more so an issue in the winter when it is dark and wet. There is ample room for vehicles to turn around at the end of the cul de sac when there are vehicles parked around the end of the cul de sac."</i></p>	<p>Proposed no stopping restrictions will improve traffic operations on the road.</p> <p>Presence of streetlights and existing footpaths make it safe for residents and their visitors to park in close proximity of their driveways to access properties.</p>
3	<p>A resident expressed their support to the proposal:</p> <p><i>"I think this is a good idea as I live @ xx McLaren. I have young kids and it's really hard for them to safely bike ride on the road. Also at time it's hard to back out of the driveway. I'm for the yellow lines."</i></p>	<p>Staff acknowledged feedback received.</p>
4	<p>A resident expressed their objection to the proposal:</p> <p>"This is a quite end of street area and I do not understand why parking here would cause trouble for any of the houses. I and many other neighbouring houses use this space to park cars when guests visit. Obviously, if a car is parked in a manner blocking the driveway of any house would be wrong. Although, I have personally never noticed that happening. Hence, I would like to vote against introducing a 'no stopping at all times' in this area."</p>	<p>The function of a cul-de-sac is to provide for turning movements, especially for large vehicles such as delivery trucks etc.</p> <p>Proposed no stopping restrictions will improve traffic operations on the road.</p> <p>Presence of streetlights and existing footpaths make it safe for residents and their visitors to park in close proximity of their driveways to access properties.</p>
5	<p>A resident expressed their objection to the proposal:</p> <p>This is the property owner of xx McLaren Place with regards to the letter received on the subject reference number for no-stopping parking restriction on the cul-de-sac. I could understand that this could be coming in from a fair complaint from the residents around the cul-de-sac. My suggestion would be to have parking road markings around the cul-de-sac so that at least a few cars can be parked without obstructing driveways / entrances, rather than imposing a complete no-stopping parking restriction. Then the parking will be more orderly &amp; also not obstruct any neighbours. A complete no-parking condition would make some of the residents inconvenient by not having a reasonable parking space closer to their property. I hope this suggestion would go in for your kind</p>	<p>The function of a cul-de-sac is to provide for turning movements, especially for large vehicles such as delivery trucks etc.</p> <p>Proposed no stopping restrictions will improve traffic operations on the road.</p> <p>Presence of streetlights and existing footpaths make it safe for residents and their visitors to park within 50m of their driveways to access properties.</p>

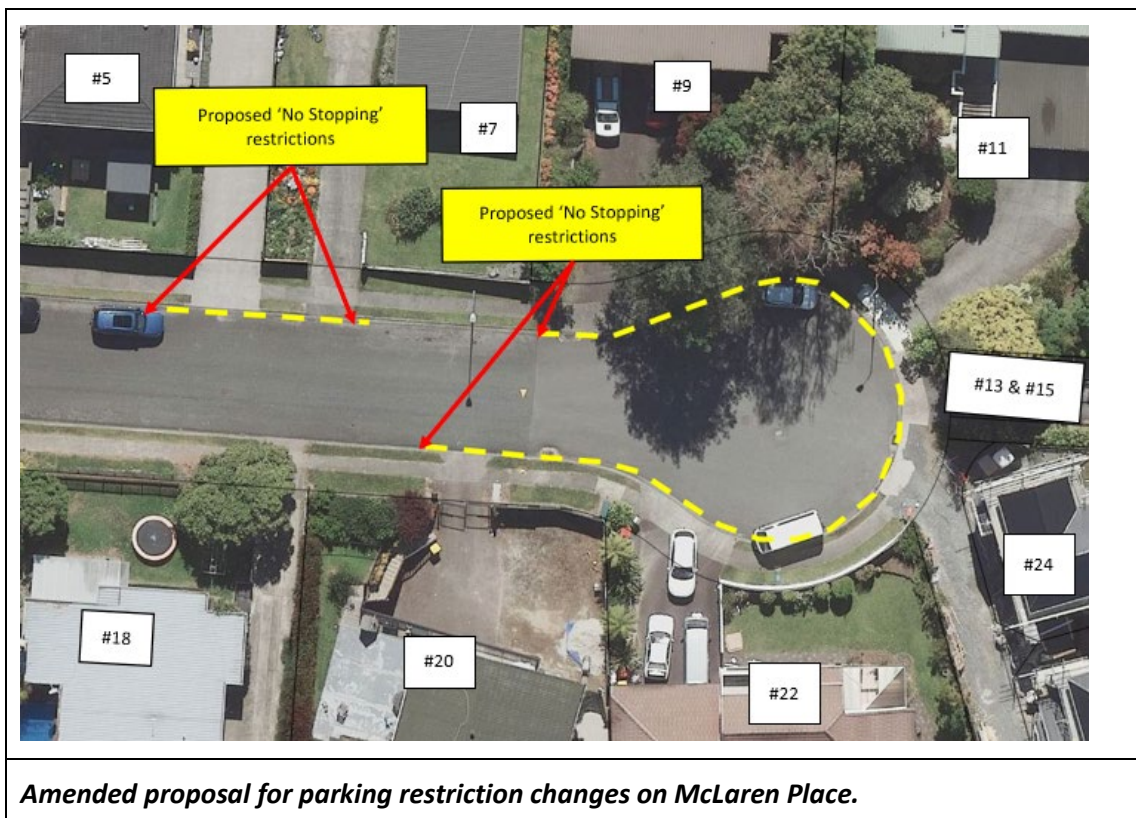
	consideration.	
6	<p>A resident with their driveway on the cul-de-sac expressed their support to the proposal:</p> <p><i>"We agree to your proposal for no stopping at all times starting between #9 to #20 McLaren Place.</i></p> <p><i>The reasons for this are as follows,</i></p> <ul style="list-style-type: none"> <li>• <i>Safety concerns for motorists when entering and exiting driveways with cars/trucks blocking sight, no clear sight lines.</i></li> <li>• <i>Safety concerns for pedestrians who are walking McLaren Place and in particular the cul-de-sac again cars/trucks blocking sight, no clear sight lines.</i></li> <li>• <i>Safety concerns for cyclists who are riding and or entering and exiting driveways and in particular the cul-de-sac again cars/trucks blocking sight, no clear sight lines.</i></li> <li>• <i>Inhibits the ability of cars and trucks to use the cul-de-sac for what it was designed for i.e. allowing traffic to safely turn in the circle to exit the cul-de-sac. Cars and trucks are now being required to three-point turn or use private driveways which in turn damages this property particularly if large trucks use these private driveways.</i></li> <li>• <i>Inhibits the collection of the refuse collection, as above now requires the collection trucks to three-point turn or use private driveways which in turn damages this property particularly large trucks.</i></li> <li>• <i>Inhibits the council and others to service the wastewater, storm drain covers, street lighting and other when the cul-de-sac is blocked by parked vehicles.</i></li> <li>• <i>At the end of the cul-de-sac there is a right of way servicing 4-5 homes, I believe parked car/trucks does have a safety concern for those homeowners entering and exiting the right of way.</i></li> <li>• <i>This will also stop vehicles from being parked over private driveways in the cul-de-sac, occurring offend, again this will allow those homeowners from 9-20 McLaren</i></li> </ul>	Acknowledged feedback received.



	<p><i>Place to enter and exit safely.</i></p> <ul style="list-style-type: none"> <li><i>Ample street park further up the road.</i></li> </ul> <p><i>I hope that our support and the above safety concerns (family friendly street) will allow the council to make the decision to enforce the no stopping at all times starting between #9 to #20 McLaren Place."</i></p>	
7	<p>A resident with their driveway near the cul-de-sac expressed their support to the proposal:</p> <p><i>"I think this is a good idea as I live @ #xx McLaren. I have young kids and it's really hard for them to safely bike ride on the road. Also, at time it's hard to back out of the driveway. I'm for the yellow lines"</i></p>	Acknowledged feedback received.
8	<p>A resident with their driveway near the cul-de-sac expressed their support to the proposal:</p> <p>"It was with disappointment and displeasure that we received your letter, outlining proposals for "no stopping at all time" at the end of McLaren Place, Chedworth. As one of the people directly affected by the proposal I need to point out that this problem did not exist until a few months ago, when the owners of four properties moved into their new homes, where once there was only one home. Where the new owners had two vehicles per household for a single car garage, they now have to park one on the street. Additional to this problem is the Council's refuse collection system, with the use of large, cumbersome bins, which now have to be lined up on the curb in a confined space. The Council needs to acknowledge the repercussions of its initial decision making, causing all the residents to be so inconvenienced. While the houses cannot be removed, I request that the Council does not allow multi-blocks of dwellings at the end of a cul-de-sac in the future, causing such inconvenience to existing residents. We have the issue of having visitors required to park way up the street or even on the adjacent, Chedworth Ave, which is highly possible when people have many visitors for functions at their homes, e.g. at Christmas. If this is to happen, which will cause ongoing consternation, may I suggest that it is for weekdays only, allowing the refuse vehicles to operate and people to have visitors park at a more convenient site</p>	<p>The feedback was shared with Refuse Collection Team and City Planners for their consideration.</p> <p>The function of a cul-de-sac is to provide for turning movements, especially for large vehicles such as delivery trucks etc.</p> <p>Proposed no stopping restrictions will improve traffic operations on the road.</p> <p>Presence of streetlights and existing footpaths make it safe for residents and their visitors to park within 50m of their driveways to access properties.</p>

	during the weekend.”	
9	<p>A resident on the street objected the proposal. They expressed:</p> <p><i>“I am writing to dispute the above proposed changes. This area (cul de sac) is used for residential home owner parking and visitors who can be located near properties that do not have adequate parking. There is no issues with safety and sight distances or access to properties, one of which is my own. I don't agree for this proposed change based on the above and likely visitors will not feel safe or happy to park their car far away up the road as other residents and home owners park on the area which would be available making parking difficult for residents and visitors to the houses at the circular area of the street proposed for marking”</i></p>	<p>The feedback was shared with Refuge Collection Team and City Planners for their consideration.</p> <p>The function of a cul-de-sac and the road prioritises traffic movement over parking.</p> <p>The cul de sac is not large enough to provide for turning movements, especially for large vehicles such as delivery trucks etc when cars are parked on the road. The amended proposal with no stopping restrictions will improve traffic operations on the road.</p> <p>Presence of streetlights and existing footpaths make it safe for residents and their visitors to park within 50m of their driveways to access properties.</p>

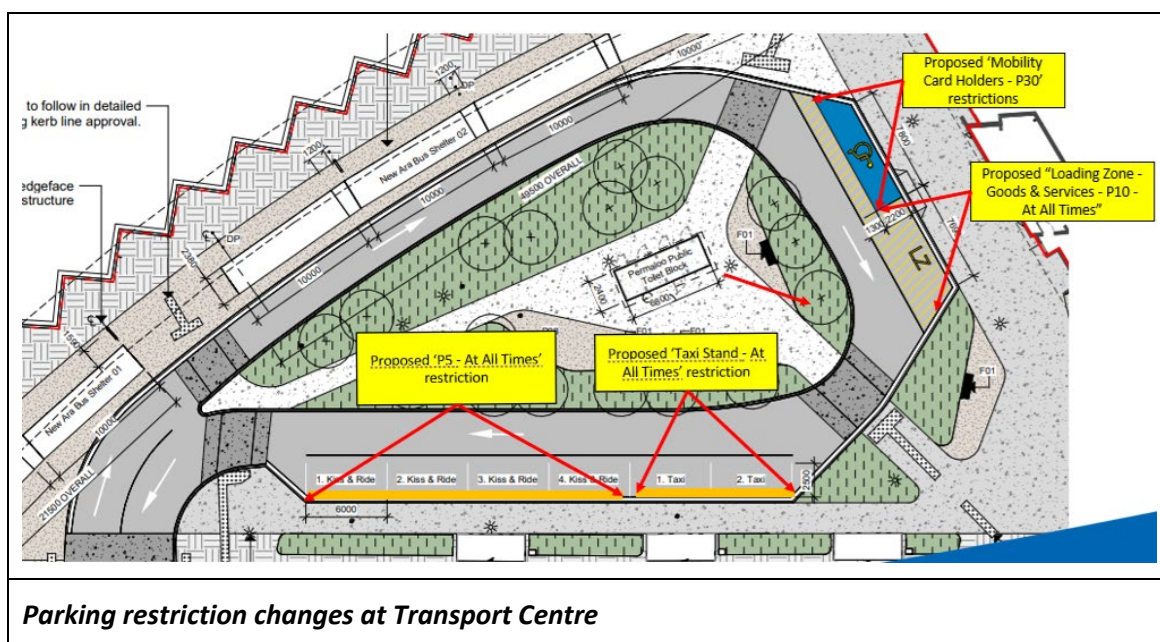
102. Illustration below shows the mended proposed for parking restriction changes:



103. Staff recommend approval of the proposed restriction changes as illustrated in the image above.

## Proposed Parking restrictions changes at Transport Centre

104. The carpark upgrade for Transport Centre Rejuvenation project was approved at the [09 November 2023](#) Infrastructure and Transport Committee meeting to improve safety, security, and functionality of Transport Centre.
105. The reconfiguration of the car park to reduce the quantity of total parking spaces and the encouragement of 'kiss and ride' drop offs requires changes to traffic restrictions for enforcement activity. The new car park layout has a total of 4 'kiss and ride' (P5) parking spaces, 2 taxi spaces, a disabled car park and a loading zone.
106. Illustration below shows the proposed parking restriction changes:



107. Staff recommend approval of the proposed restriction changes as illustrated in the image above.

## Traffic Bylaw Changes

108. 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).
109. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- Special Vehicle Lanes – Part 2: Bus Lanes Register
  - Special Vehicle Lanes – Part 3: Transit Lanes Register
  - Metered Parking Places and Zone Parking Register – 'CBD Commuter Parking' (All Day Paid Parking)

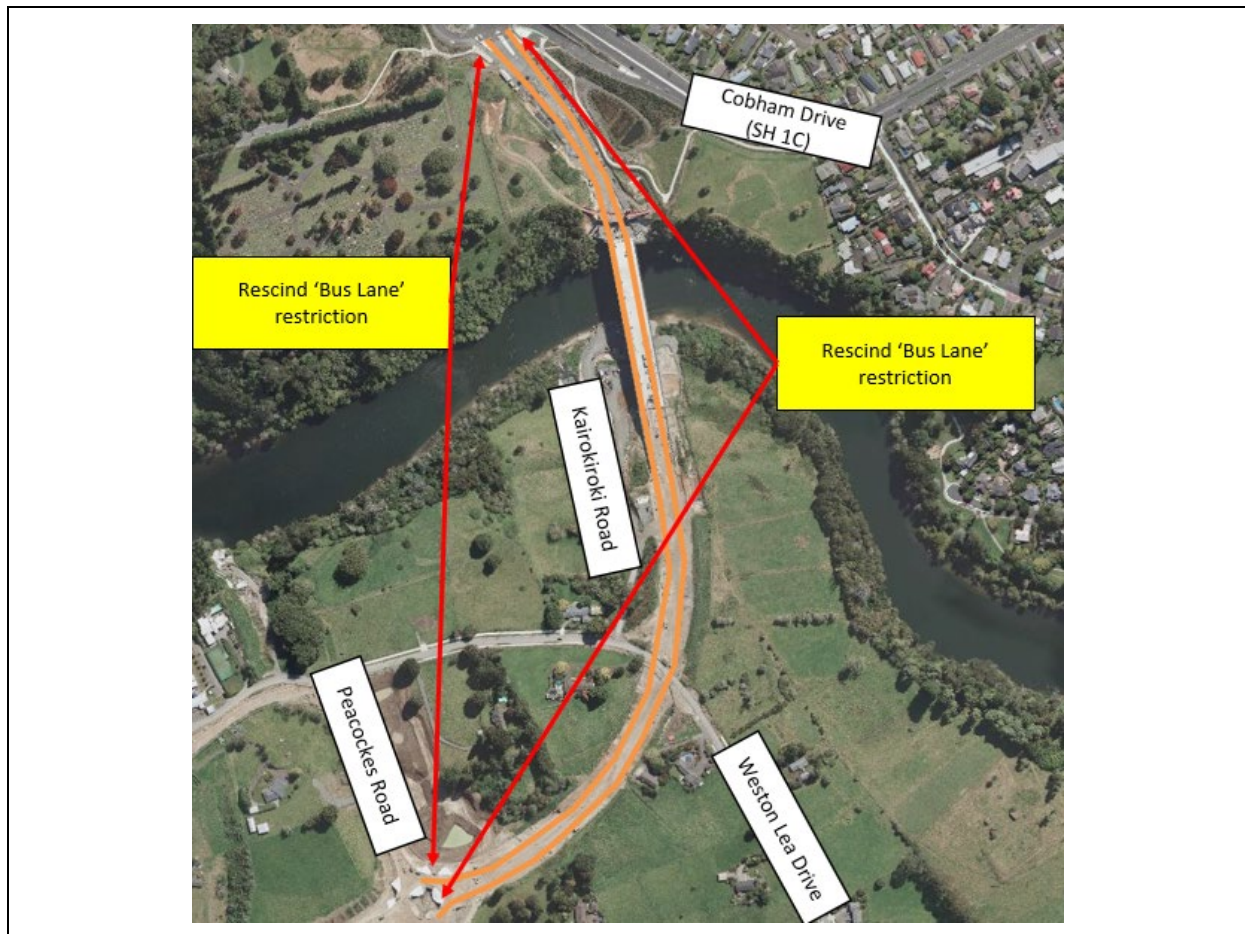
### Special Vehicle Lanes – Part 2: Bus Lanes Register

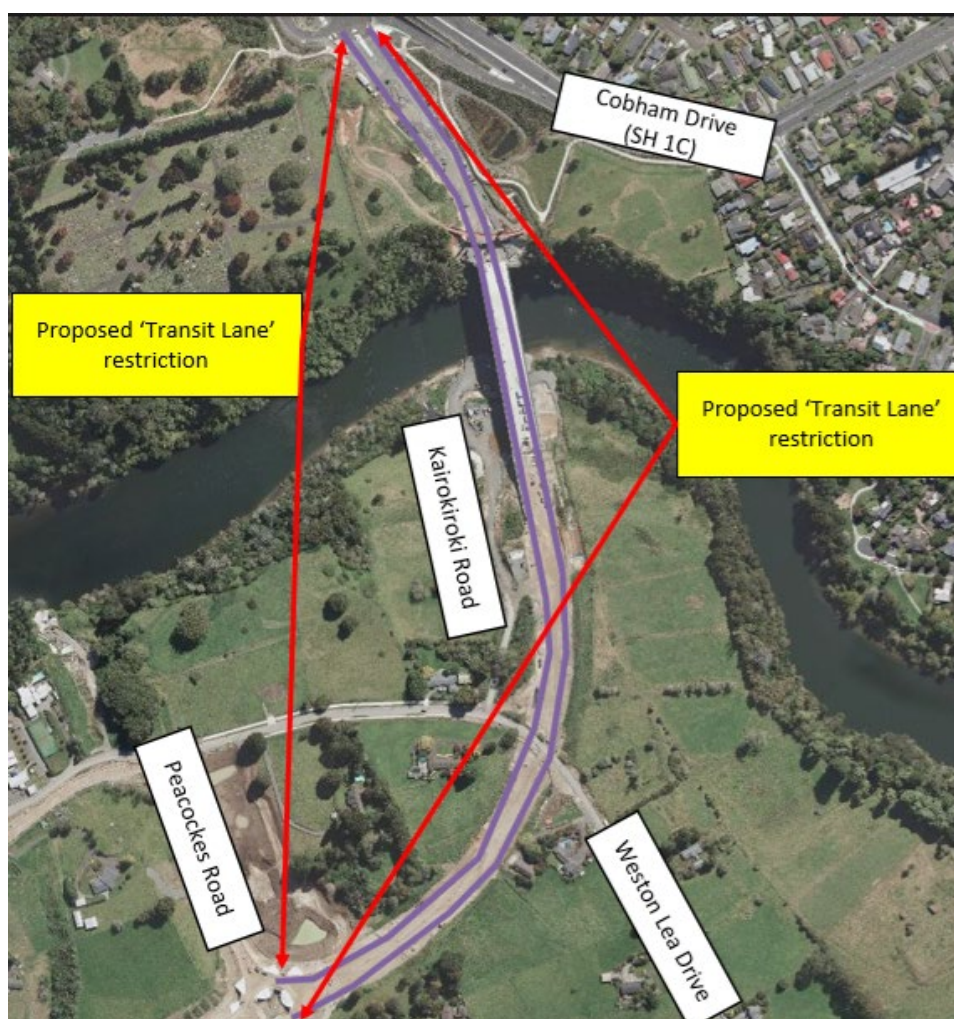
110. A bus Lane is a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of buses; and cycles, transport devices, mopeds, and motorcycles (unless one or more are specifically excluded by a sign).
111. The following projects works result in changes to the register:
- Peacocke Development works



### Parking restrictions to support Peacocke Development Capital works:

112. The Peacocke Waikato River Bridge and Strategic Services Project is jointly funded by the Housing Infrastructure Fund and Hamilton City Council along with Waka Kotahi NZ Transport funding assistance. The project was identified in the Peacocke Network Infrastructure Programme as a gateway project to connect and urbanise Peacocke. This project was approved by the Strategic Growth Committee on [20 August 2020](#). The new Ring Road extension from the Wairere Drive / Cobham Drive intersection (Kairokiroki Drive) will provide safe, accessible, and direct connection to Hamilton East with off-road pedestrian & cyclist facilities as well as provision for two future Bus lanes.
113. Waikato Regional Council have advised that new bus routes into Peacocke will not be implemented immediately upon the Waikato River Bridge opening, but instead that any new services, or extensions of existing services into Peacocke via the new bridge would only happen over time and when sufficient demand exists.
114. Consequently, as an interim phase, Council passed a resolution at the [4 April 2024](#) Council meeting to install two transit lanes (T2 or T3) along Kairokiroki Drive. The scope of Transit Lanes was to be confirmed by the Traffic, Speed Limit and Road Closure Hearings Panel.
115. Noting that the long-term intention is for the lanes to be Bus Lanes it is proposed that the lanes be initially established as T2 (ie there must be at least 2 people in the vehicle in order to legally use the lane). As traffic volumes increase there is an option to change this lane to either a T3 or bus only lane and that this will be communicated to future Peacocke residents through the appropriate channels.
116. The proposed restriction changes are illustrated in the images below:





***Proposed changes to Bus Lane and Transit Lane on Kairokiroki Drive, between Cobham Drive and Peacockes Road.***

117. The Bus Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

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>

**Special Vehicle Lanes – Part 3: Transit Lanes Register**

118. A Transit Lane is a lane, defined by signs or markings, reserved for the use for passenger service vehicles, motor vehicles carrying not less than the number of persons (including the driver) specified on the sign, cycles, transport devices, motorcycles and mopeds (unless specifically excluded by a sign installed at the start of the lane).



119. The following projects works result in changes to the register:
- Peacocke Development works
120. The Transit Lanes Register is proposed to be updated by making the following changes which are underlined and marked in red.

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>

### All Day Paid Parking Register

121. The proposed locations for All Day Paid Parking in the Central City aligns with Hamilton Parking Policy 2022 approved at Infrastructure Operations Committee on [09 August 2022](#).
122. An FAQ page on the Hamilton City Council website providing information on the use and operation of the All Day Paid Parking has been developed and can be viewed [here](#).
123. The details of the proposed All Day Paid Parking sites are provided below.

### Proposed parking restriction changes on Tristram Street – No Stopping restriction

124. Waikato Regional Council requested staff to remove a redundant bus stop outside Seddon Park on Tristram Street near its intersection with Bryce Street.
125. The proposed traffic restriction changes are illustrated in the image below:



126. Staff recommend approval of the proposed restriction changes as illustrated in the images above.

127. 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	Description
Tristram Street	4. Installation of <u>99 105m</u> 'All Day Paid Parking' restriction on the Western side of Tristram Street outside Seddon Park.

### Financial Considerations - Whaiwhakaaro Puutea

128. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- 2023/24 City Transportation Operations and Parking Activity budgets for general changes.
  - Funding for the implementation of the approved CERF Climate Emergency Response Fund (CERF) - Transport Choices programme is included in the 2023/24 Annual Plan for the Transport Centre Project.
  - Funding for the Transport Centre changes are included in the budget for the Transport Centre Rejuvenation project.
  - Funding for the implementation of the proposed traffic changes associated with Peacocke development included in the 'Peacocke Waikato River Bridge and Strategic Services Project' which is jointly funded by the Housing Infrastructure Fund, Hamilton City and Waka Kotahi NZ Transport Agency.

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

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

### Climate Change Impact Statement

130. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
131. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds and improved safety are expected to result in reduced emissions and encourage an increasing number of people walking and biking.

### Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

132. 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').
133. 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.
134. The recommendations set out in this report are consistent with that purpose.

### Social

135. 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

136. 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

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

### Cultural

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

### Risks - *Tuuraru*

139. 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.
  - iii. The update of the cycle path and cycle lane registers ensures that they are now legally correct and able to be enforced.

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

### Significance

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

### Engagement

142. As outlined throughout the report, staff have consulted on the projects listed and have provided feedback on the consultation for each section.
143. 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 changes

Attachment 2 - Schedule of proposed parking restrictions changes



# Traffic, Speed Limit and Road Closure Hearings Panel

## Proposed Parking Restriction Changes

May 2024

D 5102756

Attachment 1 - Illustrations of proposed parking restriction



Item 5

Attachment 1

## Proposed Parking Restriction Changes

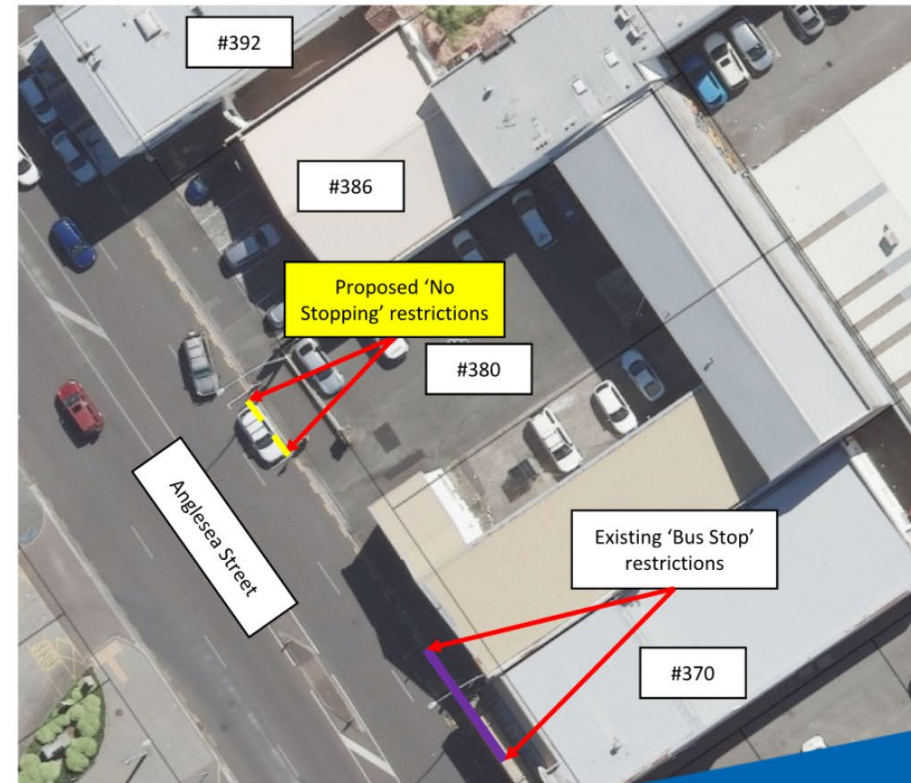
- Anglesea Street
- Anglesea Street (service lane)
- Bandon Street
- Bankwood Road, Opal Place and St. Paul Road
- Beale Street and Puutikitiki Street
- Beatty Street and Jones Crescent
- Cowley Drive and Goodwin Terrace
- Maheo Street
- McLaren Place
- Memorial Drive
- Nisbet Street
- Patricia Avenue and Robert Grigg Place
- Tristram Street
- Urlich Avenue

D 5102756

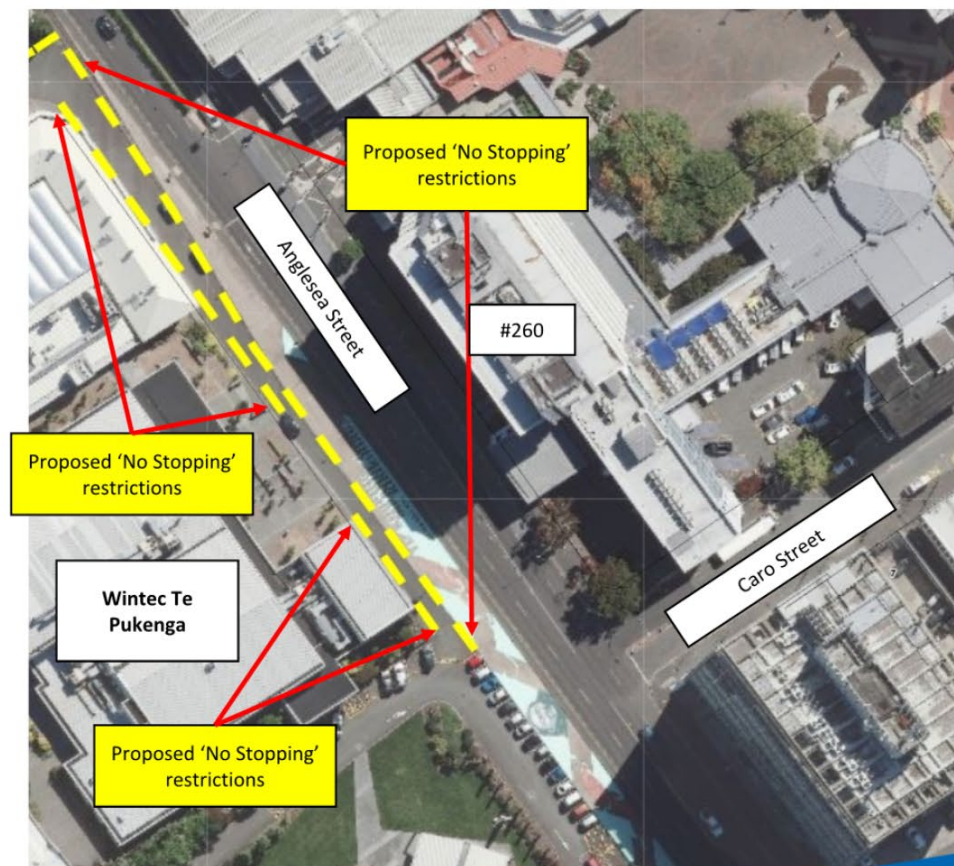
Attachment 1 - Illustrations of proposed parking restriction



# Parking Restriction Changes – Anglesea Street

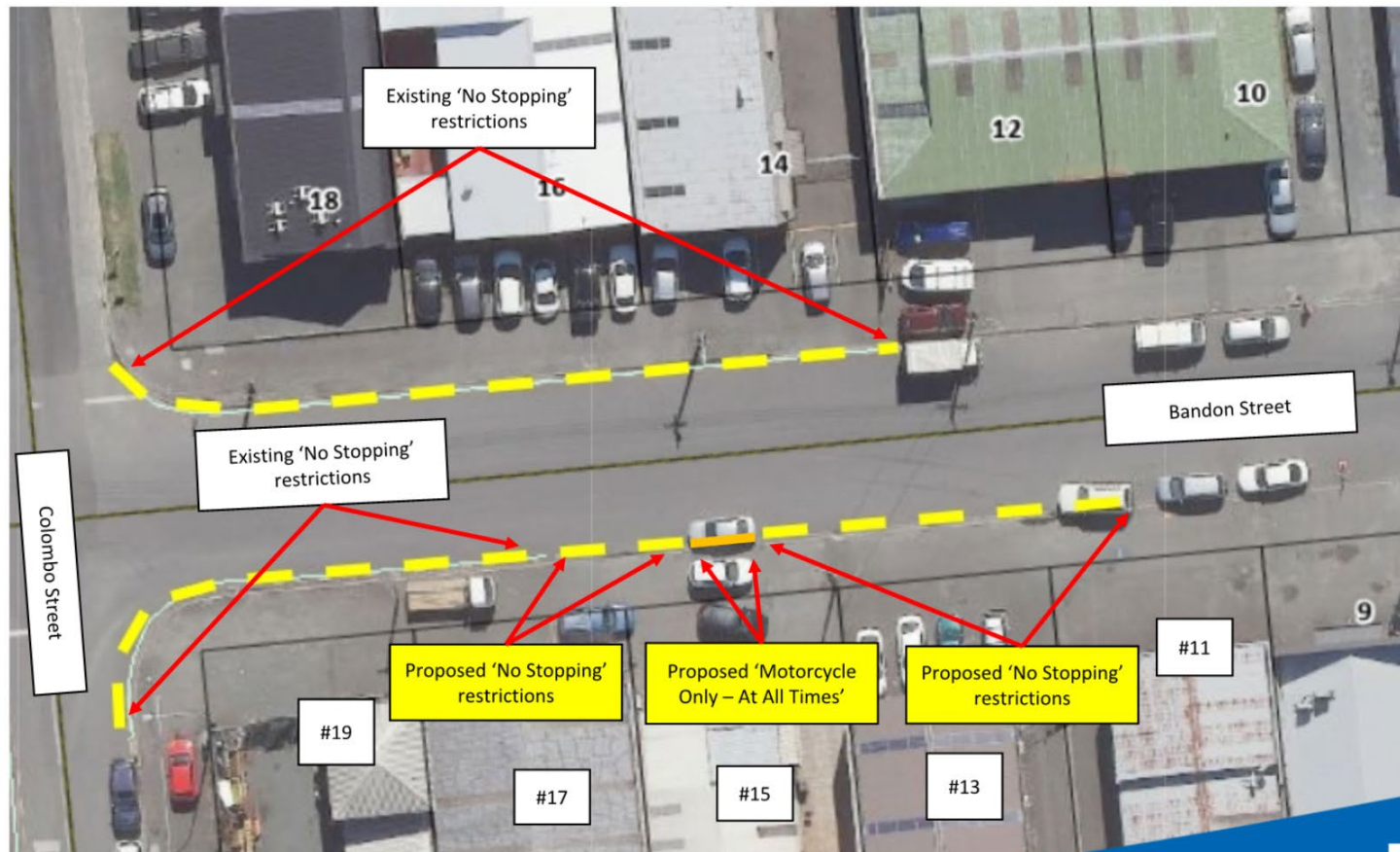


## Proposed Parking Restriction Changes – Anglesea Street (Service Lane



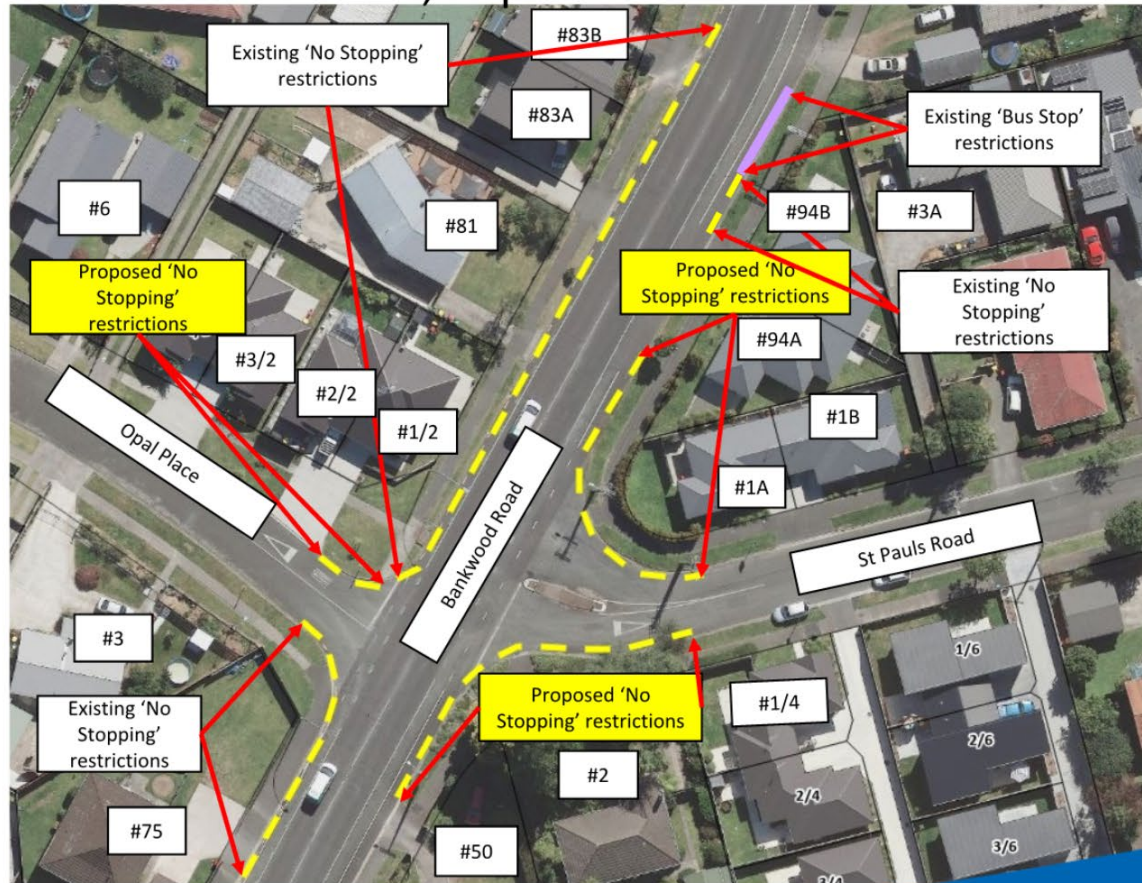


# Proposed Parking Restriction Changes – Bandon Street





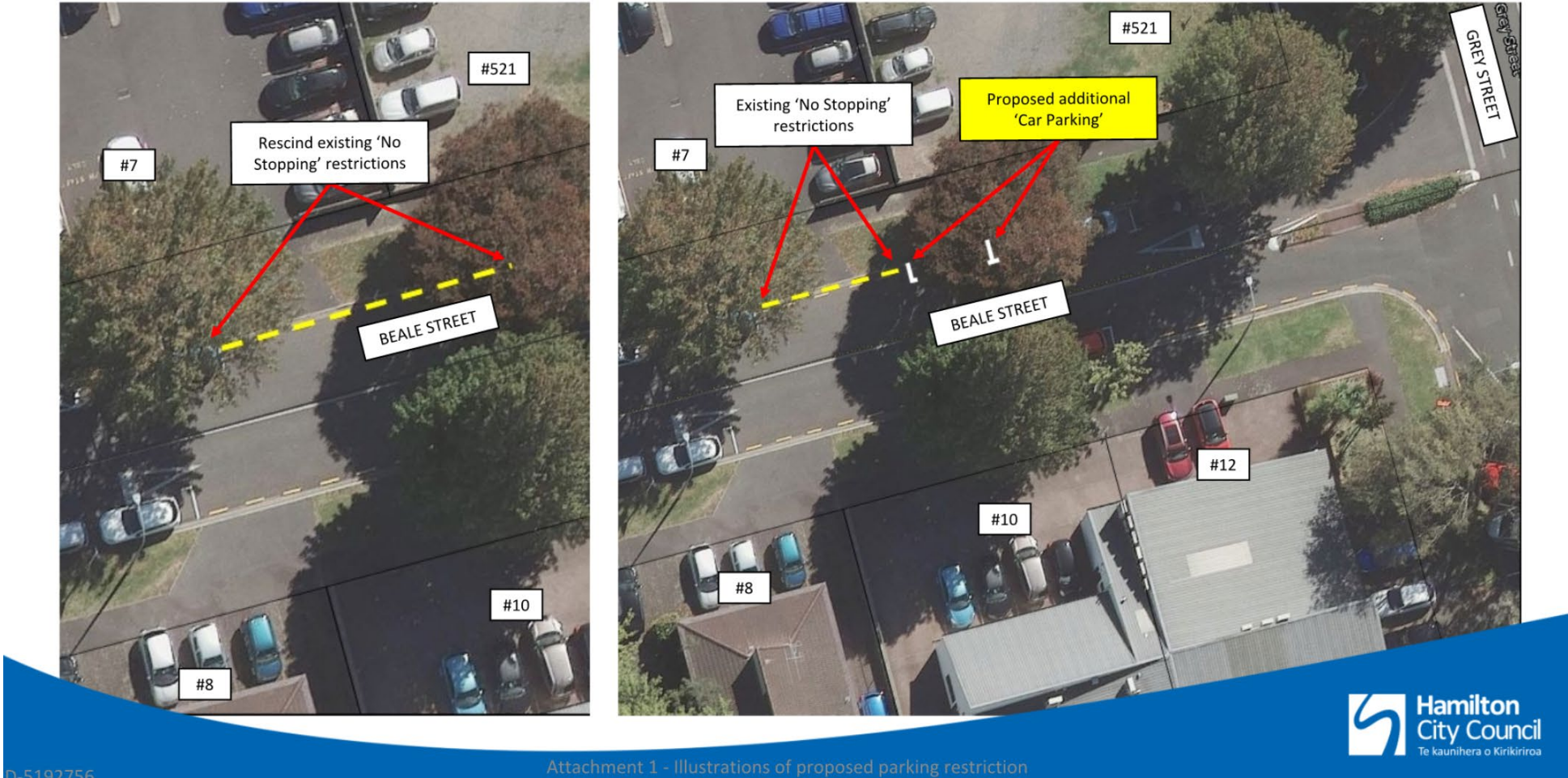
# Proposed Parking Restriction changes Bankwood Road, Opal Place & St Pauls Road



# Proposed Parking Restriction changes – Beale Street

Item 5

Attachment 1





## Gazette existing Parking Restriction changes – Beale Street & Puutikitiki Street



# Proposed Parking Restriction changes – Beatty Street (Section 1)

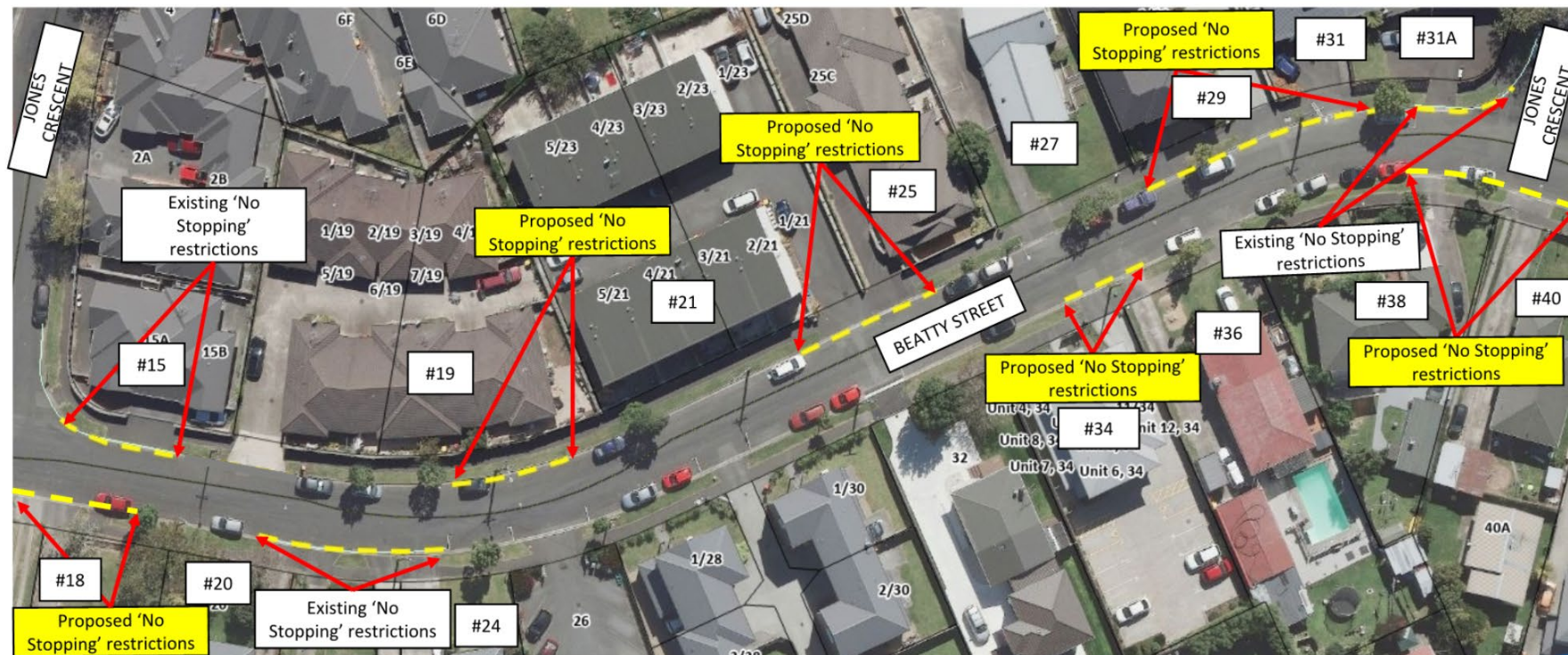


Item 5

Attachment 1

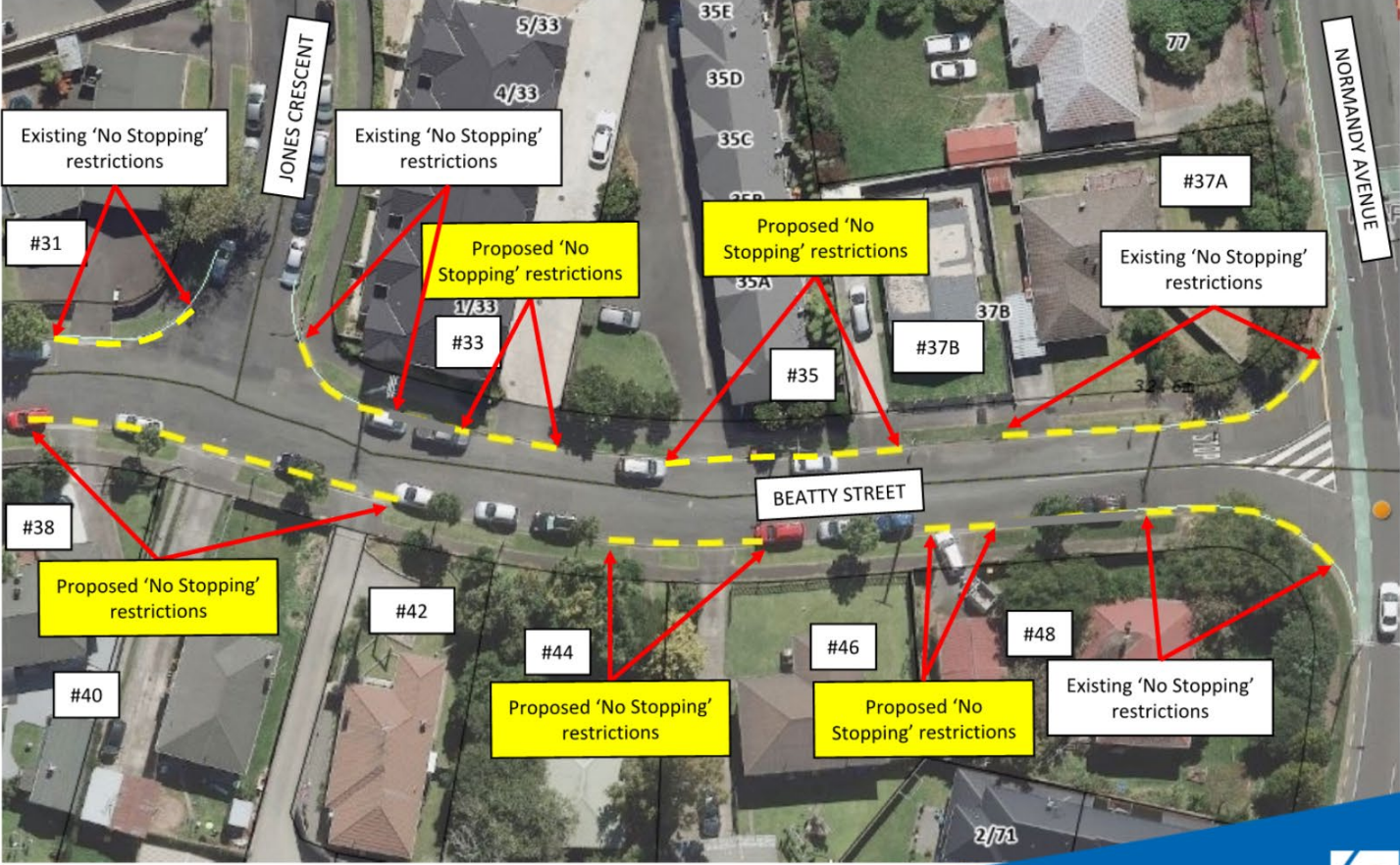


## Proposed Parking Restriction changes – Beatty Street (Section 2)



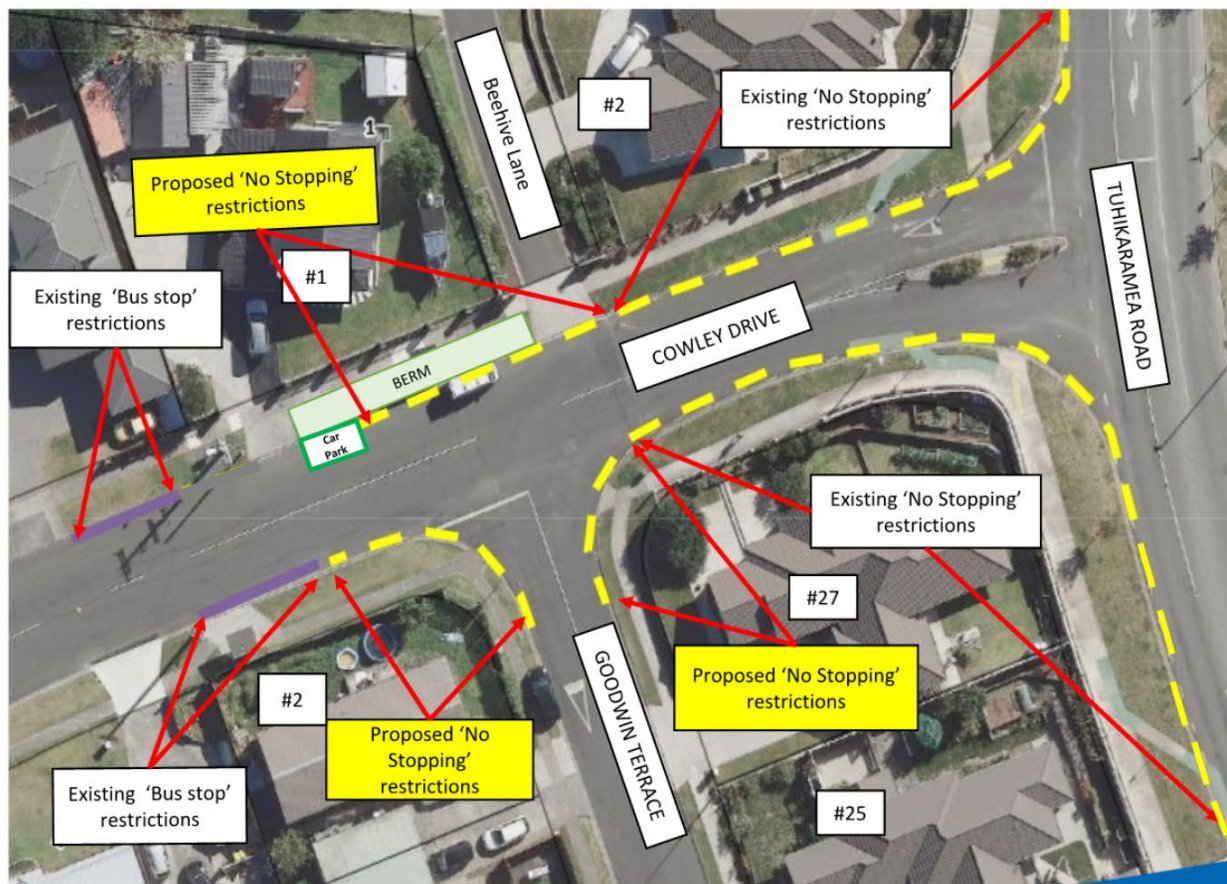


# Proposed Parking Restriction changes – Beatty Street (Section 3)



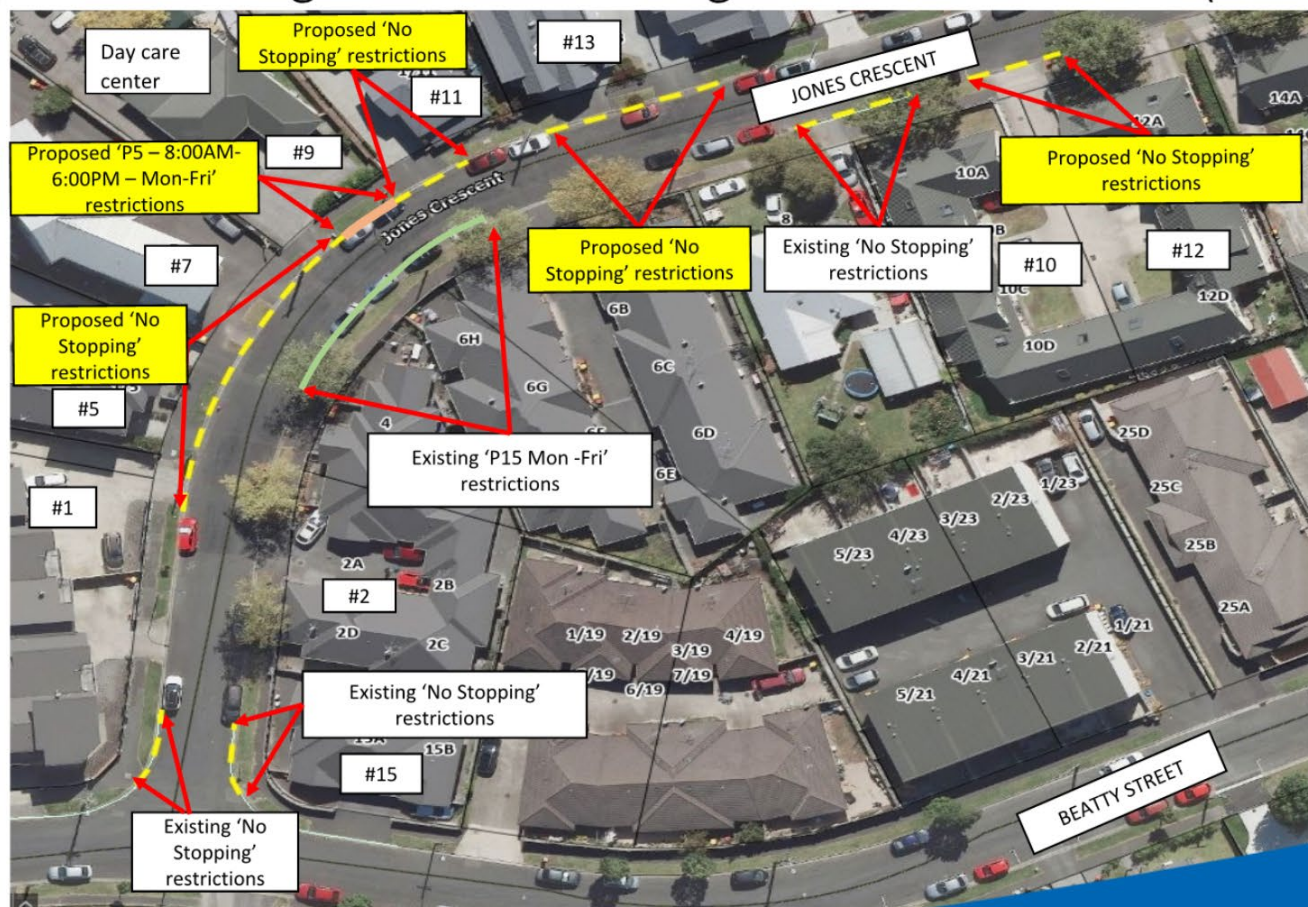
Attachment 1 - Illustrations of proposed parking restriction

## Proposed Parking Restriction changes – Cowley Drive & Goodwin Terrace





## Proposed Parking Restriction changes – Jones Crescent (Section 4)



Attachment 1 - Illustrations of proposed parking restriction

# Attachment 1



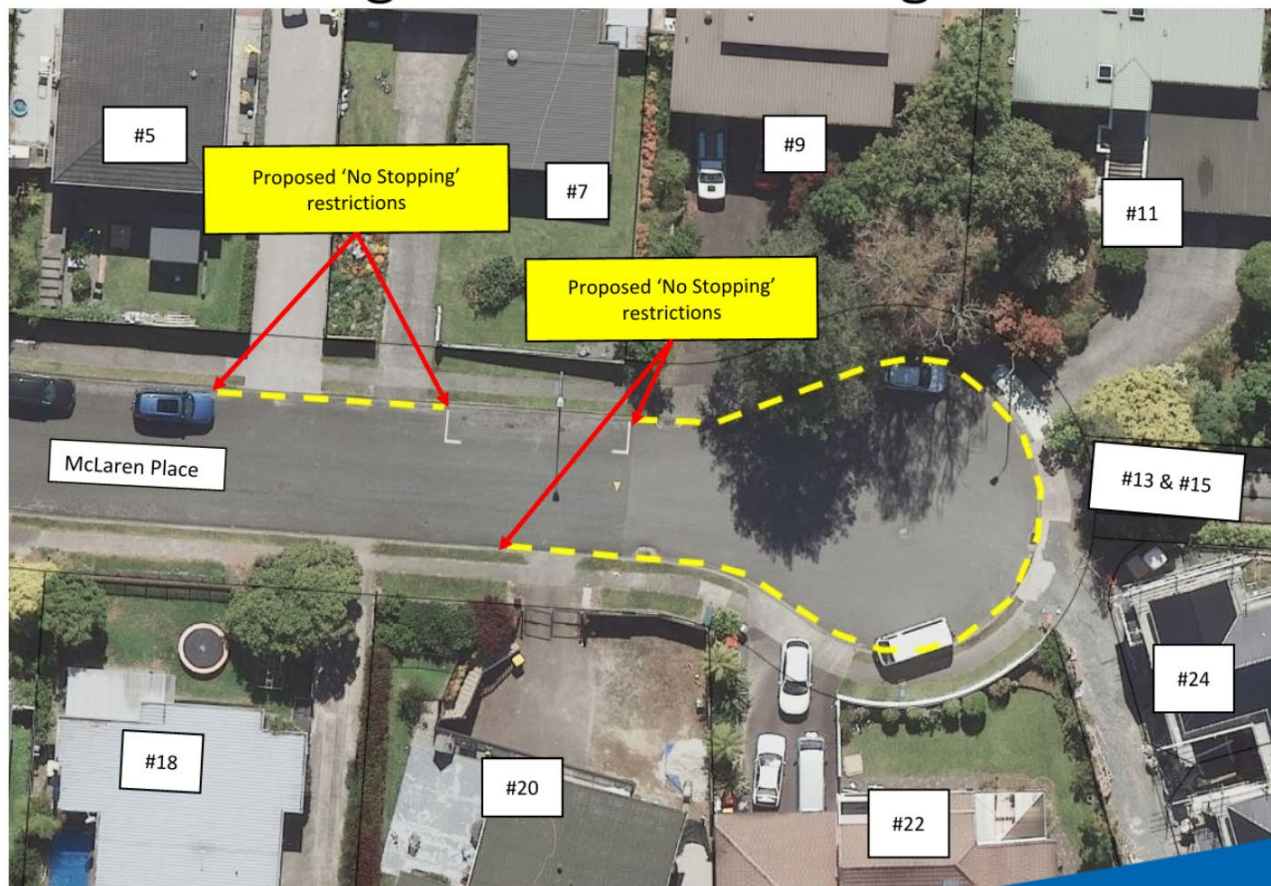


# Proposed Parking Restriction changes – Mahoe Street

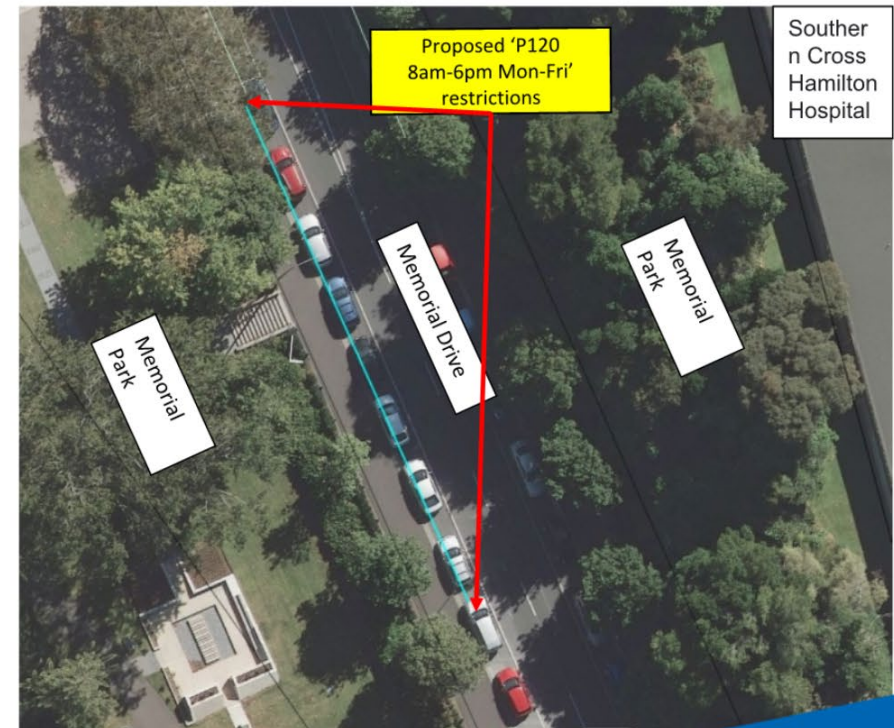




## Proposed Parking Restriction changes – McLaren Place



# Proposed Parking Restriction changes – Memorial Drive

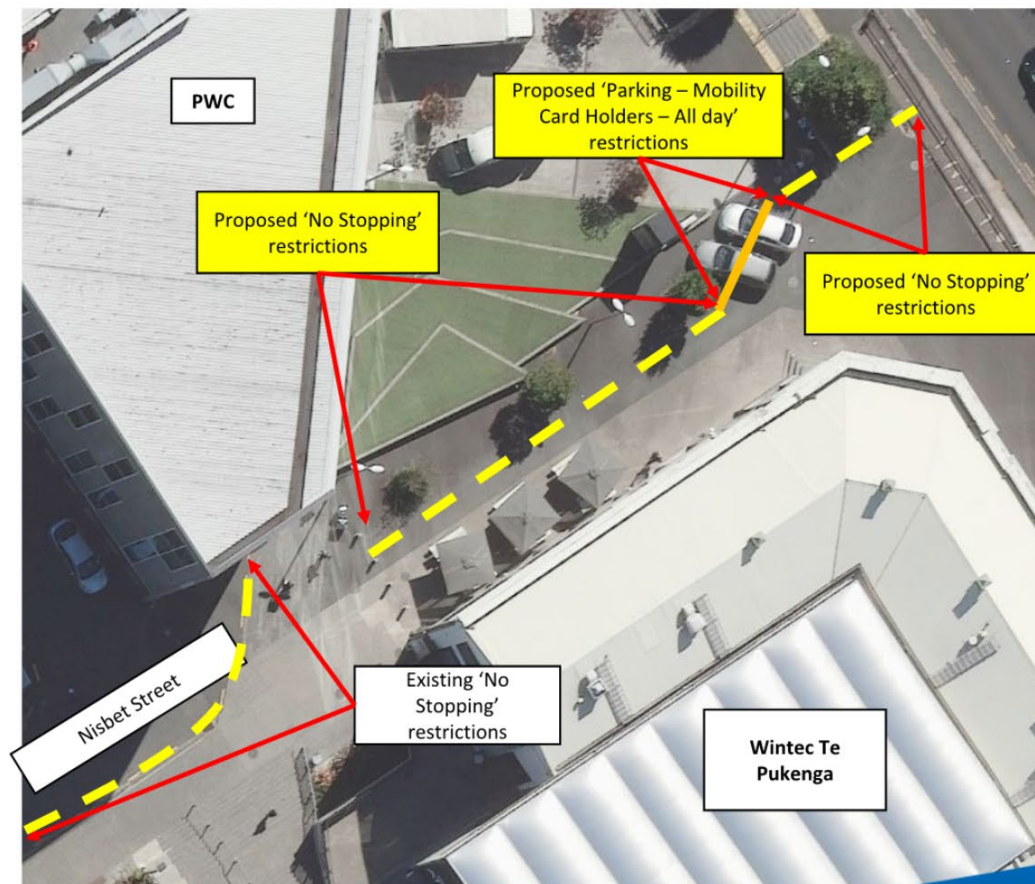


Item 5

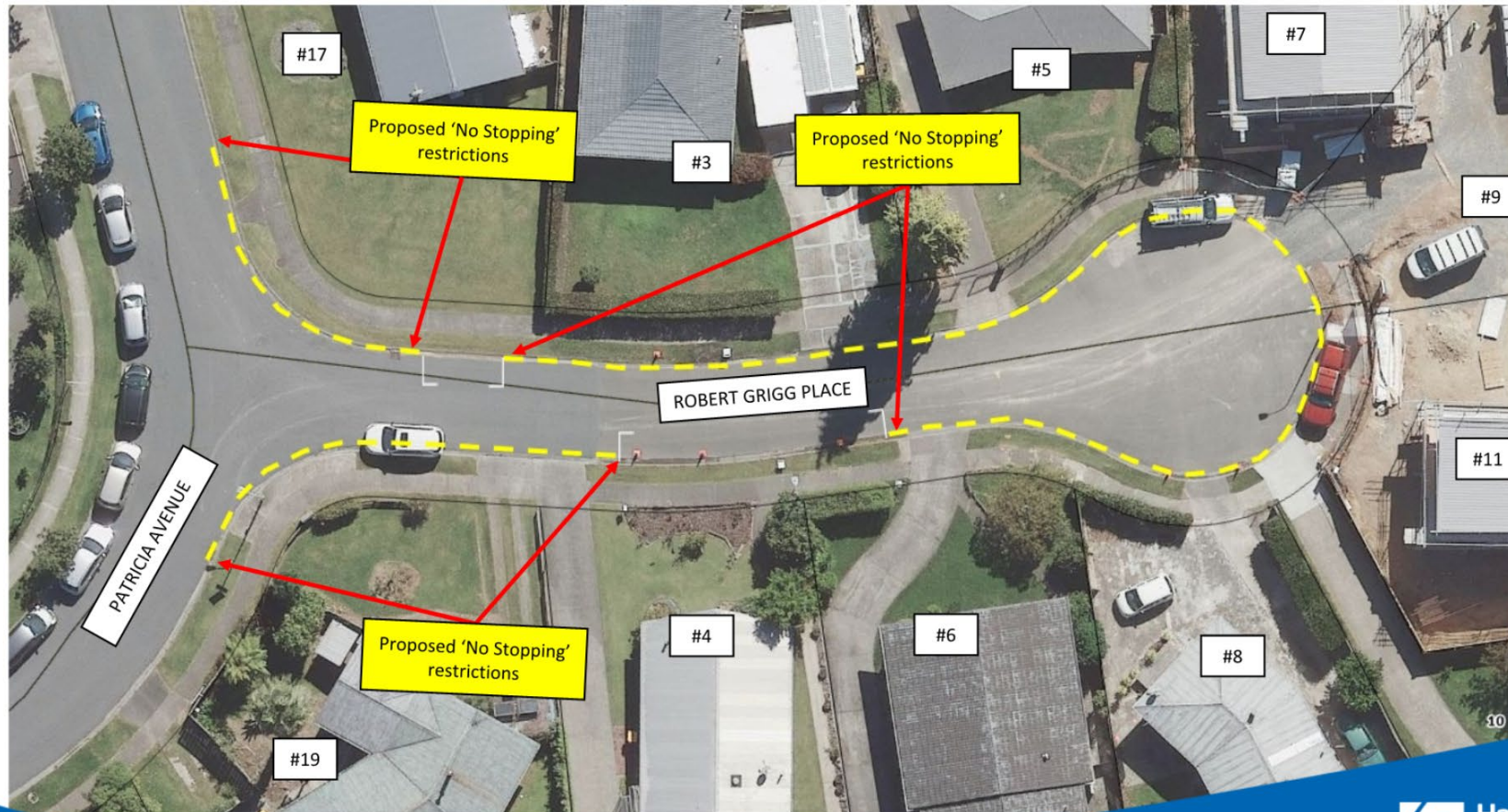
Attachment 1



## Proposed Parking Restriction changes – Nisbet Street

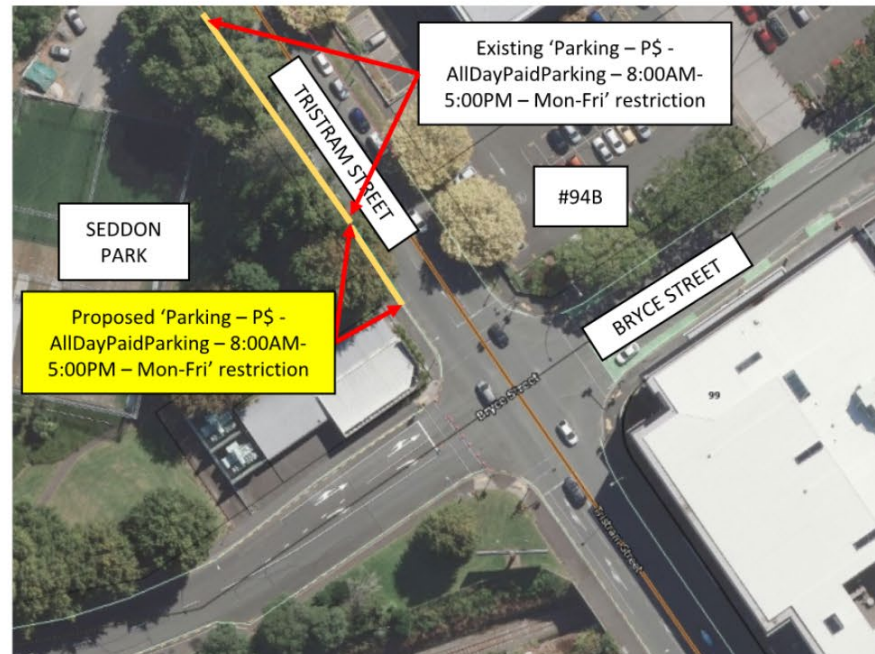
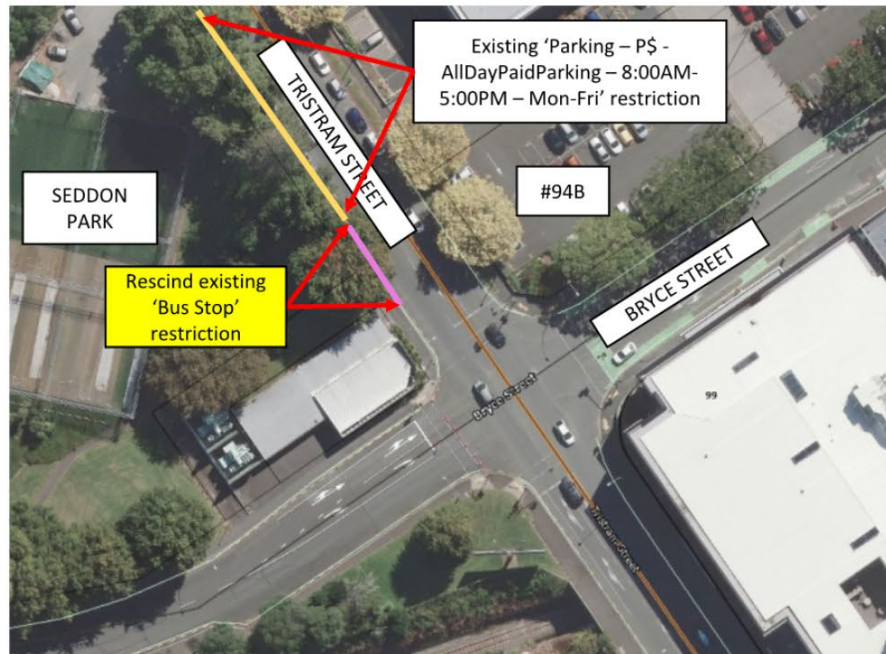


## Proposed Parking Restriction changes – Patricia Avenue and Robert Grigg Place





# Proposed Parking Restriction changes – Tristram Street

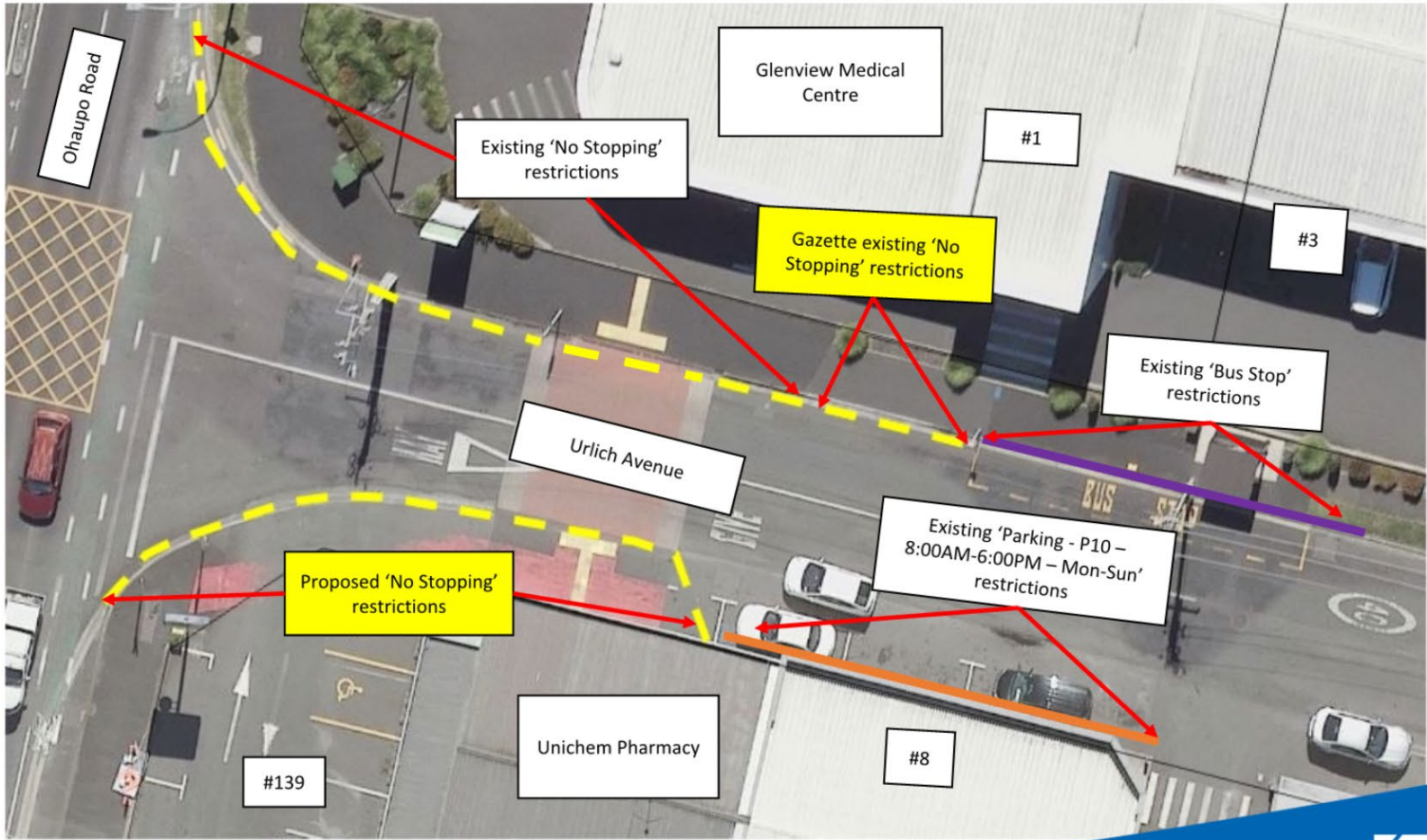


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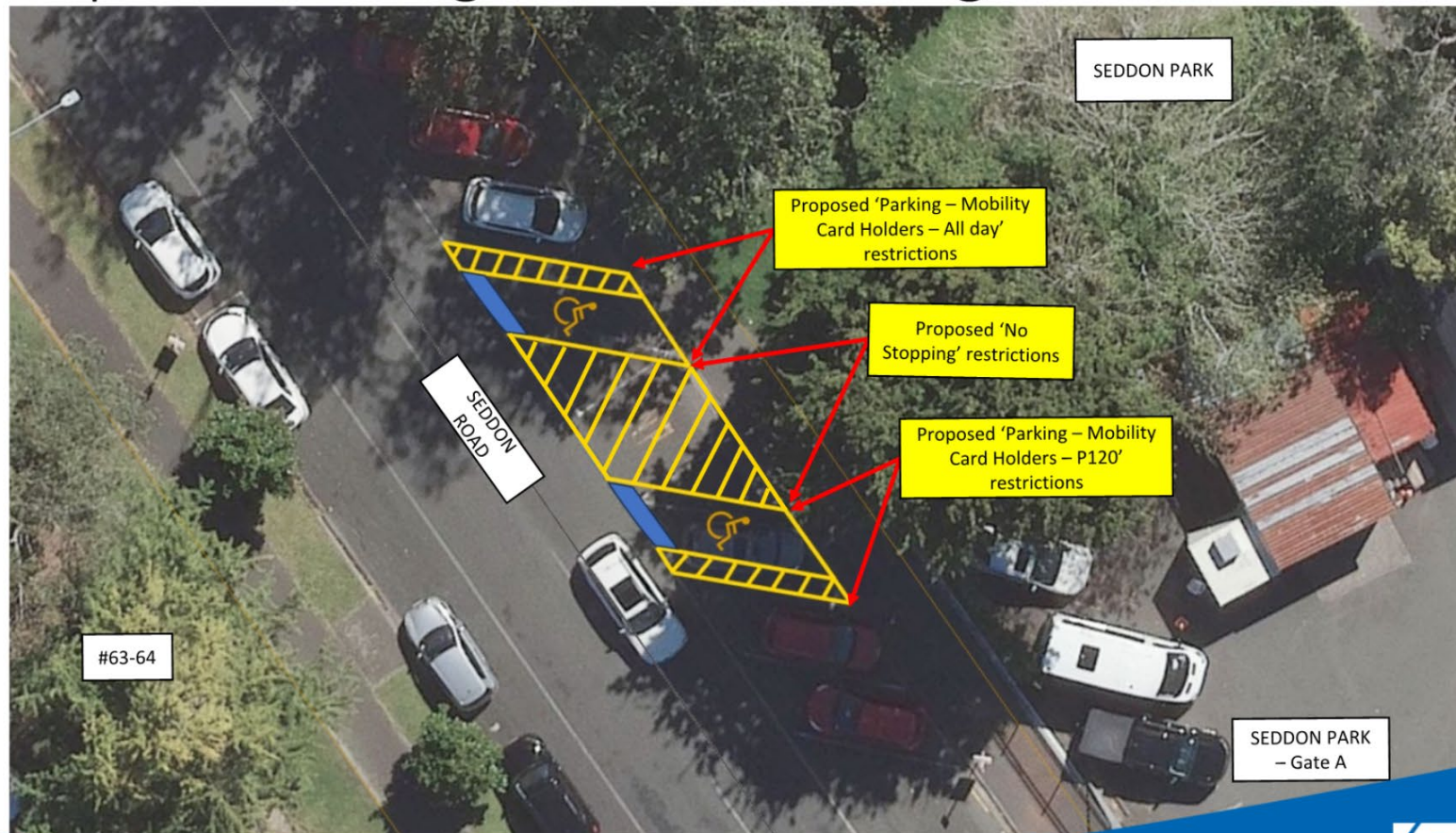
Attachment 1 - Illustrations of proposed parking restriction



# Proposed Parking Restriction changes – Urlich Avenue



# Proposed Parking Restriction changes – Seddon Road



Attachment 1 - Illustrations of proposed parking restriction

# Proposed Parking Restriction Changes

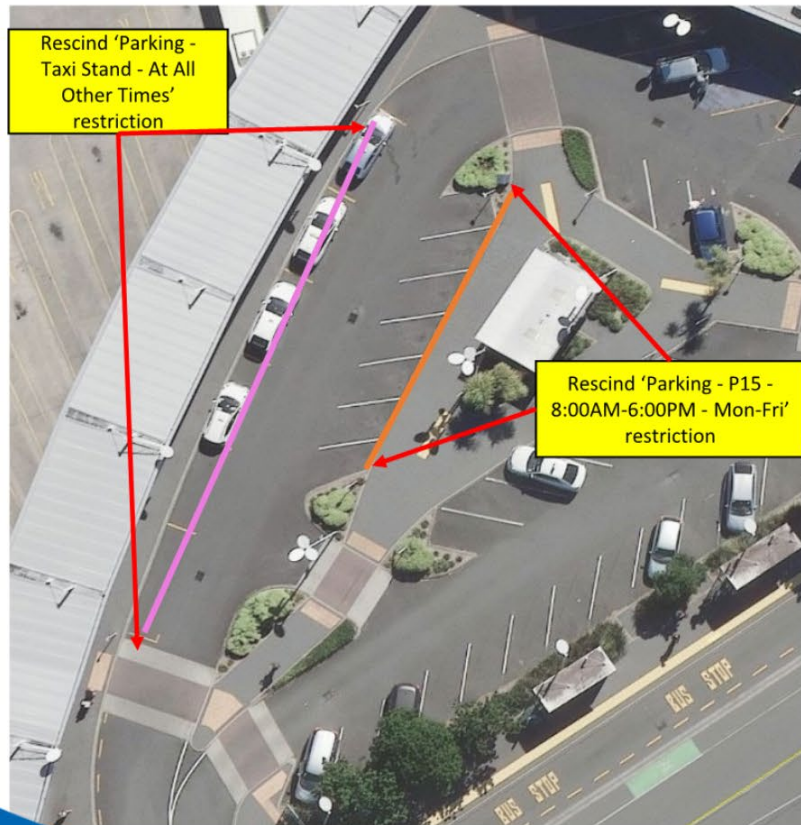
## Capital Projects

- Transport Centre
- Kairokiroki Drive





# Parking Restriction Changes – Transport Centre



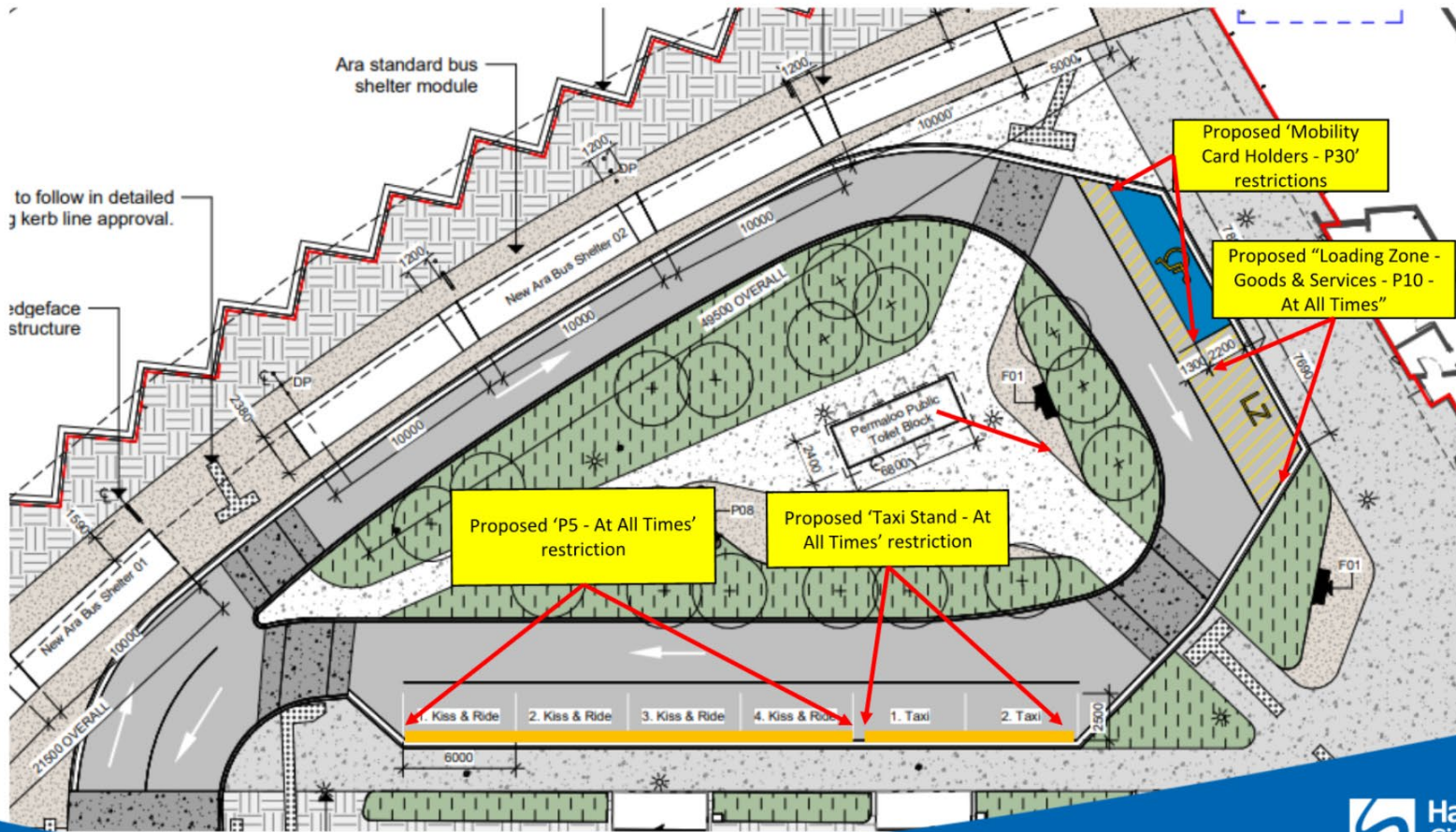


# Parking Restriction Changes – Transport Centre



Attachment 1 - Illustrations of proposed parking restriction

## Parking Restriction Changes – Transport Centre





## Parking Restriction Changes – Kairokiroki Drive



Attachment 1 - Illustrations of proposed parking restriction

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

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Anglesea Street	CTU	GIS corrections and LCLR improvement project for bus stop outside Music Stop.	<ol style="list-style-type: none"><li>1. Installation of 15m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #392 and ending outside #398 Anglesea Street.</li><li>2. Installation of 20m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #404 and ending outside #408 Anglesea Street.</li><li>3. Installation of 45m 'No Stopping at all times' restriction starting outside #380 and ending outside #386 Anglesea Street.</li><li>4. Installation of 20m 'No Stopping at all times' restriction starting outside #398 and ending outside #404 Anglesea Street.</li></ol>
Anglesea Street (Service Lane)	Wintec Te Pukenga	Improve Traffic Operations and parking management	<ol style="list-style-type: none"><li>1. Installation of 135m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li><li>2. Installation of 30m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li><li>3. Installation of 70m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li></ol>
Bandon Street	Customer request	Improve access to commercial property	<ol style="list-style-type: none"><li>1. Installation of 35m 'No Stopping all times' restriction starting #15 and ending outside #19 Bandon Street.</li><li>2. Installation of 25m 'No Stopping all times' restriction starting #11 and ending outside #15 Bandon Street.</li><li>3. Installation of 3m 'Motorcycle Only - At All Times' restriction outside #15 Bandon Street.</li></ol>
Bankwood Road	Customer request	Improve traffic safety and operations at an intersection	<ol style="list-style-type: none"><li>1. Installation of 15m 'No Stopping at all times' restriction outside #50 Bankwood Road.</li></ol>



## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – May 2024

			<ol style="list-style-type: none"> <li>2. Installation of 10m 'No Stopping at all times' restriction starting outside #94A Bankwood Road and ending outside #1A St Paul Road.</li> <li>3. Installation of 5m 'No Stopping at all times' restriction outside #94B Bankwood Road.</li> </ol>
Beale Street	CTU	GIS corrections and creation of 1 additional parking space	<ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping at all times' restriction outside #7 Beale Street.</li> <li>2. Gazette existing 25m 'No Stopping at all times' restriction outside #12 Beale Street.</li> <li>3. Gazette existing 15m 'No Stopping at all times' restriction outside #8 - #10 Beale Street.</li> <li>4. Gazette existing 10m 'No Stopping at all times' restriction outside #8 Beale Street.</li> </ol>
Beatty Street	Customer request	Improve access to properties and traffic operations on road	<ol style="list-style-type: none"> <li>1. Installation of 40m 'No Stopping at all times' restriction starting outside #1 - #1A Beatty Street.</li> <li>2. Installation of 40m 'No Stopping at all times' restriction starting outside #2 - #4A Beatty Street.</li> <li>3. Installation of 15m 'No Stopping at all times' restriction outside #5 Beatty Street.</li> <li>4. Installation of 35m 'No Stopping at all times' restriction outside #14 - #18 Beatty Street.</li> <li>5. Installation of 15m 'No Stopping at all times' restriction outside #15B - #19 Beatty Street.</li> <li>6. Installation of 15m 'No Stopping at all times' restriction outside #19 Beatty Street.</li> <li>7. Installation of 20m 'No Stopping at all times' restriction outside #21 - #25 Beatty Street.</li> <li>8. Installation of 25m 'No Stopping at all times' restriction outside #29 - #31 Beatty Street.</li> <li>9. Installation of 10m 'No Stopping at all times' restriction outside #34 - #36 Beatty Street.</li> </ol>

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – May 2024

			<ul style="list-style-type: none"> <li>10. Installation of 30m 'No Stopping at all times' restriction outside #33 Beatty Street.</li> <li>11. Installation of 35m 'No Stopping at all times' restriction outside #37A Beatty Street.</li> <li>12. Installation of 10m 'No Stopping at all times' restriction outside #35 - #37B Beatty Street.</li> <li>13. Installation of 40m 'No Stopping at all times' restriction outside #38 - #42 Beatty Street.</li> <li>14. Installation of 15m 'No Stopping at all times' restriction outside #44 - #46 Beatty Street.</li> <li>15. Installation of 45m 'No Stopping at all times' restriction outside #48 Beatty Street.</li> </ul>
Cowley Drive	Customer request	Provide safe access to properties on a private lane and safety at an intersection	<ul style="list-style-type: none"> <li>1. Installation of 70m 'No Stopping at all times' restriction starting outside #1 Cowley Drive and ending outside #2 Beehive Lane.</li> <li>2. Installation of 50m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.</li> <li>3. Installation of 10m 'No Stopping at all times' restriction outside #2 Cowley Drive.</li> </ul>
Goodwin Terrace	Customer request	Improve safety at an intersection	<ul style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping at all times' restriction outside #2 Cowley Drive.</li> <li>2. Installation of 10m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.</li> </ul>
Jones Crescent	Customer request	Improve access to properties and traffic operations on road	<ul style="list-style-type: none"> <li>1. Installation of 40m 'No Stopping at all times' restriction outside #1 - #9 Jones Crescent.</li> <li>2. Installation of 10m 'No Stopping at all times' restriction outside #9 - #11 Jones Crescent.</li> <li>3. Installation of 6m 'P5, Mon-Fri, 8am-6pm' restriction outside #9 Jones Crescent.</li> <li>4. Installation of 10m 'No Stopping at all times' restriction outside #10 - #12 Jones Crescent.</li> <li>5. Installation of 20m 'No Stopping at all times' restriction starting outside #13 Jones Crescent.</li> </ul>

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

			<ol style="list-style-type: none"> <li>6. Installation of 70m 'No Stopping at all times' restriction outside #14 - #16 Jones Crescent.</li> <li>7. Installation of 15m 'No Stopping at all times' restriction outside #20 Jones Crescent.</li> <li>8. Installation of 15m 'No Stopping at all times' restriction outside #21 - #23 Jones Crescent.</li> <li>9. Installation of 10m 'No Stopping at all times' restriction outside #31 Jones Crescent.</li> <li>10. Installation of 45m 'No Stopping at all times' restriction outside #31 - #37A Jones Crescent.</li> </ol>
Kairokiroki Drive	CTU	Capital project works – Peacockes Development for T2 lane	<ol style="list-style-type: none"> <li>1. Installation of 1000m 'No Stopping at all times' restriction for Northbound traffic between its intersection with Wairere Drive / Cobham Drive and Peacockes Road.</li> <li>2. Installation of 1000m 'No Stopping at all times' restriction for Southbound traffic between its intersection with Wairere Drive / Cobham Drive and Peacockes Road.</li> </ol>
Mahoe Street	Customer request	Provide unobstructed access to property	<ol style="list-style-type: none"> <li>1. Installation of 10m 'No Stopping at all times' restriction outside Mahoe Park and #190 Mahoe Street.</li> </ol>
Mclaren Place	Customer request	Provide unobstructed access to properties and improve traffic operations on a cul-de-sac	<ol style="list-style-type: none"> <li>1. Installation of 15m 'No Stopping at all times' restriction starting outside #5 and ending outside #7 mclaren Place.</li> <li>2. Installation of 70m 'No Stopping at all times' restriction starting outside #9 and ending outside #20 mclaren Place.</li> </ol>
Memorial Drive	CTU	Parking time restriction changes	<ol style="list-style-type: none"> <li>1. Installation of 45m 'P120 8am-6pm Mon-Fri' restriction outside Memorial Park on Memorial Drive.</li> </ol>
Nisbet Street	Wintec Te Pukenga	Improve Traffic Operations and parking management	<ol style="list-style-type: none"> <li>1. Installation of 25m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> <li>2. Installation of 10m 'No Stopping at all times' restriction outside Wintec Te Pukenga Campus.</li> <li>3. Installation of 5m 'Mobility Card Holders – All Day' restriction outside Wintec Te Pukenga Campus.</li> </ol>

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – May 2024

Opal Place	Customer request	Improve traffic operations and visibility at intersection	1. Installation of 10m 'No Stopping at all times' restriction outside #1/2 Opal Place.
Patricia Avenue	Customer request	Improve traffic operations and provide unobstructed access to properties	1. Installation of 10m 'No Stopping at all times' restriction outside #17 Patricia Avenue. 2. Installation of 5m 'No Stopping at all times' restriction outside #19 Patricia Avenue.
Puutikitiki Street	CTU	GIS corrections and gazette existing parking restrictions	1. Gazette existing 5m 'No Stopping at all times' restriction outside #8 Beale Street. 2. Gazette existing 10m 'No Stopping at all times' restriction outside #2-4 Puutikitiki Street. 3. Gazette existing 10m 'No Stopping at all times' restriction outside #47 Anzac Parade
Robert Grigg Place	Customer request	Improve traffic operations and provide unobstructed access to properties	1. Installation of 75m 'No Stopping at all times' restriction starting outside #17 Patricia Avenue and ending outside #6 Robert Grigg Place. 2. Installation of 20m 'No Stopping at all times' restriction starting outside #19 Patricia Avenue and ending outside #4 Robert Grigg Place. 3. Installation of 10m 'No Stopping at all times' restriction outside #17 Patricia Avenue.
Seddon Road	Customer request	Improve parking for mobility permit holders	1. Installation of 5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road. 2. Installation of 5m 'Parking – Mobility Card Holders – P120' outside Seddon Park Gate – A, Seddon Road. 3. Installation of 5m 'Parking – Mobility Card Holders – All day' outside Seddon Park. 4. Installation 5m 'No Stopping' restriction outside Seddon Park.
St Pauls Road	Customer request	Improve traffic safety and operations at an intersection	1. Installation of 30m 'No Stopping at all times' restriction outside #2 St Pauls Road. 2. Installation of 35m 'No Stopping at all times' restriction outside #1B St Pauls Road.



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

Transport Centre	CTU	Transport Centre – capital improvements project	<ol style="list-style-type: none"><li>1. Installation of 24m ‘Parking - P5 - At All Times’ restriction.</li><li>2. Installation of 12m ‘Parking – Taxi Stand – At All Times’ restriction.</li><li>3. Installation of 8m ‘Parking – Mobility Card Holders – P30’ restriction.</li><li>4. Installation of 8m ‘Parking – Loading Zone – Goods &amp; Services - P10 - At All Times’ restriction.</li></ol>
Urlich Avenue	Customer request	Improve parking operations near a raised crossing	<ol style="list-style-type: none"><li>1. Rescinding 27m ‘No Stopping at all times’ restriction outside #1 Urlich Avenue.</li><li>2. Installation of 45m ‘No Stopping at all times’ restriction outside #1 Urlich Avenue.</li><li>3. Rescinding 30m ‘P10 – 8am-6pm – Mon-Sun’ restriction outside #8 Urlich Avenue.</li><li>4. Installation of 20m ‘P10 – 8am-6pm – Mon-Sun’ restriction outside #8 Urlich Avenue.</li><li>5. Installation of 35m ‘No Stopping at all times’ restriction starting outside #139 Ohaupo Road and ending outside #8 Urlich Avenue.</li></ol>

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

CHANGES TO BUS STOPS			
Location	Requested By	Reason	Description
Tristram Street	WRC	Rescind redundant bus stop	1. Rescinding 15m 'Bus Stop' outside Seddon Park.

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – May 2024

EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Anglesea Street	CTU	GIS corrections and LCLR improvement project	<ol style="list-style-type: none"> <li>1. Rescinding 17.5m 'No Stopping at all times' restriction outside #380 Anglesea Street.</li> <li>2. Rescinding 87m 'CBD Zone Parking 8AM-8PM Mon-Sat' starting outside #380 and ending outside #408 Anglesea Street</li> </ol>
Bandon Street	Customer request	Improve access to commercial property	<ol style="list-style-type: none"> <li>1. Rescinding 25m 'No Stopping all times' restriction starting #17 and ending outside #19 Bandon Street.</li> </ol>
Beale Street	CTU	GIS corrections and Parking improvements	<ol style="list-style-type: none"> <li>1. Rescinding 16.5m 'No Stopping at all times' restriction starting outside #7 Beale Street and ending outside #521 Grey Street.</li> <li>2. Rescinding 16.5m 'No Stopping at all times' restriction outside #12 Beale Street.</li> </ol>
Beatty Street	Customer request	Improve access to properties and traffic operations on road	<ol style="list-style-type: none"> <li>1. Rescinding of 5.5m 'No Stopping at all times' restriction outside #5 Beatty Street.</li> <li>2. Rescinding of 8m 'No Stopping at all times' restriction outside #33 Beatty Street.</li> <li>3. Rescinding of 22.5m 'No Stopping at all times' restriction outside #37A Beatty Street.</li> <li>4. Rescinding of 24m 'No Stopping at all times' restriction outside #48 Beatty Street.</li> </ol>
Cowley Drive	Customer request	Provide safe access to properties on a private lane and safety at an intersection	<ol style="list-style-type: none"> <li>1. Rescinding 29m 'No Stopping at all times' restriction outside #2 Beehive Lane.</li> <li>2. Rescinding 26m 'No Stopping at all times' restriction outside #27 Goodwin Terrace.</li> </ol>
Jones Crescent	Customer request	Improve access to properties and traffic operations on road	<ol style="list-style-type: none"> <li>1. Rescinding of 43.4m 'No Stopping at all times' restriction outside #14 - #16 Jones Crescent.</li> <li>2. Rescinding of 4m 'No Stopping at all times' restriction outside #21 - #23 Jones Crescent.</li> </ol>

## Attachment 2 – Schedule of proposed parking restriction changes for TSL&amp;RC Hearings Panel – May 2024

			3. Rescinding of 6m 'No Stopping at all times' restriction outside #31 Jones Crescent.
Memorial Drive	CTU	Parking Restriction changes to	1. Rescinding of 45m 'P180 8am-6pm Mon-Sat' restriction outside Memorial Park on Memorial Drive.
Seddon Road	Customer request	Improve parking for mobility permit holders	1. Rescinding 10.5m 'Parking – P120 – 8:00am – 6:00pm – Mon – Sun' outside Seddon Park Gate – A, Seddon Road.
Transport Centre	CTU	Capital project works	1. Rescinding 37.5m 'Parking - Taxi Stand - At All Other Times' restriction. 2. Rescinding 20m 'Parking - P15 - 8:00AM-6:00PM - Mon-Fri' restriction. 3. Rescinding 4m 'Parking - Car Share Only - At All Times' restriction. 4. Rescinding 11m 'Parking - Mobility Card Holders - P120' restriction. 5. Rescinding 9m 'P30 Shuttle Only Parking At All Times' restriction. 6. Rescinding 6m 'Parking – Motorcycle Only - At All Times' restriction. 7. Rescinding 4.5m 'Loading Zone - 10 min - At all Times' restriction. 8. Rescinding 17m 'Parking - P15 - 8:00AM-6:00PM - Mon-Fri' restriction. 9. Rescinding 41.5m 'Parking - P15 - 8:00AM-6:00PM - Mon-Fri' restriction.
Tristram Street	WRC	Rescind redundant bus stop	1. Rescinding 14m 'No Stopping at all times' restriction outside Seddon Park.
Urlich Avenue	Customer request	Improve parking operations near a raised crossing	1. Rescinding 27m 'No Stopping at all times' restriction outside #1 Urlich Avenue. 2. Rescinding 30m 'P10 – 8am-6pm – Mon-Sun' restriction outside #8 Urlich Avenue.



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

**Item 5**

**Attachment 2**

Attachment 2 - Schedule

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