



Nelson City Council
Te Kaunihera o **Whakatū**

Notice of the Ordinary meeting of

Hearing Panel

Te Rōpū Rongonga

Date:	Friday 24 March 2023
Time:	9.00a.m.
Location:	Council Chamber Floor 2A, Civic House 110 Trafalgar Street, Nelson

Agenda

Rārangi take

Members

Cr Rachel Sanson (Chairperson)
Cr Pete Rainey
Cr Tim Skinner

Quorum 2

Lindsay McKenzie
Interim Chief Executive

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision. For enquiries call (03) 5460436.

Hearing Panel

1. Functions:

- To conduct hearings and/or determine under delegated authority applications relating to the Dog Control Act 1996, all matters relating to Temporary Road Closures pursuant to Schedule 10 Clause 11(e) of the Local Government Act 1974, matters relating to naming features within the city, and any other matters required for determination by Council under legislation as determined by Council.

2. Membership:

- All elected members aside from the Mayor, in rotation. Each Hearing Panel will be made up of three members.
- The Chair of each Panel will be an elected member who has previously completed the 'Making Good Decisions' course.
- Each Hearings Panel will include no more than one elected member in their first triennium of Council
- The Group Manager Environmental Management may appoint one or more Independent Commissioners to either assist the Hearing Panel or to hear and determine any particular application, such as when Council or a Council-Controlled Organisation or Council-Controlled Trading Organisation is (or could be perceived to be) an interested party, other than applications made for temporary road closure under Schedule 10 Clause 11(e) of the Local Government Act 1974.

3. Powers to Decide:

- The power to appoint a panel to hear and determine with any other consent authority any application requiring a joint hearing
- The power to hear and recommend appropriate actions from hearings of designations and heritage orders
- The power to hear, consider and attempt to resolve contested road stopping procedures
- The power to consider and determine applications for temporary road closures made under Schedule 10 Clause 11(e) of the Local Government Act 1974
- The power to hear and determine all matters arising from the administration of the Building Act 1991, and the Building Act 2004
- The power to hear and determine objections to the classification of dogs, and all other procedural matters for which a right of objection and hearing is provided for under the Dog Control Act, 1996
- The power to name all features within the city requiring naming including roads, streets, service lanes, plazas, parking areas, parks, reserves, gardens and all public facilities or infrastructure, aside from those impacted by the Naming Rights and Sponsorship Policy for Community Services Facilities
- The power to provide advice to applicants on appropriate names for private roads, rights of way or other legal forms of private access to property
- The power to make changes to the schedules to the Parking and Vehicle Control Bylaw
- The power to administer the administering body functions under section 48 of the Reserves Act 1977 on proposed rights of way and other easements on reserves vested in Council.

Karakia and Mihi Timatanga

1. Apologies

Nil

2. Confirmation of Order of Business

3. Interests

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

5. Confirmation of Minutes

5.1 10 February 2023 **5 - 6**

Document number M19981

Recommendation

That the Hearing Panel

- 1. Confirms the minutes of the meeting of the Hearing Panel, held on 10 February 2023, as a true and correct record.***

6. Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

7 - 55

Document number R26504

Recommendation

That the Hearing Panel

- 1. Receives the report Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules (R26504)***

and its attachments (1355221503-8263 and 1355221503-8016); and

2. Approves amendments detailed in report R27231 and its attachments (1355221503-8263 and 1355221503-8016) to the following Schedules of the Bylaw, Parking and Vehicle Control (2011), No 207:

- **Schedule 1 – One Way Streets**
- **Schedule 4 - Special Parking Areas**
- **Schedule 8 – Time Limited Parking Areas**
- **Schedule 9 – No Stopping and no Parking Areas**
- **Schedule 13 – Stop Signs**
- **Schedule 14 – Give Way Signs**

Karakia Whakamutanga

**Minutes of a meeting of the
Hearing Panel**

Te Rōpū Rongonga

Held in the Rūma Waimārama, Floor 2A, Civic House, 110 Trafalgar Street, Nelson on Friday 10 February 2023, commencing at 8.36a.m.

Present: Deputy Mayor R O'Neill-Stevens (Chairperson), Councillors M Courtney, T Skinner

In Attendance: Group Manager Environmental Management (D Bush-King), Team Leader Governance (R Byrne) and Governance Adviser (K Libeau)

Apologies : Nil

Karakia and Mihi Timatanga

1. Apologies

There were no apologies.

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes

There were no minutes to confirm.

6. Application for naming of a right of way - 83 Cable Bay Road, Nelson

Document number R27410, agenda pages 4 - 8 refer.

Manager Consents and Compliance, Mandy Bishop and Development and Naming Adviser, Bernadette Power, presented the report and it was taken as read.

Resolved HEA/2023/001

That the Hearing Panel

- 1. Receives the report Application for naming of a right of way – 83 Cable Bay Road, Nelson (R27410); and***
- 2. Accepts the name of Drumduan Rise for the right of way identified in attachment 1 (11366331260-14900) of report R27410.***

Skinner/Courtney

Carried

Karakia Whakamutanga

There being no further business the meeting ended at 8.40am.

Confirmed as a correct record of proceedings by resolution on (date)

Resolved

Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules

1. Purpose of Report

To approve proposed alterations to Schedules of the Parking and Vehicle Control Bylaw (2011), No 207, to give effect to minor safety and parking improvements, roading improvements carried out as part of the capital works programme and changes from new subdivisions.

2. Recommendation

That the Hearing Panel

- 1. Receives the report **Parking and Vehicle Control Bylaw (2011), No 207 Amendments to Schedules (R26504) and its attachments (1355221503-8263 and 1355221503-8016); and*****
- 2. Approves amendments detailed in report R27231 and its attachments (1355221503-8263 and 1355221503-8016) to the following Schedules of the Bylaw, Parking and Vehicle Control (2011), No 207:***

 - Schedule 1 – One Way Streets***
 - Schedule 4 - Special Parking Areas***
 - Schedule 8 – Time Limited Parking Areas***
 - Schedule 9 – No Stopping and no Parking Areas***
 - Schedule 13 – Stop Signs***
 - Schedule 14 – Give Way Signs***

Item 6: Parking and Vehicle Control Bylaw (2011), No 207
Amendments to Schedules

3. Background

- 3.1 The Parking and Vehicle Control Bylaw 2011 allows for the Council by resolution, to add, amend or delete specifications contained within the Schedules. The Council has delegated this power to the Hearings Panel. To ensure that the Bylaw is enforceable it is important to ensure that the Schedules are updated on a regular basis. The Bylaw Schedules were last updated in September 2022.
- 3.2 Minor alterations and additions are proposed to Schedules 1, 4, 8, 9, 13 and 14 of the Bylaw as detailed in section 4.
- 3.3 The proposed alterations and additions are shown for indicative purposes only by plans attached to this report. The purpose of these plans is to assist the Panel to easily and quickly understand the nature of the changes proposed. These plans will not form part of the final bylaw. The actual changes as they will be incorporated into the final schedules of the Bylaw, and with the level of detail required for enforcement purposes, are set out in the schedule of changes appended as Attachment 2.

4. Discussion

Schedule 1 – One Way Streets

4.1 Domett Street – One Way

Following consultation with residents of Domett Street, officers have finalised the design for the Domett Street improvements, which proposes to turn the northern section of Domett Street (between Hardy and Tasman Streets) into a one-way road (northbound). To make this layout enforceable, officers recommend adding this proposed one-way road to the bylaw. The proposed one-way section of Domett Street is shown in Attachment 1, titled 4.1a and 4.1b.

Schedule 4 – Special parking Areas

4.2 Rutherford Street - Bus Stops

In conjunction with the recent Rutherford St/Waimea Rd stormwater project, line marking improvements have been made along Rutherford Street resulting in relocation of the northbound bus stop to the north, and minor changes to the southbound bus stops to better align with the nearby pedestrian crossing. Officers consulted on the wider changes and worked with residents and businesses to achieve the best outcome based on competing priorities. This layout has been implemented as part of the project work and has achieved the desired outcomes of improving cyclist and pedestrian safety in the area. The changes to the bus stops on Rutherford Street are shown in attachment 1, titled 4.2 and require retrospective approval to update bylaw schedules.

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4.3 Hounsell Circle - Mobility Carparks

Following completion of Te Pa Harakeke, and the success of this new community facility, the need for a designated mobility carpark has been identified. A new mobility carpark will provide greater access for mobility card holders to enjoy this great new facility. One mobility carpark is proposed within the existing parking area, closest to the train station. The proposed mobility car park is shown in attachment 1, titled 4.3.

4.4 Montgomery Carpark Entrance – Mobility Carparks

To support access to the Saturday Market, officers have been working on several mobility carpark options that compensate for those temporarily blocked when the Saturday market occupies Montgomery Carpark. Officers have identified two carparks, close to the Saturday market that have a limited impact on surrounding businesses. The proposed Mobility Carparks are shown in attachment 1, titled 4.4. Officers propose to make these carparks dual purpose, with mobility car parking on Saturdays, and P5 time limited parking at all other times (current restriction).

Schedule 8 – Time Limited Parking Areas

4.5 Rutherford Street – P30 Parking Area

In conjunction with the recent Rutherford St/Waimea Rd stormwater project, line marking and signage improvements have been made along Rutherford Street. This included updating the current P10 time limited parking on the corner of Rutherford St / Wellington St. The old time limit related to the nearby premise, being a dairy. Officers discussed the parking needs with Rustic Cuisine (new business) and confirmed that P30 parking would be more appropriate for their business model and customers. This change has been implemented during reinstatement of Rutherford Street and is working well. This update is shown in attachment 1, titled 4.2 and requires retrospective approval to update bylaw schedules.

Schedule 9 – No Stopping and No Parking Areas

4.6 Domett Street – No Stopping

Following consultation with residents of Domett Street, officers have now finalised the design for upgrading Domett Street, which proposes to formalise parking and install strategic no stopping to improve overall safety in the area. This no stopping is proposed in areas where parking would either block visibility/access or unduly narrow the traffic lanes. The proposed no stopping is shown in Attachment 1, titled 4.1.

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4.7 Rutherford Street/Waimea Road – No Stopping

In conjunction with the recent Rutherford St/Waimea Rd stormwater project, line marking improvements have been made along Rutherford Street which involved relocating bus stops, realigning cycle lanes, altering parking and installing no stopping to support these changes. Officers sought feedback from residents and businesses and adopted feedback to minimise overall impact. The no stopping installed resulted in no loss of on-street carparking within this stretch of road. The no stopping installed is shown in attachment 1, titled 4.2 and requires retrospective approval to update bylaw schedules.

4.8 Hounsell Circle – No Stopping

Following completion Te Pa Harakeke, and the success of this new community facility, the need for no stopping in Hounsell Circle has arisen to ensure that parking is used both safely and efficiently. The proposed no stopping will ensure those accessing the designated perpendicular parking area are not blocked in by vehicles parking opposite. The proposed no stopping is shown in attachment 1, titled 4.3.

4.9 Barham Place/Exeter Street – No Stopping

Following concerns raised regarding parking and visibility near the Barham Place/Exeter Street intersection, officers have reviewed options to improve safety whilst making the roading environment more self-explanatory. Officers propose to change the priority so that Exeter Street turns freely into Barham Place (as a continuation of either road) and control the remaining section of Exeter Street (west of Barham Place) under a Give Way. To support this change, no stopping is required to ensure visibility to/from the corner and clear traffic lanes for larger vehicles using this intersection. Officers letter dropped residents following an initial road safety enquiry which generated one response. This feedback suggested Council had not gone far enough with its no stopping proposal. This feedback has been considered and included in the current proposal. The proposed no stopping is shown in attachment 1, titled 4.9.

4.10 Bronte St / Scotland St – No Stopping

Following concern raised regarding the safety of school children and cyclists near the corner of Bronte St and Scotland St, officers have been consulting with the community on a range of options to improve visibility and overall safety where Shakespeare Walk meets Bronte Street beside St Joseph's school. Following three rounds of feedback, officers are recommending installing the no stopping shown in attachment 1, titled 4.10. Ensuring no vehicles stop/park on this corner will enable greater visibility between vehicles, cyclists and pedestrians, particularly during school pick-up time when a larger number of traffic movements concentrate in this area.

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4.11 Port Hills Traffic Calming – No Stopping

Following concerns raised by southern Tahunanui Hills residents, officers have been working with residents to lower speeds and improve safety along Stansell Ave and Tosswill Ave, which includes several side streets. Officers held a community meeting onsite and have engaged with these residents through letter drops and face to face meetings. Following this engagement work, officers have completed a detailed design and are in the process of procuring a contractor to carry out the installation of speed humps, signage, and line marking. No Stopping is proposed in various areas along these roads, as shown in attachment 1, titled 4.11a and 4.11b.

4.12 Hampden Street Turning Head – No Stopping

Following Council's decision to make the Hampden Street closure permanent, officers have designed and are soon to install a 'hammer-head' style turning head where Hampden Street historically met Waimea Road. To ensure this turning head works safely and efficiently, no stopping is required to prohibit parking within the turning area. The proposed no stopping is shown in attachment 1, titled 4.12

4.13 Ngāti Rārua Subdivision – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Several roads within the Ngāti Rārua subdivision have been or are soon to be vested in Council. Officers recommend adding the no stopping, as shown in Attachment 1, titled 4.13, to the bylaw to ensure these restrictions are enforceable.

4.14 235 Bridge Street – No Stopping

Concern has been raised regarding parking that occurs between the driveway to 2/235 Bridge St and villas within Green Gables retirement village. The distance between driveways is such that larger vehicles frequently overhang the kerb dropdown, which makes access to and from these driveways difficult. Officers have trialled a white parking triangle in this location but are finding that this parking behaviour continues to occur. Therefore, officers are proposing to install no stopping as the next course of action, as shown in Attachment 1, titled 4.14. Green Gables support this proposal.

4.15 Motueka Street (East) – No Stopping

Officers have been approached by Te Whatu Ora, raising concern about parking near the maintenance/laundry driveway in Motueka Street. Officers have been working with hospital staff and have recently seen some safety improvements installed on hospital land. To further support

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safe entry and exit of this driveway, officers propose the installation of no stopping to the west of this driveway, as shown in attachment 1, titled 4.15. Removal of this parking will improve visibility when exiting the driveway. Te Whatu Ora support this proposal.

4.16 57 Parkers Rd – No Stopping

Concern has been raised regarding parking that occurs between the two driveways servicing 57 Parkers Road. The distance between driveways is such that vehicles frequently overhang the kerb dropdown, which makes access to and from the business difficult. Officers have trialled a white parking triangle in this location but are finding that this parking behaviour continues to occur. Therefore, officers are proposing to install no stopping as the next course of action, as shown in Attachment 1, titled 4.16. 57 Parkers Road are the applicant of this no stopping, and therefore support this installation.

4.17 Beatty St / Parkers Road – No Stopping

Officers are frequently contacted regarding parking that occurs around the Beatty Street and Parkers Road corners. Parking frequently occurs closer than 6m to the corners, and at times has blocked the footpath road crossing points. To reinforce these no stopping areas (where vehicles cannot legally park), officers propose to install no stopping lines, 6m from the intersection on both corners of Beatty Street and Parkers Road. No formal feedback was sought as this behaviour is in breach of existing parking regulation. The proposed no stopping is shown in attachment 1, titled 4.16.

4.18 Boxman Place – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Boxman Place subdivision has now been vested in Council, and officers recommend adding the no stopping, as shown in Attachment 1, titled 4.18, into this bylaw to ensure these restrictions are enforceable.

4.19 518 Waimea Road – No Stopping

Officers have been approached by the resident at 516 Waimea Road who raises concern about vehicles parking directly east of the bus stop near 518 Waimea Road. Parking within the indented bus stop makes merging with traffic more difficult for buses and obstructs visibility when exiting the driveway of 516 Waimea Road. Officers have letter dropped residents seeking feedback regarding this proposal, and at the time of writing this report, feedback is pending. Any feedback received will be tabled at the hearing panel meeting. The proposed no stopping is shown in attachment 1, titled 4.19.

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4.20 Hinau St – No Stopping

Following discussions with a resident of Hinau Street, it was identified that the no stopping situated in Hinau Street was incorrectly entered into the bylaw schedules. The bylaw currently shows the no stopping starting 110 metres from Westbrook Terrace, extending for 17m along the right-hand side of Hinau Street. This measurement should in fact be 101m from Westbrook Terrace, extending 17m along the right-hand side of Hinau Street. Once this anomaly was identified, officers have sought to rectify and update this to ensure the no stopping can be correctly enforced. The no stopping was first entered into the current bylaw in 2007 and is still required to ensure the safe and efficient turning of vehicles of Hinau Street. The no stopping (as it is marked currently) is shown in attachment 1, titled 4.20.

4.21 Hill Tops Way – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Several roads within the Ngawhatu subdivision have now been or vested to Council. Officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.21, into this bylaw to ensure these restrictions are enforceable.

4.22 Tuia Lane – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Tuia Lane has now been vested in Council, and officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.22, into this bylaw to ensure these restrictions are enforceable.

4.23 Coster Street – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Coster Street has now been vested in Council, and officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.23, into this bylaw to ensure these restrictions are enforceable.

4.24 Wansford Place – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Wansford Place has now been vested in Council, and

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officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.24, into this bylaw to ensure these restrictions are enforceable.

4.25 Huntaway Close – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Huntaway Close has now been vested in Council, and officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.25, into this bylaw to ensure these restrictions are enforceable.

4.26 Ledger Road – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Ledger Road has now been vested in Council, and officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.26, into this bylaw to ensure these restrictions are enforceable.

4.27 Hastings Street – No Stopping

During the reconstruction of Hasting Street, officers are seeking to update road markings to better formalise the road layout and prohibit parking under the heritage trees along Pioneer Park. Officers propose to increase the length of no stopping currently included within the bylaw to encompass the full length of heritage trees, which will prohibit parking near these iconic trees, on top of the various tree roots, and along the un-sealed edge of Hastings Street. Residents have been informed of the proposed parking layout through regular project letter drops. The proposed no stopping is shown in attachment 1, titled 4.27.

4.28 Bills Drive – No Stopping

Following construction and vesting of new roads through the subdivision process, Council needs to accept into its parking and vehicle control bylaw, new restrictions on roads that are now within Nelson City Council's control. Bills Drive has now been vested in Council, and officers therefore recommend adding the no stopping, as shown in Attachment 1, titled 4.28, into this bylaw to ensure these restrictions are enforceable.

4.29 Bay View Road – No Stopping

4.29.1 Bay View Road has been developed in stages over a number of decades (from the 1950s). Different stages of the road have been designed and built in accordance with the version of Council's

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Engineering Standards or Land Development Manual (LDM) current at the time of development. The road width varies from 7.5m to 9.1m but is generally consistent with the requirements of a Sub-Collector road classification. There are several comparatively tight curves over the length of Bay View Road.

4.29.2 Concerns have been raised by residents regarding the fact that they need to cross the road centreline when passing parked vehicles, and that there is inadequate sight distance to see vehicles approaching. The presence of heavy vehicles, and general increase in traffic associated with the current stage of development has highlighted these issues further.

4.29.3 Parking restrictions were introduced to Bay View Road early in 2022 as a trial. These prohibited parking from 8:00 am to 5:00 pm Monday to Friday. Council has sought feedback from residents regarding their experience with the current parking restrictions, and whether those restrictions should be removed, retained, or be extended. Engagement included a direct letter drop and the Shape Nelson feedback page.

4.29.4 A large amount of detailed feedback has been gathered analysed and this, coupled with knowledge that further development is occurring at the top of Bay View Road, has led officers to propose installation of no stopping as shown in Attachment 1, titled 2.29.

Schedule 13 – Stop Signs

4.30 Tasman St / Bridge St – Stop Sign

Officers propose to change the Bridge Street / Tasman Street intersection from a Give Way Sign to a Stop Sign. This intersection does not comply with the minimum visibility requirements for a Give Way sign, and following onsite observations and customer enquiries, officers propose making this change to highlight the need to stop at this intersection. The proposed stop sign is shown in attachment 1, titled 4.14. Police have provided their support for this proposal.

4.31 Abraham Heights – Stop Sign

Officers propose to formalise the Abraham Heights intersection with Montreal Road (currently an un-controlled Give Way) with a Stop Sign. Visibility when exiting Abraham heights is limited due to road geometry, and officers recommend installing a Stop Sign at this intersection. The proposed Stop Sign is shown in attachment 1, titled 4.31. Police have provided their feedback on this proposal which noted that this intersection should be controlled. Police suggested placing this intersection on Give Way Sign, however officers recommend a Stop Sign in this location in accordance with the required standard for visibility at an intersection.

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4.32 Calamaras St – Stop Sign

Following feedback regarding limited visibility when exiting Calamaras Street, officers have identified and now propose to place Calamaras Street, at the Calamaras St / Coster St intersection, on a Stop Sign. The proposed stop sign is shown in attachment 1, titled 4.32. Police have provided their support for this proposal.

4.33 Rutherford St / Waimea Road – Stop Sign

In conjunction with the recent Rutherford St/Waimea Rd stormwater project, safety improvements have been made to the intersection of Rutherford St and Waimea Road. This included realigning Rutherford Street intersection and replacing the current Give Way with a Stop Sign. Given the high traffic volume and complexity of this intersection, officers have reinstated this intersection using a Stop Sign to improve safety. The Stop Sign installed is shown in attachment 1, titled 4.2 and requires retrospective approval to update bylaw schedules. Police have provided their support for this proposal.

4.34 Tamaki St / Tosswill Rd – Stop Signs

Following concerns raised by southern Tahunanui Hills residents, officers have been working with residents to lower speeds and improve safety along Stansell Ave and Tosswill Ave, and several side streets (as mentioned previously). Included within this project, safety improvements have been identified at the Tamaki Street / Tosswill Road intersection which involves changing both legs of Tamaki Street from Give Way to Stop Signs. The proposed Stop Signs are shown in attachment 1, titled 4.34. Police have provided their support for this proposal.

4.35 Tamaki St / Rangiora Tce / Chamberlain St – Stop Signs

Following concerns raised by southern Tahunanui Hills residents, officers have been working with residents to lower speeds and improve safety along Stansell Ave and Tosswill Ave, and several side streets (as mentioned previously). Included within this project, safety improvements have been identified at the Tamaki Street / Rangiora Terrace and Rangiora Terrace / Chamberlain Street intersections. Officers propose to place Tamaki Street (east of Rangiora Terrace) on a Stop Sign, and Rangiora Terrace / Chamberlain Street on a Stop Sign to improve safety and reduce driver confusion at this intersection. The proposed Stop Signs are shown in attachment 1, titled 4.11a and 4.11b. Police have provided their support for this proposal.

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Schedule 14 – Give Way Signs

4.36 Boxman Place – Give Way Sign

Following construction and vesting of Boxman Place in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.18.

4.37 Hill Tops Way – Give Way Sign

Following construction and vesting of Hill Tops Way in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.37.

4.38 Old Farm Road – Give Way Sign

Following construction and vesting of Old Farm Road in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.38.

4.39 Greenfield Lane – Give Way Sign

Following construction and vesting of Greenfield Lane in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.39.

4.40 Ara O Ngāti Koata – Give Way Signs

Following construction and vesting of Ara O Ngāti Koata in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.13.

4.41 Ara o Tama Ariki – Give Way Signs

Following construction and vesting of Ara o Tama Ariki in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.13.

4.42 Oak Hill Lane – Give Way Sign

Following construction and vesting of Ara o Tama Ariki in Council, the Give Way Sign associated with this new road needs to be reflected in

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Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.13.

4.43 Wansford Place – Give Way Sign

Following construction and vesting of Wansford Place in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.24.

4.44 Huntaway Close – Give Way Sign

Following construction and vesting of Huntaway Close in Council, the Give Way Sign associated with this new road needs to be reflected in Council's bylaw to ensure this traffic restriction is enforceable. The Give Way Sign is shown in attachment 1, titled 4.25.

4.45 Exeter Street/Barham Place - Give Way Sign

Following concerns raised regarding parking and visibility near the Barham Place / Exeter Street intersection, officers have reviewed options to improve safety whilst make the roading environment more self-explaining. Officers propose to change the priority so that Exeter Street turns freely into Barham Place (as a continuation of both roads), and control the remaining section of Exeter Street (west of Barham Place) under a Give Way Sign. The proposed Give Way Sign is shown in attachment 1, titled 4.9.

5. Options

- 5.1 There are limited options for the items presented in this report as the changes in schedules 1, 4, 8, 9 13 and 14 are proposed changes to improve safe traffic movement and access. Option 1 is the recommended option.

Option 1: Adopt changes as attached for Schedule 1, 4, 8, 9, 13 and 14 without change. Recommended option.	
Advantages	<ul style="list-style-type: none">• Changes to Schedules are designed to improve safety and efficiency
Risks and Disadvantages	<ul style="list-style-type: none">• Minor loss of parking

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Option 2: Do not adopt changes as attached for Schedule 1, 4, 8, 9, 13 and 14.	
Advantages	<ul style="list-style-type: none">• There are no identified advantages
Risks and Disadvantages	<ul style="list-style-type: none">• Failure to approve changes will result in the continued unsafe and inefficient use of the roading network.• Changes implemented through the subdivision and capital works programme will not be enforceable.

Author: Matt Bruce, Team Leader Transport and Solid Waste

Attachments

Attachment 1: 1355221503-8263 - Proposed Changes Shown Indicatively on Aerials [↓](#)

Attachment 2: 1355221503-8016 - Schedule of Changes to the Parking and Vehicle Control Bylaw [↓](#)

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Important considerations for decision making
Fit with Purpose of Local Government The report recommendation meets current and future needs of communities in contributing to the safe use of the roading and parking network in the City.
Consistency with Community Outcomes and Council Policy The content and recommendations of this report are consistent with Councils Community Outcomes – “Our Infrastructure is efficient, cost effective and meets current and future needs”. In particular that we have good quality, affordable and effective infrastructure, and transport networks. This report is directly aligned to the requirements of the Parking Policy, the Parking and Vehicle Control Bylaw and with Council’s strategic direction through the Regional Land Transport Strategy.
Risk To ensure that the Bylaw is enforceable, it is important to ensure that the Schedules are updated on a regular basis. Failure to update Schedules will open enforcement up to challenge.
Financial impact Costs are within allocated annual budgets for road maintenance or capital projects.
Degree of significance and level of engagement This matter is of low significance. Nearby businesses and residents that could be affected, have been consulted where required.
Climate Impact Not applicable for safe and efficient operation of Councils existing transport network.
Inclusion of Māori in the decision making process No engagement with Maori has been undertaken in preparing this report.

Item 6: Parking and Vehicle Control Bylaw (2011), No 207
Amendments to Schedules

Delegations

The Hearings Panel has the following delegations to consider changes to the Parking and vehicle Control Bylaw.

Powers to Decide:

The power to make changes to the schedules to the Parking and Vehicle Control Bylaw.

