



KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

17 April 2024

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

Wednesday 24 April 2024 commencing at 2:00 pm

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

Membership

Cr N Shaw (Chair)
Cr G Barratt
Cr C Parkin

Cr B Dyer (Deputy Chair)
Cr A Mitchell
Cr G Tupou

Cr J Briggs (Alternate)
Deputy Mayor T Lewis (Alternate)

Cr K Brown (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 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

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on

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ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Whakataka te hau ki te uru
Whakataka te hau ki te
tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
E hī ake ana te atakura
He tio, he huka, he hau hū
Tihei mauri ora

Cease the winds from the west
Cease the winds from the south
Let the breeze blow over the land
Let the breeze blow over the ocean
Let the red-tipped dawn come with
a sharpened air.
A touch of frost, a promise of a
glorious day.

2. APOLOGIES

No apologies have been received.

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 - 28 May 2024

a) 9299 Pomare Station Bus Stop Relocation

Report No. TSC2024/2/77 by the Roading Engineer

5

CHAIR'S RECOMMENDATION:

“That the recommendations contained in the report be endorsed.”

- b) Changes to parking time restrictions adjacent to 35 Bouverie Street,
Petone

Report No. TSC2024/2/78 by the Traffic Engineer - Contractor 11

CHAIR'S RECOMMENDATION:

That the recommendations contained in the report be endorsed."

6. INFORMATION ITEMS

a) Maru Streets for People

Report No. TSC2024/2/49 by the Project Manager 17

CHAIR'S RECOMMENDATION:

That the recommendation contained in the report be endorsed."

b) Traffic Subcommittee Forward Programme 2024

Memorandum dated 10 April 2024 by the Democracy Advisor 23

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 sacredness
Unuhia!	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 continuing
Te ngākau, te tinana,	journey
te wairua i te ara takatū	Oh Rongo, raise these words up high so
Koia rā e Rongo	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

22 March 2024

Report no: TSC2024/2/77

9299 Pomare Station Bus Stop Relocation

Purpose of Report

1. The purpose of this report is to seek approval for the relocation of Bus Stop 9299, located on Eastern Hutt Road, outside Pomare Train station.

Recommendations

That the Subcommittee recommends that Council:

- (1) notes and receives the report; and
- (2) approves the proposed relocation of Bus Stop 9299 on Eastern Hutt Road (outside Pomare Train station), attached as Appendix 1 to the report.

Background

2. Council officers have received reports of incidents occurring near Bus Stop 9299 at Pomare Train station, including a fatal hit-and-run involving a pedestrian crossing the road.
3. The current location of the bus stop is very close to the existing refuge island. This limits visibility for pedestrians and drivers crossing.
4. The officers have proposed relocating the current bus stop to a farther distance from the crossing to improve pedestrian safety. This proposed improvement will entail exchanging the P15 parking location (where the new bus stop will be situated) and imposing 'No Stopping' (BYL) restrictions.

Discussion

5. The officers have the support of Greater Wellington Regional Council (GWRC) on the bus stop relocation. It was agreed that the new location would improve safety for road users whilst continuing to provide the required service for passengers.
6. There is a P15 parking where the bus stop is planned, which needs to be relocated to enhance visibility for pedestrians and drivers.

7. Feedback was received from the Northern Ward Councillor for a pedestrian crossing facility outside Pomare Train station, which will be prioritised for the 2024/25 financial year.

Options

8. The Subcommittee has three options to consider regarding the proposed changes to the bus stop, which are as follows:
 - a) to make a recommendation to approve the proposed changes to the bus stop as outlined in points 2 - 7 in the report; or
 - b) to make a recommendation to reject the proposed changes to the bus stop as outlined in points 2 - 7 in the report; or
 - c) to make amendments as the Subcommittee deems appropriate for recommendation to Council.
9. The officers recommend option (a) as officers believe that the proposed changes will make the bus stop safer for pedestrians to cross.

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. It is important to have good transport infrastructure and facilities that provide safe and secure access at all stages of the journey. This is especially crucial for people with impairments, as it can help remove barriers to the use of public transport. The more barriers that Council removes, the easier it becomes for people to choose public transport over private vehicles. This, in turn, will support efforts to reduce car dependency and carbon emissions.
12. The proposed changes are expected to increase the use of public transport and reduce greenhouse gas emissions.

Consultation

13. Consultation occurred between 8 March 2024 and 22 March 2024, with feedback only received from the Northern Ward Councillor (refer to point 7 above).
14. 100 letters were distributed to properties and businesses within a 100m radius. Stationary vehicles outside Pomare Train station also received a letter under the windscreen wiper to advise drivers of the consultation.
15. A copy of the consultation letter is attached as Appendix 2 to the report.

Legal Considerations

16. The proposed changes in 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 and Road Marking budget for the 2024/ 25 financial year.

Appendices

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Author: Arun Joy
Roading Engineer

Reviewed By: Evandro Scherer
Transport Engineer Manager

Reviewed By: Andrea Mitchell
Business Manager

Approved By: Jon Kingsbury
Director Economy & Development

22 March 2024

Report no: TSC2024/2/78

Changes to parking time restrictions adjacent to 35 Bouverie Street, Petone

Purpose of Report

1. The purpose of this report is to seek approval of the proposed changes to parking time restrictions adjacent to 35 Bouverie Street, Petone.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the implementation of 11x "P120" time-limited parking adjacent to 35 Bouverie Street, Petone, as attached as Appendix 1 to the report;
- (3) 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
- (4) notes that these parking restrictions will take effect once the appropriate signage and /or road markings have been installed.

For the reason that the new timed restrictions will improve the turnover of vehicles which will ultimately benefit the businesses adjacent and provide opportunities for customers to find parking easily.

Background

2. Officers have received a request from a business owner to install time-restricted parking spaces on Bouverie Street to service the new retail development adjacent to the current unrestricted parking spaces.

Discussion

3. Officers have assessed this request and find it a reasonable request to progress.
4. The site is in a commercial zone where there is an expectation for some of the parking to be time-restricted. This will provide parking spaces for customers and business visitors as many of the parking spaces are occupied for longer times by staff.

5. The proposal does not include marking individual parking spaces due to enforcement implications. Parking officers can only enforce individual parking spaces, such as CBD areas, where metered parking machines are installed.

Options

6. The Subcommittee has three options to consider regarding the proposed changes to parking time restrictions, which are as follows:
 - a) keep the existing layout unchanged;
 - b) approve time restrictions as shown in Appendix 1 attached to the report; OR
 - c) make amendments as the Subcommittee sees fit for recommendation to Council.
7. The officers recommend option (b) as it will increase parking turnover for businesses along Bouverie Street.
8. Options (a) and (c) are not recommended as they would cause difficulty for the public in finding car parks that staff will already utilise.

Climate Change Impact and Considerations

9. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
10. The decision may indirectly positively affect climate change as the availability of these parking spaces will negate the need for drivers to circle the streets searching for an available parking space.

Consultation

11. Consultation occurred between 24 January 2024 and 6 February 2024; no feedback was received.
12. The Petone Community Board, at its meeting on 15 April 2024, endorsed the recommendations.
13. A copy of the consultation letter is attached as Appendix 2 to the report.
14. A total of 35 letters were delivered in a radius of approximately 100m to the nearby properties/businesses. All new housing developments were also included in the consultation letter drop.

Legal Considerations

15. 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

16. The proposal will be covered under the Signage and Road marking budget allocated in the 2024/25 budget.

Appendices

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Author: Amin Shahin
Traffic Engineer - Contractor

Author: Rogan Murugadhas
Traffic Engineer

Reviewed By: Evandro Scherer
Transport Engineer Manager

Reviewed By: Andrea Mitchell
Business Manager

Approved By: Jon Kingsbury
Director Economy & Development

26 March 2024

Report no: TSC2024/2/49

Maru Streets for People

Purpose of the Report

1. Maru Streets for People is a temporary safety and accessibility improvement project for the road network in Wainuiomata.
2. This report is an update on the progress of the project.

Recommendation

That the report be received and noted.

Background

3. This is a Streets for People project involving significant engagement from the local community in a co-design approach. Funding is 90% covered by Waka Kotahi, with the remaining 10% funded by Council.
4. The project started in July 2022 and will be completed by June 2024.
5. The project site includes three schools, accessed by narrow roads that cannot safely accommodate the traffic volumes and parking demand while allowing safe access for local residents.
6. Under the 2022 Land Transport Rule for setting speed limits, the streets in this neighbourhood must have 30km/h speed limits, and to help enforce this slower speed limit, the roading infrastructure should change.
7. Children currently access the schools in this neighbourhood predominantly by private car. Due to high traffic volumes, some children may feel the road is unsafe for walking and cycling to school.
8. This area has a growing housing density, and the number of children attending adjacent schools is growing, resulting in increasing and unsustainable traffic demand on the adjacent local streets.

Scope of project

9. The project involves only semi-permanent works, i.e., paint and rubber roading assets. This is to enable the possibility of removing the assets if they do not work effectively after installation.
10. Road assets installed include raised courtesy crossings adjacent to pedestrian laneways, chicanes, planter boxes, kerb build-outs (intersection narrowing), parking restrictions, seating and road art. These assets are installed to mitigate safety risks, encourage transport modal choice, and improve accessibility.

Works completed to date.

11. Physical works were complete at the time of preparing this report. This includes the installation of all roading assets.
12. The project team conducted post-construction surveys with local residents, teachers, and students' parents at the local schools. The surveys sought feedback on the effectiveness of the project and what further improvements could be made.

Next activities

13. We will provide a verbal update on the project to the Wainuiomata Community Board at its meeting on Wednesday 17 April 2024. The content will be consistent with this update, and we will be available to answer questions from the community board.
14. The public surveys are currently being assessed and analysed. We will use this survey to understand key trends from the local community on what has worked well and what works require further adaption.
15. Initial feedback is generally positive, and some suggestions for improvements include requests for additional parking wardens to enforce the new parking restrictions. A full report on the survey will be available in June 2024.
16. The project team will complete a report by the end of June 2024 identifying lessons learned from the project. We will prepare a report to the traffic subcommittee at that stage, with a plan for the longevity of the assets and what is planned moving forward.
17. The transport team will continue to monitor and assess the effectiveness of the project under this semi-permanent design.
18. An ongoing project review will likely feed into a future activity. Council could turn these semi-permanent aspects of the project into a fully-permanent design, for example widened footpaths.

Financial status

19. The officers have \$32,000 available for adaption works and surveys when writing this report.

Conclusion

20. The physical works for initial construction are complete. However, the project remains ongoing until June 2024.

Appendices

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Author: Andrew Rowe
Project Manager

Reviewed By: Rona Lemalu
Project Delivery Manager

Reviewed By: Andrea Mitchell
Business Manager

Approved By: Jon Kingsbury
Director Economy & Development

TO: Chair and Members
Traffic Subcommittee

FROM: Vanessa Gilmour

DATE: 10 April 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 consider 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.

Appendices

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Author: Vanessa Gilmour, Democracy Advisor

Reviewed By: Kate Glanville, Senior Democracy Advisor

Approved By: Kathryn Stannard, Head of Democratic Services

