



KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

15 February 2024

Order Paper for the meeting to be held in the
Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,
on:

Thursday 22 February 2024 commencing at 2:00 pm

The meeting will be livestreamed on Council's Facebook page.

Membership

	Cr N Shaw (Chair)
	Cr B Dyer (Deputy Chair)
Cr G Barratt	Cr A Mitchell
Cr C Parkin	Cr G Tupou
Cr J Briggs (Alternate)	Cr K Brown (Alternate)
Deputy Mayor T Lewis (Alternate)	

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

[You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing \[DemocraticServicesTeam@huttcity.govt.nz\]\(mailto:DemocraticServicesTeam@huttcity.govt.nz\) or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY](#)

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Chair:	Cr Naomi Shaw
Deputy Chair:	Cr Brady Dyer
Membership:	Cr Glenda Barratt Cr Andy Mitchell Cr Chris Parkin Cr Gabriel Tupou
Quorum:	Half of the membership
Meeting Cycle:	Meets on an eight-weekly basis or as required
Reports to:	Council

PURPOSE:

The Komiti Iti Ara Waka | Traffic Subcommittee has primary responsibility for considering and making **recommendations to Council** on traffic matters and considering any traffic matters referred to it by Council.

For the avoidance of doubt, “traffic” includes parking, and excludes temporary road closures under clause 11(e) of the Tenth Schedule of the LGA 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965.

DETERMINE:

The Komiti Iti Ara Waka | Traffic Subcommittee has the authority to:

- Do all things necessary to hear, consider and make **recommendations to Council** on any traffic-related matter.
- Regulate its own processes and proceedings to achieve its purpose and objective.
- Provide options for the consideration of Council.

The Chair will have the authority to refer any traffic matter to:

- A Community Board; or
- The Komiti Hanganga | Infrastructure and Regulatory Committee; or
- Council.

DELEGATED AUTHORITY:

The Komiti Iti Ara Waka | Traffic Subcommittee will have delegated authority to carry out activities within its terms of reference.

HUTT CITY COUNCIL

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt
on
Thursday 22 February 2024 commencing at 2:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki te tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the ocean
E hī ake ana te atakura	Let the red-tipped dawn come with a sharpened air.
He tio, he huka, he hau hū	A touch of frost, a promise of a glorious day.
Tihei mauri ora	

2. APOLOGIES

Cr B Dyer

3. PUBLIC COMMENT

Generally up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

4. CONFLICT OF INTEREST DECLARATIONS

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

5. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI | COUNCIL- 27 March 2024

a) Proposed new Parking Class Restrictions - Various Locations

Report No. TSC2024/1/17 by the Traffic Engineer

6

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- b) Parking Time Restriction Changes - 1 Myrtle Street and Naenae Shopping Centre

Report No. TSC2024/1/18 by the Traffic Engineer - Contractor 15

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- c) Broken Yellow Lines (BYL) No Stopping – At All Times under Traffic Resolution - Guinness Street and Oxford Terrace, Parliament Street and Marine Drive

Report No. TSC2024/1/20 by the Workflow Coordinator - Transport 24

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- d) Ad-hoc Bus Stop Improvements

Report No. TSC2024/1/21 by the Workflow Coordinator - Transport 48

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- e) Route 110 Bus Stop Improvements

Report No. TSC2024/1/22 by the Workflow Coordinator - Transport 54

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

6. INFORMATION ITEM

Traffic Subcommittee Forward Programme 2024

Memorandum dated 7 February 2024 by the Democracy Advisor 78

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the memorandum be endorsed."

7. QUESTIONS

With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

8. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!	Release us from the supreme
Unuhia!	sacredness of our tasks
Unuhia i te uru-tapu-nui	To be clear and free
Kia wātea, kia māmā	in heart, body and soul in our
Te ngākau, te tinana,	continuing journey
te wairua i te ara takatū	Oh Rongo, raise these words up high
Koia rā e Rongo	so that we be cleansed and be free,
whakairihia ake ki runga	Yes indeed, we are free!
Kia wātea, kia wātea!	Good and peaceful
Ae rā, kua wātea!	
Hau, pai mārire.	

Vanessa Gilmour
DEMOCRACY ADVISOR

25 January 2024

Report no: TSC2024/1/17

Proposed new Parking Class Restrictions - Various Locations

Purpose of Report

1. To seek approval for the proposed class restrictions for Loading Zone & mobility parking as outlined below.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of one Loading Zone outside number 10 Downer Street, Hutt Central, as shown in Appendix 1 attached to the report;
- (3) approves the relocation of the mobility parking on Hilary Court outside the Naenae Library, as shown in Appendix 2 attached to the report;
- (4) approves the relocation of the mobility parking spaces on 36 High Street, Hutt Central, outside City Fitness, as shown in Appendix 3 attached to the report;
- (5) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in the report; and
- (6) notes that these parking restrictions will take effect once the appropriate signage and/or road markings have been installed.

For the reason that the above will improve the overall accessibility.

Background

2. Downer Street

Downer Street is a short street in the Lower Hutt Central Business District (CBD) that accommodates a variety of businesses in the vicinity, including car dealer showrooms and Pak'n Save.

These mixed-use buildings often rely on services and deliveries to maintain their operation.

The Loading Zone will prevent trucks from engaging in illegal and unsafe parking, addressing the current lack of available parking space.

Council officers have received requests from two independent organisations requesting a Loading Zone.

3. Hilary Court Mobility parking

Adjacent to the Naenae library on Hilary Court, there are 5 parking spaces available: 1 designated for mobility parking, facilitating ease of access to nearby amenities and 4x P15 parking spaces designed for pick-up/ drop-off and easy access to the adjacent businesses.

Council officers have received a request from CCS Disability group to realign the existing angled mobility parking on Hilary Court, as it currently obstructs the accessibility ramp for mobility users.



4. High Street Mobility parking (City Fitness)

The old car park at the City Fitness building no longer exists, however the vehicle crossing remains. Road users are currently parking over the existing yellow lines given the vehicle crossing is now redundant.

Discussion

5. Downer Street

Council officers have assessed the area to identify the preferred location for a Loading Zone.

The suitability of the location indicated in Appendix 1 attached to the report was determined based on its close proximity to businesses.

This will improve accessibility for service goods and authorised vehicles loading and unloading.

Photos below show the extent of the problem:



6. Hilary Court Mobility parking

Officers have assessed the request from the CCS Disability group and propose to move the mobility parking back by 1 parking space.

This will provide clear access to the pedestrian ramp as well as better position the mobility parking away from the acute angle the current kerb alignment presents.

7. High Street Mobility parking (City Fitness)

Officers have visited the site and propose relocating the currently narrow mobility parking spaces east to be in line with the redundant vehicle crossing. Given the low lip at the vehicle crossing it can be used as an accessibility ramp for wheelchair users.

By shifting the two mobility parking spaces east, an additional 3 paid parking spaces can be added. This is beneficial given the high demand for parking outside the City Fitness gym.

It is also proposed to hatch the fire hydrant to keep it clear of parking in case of a fire emergency with access to the hydrant required.

Options

8. The options include:
 - a) make recommendations to approve the proposed changes to the class restriction improvements as they appear in points 2 - 6 in the recommendations section;
 - b) make recommendations to reject the proposed changes to the class restriction improvements as they appear in points 2 - 6 in the recommendations section; and
 - c) make amendments as the Subcommittee sees appropriate for recommendation to Council.
9. Officers recommend option (a) above as the proposal will provide accessibility improvements.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
11. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. By providing a Loading Zone and accessible mobility parking spaces there may be direct positive impact on climate change as it may minimise circling of vehicles looking for an available parking space.

Consultation

Downer Street – Loading Zone

12. Consultation was carried out between 16 and 30 January 2024 concerning the proposed parking restrictions with the neighbouring businesses. Feedback has been positive, some businesses asked for additional Loading Zone space or parking changes which are currently beyond the scope of this project.
13. A summary of feedback for Downer Street Loading Zone has been attached as appendix 4 to the report.

Hilary Court – Mobility parking

14. Consultation was carried out between 16 and 30 January 2024. One positive feedback from the original requester was received. No other feedback has been received.

High Street – Mobility parking (City Fitness)

15. Consultation was carried out between 16 and 30 January 2024. No feedback was received.

Legal Considerations

16. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

17. The cost for the installation will be allocated from the Signs & Road Marking budget for the 2024/25 financial year.

Appendices

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2	Appendix 2: Mobility Parking on Hilary Court, Naenae	12
3	Appendix 3: Mobility Parking on High Street, Hutt Central (City Fitness)	13
4	Appendix 4: Feedback Summary for Downer Street Loading Zone	14

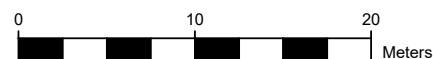
Author: Rogan Murugadhas
Traffic Engineer

Reviewed By: Evandro Scherer
Transport Engineer Manager

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND	
	BOUNDARY LINES
	NEW LOADING ZONE MARKINGS



SCALE 1:300 @ A3





REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	R MURUGADHAS	E SCHERER	12/01/2024



PROJECT	TR07 - 2024
SHEET	PROPOSED LOADING ZONE DOWNER STREET, HUTT CENTRAL
PROJECT REF.	TR07 - 2024

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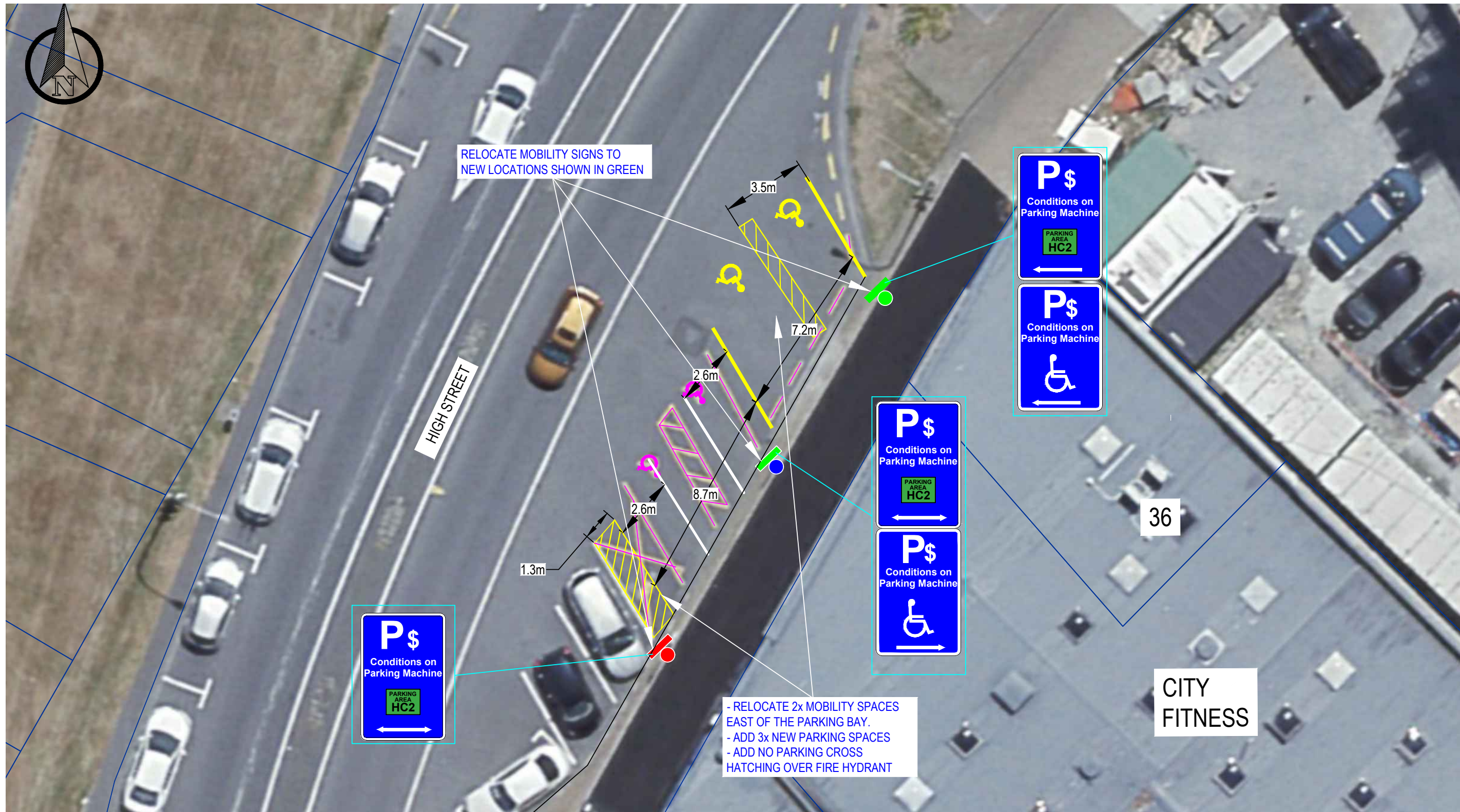
EGEND			
	PROPOSED MOBILITY PARKING AND BROKEN YELLOW LINES ROADMARKING IN YELLOW		NEW LOCATION FOR MOBILITY PARKING SIGNAGE
	EXISTING ROADMARKING TO BE REMOVED		EXISTING SIGN TO BE RELOCATED TO GREEN LOCATION

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	NA	A SHAHIN	E SCHERER	3/01/2024



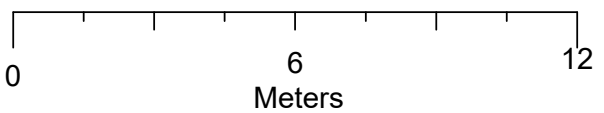
PROJECT	TR06 - 2024
SHEET	MOBILITY PARKING IMPROVEMENTS OUTSIDE NAENAE LIBRARY
PROJECT REF.	TR06 - 2024

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LEGEND

- BOUNDARY LINES
- KERB LINES
- NEW YELLOW ROADMARKINGS
- ROADMARKINGS TO BE REMOVED
- NEW WHITE PARKING LINES



REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A SHAHIN	R SONI	20/07/2022



PROJECT
TR-144-2022 SIGNS & MARKINGS / GENERAL PLANS
SHEET
NEW PARKING SPACES - PROPOSAL 36 HIGH STREET, HUTT CENTRAL
PROJECT REF.
TR-144-2022

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Entity	Feedback	Officer Response
Business A	<p>We have received the notice of proposed changes to the parking in Downer St. We appreciate submissions were due by 5pm yesterday but hope our comments below can still be taken into consideration. We understand the logic behind the proposed change, & witness on a near daily basis the dangers of double-parked commercial vehicles in Downer St. Having said that we do not believe the proposed change will fix the problem for the following reasons:</p> <ul style="list-style-type: none"> • There are frequently 3 or 4 commercial vehicles double parked in the street waiting to make deliveries to Pak n Save & they are mostly truck & trailer units. The proposed loading zone will only accommodate one truck & trailer unit • Trucks making deliveries to Pak n Save will need to park on the wrong side of the road facing east towards Pak n Save i.e. still illegally parked <p>In our view what will have more impact on safety is requiring Pak n Save to better coordinate deliveries. We appreciate there are difficulties with the logistics of this but it's clear that at the moment trucks just arrive at random times of the day with no coordination to avoid the current log-jam that occurs. One loading zone will not fix the problem you are trying to address. You will also be aware that, because Downer St is one of the closest unrestricted parking areas to the CBD, the car parks are in high demand. From our observation most of the parks in Downer St are full by 7:30am. If you are going to proceed with the loading zone in Downer St then you need to consider removing the parking time restrictions that apply to some of the car parking elsewhere in Downer St & around Bristol Square.</p>	<p>Agree however Council is unable to provide that many loading zones to cater for tidal demand from truck and trailers. Council is currently working with Paknsave to ensure delivery schedules are improved to avoid several deliveries arriving at the same time</p>
Business B	<p>We have received your notification to advise you want to install a loading zone near 10 Downer Street and wish to submit the following feedback:</p> <p>We acknowledge that there is an issue with trucks double parking in Downer Street and that there are accompanying safety concerns that go along with this. However due to the way the road is being used by the trucks and the frequency of the double parking we wonder if adding a single loading zone would alleviate the problem.</p> <p>The double parking is occurring when trucks of many sizes are delivering to Pak n Save and Capital City Motors. Often these companies are delivering concurrently and it is not just one truck double parked at the time. Please see pictures attached for examples of what this looks like in the street. When you then add through traffic and service vehicles for other businesses this all adds to the congestion. This situation occurs several times a week and often several times a day and we do not feel that adding one loading zone the approximate size of a semi-trailer will alleviate the problem of illegal or unsafe parking. We wonder if you would consider a broader scope of solutions so that the issue of multiple trucks delivering at the same time would be catered to.</p> <p>The car transporter trucks delivering to Capital City Motors often restrict access to our driveways by either parking over them or parking so close to them that entry is made difficult or vision is restricted to exiting vehicles. This business does have a service lane accessible to both High Street and Downer Street and we wonder if it would be possible for them to use this laneway for their deliveries rather than parking in the street? This would possibly mean the company would need to manage their on-site servicing area differently, but we wonder if this would help alleviate the problem in this particular area of the street?</p> <p>Pak n Save often has multiple vehicles of different sizes and lengths lining up in the street and these vehicles would create most of the issues with double parking. One loading zone will not alleviate the issue when there are multiple vehicles lining up to offload goods at the same time.</p> <p>We realise that something needs to change in the street, but wonder if the solution needs to be broader and include other possibilities such as:</p> <p>Restricting times that trucks enter the street to load or increasing the size of the loading zone area.</p> <p>If you do decide to go ahead with the proposed changes, we would like to request that the loading zone times are restricted to weekdays only as these are the busiest and most congested times in the street.</p> <p>Thank you for considering our submission.</p>	<p>The installation of the loading zone will not completely fix the problem however it will alleviate a major extent of the issue. Council is currently working with the Paknsave to ensure delivery schedules are improved to avoid several deliveries arriving at the same time. Officers agree with the submitters suggestion to limit loading zone restrictions to weekdays only</p>
Business C	<p>We thought we would raise the following points:</p> <ul style="list-style-type: none"> • The loading zone will be well used by many businesses in Downer Street and is beneficial. • The loading zone will reduce "illegal and unsafe parking" however will not prevent it in totality. Due to the number of vehicles and despite scheduling (specifically PNS bound trucks) there will not be enough space in that loading zone to 100% prevent some potential "illegal or unsafe parking". This fact also needs to be considered with the following facts: <ul style="list-style-type: none"> ☐ The loading zone is open to all trucks. ☐ The loading zone is 30 minutes timeframe. ☐ The loading zones is active only from 9am -6pm – ☐ Some trucks are B-train vehicles and measure over the proposed 24.3m Loading zone. Consideration needs to be given for extending the proposed loading zone. ☐ Trucks delivering to xxx cannot enter for Bristol square which means to utilise the proposed loading zone they will be technically indicating and crossing the middle of the road and parking the wrong way. If this is not permitted, then the proposed loading zone will add no value specifically to xx. <p>To summarise we are in support of the implementation of the loading zone proposed however we do believe it will not solve all the current problems we are trying to manage. We have made significant improvements to how we are managing and will continue to work on our internal plan and work with council and parking enforcement representatives on minimising occurrences of breaches.</p> <p>In addition to your proposed loading zone, we would like your consideration of additional loading zones closer to the entry and exit of the PNS rear storeroom as outlined in the attached document . We feel this would enable us to ensure close to zero instance of "illegal or unsafe parking" in Downer Street.</p>	<p>The additional loading zones requested by this business are not suitable and are beyond the scope of this project. The loading zone proposed will be a public loading zone which can be used by any business subject to legally parking</p>

25 January 2024

Report no: TSC2024/1/18

Parking Time Restriction Changes – 1 Myrtle Street and Naenae Shopping Centre

Purpose of Report

1. The purpose of this report is to seek approval for proposed time restriction changes to:
 - a) Naenae Medical Centre car park from 'P120' to 'P180' (13 parking spaces which includes 1 mobility parking bay); and
 - b) Ss Peter and Paul School, 1 Myrtle Street, Hutt Central, for the timed duration of 'P5' parking spaces from "2:30pm -3:00pm" to (4 parking spaces).

Recommendations

That the Subcommittee recommends that Council:

- (1) notes and receives the report;
- (2) approves the proposed changes to the Naenae shops car park (adjacent to Naenae Medical Centre) from 'P120' to 'P180' (13 parking spaces) attached as Appendix 1 to the report; and
- (3) approves the proposed changes at 1 Myrtle Street, Hutt Central, for the timed duration of 'P5' parking spaces from "2:30pm-3:00pm" to "2:50pm-3:20pm" attached as Appendix 2 to the report.

For the reasons that it improves turnover and availability of parking spaces to customers to safely access points of interest such as schools and local shops.

Background

2. Officers have received requests from members of the public regarding the consideration of time restriction changes to better align with the needs of road users.

Discussion

Ss Peter and Paul School – Myrtle Street

3. The existing restrictions on Myrtle Street of P5, 2:30pm-3:00pm, do not coincide with the time school finish time, which is at 2:50pm.
4. It is proposed to change the time duration from 2:30pm-3:00pm to 2:50pm-3:20pm (school days only) to better align with the school finish time. This provides parents the opportunity to continue to use the P5 when required.
5. There are existing restrictions outside of these times which will remain to operate as P120 outside the school times.

Naenae shops carpark

6. The Naenae Medical Centre and Owles Pharmacy have requested the time restrictions adjacent to their businesses be extended from P120 to P180 to better align with the needs of their customers.
7. The current P120 restrictions adjacent to the Naenae Medical Centre are not fit for purpose as patients have complained this is insufficient time to visit the clinic to receive treatment, as well as fill any prescription needs at the local pharmacy post their appointment.
8. It is proposed to extend the time restriction from P120 to P180 for 13 parking spaces (which includes 1 mobility parking bay).
9. The signage installed will be in accordance with NZTA's Traffic Control Devices Manual (TCD) and Manual of Traffic Signs and Markings (MOTSAM) and will be clear for customers parking in the area

Options

10. The options are:
 - a) make recommendations to approve the proposed changes to the parking spaces as they appear in points (2) and (3) in the recommendations section;
 - b) make recommendations to reject the proposed changes to the parking spaces as they appear in points (2) and (3) in the recommendations section; and
 - c) make amendments as the Subcommittee sees appropriate to the recommendations section.
11. Officers recommends option (a) as the proposed changes will improve the existing situation.

Climate Change Impact and Considerations

12. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

13. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

14. Consultation ran for 2 weeks, closing on 30 January 2024.
15. A copy of the consultation letters for the Naenae shops and Myrtle Street are attached as Appendix 3 & 4 to the report.

Ss Peter and Paul School - Myrtle Street

16. A parent from Ss Peter and Paul School has written in support for the Myrtle Street changes.

Naenae Shops carpark

17. Two late consultation submissions have been received for the Naenae carpark proposal, both positive. Naenae Medical Centre and Owles Pharmacy wrote in support of the changes, expressing their appreciation to Council for proposing the changes.

Legal Considerations

18. The proposed changes in restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

Financial Considerations

19. These changes can be and will be funded from Council's 2023/24 transport budgets.

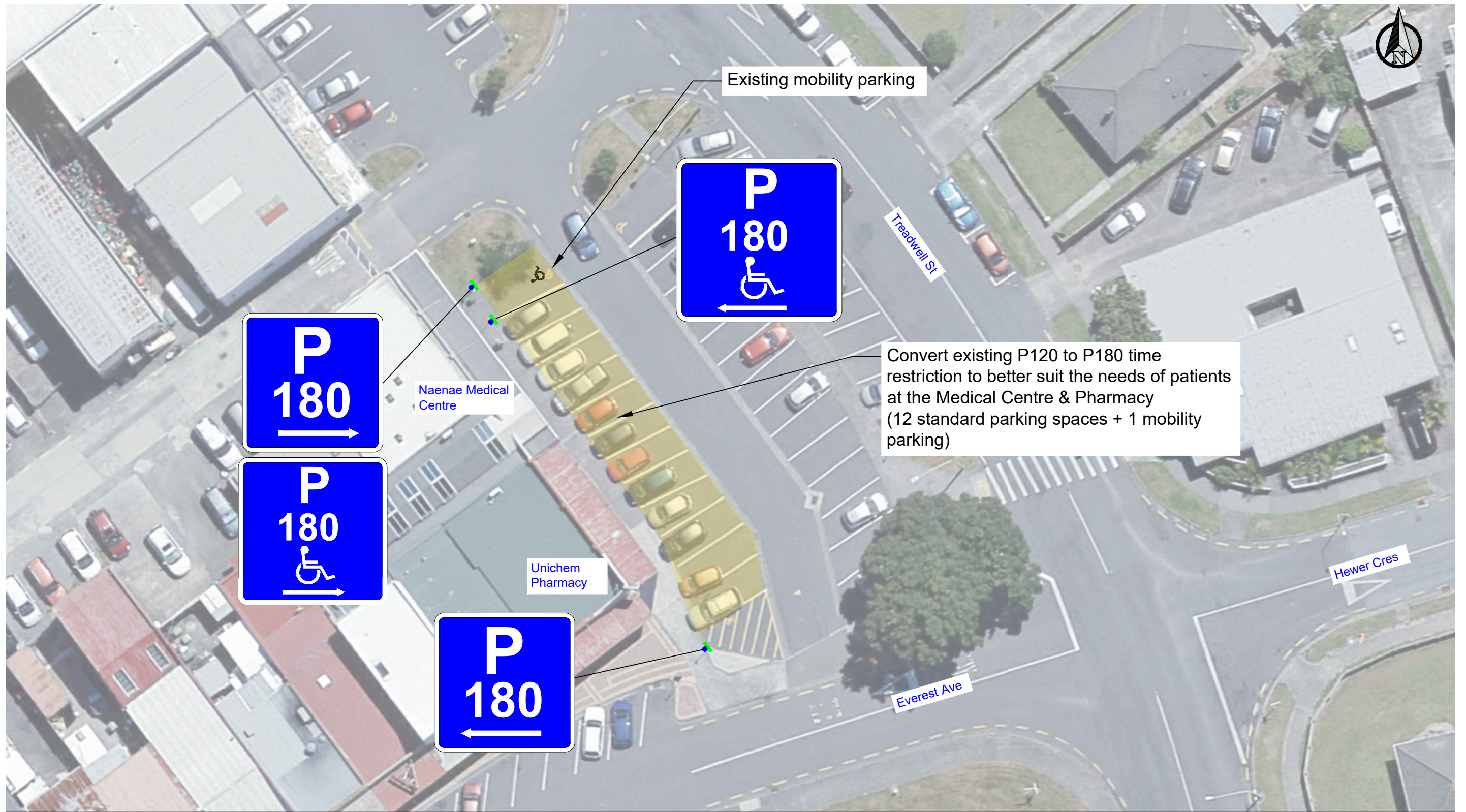
Appendices

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2	Appendix 2: Myrtle Street - Ss Peter and Paul School Parking Time Duration Changes	19
3	Appendix 3: Naenae Shops Carpark Consultation Letter	20
4	Appendix 4: Myrtle Street Consultation Letter	22

Author: Amin Shahin
Traffic Engineer - Contractor

Reviewed By: Evandro Scherer
Transport Engineer Manager

Approved By: Jon Kingsbury
Director Economy & Development



Convert existing P120 to P180 time restriction to better suit the needs of patients at the Medical Centre & Pharmacy (12 standard parking spaces + 1 mobility parking)

LEGEND

	parking to be converted to P180		
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REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	NA	A SHAHIN	E SCHERER	11/12/2023



PROJECT
TR01 - 2024
SHEET
TIME RESTRICTION CHANGES PROPOSAL NAENAE CARPARK
PROJECT REF.
TR01 - 2024

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EGEND

	BOUNDARY LINES
	EXISTING SIGNAGE TO BE AMENDED

The arrow directions shown on the plan are for consultation purposes. Once the Traffic Resolutions are approved the signs will be installed as per current traffic guidelines

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A SHAHIN	E SCHERER	3/01/2024



PROJECT
TR12-24
SHEET
CHANGE DURATION OF 'P5' PARKING OUTSIDE SS PETER AND PAUL SCHOOL 1A MYRTLE STREET, HUTT CENTRAL
PROJECT REF.
TR12-24

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16 January 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve customer accessibility to shops.

What we are proposing	<ul style="list-style-type: none"> Convert 12 parking spaces and 1 mobility parking from P120 parking into P180 at the Naenae shops carpark near 39 Treadwell Street
Why we are proposing the change	<ul style="list-style-type: none"> Patients to the Naenae medical centre and Pharmacy require more time than the current parking time restriction of 2 hours. This is due to some treatments at the clinic taking longer and patients then requiring to go to the pharmacy after their treatments to collect their prescriptions It is therefore proposed to change the time restriction from P120 to P180 The proposed restrictions align with council's Parking Policy (adopted December 2017), "A liveable and thriving city – supporting place-making, amenity, and economic growth".

Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed on Naenae shops carpark near 39 Treadwell Street as per the appended plans
What Will the change achieve	<ul style="list-style-type: none"> The change will better suit the needs of customers and patients The proposal results in a net loss of 0 parking space as it is seeking to convert the time restriction from P120 to P180
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 30 January 2024
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 22 February 2024 If approved, the proposed changes will be installed within 3 months following the approval date.

30 Laings Road, Lower Hutt
Private bag 31-912, Lower Hutt 5040

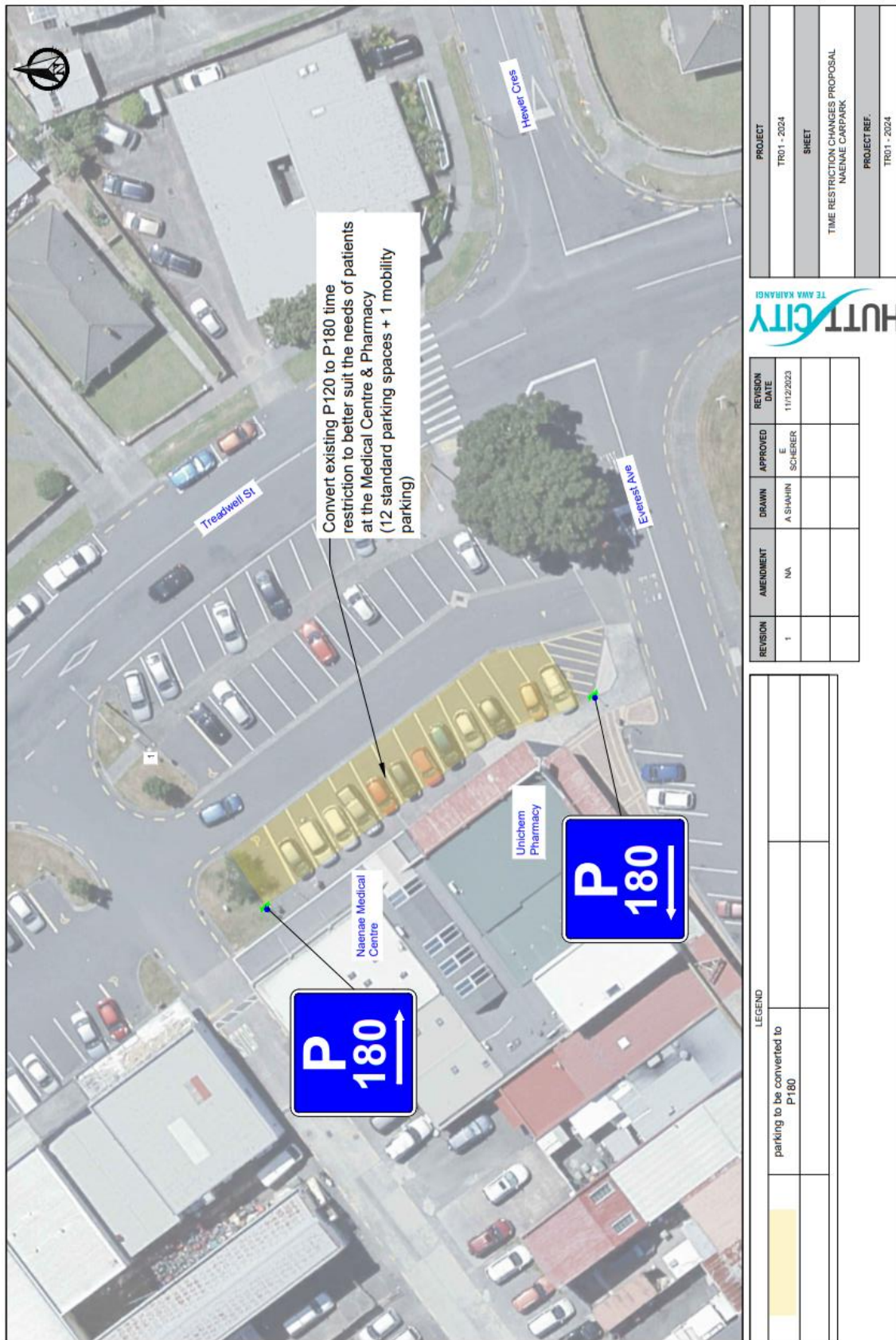


/huttcitycouncil

0800 488 824

contact@huttcity.govt.nz
www.huttcity.govt.nz

▲ The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.





16 January 2024

PROPOSED CHANGES IN YOUR AREA

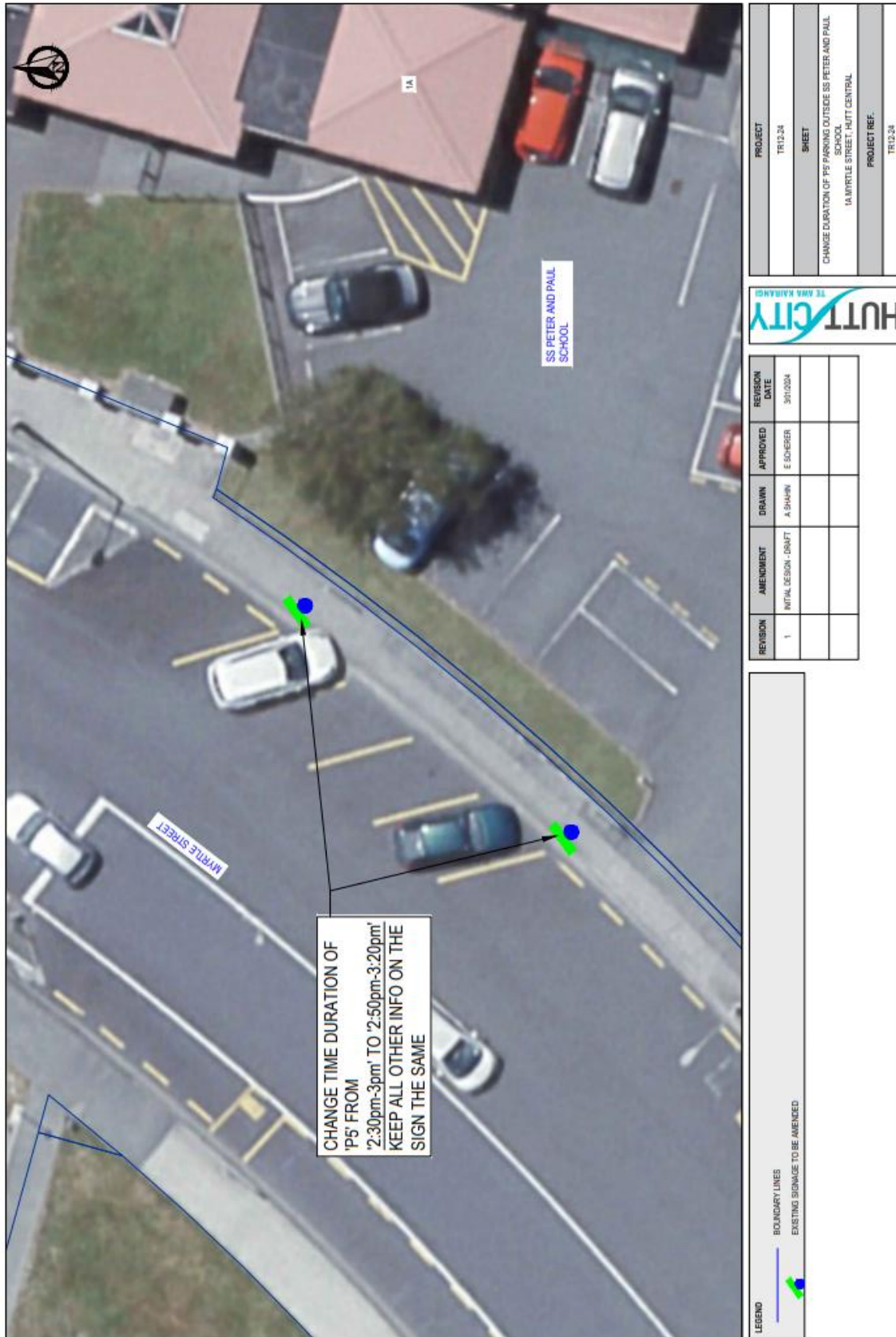
Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve customer accessibility to shops.

<p>What we are proposing</p>	<ul style="list-style-type: none"> Convert the time duration of the P5 from “2:30pm – 3pm” to “2:50pm – 3:20pm” for the 4 parking spaces on Myrtle St outside the SS Peter and Paul School
<p>Why we are proposing the change</p>	<ul style="list-style-type: none"> School ends at 2:50pm at SS Peter and Paul School, the change in the time duration better reflects the school end times, this will ensure these spaces are better utilised and aligned with the school end time The proposed restrictions align with council’s Parking Policy (adopted December 2017), “A liveable and thriving city – supporting place-making, amenity, and economic growth”.

<p>Where the changes are proposed</p>	<ul style="list-style-type: none"> The changes are proposed in the P5 carparks outside SS Peter and Paul School on Myrtle Street
<p>What Will the change achieve</p>	<ul style="list-style-type: none"> The change will better suit the needs of parents picking up their children from the school The proposal results in a net loss of 0 parking space as it is seeking to change the time duration from “2:30pm – 3pm” to “2:50pm – 3:20pm”
<p>Have your say</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 30 January 2024
<p>Next steps</p>	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 22 February 2024 If approved, the proposed changes will be installed within 3 months following the approval date.





19 January 2024

Report no: TSC2024/1/20

Broken Yellow Lines (BYL) No Stopping – At All Times under Traffic Resolution – Guinness Street and Oxford Terrace, Parliament Street and Marine Drive

Purpose of Report

1. To seek approval for the proposed Broken Yellow Line (BYL) No Stopping At All Times restriction to improve the safety and efficiency of the current road network around the city.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the No Stopping - At All Times parking restriction near the intersection of Guinness Street and Oxford Terrace, Avalon, as shown in Appendix 1 attached to the report;
- (3) approves the No Stopping - At All Times parking restriction between 1 Bridge Street and 24 Parliament Street, Melling, as shown in Appendix 2 attached to the report;
- (4) approves the No Stopping - At All Times parking restriction near the end of the newly built shared path opposite 618 and 619 Marine Drive, Days Bay, as shown in Appendix 3 attached to the report;
- (5) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in the report; and
- (6) notes that these parking restrictions will take effect once the appropriate signage and/or road markings have been installed.

For the reason the proposed restrictions and additional road markings will improve road user accessibility and safety to the sites above. The recommendation supports Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

Background

2. Guinness Street and Oxford Terrace

Officers have received various complaints regarding vehicles parking close to the intersection of Guinness Street and Oxford Terrace, obstructing visibility, and vehicle accessibility.

3. Parliament Street

This work is part of Te Wai Takamori o Te Awa Kairangi – Delivering the RiverLink programme, which includes crucial flood protection and river restoration work, improvements to public transport, walking and cycling route, local roads and the SH2 Melling interchange, as well as urban revitalisation of the Lower Hutt City Centre.

4. Marine Drive, Days Bay

The recently constructed shared path at Days Bay is facing challenges due to current legal parking, causing disruptions to the access of the shared path disembarking bay, as illustrated in the figure below.



Discussion

5. Guinness Street and Oxford Terrace

Vehicles are frequently parking in close proximity to the Guinness Street and Oxford Terrace intersection in Avalon, creating visibility and accessibility issues for both vehicles and pedestrians.

The proposed changes aim to improve safety and traffic flow for vehicles accessing the road and pedestrians crossing near 293 Oxford Terrace. Furthermore, these modifications will improve sight visibility for both vehicles and pedestrians.

6. Parliament Street

The proposed greenway along Parliament Street is set to link up with the Pito-One to Melling cycleway to the south and the Te Wai Takamori o Te Awa Kairangi (RiverLink) cycleway to the north. As part of the project, officers are proposing the installation of broken yellow lines (BYL).

The proposed removal of 5 car parks aims to improve city centre access for pedestrians, cyclists, and users of public transport via Parliament Street. Additionally, it will improve pedestrian experience by increasing visibility.

7. Marine Drive, Days Bay

The currently legal parking space adjacent to the disembarking bay of the recently built shared path hinders cyclists from safely exiting the shared path and merging into the live traffic lane.

The proposal to install BYLs at this location to improve safety for cyclists.

Options

8. The options include:

- a) make recommendations to approve the proposed changes to the parking restrictions as they appear in points 2 to 6 in the recommendations section;
- b) make recommendations to reject the proposed changes to these parking restrictions as they appear in points 2 to 6 in the recommendations section; and
- c) make amendments as the Subcommittee sees appropriate for recommendation to Council.

9. Officers recommend option (a) as the proposed changes will improve road user accessibility and safety.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

11. The proposals for Parliament Street and Marine Drive aim to incentivise an increase of active mode shift (cycling) and therefore, promote a reduction of carbon emissions. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

Consultation

12. Guinness Street and Oxford Terrace

Consultation with the neighbouring properties was completed between 16 January 2024 and 30 January 2024. The received feedback expressed support and suggests going beyond the proposed BYLs. This however exceeds the project's scope and the officers recommend moving forward with the existing proposal.

13. Parliament Street

Consultation with the neighbouring properties was completed between 4 and 18 December 2023. The responses received were in support of the project and proposed restrictions.

14. Marine Drive, Days Bay

Two submissions were received regarding the proposal for Marine Drive, Days Bay which are positive. One submission requested for additional signage and other additional improvements which is beyond the scope of this proposal.

A separate consultation was conducted with the businesses on Days Bay. These are:

- a) Cotti Café;
- b) Sea Salt Café;
- c) SCL Building;
- d) The Cove; and
- e) Chocolate Dayz Café;

4 out of the 5 businesses have supported the proposal. Cotti Café has opposed the proposal due to the business opposing any parking removals.

The business consultation document is attached as Appendix 7 to the report.

The Eastbourne Community Board at its meeting held on 13 February 2023 endorsed the recommendations.

15. A copy of the distributed consultation letters are attached as Appendices 4-6 to the report.

Legal Considerations

16. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

17. These changes can be funded from Council's existing road-marking and signage budget for the 24/25 financial year.

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Author: Amin Shahin
Traffic Engineer - Contractor

Author: Rogan Murugadhas
Traffic Engineer

Reviewed By: Evandro Scherer
Transport Engineer Manager

Approved By: Jon Kingsbury
Director Economy & Development

19 January 2024

Report no: TSC2024/1/21

Ad-hoc Bus Stop Improvements

Purpose of Report

1. The purpose of this report is to seek approval for the proposed changes to local bus stops, aiming to improve safety and accessibility.

Recommendations

That the Subcommittee recommends that Council:

- (1) notes and receives the report;
- (2) approves the proposed changes on Bus Stop 9155 on Randwick Road (outside 95) attached as Appendix 1 to the report;
- (3) approves the proposed changes on Bus Stop 9106 on Railway Avenue (outside 21) attached as Appendix 2 to the report; and
- (4) approves the proposed changes on Bus Stop 0910 on Herbert Street (outside 10) attached as Appendix 3 to the report.

For the reason that it improves safety and accessibility for public transport users, as well as encouraging uptake of public transport.

Background

2. Greater Wellington Regional Council (GWRC) Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke (Wellington Regional Public Transport Plan 2021 - 2031) has outlined three strategic focus areas:
 - a) mode shift;
 - b) decarbonise public transport vehicle fleet; and
 - c) improvement of customer experience.
3. The proposed improvements align with all three strategic drivers. By improving bus stops and accessibility to public transport, increased uptake follows along with mode shift and positive climate impacts.

4. As part of GWRC's Bus Stop Review Programme, GWRC officers have been working collaboratively with Council officers to improve all bus stops within the Lower Hutt area.

Discussion

5. The bus stop improvements proposed within this report better position bus stops so that buses can stop adjacent to the kerb and provide improved accessibility to patrons.
6. Improvements also include providing the required entry and exit tapers to ensure buses are better aligned with the kerb, preventing the tail of the bus from protruding into the live lane.
7. All reasonable efforts were made to minimise parking space losses.

Options

8. The options include:
 - a) make recommendations to approve the proposed changes to the bus stops as they appear in points 2 - 4 in the recommendations section;
 - b) make recommendations to reject the proposed changes to these bus stops as they appear in points 2 - 4 in the recommendations section; and
 - c) make amendments as the Subcommittee sees appropriate for recommendation to Council.
9. Officers recommend option (a) as the proposed changes align with the objectives outlined in the Regional Public Transport Plan.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
11. Transport infrastructure and facilities that provide good access, safety and personal security at all stages of the journey, particularly for people with impairments, will help to remove barriers to the use of public transport. The more barriers removed by Council will make the choice to use public transport easier and will support moves to reduce car dependency and therefore the corresponding carbon emissions.
12. The proposed changes are expected to help increase the uptake of public transport and are therefore seen to reduce greenhouse gas emissions.

Consultation

13. GWRC undertook consultation with all affected residents within proximity of the bus stops.
14. Consultation occurred during March - May 2023.
15. No feedback has been received on these proposed improvements.

16. The Randwick bus stop (#9155) which falls in the Harbour Ward was presented to the Petone Community Board at its meeting held on 12 February 2023 endorsing the recommendations to approve the proposed changes.

Legal Considerations

17. The proposed changes in restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

Financial Considerations

18. These changes can be and will be funded from Council's 2023/24 transport budgets.

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Author: Amin Shahin
Traffic Engineer - Contractor

Author: Rogan Murugadhas
Traffic Engineer

Reviewed By: Evandro Scherer
Transport Engineer Manager

Approved By: Jon Kingsbury
Director Economy & Development

19 January 2024

Report no: TSC2024/1/22

Route 110 Bus Stop Improvements

Purpose of Report

1. The purpose of this report is to seek approval for the proposed bus stop changes.

Recommendations

That the Subcommittee recommends that Council:

- (1) notes and receives the report;
- (2) approves the proposed changes to Bus Stop 8007, Cuba Street at Jackson Street, attached as Appendix 1 to the report;
- (3) approves the proposed changes to Bus Stop 9007, Cuba Street opposite Heretaunga Street, attached as Appendix 1 to the report;
- (4) approves the proposed changes to Bus Stop 9008, Cuba Street at Weltec, attached as Appendix 2 to the report;
- (5) approves the proposed changes to Bus Stop 8008, Cuba Street at Manchester Street, attached as Appendix 3 to the report;
- (6) approves the proposed changes to Bus Stop 9009, Cuba Street at Bouverie Street, attached as Appendix 4 to the report;
- (7) approves the proposed changes to Bus Stop 8009, Cuba Street at Burnham Street, attached as Appendix 5 to the report;
- (8) approves the proposed changes to Bus Stop 8111, Victoria Street (outside 42), attached as Appendix 6 to the report;
- (9) approves the proposed changes to Bus Stop 8227, High Street (outside 814), attached as Appendix 7 to the report;
- (10) approves the proposed changes to Bus Stop 9227, High Street (outside 847), attached as Appendix 7 to the report;
- (11) approves the proposed changes to Bus Stop 8116, Queens Drive (outside 124-130), attached as Appendix 8 to the report;
- (12) approves the proposed changes to Bus Stop 8118, High Street (outside 468), attached as Appendix 9 to the report;

- (13) approves the proposed changes to Bus Stop 8224, High Street (outside 696), attached as Appendix 10 to the report;
- (14) approves the proposed changes to Bus Stop 9224, High Street (outside 721), attached as Appendix 10 to the report;
- (15) approves the proposed changes to Bus Stop 8112, Victoria Street (outside 70), attached as Appendix 11 to the report;
- (16) approves the proposed changes to Bus Stop 9112, Victoria Street (opposite 68), attached as Appendix 11 to the report;
- (17) approves the proposed changes to Bus Stop 9113, Queens Drive (outside 17), attached as Appendix 12 to the report;
- (18) approves the proposed changes to Bus Stop 9114, Queens Drive (outside 51), attached as Appendix 13 to the report;
- (19) approves the proposed changes to Bus Stop 8117, High Street (outside 340), attached as Appendix 14 to the report;
- (20) approves the proposed changes to Bus Stop 9117, High Street (outside 375), attached as Appendix 14 to the report;
- (21) approves the proposed changes to Bus Stop 9121, High Street (outside 577), attached as Appendix 15 to the report;
- (22) approves the proposed changes to Bus Stop 9223, High Street (near 675), attached as Appendix 16 to the report;
- (23) approves the proposed changes to Bus Stop 9225, High Street (near 775), attached as Appendix 17 to the report;
- (24) approves the proposed changes to Bus Stop 8225, High Street (near 738), attached as Appendix 17 to the report;
- (25) approves the proposed changes to Bus Stop 9226, High Street (near 803), attached as Appendix 18 to the report; and
- (26) approves the proposed changes to Bus Stop 8226, High Street (near 776), attached as Appendix 18 to the report.

For the reason that it improves safety and accessibility for public transport users, as well as encouraging uptake of public transport.

Background

2. Greater Wellington Regional Council's (GWRC) Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke (Wellington Regional Public Transport Plan 2021 - 2031) has outlined three strategic focus areas:
 - a) mode shift;
 - b) decarbonise public transport vehicle fleet; and
 - c) improve customer experience.
3. The suggested improvements align with the three strategic drivers. Improving bus stops and enhancing public transport accessibility not only leads to increased usage but also promotes mode shift and positive climate impacts.

4. As part of GWRC Bus Stop Review programme, GWRC officers have been working collaboratively with Council officers on improvements to all bus stops within the Lower Hutt area.
5. Route 110 is a critical route that requires key improvements to ensure efficiency, reliability and improved accessibility.

Discussion

6. The bus stop improvements proposed within this report better position bus stops so that buses can stop adjacent to the kerb and provide improved accessibility to patrons.
7. Improvements also include providing the required entry and exit tapers to ensure buses are better aligned with the kerb to prevent the tail of the bus protruding into the live lane.
8. In addition to the above, there are a number of bus stops in this proposal that target specific issues, these are:
 - a) Cuba Street bus stop 8008 (Appendix 3) – the reason for relocation is to avoid the canopy/veranda strike by buses that is happening in the current bus stop location
 - b) Cuba Street bus stop 8009 (Appendix 5) – Given the awkward alignment of the intersection, the slight shift of the bus stop north is to give the bus some space to merge the live lane without encroaching onto the side street Burnham Street
 - c) Queens Drive bus stop 9114 (Appendix 13) – Provide sufficient exit taper and relocate mobility parking north of the bus stop.
9. All reasonable efforts were made to ensure parking space losses are minimised.

Options

10. The options include:
 - a) make recommendations to approve the proposed changes to the bus stops as they appear in points 2 - 26 in the recommendations section;
 - b) make recommendations to reject the proposed changes to these bus stops as they appear in points 2 - 26 in the recommendations section; and
 - c) make amendments as the Subcommittee sees appropriate for recommendation to Council.
11. Officers recommend option (a) as the proposed changes go toward achieving goals of the Regional Public Transport Plan.

Climate Change Impact and Considerations

12. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

13. Transport infrastructure and facilities that provide good access, safety and personal security at all stages of the journey, particularly for people with impairments will help to remove barriers to the use of public transport. The more barriers removed by Council will make the choice to use public transport easier and will support moves to reduce car dependency and therefore the corresponding carbon emissions.
14. The proposed changes are expected to help increase uptake of public transport and is therefore seen to reduce greenhouse gas emissions.

Consultation

15. GWRC undertook consultation with all affected residents within proximity of the bus stops.
16. Consultation occurred during March - May 2023.
17. A summary of the feedback is attached as Appendix 19 to the report.

Legal Considerations

18. The proposed changes in restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

Financial Considerations

19. These changes can be and will be funded from Council's 2023/24 transport budgets.

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Author: Amin Shahin
Traffic Engineer - Contractor

Author: Rogan Murugadhas
Traffic Engineer

Reviewed By: Evandro Scherer
Transport Engineer Manager

Approved By: Jon Kingsbury
Director Economy & Development

Our Reference



TO: Chair and Members
Traffic Subcommittee

FROM: Vanessa Gilmour

DATE: 07 February 2024

SUBJECT: TRAFFIC SUBCOMMITTEE FORWARD PROGRAMME
2024

Purpose of Memorandum

1. To provide the Traffic Subcommittee (the subcommittee) with a forward programme of work planned for the subcommittee for 2024.

Recommendation

That the Subcommittee receives and notes the Forward Programme for 2024 attached as Appendix 1 to the memorandum.

Background

2. The Terms of Reference for the subcommittee requires the subcommittee to consider and make recommendations to Council on traffic matters and considering any traffic matters referred to it by Council.
3. The forward programme for 2024 provides a planning tool for both members and officers to co-ordinate programmes of work for the year. The forward programme is attached as Appendix 1 to the memorandum.

Forward Programme

4. The forward programme is a working document and is subject to change on a regular basis.

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Author: Vanessa Gilmour, Democracy Advisor

Reviewed By: Kate Glanville, Senior Democracy Advisor

Approved By: Kathryn Stannard, Head of Democratic Services

