



## KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

19 June 2024

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

**Wednesday 26 June 2024 commencing at 2:00 pm**

The meeting will be livestreamed on Council's YouTube 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](http://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

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

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## 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  
Wednesday 26 June 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

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 - 25 July 2024

- a) Broken Yellow Lines - No Stopping At All Times - NZTA, Waka Kotahi - Hebden Crescent, Kelson

Report No. TSC2024/3/147 by the Roading Engineer

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#### CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed"

- b) Broken Yellow Lines - No Stopping At All Times - High Street, Boulcott and Brook Street, Waiwhetū

Report No. TSC2024/3/148 by the Traffic Engineer 18

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed"

- c) Oxford Terrace Intersections (Mitchell and Copeland Streets) - Proposed Broken Yellow Lines

Report No. TSC2024/3/149 by the Traffic Engineer 34

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed"

- d) Proposed Time Limited Parking - Sherwood Street, Hutt Central, Stokes Valley Road, Stokes Valley and Cuba Street, Alicetown

Report No. TSC2024/3/150 by the Transport Engineer 42

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed"

6. INFORMATION ITEM

Traffic Subcommittee Forward Programme 2024

Memorandum dated 4 June 2024 by the Democracy Advisor 59

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!

Unuhia!

Unuhia i te uru-tapu-nui

Kia wātea, kia māmā

Te ngākau, te tinana,

te wairua i te ara takatū

Koia rā e Rongo

whakairihia ake ki runga

Kia wātea, kia wātea!

Ae rā, kua wātea!

Hau, pai mārire.

Release us from the supreme

sacredness of our tasks

To be clear and free

in heart, body and soul in our

continuing journey

Oh Rongo, raise these words up

high so that we be cleansed and

be free,

Yes indeed, we are free!

Good and peaceful

Vanessa Gilmour

**DEMOCRACY ADVISOR**

04 April 2024

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Report no: TSC2024/3/147

## **Broken Yellow Lines - No Stopping At All Times - NZTA, Waka Kotahi - Hebden Crescent, Kelson**

### **Purpose of Report**

1. The purpose of the report is to seek approval for the proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' to improve the safety for road users who travel along Hebden Crescent and State Highway 2 (SH2) and the closure of the southernmost SH2/Hebden Crescent junction.
2. Note that these safety improvements are led by NZ Transport Agency (NZTA) Waka Kotahi, with support from Council.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of Broken Yellow Lines (BYLs) 'No Stopping - At All Times' parking restrictions along the proposed cul-de-sac area at the intersection of Hebden Crescent with State Highway 2 (SH2), attached as Appendix 1 to the report;
- (3) approves the installation of BYLs 'No Stopping - At All Times' within the turnaround facilities on Hebden Crescent - approximately 60m north of the intersection of Hebden Crescent with SH2, attached as Appendix 2 to the report;
- (4) 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
- (5) notes that these parking restrictions will take effect once the appropriate road markings have been approved.

These recommendations support Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

## **Background**

3. NZTA Waka Kotahi is implementing safety improvements as part of the SH2 Hutt Valley Project. These works include BYLs at the intersection of Hebden Crescent with SH2 and at the turning area located approximately 60m north of this intersection, noting the physical road closure detailed in the point below.
4. The physical road closure of the southernmost SH2/Hebden Crescent and removal of right turn movement from SH2/Hebden Crescent is outside of the scope of this proposal. These changes will be included for approval in a separate report to be presented to the Infrastructure and Regulatory Committee, on 11 July 2024.
5. Council officers requested NZTA Waka Kotahi to pre-engage with the community, consult with affected parties and prepare the Traffic Resolution Report so that the changes can be effectively implemented.

## **Discussion**

### **Hebden Crescent/SH2 intersection**

6. Included in the design are BYLs on both sides of the section of Hebden Crescent between SH2 and Hebden Crescent at the southernmost intersection next to the business located at 334 Hebden Crescent, Kelson.
7. BYLs were incorporated into the intersection closure design to address concerns regarding potential limitations on vehicle turnaround space caused by any vehicle parking at the end of Hebden Crescent, as well as potential impacts on vehicles accessing neighbouring businesses.

### **Hebden Crescent (turn around area, approximately 60m north of Hebden Crescent/SH2 intersection)**

8. The design of the safety improvements at the SH2/Hebden Crescent intersection near Liverton Road, Kelson, includes construction of a turnaround area directly accessible from Hebden Crescent. This addition stemmed from feedback received by NZTA Waka Kotahi from local residents, who raised concerns regarding the difficulty of executing a right-hand turn from Hebden Crescent onto Liverton Road.
9. The inclusion of BYLs in the turnaround area design aims to mitigate concerns about potential misuse of the area for parking truck trailers.
10. The incorporation of the turnaround area and BYLs into the SH2/Hebden Crescent design addresses concerns raised by residents to NZTA Waka Kotahi. With the completion of the project, vehicles previously travelling from the north along SH2 will now be directed down Hebden Crescent from the SH2/58 interchange. Residents expressed apprehension that the right-hand turn from Hebden Crescent into Liverton Road would be too tight for larger vehicles.

11. The inclusion of BYLs along the shoulder of Hebden Crescent, opposite the Liverton Road intersection aims to mitigate concerns about vehicles parking in the shoulder area obstructing right turns into Liverton Road. This addition follows concerns raised by residents of Liverton Road during the initial engagement for the safety improvements at the SH2/Hebden Crescent intersection.
12. The BYLs are included in the broader scope of works funded and carried out by NZTA Waka Kotahi to close this intersection.

### **Options**

13. The options are:
  - a) make recommendations to approve the proposed changes to the parking restrictions;
  - b) make recommendations to reject the proposed changes to these parking restrictions; or
  - c) make amendments to the proposed changes to these parking restrictions;
14. Officers recommend option (a) to ensure the turnaround areas remain free of parked vehicles. Option (b) may hinder vehicles requiring a turnaround along this section of Hebden Crescent.

### **Climate Change Impact and Considerations**

15. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
16. The matters were assessed as neutral in relation to the climate change strategic priority under the current Government Policy Statement (GPS) by NZTA Waka Kotahi.

### **Engagement & Consultation**

17. In November 2023 (prior to the formal process of consultation), NZTA Waka Kotahi engaged with residents regarding the proposed safety improvements.
18. During the engagement stage, local residents expressed opposition to the proposed changes at the Hebden Crescent/SH2 intersection, particularly regarding the removal of the right turning movement and detour traffic routes, citing concerns about inconvenience. The agency responded to the affected parties with an explanation of the safety reasons behind the proposal. No considerable changes were made to the plans from engagement to the consultation stage.
19. The outcome of the consultation is provided below (items 20 to 24). A webpage of the project was provided to the public with more details of the proposal:

<https://www.nzta.govt.nz/projects/sh2-hutt-valley-and-remutaka/>



### **Hebden Crescent/SH2 intersection**

20. Consultation on these proposed traffic resolutions occurred between 7 May to 21 May 2024, with letters delivered to businesses within a radius of 100m as specified by the Hutt City Council traffic resolution process. One business was unable to be letter dropped as a letter box could not be found and it was inaccessible.
21. No feedback has been received.
22. A copy of the consultation letter is attached as Appendix 3 to the report.

### **Hebden Crescent (turn around area, approximately 60m of Hebden Crescent/SH2 intersection)**

23. Consultation occurred between 7 May to 21 May 2024, with letters delivered to residents within a radius of 100m as specified by the Hutt City Council traffic resolution process. One residence was unable to be letter dropped as the letterbox could not be found and it was inaccessible.
24. No feedback was received within the consultation period. One resident, outside of the 100m radius and outside of the consultation period, expressed their opinion, that the standard traffic resolution consultation process overlooks specific situations, particularly concerning those, like Liverton Road residents, for whom an effective turnabout bay is crucial. They emphasised their strong support for enforceable parking control markings on the turnaround bay.
25. A copy of the consultation letter is attached as Appendix 4 to the report.

### **Legal Considerations**

26. 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**

27. Work will be funded by NZTA Waka Kotahi as part of the planned closure of the SH2/Hebden Crescent intersection.

### **Appendices**

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**Reviewed By:** Andrea Mitchell  
Business Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development

















31 May 2024

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Report no: TSC2024/3/148

## **Broken Yellow Lines - No Stopping At All Times - High Street, Boulcott and Brook Street, Waiwhetū**

### **Purpose of Report**

1. The purpose of this report is to seek approval of the proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' parking restrictions to improve the safety for road users of Hutt City.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' parking restrictions outside 799 High Street, Boulcott, attached as Appendix 1 to the report;
- (3) approves the installation of BYLS - 'No Stopping At All Times' parking restrictions on High Street, Boulcott:
  - a) outside 746 High Street;
  - b) between 779 and 781 High Street; and
  - c) outside 781A High Street attached as Appendix 3 to the report;
- (4) approves the installation of various BYLs 'No Stopping At All Times' parking restrictions on Brook Street, Waiwhetū, between Grenville Street and Guthrie Street, attached as Appendix 5 to the report;
- (5) approves the installation of a "Give Way" control at the intersection of Brook Street and Grenville Street, attached as Appendix 5 to the report;
- (6) 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
- (7) notes that these parking restrictions will take effect once the appropriate road markings have been approved.

These recommendations are in support with the Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

## **Background**

### **799 High Street, Boulcott**

2. Council received a request from the public to improve the intersection visibility for drivers exiting Kingston Street, turning onto High Street.
3. When drivers are waiting to turn right at the intersection, visibility is obstructed due to parked vehicles outside 799 High Street.
4. Drivers attempt to turn onto the road without having clear visibility of oncoming cars from High Street, which is a road with high traffic volumes.

### **781 High Street, Boulcott**

5. Council received a request from the public about limited visibility for pedestrians crossing the road with the current pedestrian crossing layout outside 781 High Street.
6. The crossing is highly utilised by pedestrians, particularly school children at peak times. This factor, associated with the high traffic volumes along High Street, indicates the need for further safety improvements to be considered.

### **Brook Street, Waiwhetū**

7. Council has received several requests from the residents of Brook Street regarding vehicle accessibility along this street.
8. Brook Street has a narrow road and due to housing intensification, traffic volumes have increased. With an increase of residents parking on the road, reports of vehicle accessibility issues have also risen.

## **Discussion**

### **799 High Street, Boulcott**

9. To mitigate the risk of a major crash at the intersection of Kingston Street, Council engineers have reviewed sight distances at the intersection and are proposing the installation of BYLs - 'No Stopping At All Times'.
10. It is proposed by investigating officers to install 10.8m of BYLs to increase driver visibility.

### **781 High Street, Boulcott**

11. An engineering investigation was undertaken. It was identified that parked vehicles on the approaches of the crossing obstruct the view of pedestrians. Therefore, visibility checks were undertaken, and the result indicated the need for BYLs.

12. The proposed BYLs will mitigate the risk of a potential crash associated with a lack of visibility. It is proposed that BYLs be approved outside 746 and from 779 to 771A.

### **Brook Street, Waiwhetū**

13. An engineering investigation was undertaken. It was identified that Brook Street has a road width which varies from 6.3m to 6.6m at certain sections of the street. These widths are insufficient, as narrow roads can hinder emergency vehicles from safely accessing a property.
14. During the site visit, it was noted that a new house development is being built between properties 15 and 19. Officers have checked the approved plans for these properties and advise that BYLs will not be required outside the new properties as vehicle accessibility will not be compromised.
15. To mitigate the lack of vehicle accessibility, officers recommend BYLs to be installed in a staggered manner along Brook Street, attached as Appendix 5 to the report. The staggered road markings are designed to prevent an increase in speeding, which commonly occurs on roads with long sections of BYLs.
16. During the investigation of the BYLs along Brook Street, officers identified that the intersection of Brook Street and Grenville Street lacks priority control. Therefore, a "Give-Way" control was included in the proposal, attached as Appendix 5 to the report.
17. During consultation, feedback was received by a resident who supported the overall proposal but opposed the installation of the "Give Way" control, citing no perceived issues with exiting the existing intersection. In response, officers explained of the future intention to propose "Give Way" signs at similar intersections to enhance safety and ensure consistency throughout the network. They also noted that installing "Give Way" signs would help reduce the likelihood of crashes.

### **Options**

18. The options include:
  - a) make recommendations to approve the proposed changes to the parking restrictions;
  - b) make recommendations to reject the proposed changes to these parking restrictions; or
  - c) make amendments as the Subcommittee sees appropriate for recommendation to Council.
19. Officers recommend option (a) as the proposed changes will improve the required road safety for the community.
20. Options (b) and (c) are not recommended as this will not improve road user safety and accessibility for emergency vehicles.

**Climate Change Impact and Considerations**

21. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
22. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

**Consultation****799 High Street, Boulcott**

23. Consultation occurred between 26 March 2024 to 9 April 2024, with letters delivered to directly affected residents.
24. No feedback has been received.
25. A copy of the consultation letter is attached as Appendix 2 to the report.

**781 High Street, Boulcott**

26. Consultation occurred between 7 to 21 May 2024. A total of 40 letters were delivered to directly affected residents. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site.
27. No feedback has been received.
28. A copy of the consultation letter is attached as Appendix 4 to the report.

**Brook Street, Waiwhetū**

29. Consultation occurred between 7 to 21 May 2024. A total of 40 letters were delivered to directly affected residents. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site.
30. One resident provided positive feedback supporting the proposal and as part of this feedback requested the installation of BYLs outside of their driveway. Officers responded that, in accordance with Council procedures, residents should initially contact the parking enforcement team. The installation of BYLs may be considered in the future if the issue persisted.
31. Another resident provided positive feedback and supported the change but requested that the BYL restrictions be kept on only one side of the road for better traffic flow. Officers responded that removing the lines on the northern side would reduce parking by about 20% more than the current proposal, which is not feasible given the high parking demand. Additionally, lines on only one side of the street could encourage speeding. The proposed staggered yellow lines will help calm traffic and improve safety and accessibility on the street.
32. A copy of the consultation letter is attached as Appendix 6 to the report.

### Legal Considerations

33. 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

34. These changes will be funded from Council's existing road-marking and signage budget for the 2024/25 financial year.

### Appendices

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Business Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development



























17 May 2024

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Report no: TSC2024/3/149

## **Oxford Terrace Intersections (Mitchell and Copeland Streets) - Proposed Broken Yellow Lines**

### **Purpose of Report**

1. To seek approval for installing Broken Yellow Lines (BYLs) 'No Stopping - At All Times' at the intersections of, Mitchell Street and Copeland Street along Oxford Terrace, to improve visibility for pedestrians crossing and for drivers turning.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the Broken Yellow Lines (BYLs) 'No Stopping - At All Times' at the intersections of Mitchell and Copeland Streets along Oxford Terrace, 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 BYLs will be installed after Council approval, as part of ongoing kerb extension works.

For the reason that the installation of the proposed BYLs will enhance safety at these intersections.

### **Background**

2. Oxford Terrace/Mitchell Street and Oxford Terrace/Copeland Street (the intersections) are located on either side of the subway leading to the Epuni Station. Currently situated between the two intersections are a Laundromat, Pharmacy, Community Hall, Vet Clinic and a takeaway.

3. This project was identified as a low-cost, low-risk improvement to be delivered during the National Land Transport Plan (NLTP) 21-24 period, under the umbrella of accessibility improvements.
4. Officer investigations found the intersections were very wide, enabling cars to perform high-speed turns, posing challenges for safe pedestrian crossing.

### **Discussion**

5. Officers conducted on-site investigations to assess pedestrian and vehicle turning movements. Officers collaborated with engineers to develop design plans for kerb extensions and splitter islands.
6. Visibility assessments were conducted at both intersections to ensure that pedestrians crossings the street and drivers turning into the intersections would have sufficient sightlines.
7. A BYLs plan was developed after the visibility assessment to outline areas where parking will be restricted. This plan will prevent any, or further obstructions for pedestrians and drivers and maintain optimal visibility.
8. Public consultation was conducted on the BYLs plan to gather feedback from residents likely to be affected by the parking restrictions. The plan was further revised to minimise parking losses on Mitchell Street, see Appendix 1 attached to the report.

### **Options**

9. The options include:
  - a) approve the proposed BYLs as shown in Appendix 1; OR
  - b) reject the proposed BYLs as shown in Appendix 1.
10. Officers recommend option (a) as the proposed changes will improve pedestrian accessibility and contribute to safer vehicle turning speeds.

### **Climate Change Impact and Considerations**

11. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
12. The BYL plan for the intersections, incorporating kerb extensions and splitter islands, aims to encourage a shift towards active modes of transport, particularly walking and enhancing accessibility. This initiative also seeks to reduce carbon emissions. Supporting this decision will not contribute to an increase of greenhouse gas emissions and will remain unaffected by climate related shifts.

### **Consultation**

13. Consultation was conducted from 8-20 May 2024 on proposed BYLs at Oxford Terrace/Mitchell Street and Oxford Terrace/Copeland Street intersections. The consultation letter is attached as Appendix 2 to the report.

14. Two responses were received expressing concerns about limited parking on Mitchell Street, near the new Kainga Ora development. The responses mentioned the high demand for on-street parking due to the new development, the Church and the Community Hall, attached as Appendix 3 to the report.
15. In response to the feedback regarding parking concerns, the original proposed BYL plan has been revised to ensure no parking loss on Mitchell Street, attached as Appendix 1 to the report.
16. This revision balances the needs of residents for parking with the safety requirement of maintaining visibility at the crossing points.
17. The revised plan has been shared with the two residents who provided feedback, giving assurance that there will be no loss of parking on Mitchell Street through this project.

### Legal Considerations

18. These restrictions are made in accordance with 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

19. These changes will be funded from Council's existing Oxford Terrace Kerb Extensions project under the NLTP 21-24 budget.

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**Author:** Anita Manda, Traffic Engineer

**Reviewed By:** Rona Lemalu, Project Delivery Manager

**Reviewed By:** Andrea Mitchell, Business Manager

**Reviewed By:** Paul Hewitt, Head of Transport

**Approved By:** Jon Kingsbury, Director Economy & Development













21 May 2024

Report no: TSC2024/3/150

## Proposed Time Limited Parking - Sherwood Street, Hutt Central, Stokes Valley Road, Stokes Valley and Cuba Street, Alicetown

### Purpose of Report

1. The purpose of this report is to seek approval for the following Time-Limited parking restrictions at various locations within Hutt City:
  - a) Sherwood Street, Hutt Central: to convert current P120 parking to P180 duration (from 9:00am to 3:00pm, Monday to Friday) along the southern side of the road, from the intersection of Hautana Street / Sherwood Street to 20 Sherwood Street;
  - b) Stokes Valley Road, Stokes Valley: P15 (At All Times) outside 351 Stokes Valley Road; and
  - c) Cuba Street, Alicetown (Alicetown Shopping Centre): Time-Limited parking, standard hours (from 8:00am to 6:00pm, Monday to Friday) along the section of the road between 419 and 429 Cuba Street.

### Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the time extension to 11 x P180 Time-Limited Parking (from 9:00am to 3:00pm, Monday to Friday) along the southern side of the road, from the intersection of Hautana Street / Sherwood Street to 20 Sherwood Street, attached as Appendix 1 to the report;
- (3) approves the installation of one P15 (At All Times) Time-Limited Parking outside 351 Stokes Valley Road attached as Appendix 3 to the report;

- (4) approves the installation of various Time-Limited Parking, standard hours (from 8:00am to 6:00pm, Monday to Sunday) on Cuba Street, Alicetown;
  - a) four P10 between 425 and 429 Cuba Street;
  - b) three P60 between 426 and 432 Cuba Street;
  - c) one P60 outside 419 Cuba Street; and
  - d) three P15 Time-Limited parking between 424 and 426 attached as Appendix 5 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 this recommendation; and
- (6) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this resolution have been installed.

These recommendations support Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

## **Background**

### **Sherwood Street, Hutt Central**

2. Council received a request from Sacred Heart College to improve long-term parking in the surrounding area of the school.
3. The current parking configuration in the vicinity of Sacred Heart College is composed of a mix of paid parking, P120 Time-Limited and unrestricted parking. Most teachers opt for the use of P120 parking which is inconsistent with their teaching periods.
4. According to Sacred Heart College, the time taken for teachers to vacate the P120 parking is insufficient, creating a problem as they do not have enough time between breaks.
5. Council engineers met with Sacred Heart College staff and agreed to the proposal to convert the existing parking configuration on the southern side of Sherwood Street from P120 to P180, effective from 9:00am to 3:00pm, Monday to Friday.
6. Note 1: A preliminary investigation revealed that the traffic resolution for the existing P120 parking on Sherwood Street was intended for Sacred Heart College staff. Therefore, the proposed change to P180 will serve the same group.
7. Note 2: Parking on the northern side of Sherwood Street will remain unrestricted to accommodate the parking needs for residents living on this road.

### **351 Stokes Valley Road, Stokes Valley**

8. Council received a request from a small business (a takeaway shop) located at 351 Stokes Valley Road to consider parking changes that would benefit customers by promoting parking turnover.
9. The current parking restriction outside the takeaway shop is unrestricted. Implementing a parking restriction would enhance business well-being and reduce walking distances for elderly customers.
10. Council officers recommend the operating hours to be 'At All Times' as the shop owner has high customer demand at nighttime and on weekends.

### **Cuba Street, Alicetown (Alicetown Shopping Centre)**

11. Council received public complaints from shop owners of the Alicetown shopping area regarding the current parking on Cuba Street, which they deemed unsuitable for their customers. Consequently, they requested an investigation into implementing Time-Limited parking.
12. Council parking officers have also reported various incidents of drivers parking illegally due to the lack of available parking.

## **Discussion**

### **Sherwood Street, Hutt Central**

13. Council initially consulted with the public on the Time-Limited parking changes on the southern side of Sherwood Street, between the intersection of Sherwood Street / Hautana Street to 22 Sherwood Street. During consultation, the resident of 22 Sherwood Street expressed opposition to the change.
14. The resident at 22 Sherwood Street noted that the parking outside their property is currently unrestricted. According to the resident, when the previous traffic resolutions were approved for the P120 parking configuration, the plan was to maintain unrestricted parking outside 22 Sherwood Street. The feedback was taken into consideration and officers removed the parking from the proposal. Refer to Appendix 1 attached to the report.
15. The resident's feedback was considered, resulting in an amended plan. The changes will now occur between the intersection of Sherwood Street and Hautana Street to property No. 20.

### **351 Stokes Valley Road, Stokes Valley**

16. The parking outside 351 Stokes Valley Road, currently a takeaway shop, is frequently occupied by residents or other vehicles for extended periods, preventing opportunities for the shop's customers to park nearby and access the business.

17. To support business well-being, officers recommend installing of a P15 Time-Limited parking outside 351 Stokes Valley Road. This will allow customers to park conveniently and mitigate the potential loss of revenue for the establishment.

### **Cuba Street, Alicetown (Alicetown Shopping Centre)**

18. Council's traffic team visited the site and reviewed the existing restrictions. Below are the proposed new restrictions:

- four P10 between 425 and 429 Cuba Street;
- three P60 between 426 and 432 Cuba Street;
- one P60 outside 419 Cuba Street; and
- three P15 Time-Limited parking between 424 and 426

19. The plans are attached as Appendix 5 to the report.

### **Options**

20. The options are to:

- a) keep the existing parking configuration, with no further changes;
- b) approve the proposed changes to the time restrictions above and as shown in Appendix 1, 3 and 5 attached to the report; OR
- c) make amendments as the subcommittee sees appropriate for recommendations to Council.

21. Officers recommend option (b) above as the proposed restrictions will better cater to the needs of the community. These changes will benefit businesses, improve parking hours for staff and residents in the vicinity, and facilitate higher parking turnover across the city.

22. Options (a) and (c) are not recommended given they will not improve parking demand in the area and may negatively impact local businesses.

### **Climate Change Impact and Considerations**

23. The matters addressed in this report have been considered in accordance with the Climate Change Considerations Guide.

24. 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**

### **Sherwood Street, Hutt Central**

25. Consultation took place between 7-21 May 2024. A total of 30 consultation letters were distributed to residents in the area and attached to cars parked on the street. Two negative responses were received regarding the conversion of the current P120 to P180 Time-Limited parking. Officers provided responses outlining the benefits of the proposal. Since then, no further responses have been received from residents.
26. The staff members of Sacred Heart College are supportive of the proposal.
27. A copy of the consultation letter is attached as Appendix 2 to the report.

### **P15 outside 351 Stokes Valley Road**

28. Consultation took place between 12-26 May 2024. A total of 20 consultation letters were distributed to residents in the area. One positive response was received regarding the conversion of the current unrestricted parking to P15 Time-Limited parking.
29. The owner of the takeaway establishment located at 351 Stokes Valley Road is supportive of the proposal.
30. No other submissions have been received.
31. A copy of the consultation letter is attached as Appendix 4 to the report.

### **Cuba Street, Alicetown (Alicetown Shopping Centre)**

32. Consultation took place between 12-26 May 2024. A total of 30 consultation letters were distributed to businesses in the area.
33. No submissions have been received.
34. A copy of the consultation letter is attached as Appendix 6 to the report.
35. To ensure consistency with parking regulations across Hutt City, officers recommend changing the initial consultation hours of 8:00am to 6:00pm to 9:00am to 5:00pm. Council officers will notify all relevant parties of this adjustment.

## **Legal Considerations**

36. 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**

37. 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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**TO:** Chair and Members  
Traffic Subcommittee

**FROM:** Vanessa Gilmour

**DATE:** 04 June 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.

### Appendices

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## Traffic Subcommittee Work Programme 2024

Description	Team	Cycle 4 29 August 2024	Cycle 5 7 November 2024	Pending
Traffic Subcommittee Work Programme	Democracy Advisor	✓	✓	
Bus Stops <i>(New bus stops outside and opposite 35 Fitzherbert Road, Wainuiomata)</i>	Transport	✓		
Maru Streets for People	Transport	✓		
Wayfinding	Transport	✓		
Broken Yellow Lines (BYLs) No Stopping At All Times Under Traffic Resolution	Transport	✓		
Broken Yellow Lines (BYLs) Under Road User Rule	Transport	✓		
The Beltway	Transport	✓		
Work Matrix	Transport	✓		
Petone Paid Parking	Transport	✓		
Pedestrian Crossings	Transport			✓
Streetlight/LED upgrade programme	Transport			✓
Micro mobility - Jackson to Esplanade	Transport			✓
Micro mobility - Stokes Valley	Transport			✓
Bus Stops - <i>Greater Wellington Regional Council</i>	Transport			✓