

Notice of Meeting:

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

Date: Thursday 9 December 2021
Time: 9.30am
Meeting Room: Council Chamber and Audio-visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Take Huarahi

OPEN AGENDA

Membership

Chairperson Cr E Wilson
Heamana

Members Cr M van Oosten
Cr R Pascoe
Cr M Donovan
Cr M Gallagher

Quorum: Three members

Meeting Frequency: As required

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

1 December 2021

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Purpose

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

<i>The Panel is delegated the following Terms of Reference and powers:</i>

Terms of Reference:

1. To consider and determine changes to the registers and restrictions in the Traffic Bylaw and Speed Limit Bylaw, including hearing any submissions relating to those proposed changes.
2. 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 whaipaaanga*

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

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 09 December 2021

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Hamilton City Speed Limit Bylaw Register Changes

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

1. To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel for proposed changes to the Hamilton City Speed Limit Bylaw registers.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - a) receives the report; and
 - b) approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers;
 - i. amends the following speed limit registers:

Speed Limit (Km/H)	Road Name / Description Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
Register 12: Roads with a Variable Speed Limit				
40/50 km/h variable speed limit	Variable Speed School Zones: School zones marked on the map entitled "Hamilton City Speed Limits as at 24 May 2010", and identified in the legend as having a variable speed limit of 40km/h, subject to the following conditions: 1. The speed limit is 40 km/h when the variable speed limit signs are operating and the numerals "40" are displayed. 2. The times during which the			

Item 4

	<p>variable speed limit signs are permitted to operate are limited to:</p> <p>(a) 35 minutes before the start of school until the start of school;</p> <p>(b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school;</p> <p>(c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside.</p> <p>3. The speed limit is 50 km/h at all times when the variable speed limit signs are not operating</p>			
	<p><u>Forest Lake Primary School</u></p> <p><u>Storey Avenue: From Mitcham Avenue to 80m east of Garnett Avenue.</u></p> <p><u>Mitcham Avenue: From Storey Avenue 60m south of Westney Place.</u></p> <p><u>Westney Place: From Mitcham Avenue to the end.</u></p>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2009</u>
Register 14: City of Hamilton Speed Limits Map				
<u>Updated map as at December 2021 as per attachment 3 presented at the 9 December 2021 Traffic, Speed Limit and Road Closure Hearings Panel meeting.</u>				

- i. adds the following speed limits to registers:

Speed Limit (Km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
Register 4: Roads with a Speed Limit of 40 km/h					
<u>40</u>	<u>Garnett Avenue</u>	<u>Storey Avenue to 100m North East of Minogue Drive</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

<u>40</u>	<u>Ken Browne Drive</u>	<u>Garnett Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Dalgliesh Avenue</u>	<u>Te Rapa Road to Garnett Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Mews Place</u>	<u>Dalgliesh Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Seifert Street</u>	<u>Garnett Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>40</u>	<u>Storey Avenue</u>	<u>Te Rapa Road to Kingsway Crescent</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Christie Street</u>	<u>Storey Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Holloway Place</u>	<u>Mitcham Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Mitcham Avenue</u>	<u>Forest Lake Road to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Kingsway Crescent</u>	<u>65m South of Storey Avenue to 130m North of Storey Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Steele Road</u>	<u>Storey Avenue to Forest Lake Road</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

<u>40</u>	<u>Bolmuir Road</u>	<u>Holden Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Holden Avenue</u>	<u>Forest Lake Road to Bolmuir Road</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Hinton Avenue</u>	<u>Holden Avenue to Mitcham Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Westney Place</u>	<u>Mitcham Avenue to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Menzies Street</u>	<u>Te Rapa Road to end</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Speed Limit Bylaw 2018 (the Speed Limits Bylaw) sets out the speed limits for all local (not state highway) roads in the city. The Speed Limits Bylaw is supported by the Speed Management Plan which sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
4. At the time of developing the Speed Management Plan in 2019 the need to reduce speed limits in local residential streets to enable safe walking and cycling in these community areas was recognised and reflected in principle iii (refer clause 12 below). A 40km/h speed limit was therefore proposed for safer speed areas and included in the Speed Management Plan.
5. Consultation has been completed between 21 October and 18 November 2021 for this proposal and it is recommended that the lower speed limit come into effect on 2 May 2022 to coincide with the physical works programme that is proposed to support the lower speed limit.
6. Staff consider that the decisions in this report have 'low significance' under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

7. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 adopted Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.

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

Proposed Speed Limit Changes

14. The Hamilton City Speed Limits Bylaw 2018 (the Speed Limits Bylaw) has a series of registers that can be updated via a Council resolution to reflect changes in speed limits. The Traffic, Speed Limit and Road Closure Hearings Panel holds the delegation to make these decisions on behalf of Council. Changes are proposed for the following Speed Limit Bylaw registers:
 - i. Register 4: Roads with a Speed Limit of 40 km/h;
 - ii. Register 12: Roads with a Variable Speed Limit; and
 - iii. Register 14: City of Hamilton Speed Limits Map.
15. Hamilton City is defined as an 'Urban Traffic Area' in the Speed Limit Bylaw and therefore any new road constructed within the city has a default speed limit of 50km/h.

Garnett Avenue Safer Speed Area – proposed 40km/h

16. The proposed safer speed area aligns with the Hamilton Speed Management Plan, which is about achieving safe and appropriate speeds to ensure residential neighbourhoods are kept safe. The principles and priorities set out in points 12 and 13 above.
17. The scope of the proposed Safer Speed Areas is shown in Figure 1 below.

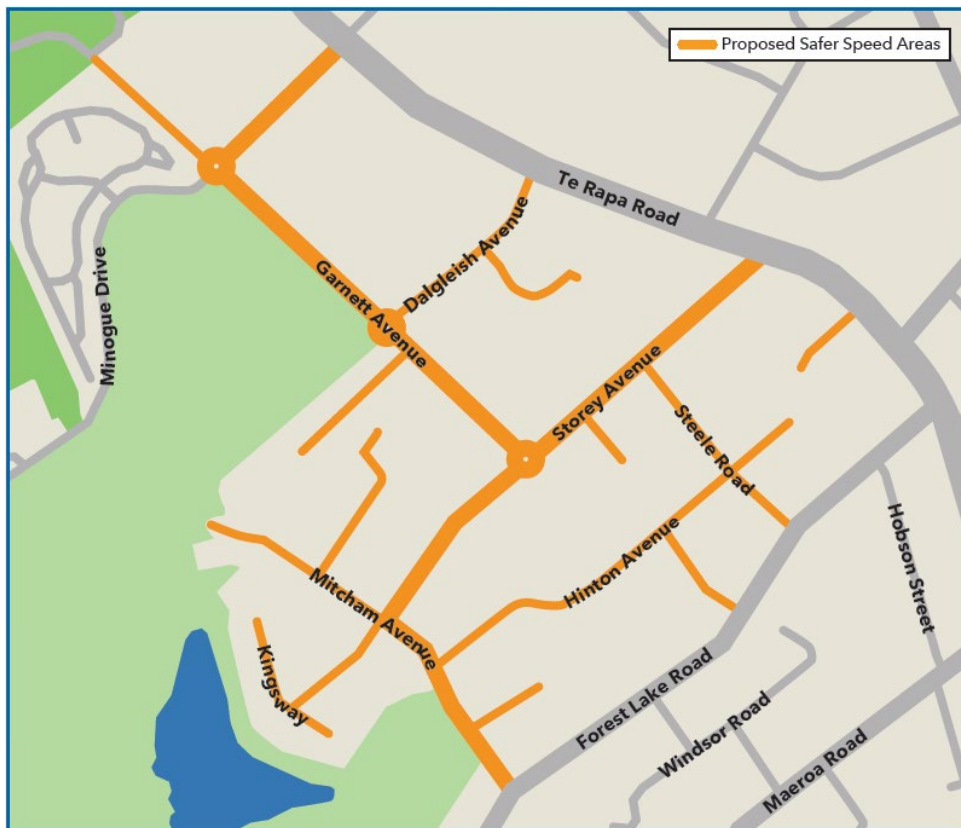


Figure 1: Scope of the Proposed Garnett Avenue Safer Speed Area

18. The key stakeholders set out in the Land Transport Rule: Setting of Speed Limits 2017 have been consulted regarding the proposed changes and provided with the opportunity to provide feedback, including:
 - i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. Waikato District Council
 - iii. New Zealand Police
 - iv. The Automobile Association (AA)

- v. The Road Transport Association (RTA)
 - vi. Bike Waikato
 - vii. NZ Foundation for the Blind
 - viii. Generation Zero
 - ix. Living Streets
 - x. Age Concern Hamilton
19. Consultation with all the residents within Garnett Avenue Safer Speed Area was undertaken for a period of approximately four weeks. A letter-drop was also conducted for local residents in the affected streets and letters sent out to property/business owners who do not live at the property. A total of 808 flyers detailing the proposal were distributed.
 20. HCC staff received 45 responses which have been analysed below. 44 responses were received from individuals and one response was from an organisation – Bike Waikato. At the time of writing this report, nine requested to make verbal submission to the Committee meeting.
 21. 91% (41 of 45) respondents supported the proposal to reduce the speed limit from 50 km/h to 40 km/h on all residential streets within the Garnett Avenue area, whereas 9% (4 of 45) did not.
 22. The most common themes from those that supported the reduction of speed were:
 - i. there is a lot of speeding around these streets currently, so I support the reduction in the speed limit;
 - ii. reducing the speed is good, but other measures are also required to reduce speed in this area; and
 - iii. this would lead to increased safety/ Increased safety around the preschools/schools in the area is a great idea.
 23. Bike Waikato were generally supportive of the proposal and was pleased with the number of streets the Garnett Avenue Safer Speed Area proposal covers. However, they believe that there should be slower 30km/h zones at Forest Lake School, Mitcham Avenue dairy, and Waterworld.
 24. Bike Waikato also provided detailed feedback on the walking and cycling facilities that they would like included as part of the Safer Speed Area proposal. Staff will continue to work with the Bike Waikato representatives in the development of the physical works designs.
 25. Of the four who didn't support:
 - i. one didn't make any comment;
 - ii. one thought 40 was still too high – it should be lower;
 - iii. one thought the status quo was working fine – and the change wasn't necessary; and
 - iv. one partially supported for around the schools and pool but not beyond this area.
 26. Staff recommend that we progress with the change of speed limit to 40km/h as part of our Speed Management Plan. Garnett Avenue is mainly residential and as such 40km/h is practical and is in line with our Speed Management principle, "Residential local roads will be constructed for a 40km/h environment".
 27. Physical works of traffic calming options to support the 40km/h environment will be undertaken.
 28. Staff will continue to monitor the upcoming legislation changes proposed in the Speed Limit Rule 2021 changes – which included provision for 30km/h speed limits around schools and will look to implement these as a package across the city when able.

29. Illustrations of the proposed extent of speed limit changes are included in **Attachment 1** to this report.
30. The proposed amendments to the speed limit registers contained within the Speed Limits Bylaw are set out in **Attachment 2**. The updated Register 14 – City of Hamilton Speed Limits Map is included as **Attachment 3**.
31. The 40km/hr speed limit will come into effect **2 May 2022**.
32. The final formal notifications of the speed limit changes to NZ Police and Waka Kotahi will also be completed prior to this date.

Financial Considerations - *Whaiwhakaaro Puutea*

33. The costs associated with the physical works, roadmarking and signage is estimated to be \$300,000 and is included in the Low Cost Low Risk – Safer Speed Area City Wide programme that was approved by the 27 April 2021 meeting of the Infrastructure Operations Committee.
34. These costs include the consultation process and vehicle speed monitoring that has been completed to date and will be undertaken again once the signs are in place.
35. Staff costs for preparing this report are the only additional costs related to this activity.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

37. 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').
38. 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.
39. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

41. No specific economic considerations were identified in the development of this report in relation to the proposed speed limit changes.

Environmental

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

Cultural

43. No specific cultural considerations were identified in the development of this report in relation to the proposed speed limit changes.

Risks - *Tuuraru*

44. There are no risks associated with the recommendations of this report.
45. There is a risk associated with not proceeding with these proposed changes as these changes are proposed to improve road safety and have a high level of community support.

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

Significance

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

Engagement

48. Community and key stakeholder views and preferences are already known to the Council through the Special Consultative Process that was undertaken in the development of the Speed Management Plan.
49. Specific consultation has been completed for the proposed safer speed area to gain community feedback alongside consultation with key stakeholders.

Attachments

Attachment 1 - Illustration of Proposed Changes

Attachment 2 - Schedule of Registered Changes

Attachment 3 - Proposed New Speed Limit Map for the Speed Limit Bylaw



Hearings and Engagement Committee

Proposed Speed Limit Changes

09 December 2021



**Area 1:
Garnett Ave
Area**

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



Proposed Changes to the Speed Limit Bylaw Registers for December 2021 Hearings and Engagement Committee

Amend the existing information as set out below:

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 12: Roads with a Variable Speed Limit				
40/50 km/h variable speed limit	<p>Variable Speed School Zones:</p> <p>School zones marked on the map entitled "Hamilton City Speed Limits as at 24 May 2010", and identified in the legend as having a variable speed limit of 40km/h, subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 40 km/h when the variable speed limit signs are operating and the numerals "40" are displayed. 2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> (a) 35 minutes before the start of school until the start of school; (b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school; (c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside. 3. The speed limit is 50 km/h at all times when 			

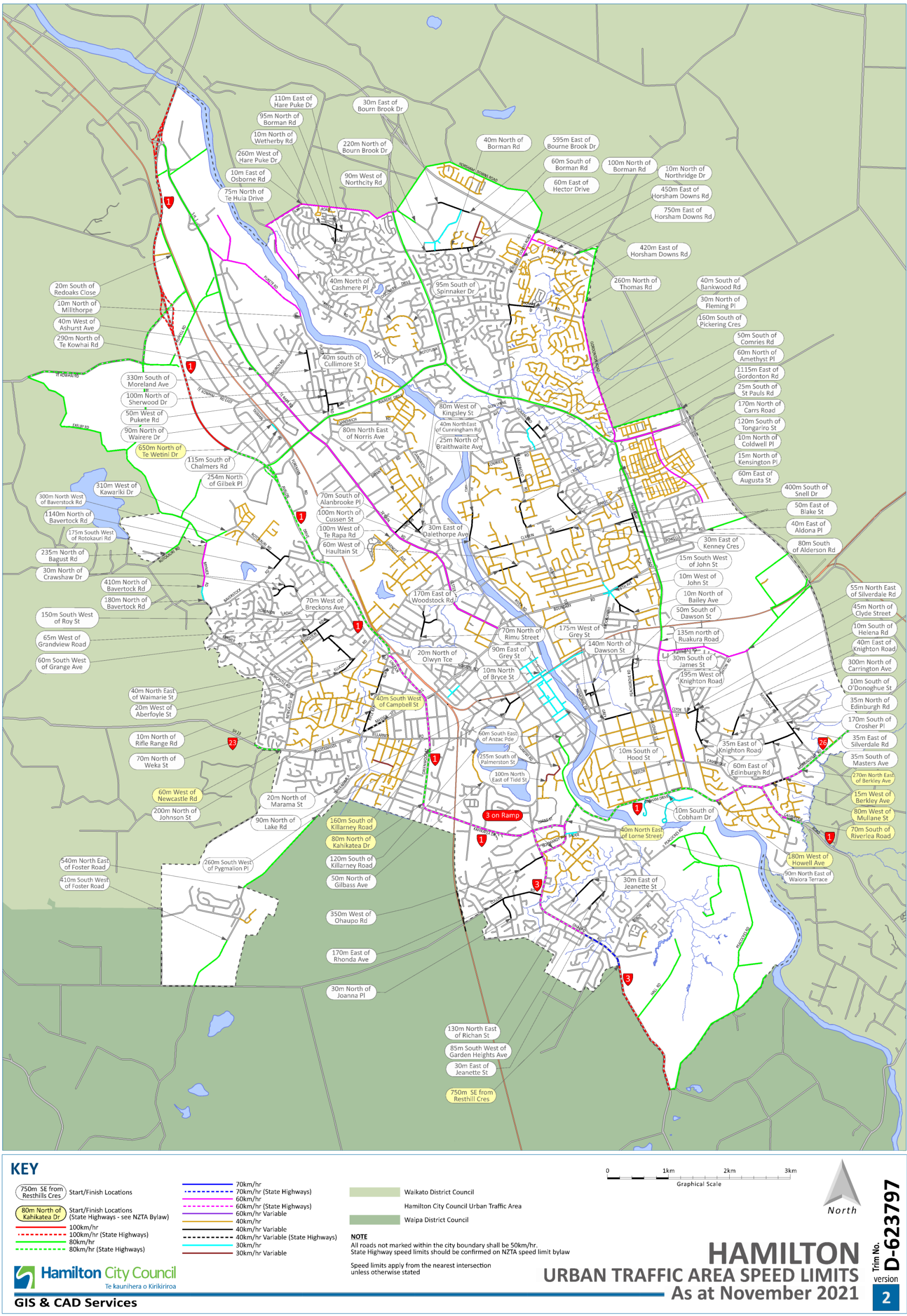
	the variable speed limit signs are not operating			
	<u>Forest Lake Primary School</u> <u>Storey Avenue: From Mitcham Avenue to 80m east of Garnett Avenue.</u> <u>Mitcham Avenue: From Storey Avenue 60m south of Westney Place.</u> <u>Westney Place: From Mitcham Avenue to the end.</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2009</u>
Register 14: City of Hamilton Speed Limits Map				
<u>Updated map as at December 2021 as per attachment 3 presented at the 9 December 2021 Hearings and Engagement Committee meeting.</u>				

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

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 4: Roads with a Speed Limit of 40 km/h						
1	<u>40</u>	<u>Garnett Avenue</u>	<u>Storey Avenue to 100m North East of Minogue Drive</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Ken Browne Drive</u>	<u>Garnett Avenue to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Dalgliesh Avenue</u>	<u>Te Rapa Road to Garnett Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

1	<u>40</u>	<u>Mews Place</u>	<u>Dalglish Avenue to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
1	<u>40</u>	<u>Seifert Street</u>	<u>Garnett Avenue to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
1	<u>40</u>	<u>Storey Avenue</u>	<u>Te Rapa Road to Kingsway Crescent</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
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1	<u>40</u>	<u>Holloway Place</u>	<u>Mitcham Avenue to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Mitcham Avenue</u>	<u>Forest Lake Road to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Kingsway Crescent</u>	<u>65m South of Storey Avenue to 130m North of Storey Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Steele Road</u>	<u>Storey Avenue to Forest Lake Road</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>

1	<u>40</u>	<u>Bolmuir Road</u>	<u>Holden Avenue to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Holden Avenue</u>	<u>Forest Lake Road to Bolmuir Road</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Hinton Avenue</u>	<u>Holden Avenue to Mitcham Avenue</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Westney Place</u>	<u>Mitcham Avenue to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>40</u>	<u>Menzies Street</u>	<u>Te Rapa Road to end of</u>	<u>2 May 2022</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 09 December 2021</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>



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Council Report

Item 5

Committee: Traffic, Speed Limit and Road Closure Hearings Panel **Date:** 09 December 2021

Author: Aditya Mitta **Authoriser:** Eeva-Liisa Wright

Position: Transport Network Operations Engineer **Position:** General Manager Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

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

- To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel of the proposed changes to traffic controls throughout Hamilton City.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Location	Amendments to current restrictions
Anglesea Street	Add Parking in front of redundant entranceway, by <ol style="list-style-type: none"> Rescinding 10m of the existing 'No Stopping' restriction outside #192 Anglesea Street Installation of 10m '2 Hour CBD parking' restriction outside #192 Anglesea Place.
Bowen Place	Provide access to a new property development, by <ol style="list-style-type: none"> Installation of 45 m 'No Stopping' restriction outside #5 - #16 Bowen Place on the cul-de-sac. Rescinding 36m of the existing 'No Stopping' restriction outside #5 - #16 Bowen Place on the cul-de-sac.
Howell Ave	Support the Te Awa Cycleway development, by <ol style="list-style-type: none"> Installation of 230m 'No Stopping' outside #310 Cobham Drive - #2 Geoffrey Place.
Maple Avenue	Installation of New Bus Stops, by <ol style="list-style-type: none"> Installation of 15m 'Bus stop' outside #3 Maple Avenue. Installation of 15m 'Bus stop' outside #4 Maple Avenue. Installation of 32m 'No Stopping' restriction outside #3 Maple Avenue. Installation of 5m 'No Stopping' restriction outside #3 Maple Avenue.

Item 5

	<ol style="list-style-type: none"> 5. Installation of 15m 'No Stopping' restriction outside #4 Maple Avenue. 6. Rescinding 25 m of the existing 'No Stopping' restriction outside #3 Maple Avenue.
Radiata Street	<p>Improve safety for pedestrians and relocate bus stop, by</p> <ol style="list-style-type: none"> 1. Installation of 39m 'No Stopping' restriction outside #13 - #17 Radiata Street. 2. Installation of 5m 'No Stopping' restriction outside #17 Radiata Street. 3. Installation of 7m 'No Stopping' restriction outside Raymond Park. 4. Installation of 15m 'No Stopping' restriction outside Raymond Park. 5. Installation of 15m 'Bus stop' outside #14 Radiata Street-. 6. Installation of 15m 'Bus stop' outside #19 Radiata Street. 7. Rescinding 15m of the existing Bus Stop outside #17 Radiata Street. 8. Rescinding 15m of the existing Bus Stop outside Raymond Park.
Raymond Street	<p>Improve safety for pedestrians and relocate bus stop, by</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside Raymond Park. 2. Installation of 3m 'No Stopping' restriction outside Raymond Park. 3. Installation of 17m 'No Stopping' restriction outside #34-36 Raymond Park. 4. Installation of 13m 'No Stopping' restriction outside #38-40 Raymond Park. 5. Installation of 15m 'Bus stop' outside #34 Raymond Street. 6. Installation of 15m 'Bus stop' outside Raymond Park. 7. Rescinding 15 m of the existing Bus Stop outside #46 Raymond Street. 8. Rescinding 15 m of the existing Bus Stop outside Raymond Park.
Tristram Street	<p>Provide unrestricted access to driveway for #444 Tristram St, by</p> <ol style="list-style-type: none"> 1. Installation of 6m 'No Stopping' restriction outside #444 Tristram Street.
Ward Street	<p>Installation of Interim design following Innovating Streets project by:</p> <ol style="list-style-type: none"> 1. Installation of 34m 'P60' restriction outside #155-169 Ward Street. 2. Installation of 10m 'No Stopping' restriction outside #155 Ward Street. 3. Installation of 16m 'P30' restriction outside #145-147 Ward Street. 4. Installation of 10m 'No Stopping' restriction outside #137 Ward Street. 5. Installation of 11m 'P30' restriction outside #137 Ward Street. 6. Installation of 6m 'Mobility' restriction outside #137 Ward Street. 7. Installation of 12m 'No Stopping' restriction outside #131 Ward Street. 8. Installation of 12m 'No Stopping' restriction outside #125 Ward Street. 9. Installation of 16m 'P10' restriction outside #109 Ward Street. 10. Installation of 5m 'Mobility' restriction outside #134 Ward Street

	<ol style="list-style-type: none"> 11. Installation of 6m 'No Stopping' restriction outside #134 Ward Street. 12. Installation of 10m 'Loading Zone' restriction outside #136 Ward Street 13. Installation of 11m 'No Stopping' restriction outside #136 Ward Street. 14. Installation of 5m 'P30' restriction outside #138 Ward Street. 15. Installation of 7m 'No Stopping' restriction outside #138 Ward Street. 16. Installation of 5m 'P30' restriction outside #148 Ward Street. 17. Installation of 39m 'No Stopping' restriction outside #152-158 Ward Street. 18. Installation of 5m 'Mobility' restriction outside #160 Ward Street 19. Installation of 3m 'M/C' restriction outside #160 Ward Street. 20. Rescind 31m 'No Stopping Lines' restriction outside #169-179 Ward Street. 21. Rescind 8m 'P120 Mobility at All Times' parking restriction outside #163-169 Ward Street. 22. Rescind 26.5m '2 Hour CBD parking' parking restriction outside #163-155 Ward Street. 23. Rescind 10m 'No Stopping Lines' restriction outside #155 Ward Street. 24. Rescind 19.5m '2 Hour CBD parking' parking restriction outside #145-147 Ward Street. 25. Rescind 8m 'No Stopping Lines' restriction outside #145-137 Ward Street. 26. Rescind 9.5m '2 Hour CBD parking' parking restriction outside #137 Ward Street. 27. Rescind 5m 'P15 Loading Zone' restriction outside #137 Ward Street. 28. Rescind 6.5m '2 Hour CBD parking' parking restriction outside #137 Ward Street. 29. Rescind 11m 'No Stopping Lines' restriction outside #131 Ward Street. 30. Rescind 13.5m '2 Hour CBD parking' parking restriction outside #131 Ward Street. 31. Rescind 3.5m 'P120 Mobility at All Times' parking restriction outside #131 Ward Street. 32. Rescind 21m 'No Stopping Lines' restriction outside #125 Ward Street. 33. Rescind 12m '2 Hour CBD parking' parking restriction outside #109 Ward Street. 34. Rescind 4.5m 'P120 Mobility at All Times' parking restriction outside #109 Ward Street. 35. Rescind 17m 'No Stopping Lines' restriction outside #109 Ward Street. 36. Rescind 63m 'No Stopping Lines' restriction outside #130 Ward Street.
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	<p>37. Rescind 12m 'P10 Loading Zone' restriction outside #134 Ward Street.</p> <p>38. Rescind 5m 'Motorcycle Only at All Times' parking restriction outside #134 Ward Street.</p> <p>39. Rescind 74m '2 Hour CBD parking' parking restriction outside #136-148 Ward Street.</p> <p>40. Rescind 29m 'No Stopping Lines' restriction outside #148-158 Ward Street.</p> <p>41. Rescind 55m 'No Stopping Lines' restriction outside #160 Ward Street.</p>
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c) approves the changes to the Traffic Bylaw registers:

i. Cycle Paths Register

Location	Section/Part	Priority
<u>Cobham Dr</u>	<u>Shared Path from the intersection with Howell Ave, progressing for 60m outside #306 Cobham Drive - #310 Cobham Drive.</u>	<u>Nil</u>
<u>Howell Ave</u>	<u>Shared Path from intersection with Geoffrey Place, progressing 20m outside #2 Geoffrey Place.</u>	<u>Nil</u>

ii. Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Ward Street</u>	<p>(i) <u>Eastbound Cycle Lane from the intersection with Tristram Street, progressing 211m to the intersection with Anglesea Street.</u></p> <p>(ii) <u>Westbound Cycle Lane from intersection with Anglesea Street, progressing 209m to the intersection with Tristram Street.</u></p>
<u>Howell Ave</u>	<u>Cycle Lane from intersection of Geoffrey Place, progressing 175m outside #310 Cobham Drive - #2 Geoffrey Place towards intersection with Cobham Drive.</u>

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Traffic Bylaw 2015 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping and time restrictions, bus stops; and
 - ii. changes to a register of the Traffic Bylaw:
 - a. Cycle Paths Register; and
 - b. Special Vehicle Lanes Part 1: Cycle Lanes Register.
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.

6. Targeted consultation has been completed for all proposed changes and generally there is support for these.
7. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

8. 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 and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
9. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
10. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns.
11. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or discretionary transport projects.

Parking Restriction Changes

12. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.
13. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes.
14. Ward Street Interim Design solution was approved by the 17 August 2021 Infrastructure Operations Committee. The interim design was presented to the 7 December 2021 Infrastructure Operations Committee meeting following an Elected Member briefing and consultation with the Ward Street business owners. A copy of the design can be viewed in **Attachment 1** of this report.
15. Due to the timing of this report and at the time of writing, no feedback had been received expressing concerns about the proposed interim design changes. A verbal update will be provided at the Panel meeting if this situation changes.

Traffic Bylaw Changes

16. The Traffic Bylaw has a series of registers that are able to be updated via Council resolution.
17. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2015:
 - i. Cycle Paths Register; and
 - ii. Special Vehicle Lanes Part 1: Cycle Lanes Register.

Te Awa Cycle Connections

18. As part of the completion of the 2km section of [Te Awa cycle trail](#) being completed in the south eastern corner of the city, new cycle facilities are being constructed in Howell Avenue and Cobham Drive to provide an alternative link to the boardwalk section through the gully.

19. The extent of work is shown in the plan below:



New cycling facilities linking to Te Awa cycle path

20. These new facilities require the following changes to the Traffic Bylaw registers:

Cycle Paths Register

Location	Section/Part	Priority
<u>Cobham Dr</u>	<u>Shared Path from the intersection with Howell Ave, progressing for 60m outside #306 Cobham Drive - #310 Cobham Drive.</u>	<u>Nil</u>
<u>Howell Ave</u>	<u>Shared Path from intersection with Geoffrey Place, progressing 20m outside #2 Geoffrey Place.</u>	<u>Nil</u>

Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Howell Ave</u>	<u>Cycle Lane from intersection of Geoffrey Place, progressing 175m outside #310 Cobham Drive - #2 Geoffrey Place towards intersection with Cobham Drive.</u>

Ward Street Interim Design

21. Further to the 17th August 2021 Infrastructure Committee resolution approving the interim design solution, the interim design for Ward Street between Anglesea Street and Tristram Street was presented to the 7 December 2021 Infrastructure Operations Committee. As a result the following changes to the Traffic Bylaw are required:

Special Vehicle Lanes Part 1: Cycle Lanes Register

Location	Description
<u>Ward Street</u>	<u>Eastbound Cycle Lane from the intersection with Tristram Street, progressing 211m to the intersection with Anglesea Street.</u> <u>Westbound Cycle Lane from intersection with Anglesea Street, progressing 209m to the intersection with Tristram Street.</u>

Financial Considerations – *Whaiwhakaaro Puutea*

22. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
 - i. Te Awa Cycle connection – capital project
 - ii. Ward Street interim design
 - iii. 2021/22 City Transportation Operations and Parking Activity budgets for general changes

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

24. 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').
25. 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.
26. The recommendations set out in this report are consistent with that purpose.

Social

27. 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

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

Environmental

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

Cultural

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

Risks - *Tuuraru*

31. There are risks associated with not approving the recommendations in this report as set out as follows:
 - i. parking restriction changes are required to enable proposed new bus stops to be installed to improve safety;
 - ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveway safely from residential and commercial properties; and
 - iii. parking restrictions are recommended by a Safety Audit Report to improve safety for cyclists using Te Awa Cycleway on Howell Avenue.

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

Significance

32. Staff considered the following under the Significance and Engagement Policy the form of engagement used in the past for similar proposals and decisions.

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

Engagement

34. Community views and preferences are already known through the consultation that has been undertaken prior to the preparation of this report.

Attachments

Attachment 1 - Illustrations of proposed parking restriction changes

Attachment 2 - Schedule of proposed parking restrictions changes

Attachment 1 - Illustrations of proposed parking restriction changes

Hearings and Engagement Committee

Proposed Parking Restriction Changes

09 December 2021



Item 5

Attachment 1

Anglesea Street - Existing



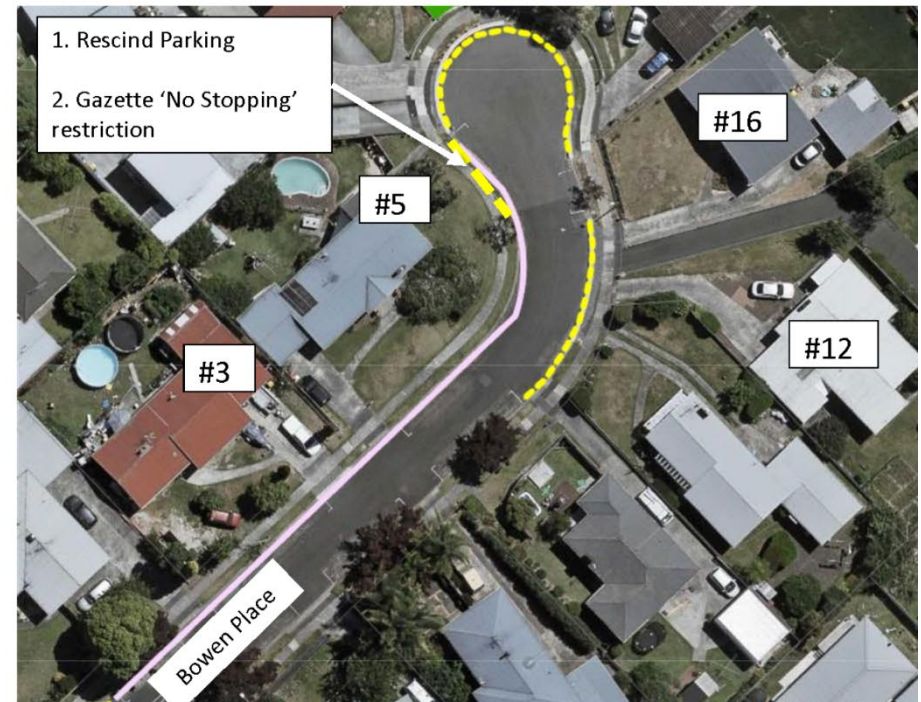
Anglesea Street - Proposed



Bowen Place - Existing



Bowen Place – Proposed



Howell Avenue / Cobham Drive (Te Awa Cycleway) – Existing



Howell Avenue / Cobham Drive (Te Awa Cycleway) – Proposed



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Attachment 1

Maple Avenue - Existing



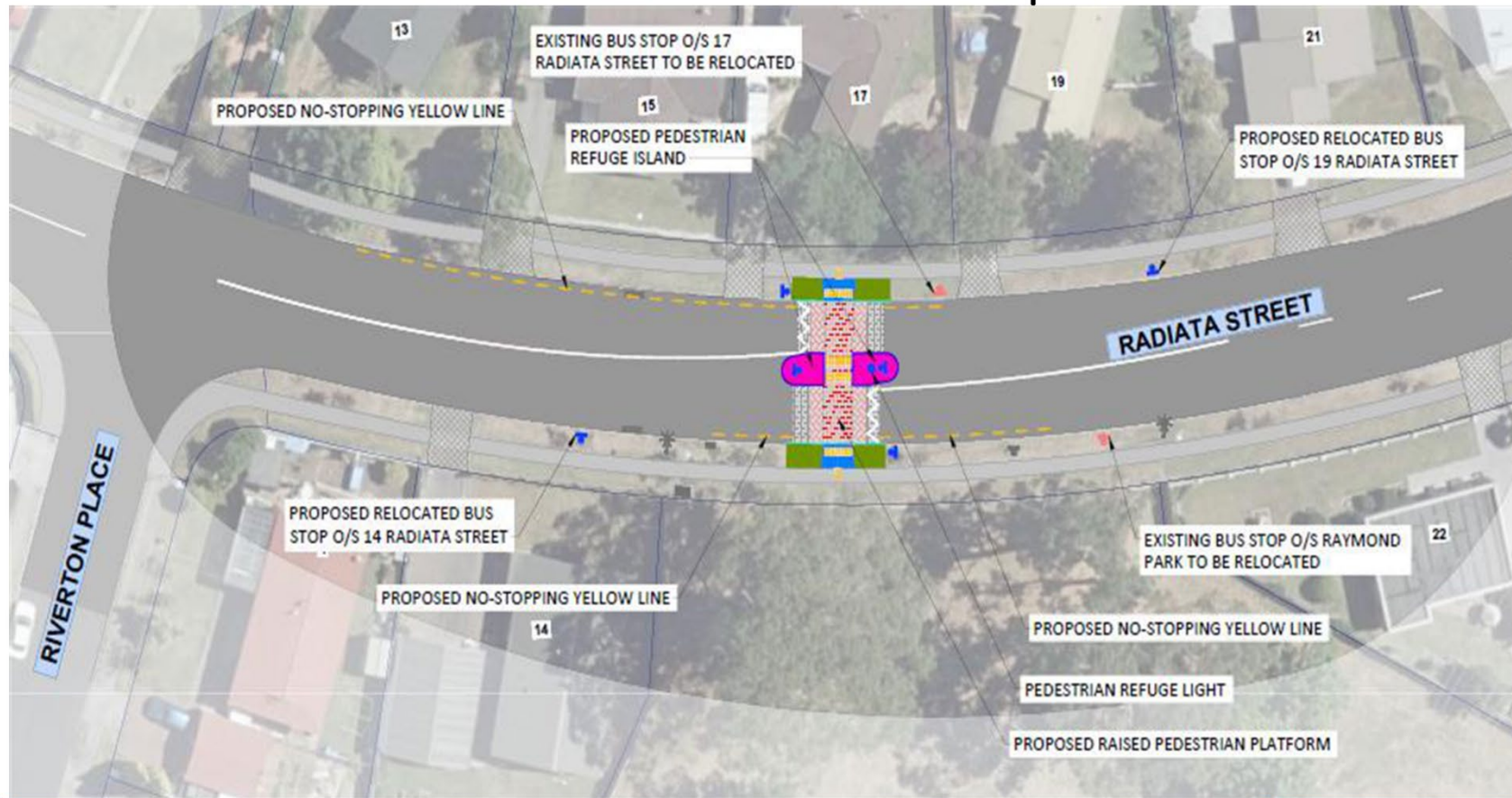
Maple Avenue - Proposed



Radiata Street - Existing



Radiata Street - Proposed



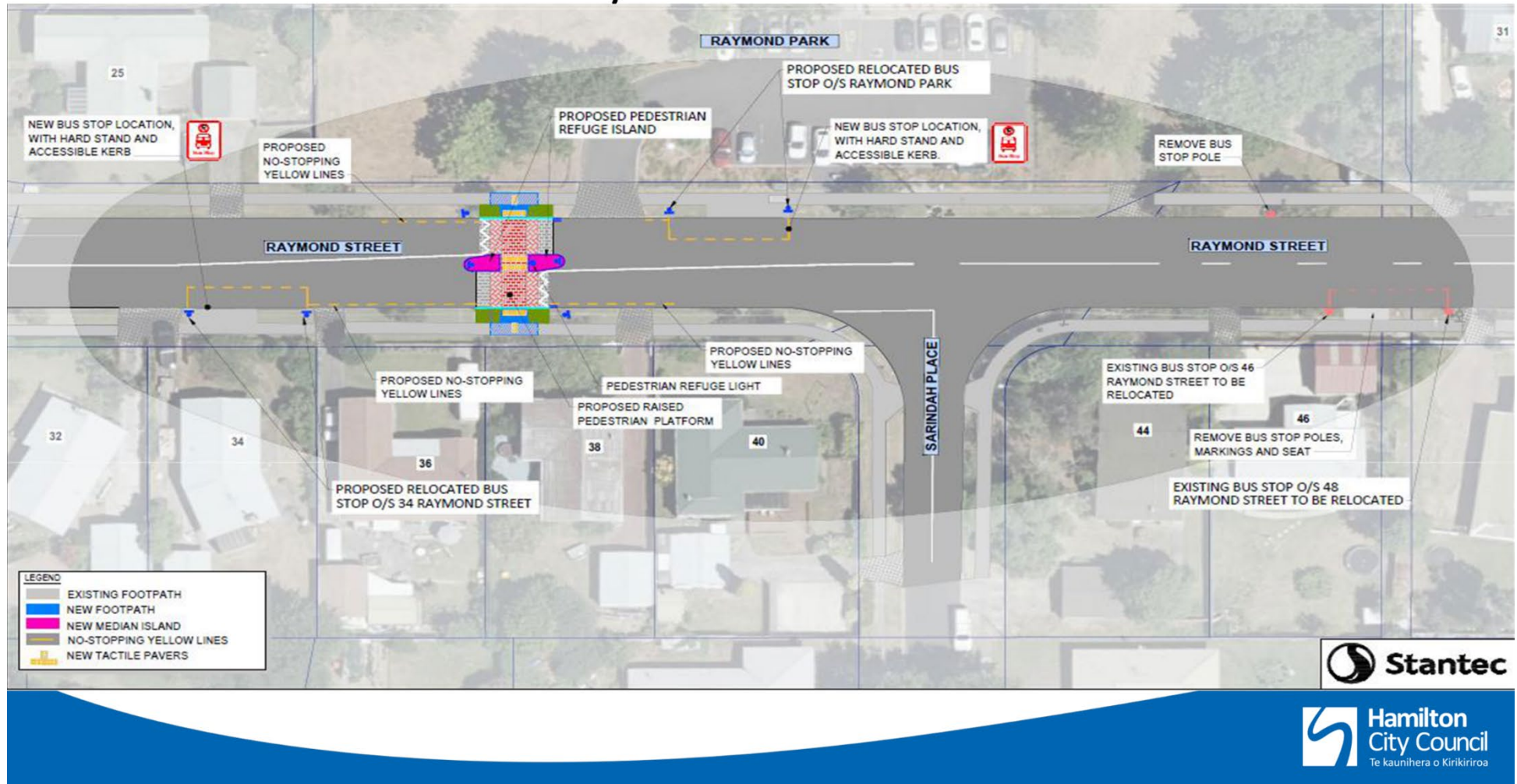
Raymond Street - Existing



Raymond Street

Attachment 1

Item 5



Tristram Street - Existing



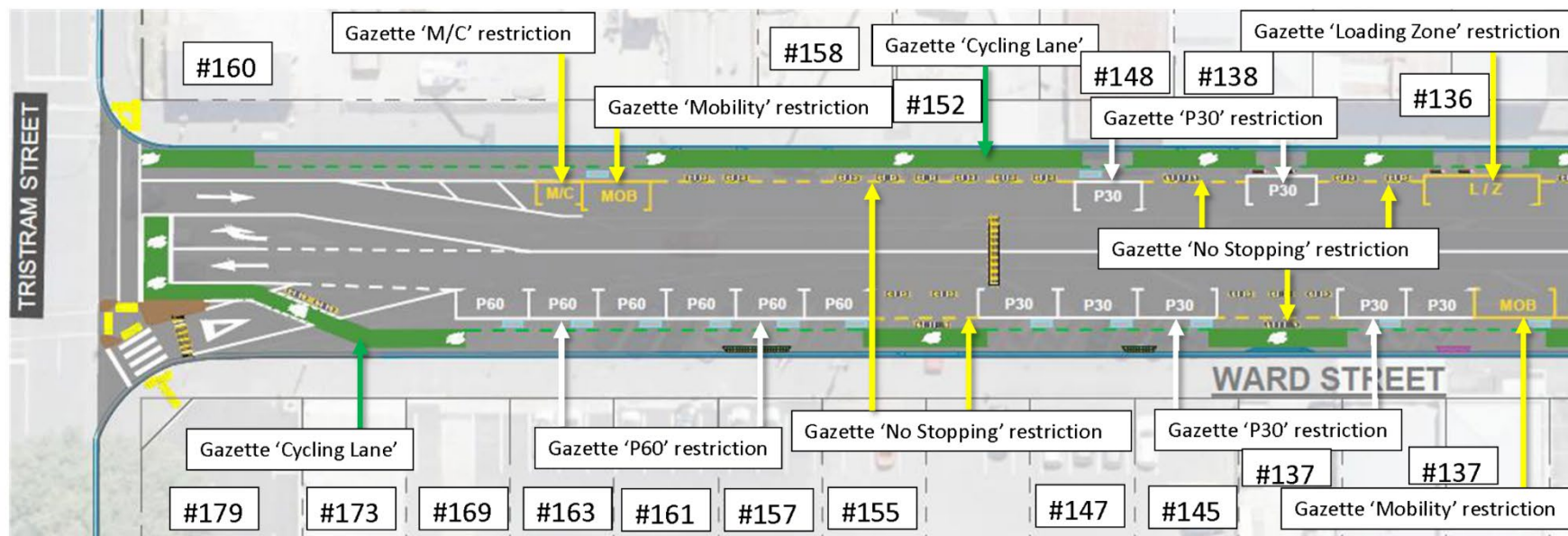
Tristram Street - Proposed



Ward Street – Existing Restrictions to be Rescinded



Ward Street Proposed Restrictions (near Tristram St)

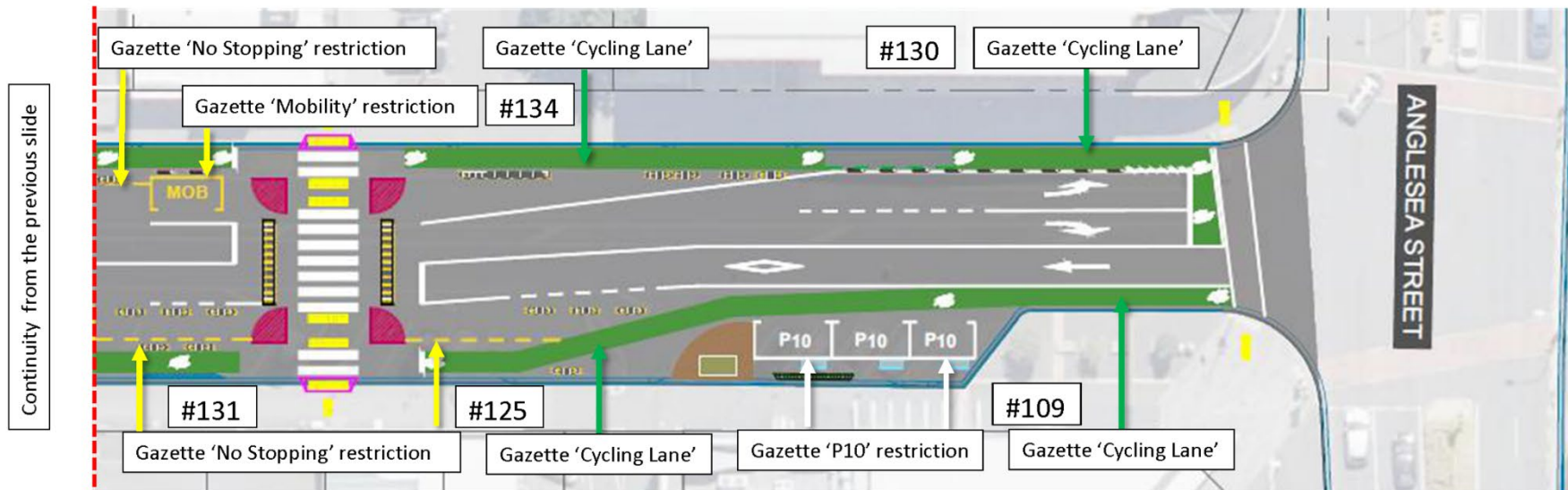


Continuity on the next slide

Item 5

Attachment 1

Ward Street Proposed Restrictions (near Anglesea St)



Attachment 2 - Schedule of proposed parking restriction changes December 2021

NEW PARKING RESTRICTIONS TO BE GAZETTED			
Location	Requested By	Reason	Description
Anglesea Street	HCC	Development of Union Building. Add Parking in front of cancelled entranceway.	Installation of 10m '2 Hour CBD parking' restriction outside #192 Anglesea Place.
Bowen Place	Resident	New property development. Relocation of driveway.	Installation of 45 m 'No Stopping' restriction outside #5 - #16 Bowen Place on the cul-de-sac.
Cobham Drive	HCC	Te Awa Cycleway Development	Installation of 60m 'Shared Path' outside #306 Cobham Drive - #310 Cobham Drive.
Howell Avenue	HCC	Te Awa Cycleway development	Installation of 40m 'Shared Path' outside #310 Cobham Drive. Installation of 175m 'Cycling Lane' outside #310 Cobham Drive - #2 Geoffrey Place behind kerb Installation of 20m 'Shared Path' outside #2 Geoffrey Place behind kerb. Installation of 230m 'No Stopping' outside #310 Cobham Drive - #2 Geoffrey Place.
Maple Avenue	HCC	Installation of New Bus Stops	Installation of 32m 'No Stopping' restriction outside #3 Maple Avenue. Installation of 5m 'No Stopping' restriction outside #3 Maple Avenue. Installation of 15m 'No Stopping' restriction outside #4 Maple Avenue.
Radiata Street	HCC	Vision Zero – improve safety for pedestrians crossing facility by installation of Raised Platform	Installation of 39m 'No Stopping' restriction outside #13 - #17 Radiata Street. Installation of 5m 'No Stopping' restriction outside #17 Radiata Street. Installation of 7m 'No Stopping' restriction outside Raymond Park. Installation of 15m 'No Stopping' restriction outside Raymond Park.
Raymond Street	HCC	Vision Zero – improve safety for pedestrians crossing facility by installation of Raised Platform	Installation of 10m 'No Stopping' restriction outside Raymond Park. Installation of 3m 'No Stopping' restriction outside Raymond Park. Installation of 17m 'No Stopping' restriction outside #34-36 Raymond Park.

Attachment 2 - Schedule of proposed parking restriction changes December 2021

			Installation of 13m 'No Stopping' restriction outside #38-40 Raymond Park.
Tristram Street	Resident	Obstructions to driveway of #444 Tristram Street by road users.	Installation of 6m 'No Stopping' restriction outside #444 Tristram Street.
Ward Street	HCC	Interim Design	<p>Installation of 34m 'P60' restriction outside #155-169 Ward Street.</p> <p>Installation of 10m 'No Stopping' restriction outside #155 Ward Street.</p> <p>Installation of 16m 'P30' restriction outside #145-147 Ward Street.</p> <p>Installation of 10m 'No Stopping' restriction outside #137 Ward Street.</p> <p>Installation of 11m 'P30' restriction outside #137 Ward Street.</p> <p>Installation of 6m 'Mobility' restriction outside #137 Ward Street.</p> <p>Installation of 12m 'No Stopping' restriction outside #131 Ward Street.</p> <p>Installation of 12m 'No Stopping' restriction outside #125 Ward Street.</p> <p>Installation of 16m 'P10' restriction outside #109 Ward Street.</p> <p>Installation of 5m 'Mobility' restriction outside #134 Ward Street</p> <p>Installation of 6m 'No Stopping' restriction outside #134 Ward Street.</p> <p>Installation of 10m 'Loading Zone' restriction outside #136 Ward Street</p> <p>Installation of 11m 'No Stopping' restriction outside #136 Ward Street.</p> <p>Installation of 5m 'P30' restriction outside #138 Ward Street.</p> <p>Installation of 7m 'No Stopping' restriction outside #138 Ward Street.</p> <p>Installation of 5m 'P30' restriction outside #148 Ward Street.</p> <p>Installation of 39m 'No Stopping' restriction outside #152-158 Ward Street.</p> <p>Installation of 5m 'Mobility' restriction outside #160 Ward Street</p> <p>Installation of 3m 'M/C' restriction outside #160 Ward Street.</p>

Attachment 2 - Schedule of proposed parking restriction changes December 2021

NEW BUS STOPS TO BE GAZETTED			
Location	Requested By	Reason	Description
Maple Avenue	HCC	Installation of New Bus Stops	Installation of 15m 'Bus stop' outside #3 Maple Avenue. Installation of 15m 'Bus stop' outside #4 Maple Avenue.
Radiata Street	HCC	Relocation of Bus Stops	Installation of 15m 'Bus stop' outside #14 Radiata Street-. Installation of 15m 'Bus stop' outside #19 Radiata Street.
Raymond Street	HCC	Relocation of Bus Stops	Installation of 15m 'Bus stop' outside #34 Raymond Street. Installation of 15m 'Bus stop' outside Raymond Park.

EXISTING PARKING RESTRICTIONS TO BE RESCINDED			
Location	Requested By	Reason	Description
Anglesea Street	HCC	Development of Union Building. Remove No-Stopping restrictions in front of cancelled entranceway.	Rescinding 10m of the existing 'No Stopping' restriction outside #192 Anglesea Street
Bowen Place	Resident	New property development. Relocation of driveway.	Rescinding 36m of the existing 'No Stopping' restriction outside #5 - #16 Bowen Place on the cul-de-sac.
Maple Avenue	HCC	Installation of New Bus Stops	Rescinding 25 m of the existing 'No Stopping' restriction outside #3 Maple Avenue.

Attachment 2 - Schedule of proposed parking restriction changes December 2021

Ward Street	HCC	Innovative Streets Project	<p>Rescind 31m 'No Stopping Lines' restriction outside #169-179 Ward Street.</p> <p>Rescind 8m 'P120 Mobility at All Times' parking restriction outside #163-169 Ward Street.</p> <p>Rescind 26.5m '2 Hour CBD parking' parking restriction outside #163-155 Ward Street.</p> <p>Rescind 10m 'No Stopping Lines' restriction outside #155 Ward Street.</p> <p>Rescind 19.5m '2 Hour CBD parking' parking restriction outside #145-147 Ward Street.</p> <p>Rescind 8m 'No Stopping Lines' restriction outside #145-137 Ward Street.</p> <p>Rescind 9.5m '2 Hour CBD parking' parking restriction outside #137 Ward Street.</p> <p>Rescind 5m 'P15 Loading Zone' restriction outside #137 Ward Street.</p> <p>Rescind 6.5m '2 Hour CBD parking' parking restriction outside #137 Ward Street.</p> <p>Rescind 11m 'No Stopping Lines' restriction outside #131 Ward Street.</p> <p>Rescind 13.5m '2 Hour CBD parking' parking restriction outside #131 Ward Street.</p> <p>Rescind 3.5m 'P120 Mobility at All Times' parking restriction outside #131 Ward Street.</p> <p>Rescind 21m 'No Stopping Lines' restriction outside #125 Ward Street.</p> <p>Rescind 12m '2 Hour CBD parking' parking restriction outside #109 Ward Street.</p> <p>Rescind 4.5m 'P120 Mobility at All Times' parking restriction outside #109 Ward Street.</p> <p>Rescind 17m 'No Stopping Lines' restriction outside #109 Ward Street.</p> <p>Rescind 63m 'No Stopping Lines' restriction outside #130 Ward Street.</p> <p>Rescind 12m 'P10 Loading Zone' restriction outside #134 Ward Street.</p> <p>Rescind 5m 'Motorcycle Only at All Times' parking restriction outside #134 Ward Street.</p> <p>Rescind 74m '2 Hour CBD parking' parking restriction outside #136-148 Ward Street.</p> <p>Rescind 29m 'No Stopping Lines' restriction outside #148-158 Ward Street.</p> <p>Rescind 55m 'No Stopping Lines' restriction outside #160 Ward Street.</p>
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Attachment 2 - Schedule of proposed parking restriction changes December 2021

EXISTING BUS STOPS TO BE RESCINDED			
Location	Requested By	Reason	Description
Radiata St	HCC	Bus Stop Relocation	Rescinding 15 m of the existing Bus Stop outside #17 Radiata Street. Rescinding 15 m of the existing Bus Stop outside Raymond Park.
Raymond Street	HCC	Bus Stop Relocation	Rescinding 15 m of the existing Bus Stop outside #46 Raymond Street. Rescinding 15 m of the existing Bus Stop outside Raymond Park.