



## KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

22 August 2024

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

**Thursday 29 August 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.

## 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 29 August 2024 commencing at 2:00 pm.

### 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. PETITION

###### Petition - Pedestrian Safety on Wai-iti Crescent, Woburn

Report No. TSC2024/4/90 by the Democracy Advisor

7

##### 5. 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.

6. **RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL - 1 October 2024**

- a) Proposed Paid Parking in Petone

Report No. TSC2024/4/224 by the Traffic Engineer 19

**CHAIR'S RECOMMENDATION:**

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

- b) Proposed Time Limited Parking - 7A and 6 Britannia Street, Petone

Report No. TSC2024/4/229 by the Traffic Engineer 27

**CHAIR'S RECOMMENDATION:**

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

- c) Proposed Time Limited Parking - High Street, Boulcott

Report No. TSC2024/4/228 by the Traffic Engineer 34

**CHAIR'S RECOMMENDATION:**

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

- d) Proposed Time Limited Parking - 79 Marsden Street, Melling (Little Footprints Childcare Centre)

Report No. TSC2024/4/230 by the Roading Engineer 42

**CHAIR'S RECOMMENDATION:**

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

- e) Proposed Parking Configuration - Wainuiomata High School

Report No. TSC2024/4/225 by the Roading Engineer 49

**CHAIR'S RECOMMENDATION:**

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

- f) Proposed Parking Changes - Naenae Pool, Everest Avenue, Naenae

Report No. TSC2024/4/226 by the Project Manager (Naenae) 56

**CHAIR'S RECOMMENDATION:**

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

- g) Proposed New Carpark Layout - Dowse Museum, Stevens Grove, Hutt Central

Report No. TSC2024/4/227 by the Traffic Engineer 96

CHAIR'S RECOMMENDATION:

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

- h) Formalising the Beltway Cycleway Corridor (as-built)

Report No. TSC2024/4/218 by the Traffic Engineer 103

CHAIR'S RECOMMENDATION:

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

- i) Broken Yellow Lines - No Stopping At All Times, Orongorongo Terrace, Wainuiomata

Report No. TSC2024/4/219 by the Roading Engineer 158

CHAIR'S RECOMMENDATION:

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

- j) Broken Yellow Lines - No Stopping At All Times - Thomson Grove, Stokes Valley

Report No. TSC2024/4/221 by the Traffic Engineer 164

CHAIR'S RECOMMENDATION:

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

- k) Broken Yellow Lines - No Stopping At All Times, Ariki Street and Ropata Crescent Intersection, Boulcott

Report No. TSC2024/4/222 by the Roading Engineer 171

CHAIR'S RECOMMENDATION:

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

- l) Broken Yellow Lines - No Stopping At All Times - Timaru Grove, Kelson

Report No. TSC2024/4/223 by the Traffic Engineer 177

CHAIR'S RECOMMENDATION:

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

7. **INFORMATION ITEM**

**Traffic Subcommittee Forward Programme 2024 and Status Update of Approved Traffic Resolutions 2023/24**

Memorandum dated 6 August 2024 by the Democracy Advisor

184

**CHAIR'S RECOMMENDATION:**

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

8. **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.

9. **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
Koia rā e Rongo	high so that we be cleansed and be
whakairihia ake ki runga	free,
Kia wātea, kia wātea!	Yes indeed, we are free!
Ae rā, kua wātea!	Good and peaceful
Hau, pai mārire.	

Vanessa Gilmour  
DEMOCRACY ADVISOR

22 August 2024

---

Report no: TSC2024/4/90

## **Petition - Pedestrian Safety on Wai-iti Crescent, Woburn**

---

### **Purpose of the Report**

1. The report aims to address a petition from Woburn Masonic Village residents. The petition concerns pedestrian safety on Wai-iti Crescent, attached as Appendix 1 to the report.

### **Recommendations**

That the Subcommittee:

- (1) notes that the petition on pedestrian safety on Wai-iti Crescent, Woburn, exceeds the 150-word limit specified under Council's Standing Order 18.1;
- (2) approves the acceptance of the petition attached as Appendix 1 to the report;
- (3) extends its thanks to the petitioners; and
- (4) agrees to refer the petition to officers to inform their work in relation to pedestrian safety on Wai-iti Crescent, Woburn.

### **Background**

2. Under Council's Standing Order 18.1, petitions must contain at least 20 signatures and consist of fewer than 150 words (not including signatures). They must be received by the Chief Executive at least seven working days before the meeting at which they will be presented.
3. The petition was received on 1 August 2024 and has a total of 43 signatures. It currently contains approximately 218 words.

### **Reason for the Petition**

4. Many residents of Woburn Masonic Village have mobility, vision, and hearing impairments and have been advised that walking is an important exercise for their age group. The petitioners would like to discuss the safety measures they believe are necessary on Wai-iti Crescent.

5. The petitioners are asking for the following:
- (a) safety of the Wai-iti Crescent-Woburn Road crossing for elderly people with mobility or visual issues.
  - (b) need for a pedestrian crossing on Wai-iti Crescent at a location between Woburn Road and 61 Wai-iti Crescent.
  - (c) need for signage and traffic calming measures to improve pedestrian and vehicle safety in the vicinity of 61-65 Wai-iti Crescent.

**Officer's Response**

6. Officers will review the petition and provide a report on any potential safety improvements at the Traffic Subcommittee meeting on 7 November 2024.

**Appendices**

No.	Title	Page
1 <a href="#">↓</a>	Appendix 1 - Petition from residents of Woburn Masonic Village	9

**Author:** Vanessa Gilmour  
Democracy Advisor

**Approved By:** Kathryn Stannard  
Head of Democratic Services



## **Pedestrian safety on Wai-iti Crescent near Masonic Village**

We are residents of Woburn Masonic Village (61-65 Wai-iti Crescent) which provides independent living for over 100 people aged between 65-90+. Many of us have mobility, vision and hearing disabilities and we have strong medical advice that walking is a valuable exercise for people of our age.

Hutt Recreation Ground is the closest green space for us to visit and is a useful route to the CBD. To access it, the bus stops on Woburn Road or the Bellevue Gardens, requires us to cross Wai-iti Crescent.

Although there is a pedestrian crossing at the intersection of Wai-iti Crescent with Woburn Road, it is hazardous for us, particularly when moving from Woburn Road over to the Village side of Wai-iti Crescent, because it requires pedestrians to watch for vehicles turning into the Crescent from two directions. This results in pedestrians often jaywalking across Wai-iti Crescent between the Woburn intersection and our Village. Again, this is potentially hazardous as sight-lines are short.

We request that Traffic Dept engineers report on the following:

***Safety of the Wai-iti Crescent-Woburn Road crossing for elderly people with mobility or visual issues.***

***Need for a pedestrian crossing on Wai-iti Crescent at a location between Woburn Road and 61 Wai-iti Crescent.***

***Need for signage and traffic calming measures to improve pedestrian and vehicle safety in the vicinity of 61-65 Wai-iti Crescent.***

We wish to present this petition to a meeting of Council's Traffic Subcommittee.

George Scott

[REDACTED]  
[REDACTED]

(on behalf of petitioners)





















---

**Report no: TSC2024/4/224**

## **Proposed Paid Parking in Petone**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the implementation of:
  - a) a new HC2 paid parking zone in Petone, covering Jackson Street between Hutt Road and Cuba Street; and
  - b) at property 54 Richmond Street, Petone (Peel Carpark).
2. This proposal aligns with the existing paid parking zone in nearby Lower Hutt CBD, with HC2 designated as a short-term shopping area with hourly rates.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the implementation of a HC2 paid parking zone on Jackson Street, Petone, between Hutt Road and Cuba Street and within the Peel Carpark at 54 Richmond Street, Petone;
- (3) approves the following changes along Jackson Street, Petone between:
  - a) Hutt Road and Te Puni Street: convert all existing P30 and P120 parking spaces to 6x P120 paid parking spaces;
  - b) Te Puni Street and Gear Street: convert all existing unrestricted parking spaces; P60; P15 and P120 parking spaces to 40x P120 paid parking spaces;
  - c) Gear Street and Fitzherbert Street: convert all existing P60; P30; P10 to 31x P120 paid parking spaces and convert the existing P5 loading zone to P10 loading zone;
  - d) Fitzherbert Street and Nelson Street: convert all existing P60 parking spaces to 38x P120 paid parking spaces;
  - e) Nelson Street and Britannia Street: convert all existing P60 parking spaces to 50x paid parking spaces and convert the existing mobility parking spaces to 2x P120 mobility paid parking spaces;
  - f) Britannia Street and Buick Street: convert all existing P60 parking spaces to 38x paid parking spaces;

- g) Buick Street and Bolton Street: convert all existing P60 parking spaces to 20x paid parking spaces; and
  - h) Bolton Street and Cuba Street: convert all existing P30 and P60 parking spaces to 37x paid parking spaces;
- (4) approves the conversion of the existing P240 parking and mobility parking spaces to P120 paid parking within the Peel Carpark at 54 Richmond Street, Petone;
  - (5) approves the implementation of parking meters in the areas described in recommendations 3 and 4, with P120 signposted restrictions between 9:00am and 5:00pm, Monday - Sunday on Jackson Street, Petone (between Hutt Road and Cuba Street) and within the Peel Carpark at 54 Richmond Street, Petone;
  - (6) approves the 2024/25 paid parking charges to \$3.00 per hour;
  - (7) approves mobility parks in the above areas to be "At All Times";
  - (8) rescinds any previous resolutions (except for those affected resident/business owners with designated parking spaces) related to traffic controls under any bylaws that conflict with the traffic controls described in the recommendations;
  - (9) notes that the paid parking changes will not apply on public holidays; and
  - (10) notes that the changes will take effect from 1 October 2024.

### **Background**

3. Council adopted its Long-Term Plan (LTP), a 10-year strategy outlining goals for the city, on 27 June 2024. The adopted LTP includes the implementation of a new P120 paid parking zone on Jackson Street, Petone (between Hutt Road and Cuba Street) and within the Peel Carpark at 54 Richmond Street, Petone.
4. In the LTP, Council approved the operating hours for the new paid parking zone to be from 9:00am - 5:00pm, Monday - Sunday, with the exclusion of public holidays.
5. Since the adoption of the LTP, Council has been engaging with the Jackson Street Programme (JSP) and Petone Community Board (the Board) regarding the implementation of the changes to parking in Petone.
6. A map of the impacted section of Jackson Street, Petone and the Peel Carpark is included in Appendix 1 attached to the report.
7. The resolution from the Long Term Plan/Annual Plan Subcommittee meeting on 4 June 2024 endorsing the implementation is below:

**RECOMMENDED:** (Cr Briggs/Cr Edwards) **Minute No. LTPAP 24304 (3)**

*"That the Subcommittee recommends that Council approves for inclusion in the final Long Term Plan 2024-2034 the Petone Paid Parking option 1 being paid parking in Petone seven days per week, as outlined in Table 2 of the report."*

### **Discussion**

8. Proposed paid parking zones will be changed by resolution from the existing limits to P120. This will be consistent with CBD paid parking. Petone paid parking restrictions will be in effect from 9.00am - 5.00pm, seven days per week, with the exclusion of public holidays.
9. A breakdown of the changes to parking on Jackson Street, Petone and Peel Carpark is included in Appendix 2, attached to the report.
10. The conditions of existing loading zones and motorcycle parking spaces will remain unchanged with the introduction of paid parking.
11. The existing x8 P30 and x1 mobility park carparks located in front of the library and accessed from Britannia St are not changing as part of this proposal.
12. The paid parking revenue included in the LTP is inclusive of revenue generated from implementing the paid parking as outlined in the recommendations.
13. Engagement with JSP has been undertaken with the proposed changes to the parking restrictions.
14. Advertising for the implementation of paid parking in Petone will take place in September 2024, coinciding with the installation of parking meters. Changes to parking signage will be completed by the end of September 2024.
15. The implementation of paid parking in Petone will be advertised through the Hutt News, Council's website and social media.
16. Changes to parking will be effective from 1 October 2024.
17. A wider review of parking in Petone, including Jackson Street and side streets, is planned for the first half of 2025.

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

18. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
19. The decision will not increase greenhouse gas emissions and will not be affected by the changing climate.

### **Consultation**

20. Consultation on paid parking was conducted as part of the draft LTP, and no separate consultation was carried out by officers.
21. Since consultation for the 10-year plan, information about the upcoming parking charges has been updated on Council's website, including a breakdown of parking spaces in the affected area.
22. The information was sent to JSP and the Board before the changes were released on Council's website.

23. Below are the recommendations from the Petone Community Board at its meeting on 12 August 2024:

**RESOLVED:** (M Fisher/K Yung)

**Minute No. PCB 24404**

*“That the Board recommends that the Traffic Subcommittee approves mobility parks to be “At All Times” in the following areas: between Hutt Road and Te Puni Street; between Te Puni and Gear Streets; between Gear and Fitzherbert Streets; between Fitzherbert and Nelson Streets; between Nelson and Britannia Streets; between Britannia and Buick Streets; between Buick and Bolton Streets; between Bolton and Cuba Streets and Peel Carpark.”*

**RESOLVED:** (M Fisher/M Henderson)

**Minute No. PCB 24406**

*“That the Petone Community Board reiterates its opposition to the introduction of paid parking in Petone.”*

### Legal Considerations

24. Council’s approval is required to make the proposed parking enforceable in accordance with Hutt City Council’s Traffic Bylaw 2017.

### Financial Considerations

25. The required changes to signage and road markings for implementing the Petone paid parking will be funded from the existing Transport road-marking and signage budget for the 2024/25 financial year.
26. The cost for the supply and installation of 33 new solar-powered meters has an approved capital expenditure budget of \$335,000.

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1: Jackson Street Paid Parking Layout	23
<a href="#">2</a>	Appendix 2: Paid Parking Conditions	26

**Author:** Jojo Varghese, Traffic Engineer

**Author:** Evandro Scherer, Transport Engineering Manager

**Author:** Rogan Murugadhas, Traffic Engineer

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

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











16 August 2024

---

Report no: TSC2024/4/229

## Proposed Time Limited Parking - 7A and 6 Britannia Street, Petone

### Purpose of Report

1. The purpose of this report is to seek approval for:
  - a) implementing P10 time-limited parking restrictions (standard business hours: 8am - 6pm, Monday to Friday) outside 7A Britannia Street, Petone; and
  - b) formalising enforcement hours of an existing mobility park outside 6 Britannia Street, Petone.

### Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the report;
- (2) approves the installation of one P10 (standard business hours: 8am - 6pm, Monday to Friday) time-limited parking outside 7A Britannia Street, Petone attached as Appendix 1 to the report;
- (3) approves the change to the existing mobility parking outside 6 Britannia Street, Petone to operate 'At All Times';
- (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 this recommendation; and
- (5) 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

2. A request was received from the Council Parking Team to address repeated illegal parking by residents who drop off letters outside property 7A Britannia Street, Petone. The current parking configuration, including a section of Broken Yellow Lines (BYLs) near the NZ Post mailbox, contributes to this issue by allowing drivers to park illegally.

3. To address the issue and improve parking conditions, Council engineers recommend converting the BYLs to time-limited parking.
4. Council engineers also propose changing the operating hours of the Mobility Parking outside 6 Britannia Street, Petone to 'At All Times' instead of the current standard business hours.

### **Discussion**

5. Council engineers have assessed the site and recommend converting the restricted parking space to P10 parking. This change aims to address community needs and reduce the need for parking enforcement at this location.
6. The P10 change will be effective during standard business hours (8am - 6pm). The parking space will be unrestricted outside these hours.
7. The proposed parking restrictions will better meet the needs of NZ Post and the public, facilitating easier access to the mailbox while ensuring compliance with parking regulations.
8. The plans are attached as Appendix 1 to the report.

### **Options**

9. 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 attached to the report; or
  - c) make amendments as the subcommittee sees appropriate for recommendations to Council.
10. Officers recommend option (b) above, as the proposed restrictions will better serve the community's needs. These changes are expected to benefit businesses, improve parking for staff and residents in the area, and enhance parking turnover.
11. Options (a) and (c) are not recommended, as they are unlikely to address parking demand effectively and may negatively impact on local businesses.

### **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 took place from 4 July - 23 July 2024. The public consultation covered a catchment area with an appropriate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to the report.

15. A total of 31 letters were delivered to directly affected residents and businesses within the catchment area, which includes Britannia Street between Jackson Street and Kirks Avenue. No submissions have been received.
16. The Petone Community Board at its meeting on 12 August 2024 endorsed the recommendations.

### Legal Considerations

17. 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

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

### Appendices

No.	Title	Page
1↓	Appendix 1: Proposed P10 (standard hours) time Restriction Parking - Britannia Street Plan	30
2↓	Appendix 2: Britannia Street consultation letter	31

**Author:** Jojo Varghese  
Traffic Engineer

**Author:** Evandro Scherer  
Transport Engineering Manager

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

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











---

Report no: TSC2024/4/228

## Proposed Time Limited Parking - High Street, Boulcott

### Purpose of Report

1. The purpose of this report is to seek approval for a new parking configuration on High Street, Boulcott. The proposed changes include:
  - a) one P10 (At All Times) parking space outside property 667 High Street;
  - b) four unrestricted parking spaces outside property 659 High Street; and
  - c) two P30 (At All Times) parking spaces outside property 638- High street, adjacent to Hutt Hospital.

### Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the the installation a new parking configuration on High Street, Boulcott:
  - a) one P10 (At All Times) parking space outside property 667 High Street, Boulcott;
  - b) four unrestricted parking spaces outside property 659 High Street, Boulcott; and
  - c) two P30 (At All Times) parking spaces outside property 638 High Street, Boulcott, adjacent to Hutt Hospital, 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 this recommendation; and
- (4) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions that evidence the restrictions have been installed.

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

## Background

2. Council is currently upgrading the intersection of High Street and Boulcott Street, which has necessitated the removal of some parking spaces. To support business wellbeing, a new parking configuration is being proposed.
3. A business owner initially requested Council to consider parking changes at the intersection to promote parking turnover and benefit customers. The requester owns a business at 667 High Street, Boulcott.
4. Council engineers have assessed the parking needs of all businesses in the area, considering the requirements for short-term parking for takeaway and delivery services, as well as long-term parking for shoppers and residents.
5. Council recommends a new parking configuration near the intersection of High Street and Boulcott Street, incorporating a mix of P10, P30 and new unrestricted parking spaces. These proposed restrictions will operate 'At All Times' to accommodate customer demand during nighttime and weekends.

## Discussion

6. The parking outside 667 High Street, Boulcott is often occupied by residents or other vehicles for extended periods, limiting parking opportunities for shop customers. To address this, a P10 parking space is being proposed to facilitate parking turnover, particularly for customers requiring takeaway or delivery services.
7. For customers of nearby shops who require short-term parking, Council proposes to install two P30 parking spaces outside property 638 High Street, Boulcott (Hutt Hospital). Currently, parking at this location is unrestricted.
8. Following feedback from property 659 High Street, Boulcott (Mobil Petrol Station), Council engineers have proposed the implementation of four unrestricted parking spaces outside this property. This change will involve removing the existing Broken Yellow Lines (BYLs) without causing visibility or accessibility issues for Petrol Station users.

## Options

9. The options are to:
  - a) keep the existing parking configuration, with no further changes;
  - b) approve the proposed changes to the time restrictions as outlined above and depicted in Appendix 1 attached to the report; OR
  - c) make amendments as deemed appropriate by the subcommittee for recommendations to Council.
10. Officers recommend option (b) as the proposed restrictions will better meet the community's needs. These changes are expected to benefit businesses, improve parking hours for staff and residents in the vicinity, and enhance parking turnover across the city.

11. Options (a) and (c) are not recommended, as they are unlikely to address parking demand in the area and may adversely affect local businesses.

### **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 occurred from 2 July 2024 to 23 July 2024. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to the report.
15. A total of 12 consultation letters were distributed to the residents and businesses in the area. Two responses were received: one business owner was in support of the proposal, while the other was neutral.
16. The feedback in support of the changes requested Council to consider adding an additional parking space outside property 659 High Street, Boulcott (Mobil Petrol Station). Officers have reviewed this request and propose converting the existing BYLs into four unrestricted parking spaces. This change will not obstruct or affect accessibility for Petrol Station users.
17. The business owner who provided neutral feedback initially requested P5 and P15 time-limited parking outside (and opposite) 667 High Street and Hutt Hospital, respectively. However, after evaluating the need for effective enforcement and improved parking turnover, Council officers recommend P10 and P30 parking limits instead.
18. A copy of the amendment plan is attached as Appendix 1 to the report.

### **Legal Considerations**

19. 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**

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

## Appendices

No.	Title	Page
1↓	Appendix 1 - PROPOSED P10 AND P30 TIME RESTRICTIONS PARKING - HIGH STREET AMENDED PLAN	38
2↓	Appendix 2 - HIGH STREET CONSULTATION LETTER	39

**Author:** Jojo Varghese  
Traffic Engineer

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

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











23 July 2024

---

Report no: TSC2024/4/230

## **Proposed Time Limited Parking - 79 Marsden Street, Melling (Little Footprints Childcare Centre)**

### **Purpose of Report**

1. This report seeks approval for the installation of six P10 parking spaces (standard hours: 8:00am - 6:00pm, Monday to Friday) outside 79 Marsden Street, Melling.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the report;
- (2) approves the installation of six P10 parking spaces (standard hours: 8:00am - 6:00pm, Monday to Friday) outside 79 Marsden Street, Melling 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 this recommendation; and
- (4) 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**

2. Council received a request to install six time-limited parking restrictions outside 79 Marsden Street, Melling where the childcare centre Little Footprints operates.
3. Under the current parking restrictions, drivers can park outside 79 Marsden Street for unlimited hours, causing issues for parents dropping off and picking up their children at the childcare centre.

4. Council engineers have initially assessed this site and proposed converting two unrestricted parking spaces to P10 parking spaces during standard hours (8:00am - 6:00pm, Monday to Friday). Outside these hours, parking would remain unrestricted.
5. Based on community consultation, there was strong support for implementing six parking spaces. The feedback was considered, and the plans have been adjusted accordingly.

### **Discussion**

6. The Traffic Assessment for the childcare centre development identified that parents' pick-up and drop-off times vary. Consequently, Council could not propose parking restrictions for specific hours and officers recommend implementation of standard hours (8:00am - 6:00pm, Monday to Friday).

### **Options**

7. The options are to:
  - a) keep the existing parking configuration, with no further changes;
  - b) approve the proposed amendment changes to the time restrictions above and as shown in Appendix 1 attached to the report; or
  - c) make further amendments as the subcommittee sees appropriate for recommendations to Council.
8. Officers recommend option (b) as it will provide better outcomes for the community and promote parking turnover for parents of the childcare centre.

### **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 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**

11. Consultation took place from 2 July - 23 July 2024. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to the report.
12. A total of 19 property owners, including directly affected residents, businesses and the childcare centre received the consultation letters. Of these, four provided feedback, and all of them suggested increasing the number of parking spaces from two to six.
13. Affected residents justified their support by noting that nearby business units occupy most of the unrestricted parking spaces and that there will be higher demand due to heavy use by parents.
14. Based on the feedback received, the plans were revised to include six P10 parking spaces, as detailed in Appendix 1 attached to the report.

### 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 cost for the installation will be allocated from the Signs and Road Marking budget for the 2024/25 financial year.

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1: Amended Plan	45
<a href="#">2</a>	Appendix 2: Consultation Letter	46

**Author:** Arun Joy  
Roading Engineer

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

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











13 August 2024

---

**Report no: TSC2024/4/225**

## **Proposed Parking Configuration - Wainuiomata High School**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the implementation of 8x P10 parking spaces (8.15am - 9.15am and 2.45pm - 3.45pm, School Days Only) outside 60 Parkway, Wainuiomata (Wainuiomata High School) and from 71 to 77 Parkway, Wainuiomata.
2. The report also seeks approval for Broken Yellow Lines (BYLs) 'No Stopping At All Times' outside 60 Parkway, Wainuiomata (Wainuiomata High School) and for the installation of School Bus Stop restrictions (8.15am - 9.15am and 2.45pm - 3.45pm, School Days Only).

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the implementation of 7x P10 parking spaces (8.15am - 9.15am and 2.45pm - 3.45pm, School Days Only) outside 60 Parkway, Wainuiomata (Wainuiomata High School);
- (3) approves the change of the existing P5 parking spaces to P10 (8.15am - 9.15am and 2.45pm - 3.45pm, School Days Only) between properties 71 and 77 Parkway, Wainuiomata;
- (4) approves the installation of new Broken Yellow Lines 'No Stopping At All Times' outside 60 Parkway, Wainuiomata (Wainuiomata High School);
- (5) approves the installation of a School Bus Stop (8.15am - 9.15am and 2.45pm - 3.45pm, School Days Only) opposite properties 65 - 69 Parkway, Wainuiomata (Wainuiomata High School);
- (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 this recommendation;

- (7) notes the construction of the new development is scheduled to start in September/October 2024. However, the implementation of the proposed signs and roadmarkings will take effect from 1 October 2024, upon Council's approval; and
- (8) 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**

- 3. Wainuiomata High School is currently undergoing a major redevelopment, which will impact the Council's network, particularly affecting traffic in the surrounding area.
- 4. To address potential traffic issues arising from the school's redevelopment, Council engineers and the project's planners have agreed on parking changes to enhance the user experience, particularly during pick-up and drop-off times.
- 5. These proposed changes include the implementation of P10 time-limited parking during school hours and the implementation of a school bus stop as an alternative to reduce traffic congestion and promote the use of alternative transport methods.
- 6. The construction of the new development is scheduled to start in September/ October 2024.

### **Discussion**

- 7. Following discussions between Council engineers and planners of the school development, concerns were raised with parking issues during pick-up and drop-off hours. To mitigate these issues, P10 parking spaces outside 60 Parkway, Wainuiomata (Wainuiomata High School) were considered to provide the best user experience.
- 8. The existing parking configuration includes x8 P5 parking spaces between properties 71 and 77 Parkway, Wainuiomata. Parking officers have difficulties enforcing P5 parking spaces, it was agreed to change these to P10 parking during school hours.
- 9. In the new school development, two existing driveways will be removed, and a new driveway will be constructed on the western side of the current site (school side, opposite 69 Parkway). To ensure improved visibility for drivers accessing or exiting the new driveway, new BYLs will be installed.
- 10. A 30m school bus stop has been proposed to operate during school hours, accommodating two buses for student pick-up and drop-off. To balance parking needs outside of school hours, parking will remain unrestricted outside the designated pick-up and drop-off times.

## Options

11. The options are to:
  - a) keep the existing parking configuration with no further changes;
  - b) approve the proposed changes as shown in Appendix 1 attached to the report; or
  - c) make amendments as the subcommittee sees appropriate for recommendation to Council.

Officers recommend approving option (b) as described above, as this is in accordance with Council's recommendations and received overall community agreement during the consultation stage.

## 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, particularly with the implementation of the new School Bus Stops.

## Consultation

14. Consultation took place from 12 July- 26 July 2024. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site. Additionally, the school has distributed the consultation letter to parents and staff. The consultation letter is attached as Appendix 2 to the report.
15. A total of 37 property owners, including directly affected residents, businesses and the school received the consultation letters. Of these, one provided feedback that was unrelated to the proposals in Appendix 1, attached to the report.
16. The concern raised was about the lack of enforcement on the existing P5 parking spaces leading to cars being parked there all day. The feedback suggested that changing the restriction to P10 would not be effective. Council's Parking Enforcement team has been notified, and the area will be monitored to ensure compliance with parking restrictions.
17. The Wainuiomata Community Board, at its meeting on 14 August 2024, was supportive of the proposed changes but raised a concern about the availability of the bus stop for school bus use outside the proposed operating hours. Council officers have confirmed with the school and the Wainuiomata Community Board the process to follow to enable bus stop use outside the proposed operating hours.

### Legal Considerations

18. 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

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

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1: Consultation Plan	53
<a href="#">2</a>	Appendix 2: Consultation Letter	54

**Author:** Arun Joy  
Roading Engineer

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

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







06 August 2024

---

Report no: TSC2024/4/226

## **Proposed Parking Changes - Naenae Pool, Everest Avenue, Naenae**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the implementation of a new parking layout at the Naenae Pool Fitness Centre and along Everest Avenue, directly outside the new facility. These proposed changes include new mobility parking spaces; P120 EV spaces with chargers, P120 and P10 parking spaces and reserved parking for Council staff.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the new parking layout for the Naenae Pool Fitness Centre. These include:
  - (a) 16x P120 (two being designated for parents);
  - (b) 2x Mobility Parking (At All Times);
  - (c) 4x P120 EV (with chargers); and
  - (d) 6x Council Staff Reserved parking spaces, attached as Appendix 1 to the report;
- (3) approves the installation of new Broken Yellow Lines (BYLs) 'No Stopping At All Times' at the circular area outside the new Naenae Pool Fitness Centre, attached as Appendix 1 to the report;
- (4) approves the new parking layout along the section of Everest Avenue, directly outside the Naenae Pool Fitness Centre. These include:
  - (a) 5x P120;
  - (b) 2x P10; and
  - (c) 2x Mobility Parking (At All Times);
- (5) approves the installation of new BYLs 'No Stopping At All Times' on Everest Avenue, outside the driveway of the Naenae Pool Fitness Centre and directly outside the crossing point; attached as Appendix 1 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 and signages have been installed.

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

### **Background**

- 2. Due to the new Naenae Pool and Fitness Centre opening, there will be increased demand for parking in the surrounding town centre, particularly near the pool.
- 3. High visitor volumes are anticipated. Before its closure in 2018, the old Naenae Olympic Pool attracted over 450,000 visitors annually. The parking around the pool met the demand for parking spaces within the surrounding town centre.
- 4. The increase of visitors to the area is anticipated to have a positive impact on local businesses, particularly cafes and restaurants near the Naenae Pool and Fitness Centre, leading to an increase in customer demand.
- 5. To accommodate the parking needs of local business customers and users of the new Naenae Pool and Fitness Centre, the proposal includes creating an onsite parking lot. This lot will feature a mix of time-limited parking (P120), EV charging stations, mobility parking spaces, and reserved parking for Council staff.
- 6. The project is led by the Naenae Pool and Fitness Centre project team, with support from Council's Transport team.

### **Discussion**

- 7. To better understand potential changes in traffic patterns upon the opening of the new pool, the project team conducted an integrated traffic assessment as part of the resource consent application. The report was peer-reviewed by planning experts, and consent was granted in July 2022.
- 8. Based on the recommendations of the traffic assessment, the Naenae project team made minor alterations to parking along Everest Avenue to accommodate the needs of parents with young children, mobility-impaired visitors, and electric vehicle users. Additionally, the orientation of the visitor car park was adjusted to accommodate the community's desire for public open space (park reserve).
- 9. Time restrictions on the parking spaces near the pool and the new onsite parking lot are proposed to be P120, consistent with the rest of Everest Avenue and other aquatic facilities operated by Council.

10. Twenty-two P120 angle parking spaces on Everest Avenue are proposed to be converted into five P120 parallel parking spaces, two mobility parallel parking spaces (available At All Times), and two P10 angle parking spaces to enhance safety and accessibility.
11. The proposal will result in a net increase in parking. Currently, Everest Avenue offers 22x P120 parking spaces. Although the number of spaces on Everest Avenue will decrease, the total will rise to 35 by incorporating 5x P120, 2x mobility, and 1x P10 parking spaces on Everest Avenue, along with additional spaces within the Naenae Pool carpark facility, including 16x P120, 2x mobility, 2x EV, and 6x Council staff parking spaces.
12. The two P120 parking spaces designated for parents were included in the new onsite parking lot at the pool to assist parents with young children. These spaces will have P120 signs with symbols to provide awareness of the use of parking for parents.
13. As part of its goal to achieve carbon neutrality by 2030, Council has committed to installing charging stations throughout the city. Two EV chargers planned for the Naenae Town Centre have been incorporated into this proposal, adding four EV P120 parking spaces to the new onsite parking lot at the pool. Relocating these charges within the Town Centre will incur additional costs.
14. Two existing P120 parking spaces on Everest Avenue are proposed to be converted into two P10 parking spaces to provide convenient access for dropping off school-aged children near the pool entrance.
15. The new onsite parking lot at the pool will include six reserved parking spaces for Council staff. With up to 15 lifeguards staffing the pool during peak periods, dedicated parking close to the pool is essential for staff, particularly those exiting the building late at night.

## Options

16. The options are to:
  - a) keep the existing parking configuration, with no further changes attached as Appendix 4 to the report;
  - b) approve the proposed changes to the parking restrictions attached as Appendix 1 to the report; or
  - c) make amendments as the subcommittee sees appropriate for recommendations to Council.
17. Officers recommend option (b), as the proposed restrictions will address the community's needs. These changes will benefit businesses, enhance parking availability for staff and residents in the area, and facilitate higher parking turnover throughout the city.
18. Options (a) and (c) are not recommended, given that they will not improve parking demand in the area and may negatively impact local businesses.

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

19. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
20. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. With the implementation of new EV parking, there is an opportunity to reduce emissions or build resilience.

### **Consultation**

21. Engagement on these proposed changes took place in March 2023, primarily to gauge opinion and seek feedback from the community. At the time, there was little feedback or opposition to the changes and the scheme was adopted and incorporated into the contract for the Naenae Pool and Fitness Centre.
22. Consultation of the proposed parking restrictions took place with key stakeholders from 8 July 2024 to 19 July 2024. Public feedback was gathered through a survey published on the "Have Your Say - Hutt City Council" website on 5 July 2024, ensuring city-wide coverage. Additionally, the proposal was shared on social media (Facebook), and letters were personally delivered to each Hillary Court business within approximately 200m radius of the proposed site.
23. The community was encouraged to provide feedback on the proposals via Council's "Have Your Say" page on the website and through social media posts. Additionally, a letter was sent to businesses directly affected by the time restrictions, specifically those on Everest Avenue and within Hillary Court, Naenae, attached as Appendix 2 to the report.
24. Survey feedback on the proposed time restrictions was mixed, with most opinions focusing on parking near the pool. Additional feedback addressed the configuration of the visitor car park, including the number of staff spaces, electric vehicle spaces, and family parking availability. Details of the survey feedback are attached as Appendix 3 to the report.
25. The strongest feedback focused on the low number of parking spaces dedicated for pool users. However, it's important to note there are over 250 parking spaces within a 5-minute walking distance in the Town Centre. Given that visitor volumes are expected to be like those at the old pool, it is considered that the current parking provision will adequately meet the demand.
26. There was significant feedback regarding the number of EV parking spaces and dedicated parking for parents with young children near the pool entrance. In line with its goal to achieve carbon neutrality by 2030, Council is committed to a city-wide programme to install additional charging stations.
27. Additionally, two EV chargers planned for the Naenae Town Centre have been incorporated into the proposal. Relocating these chargers elsewhere in the Town Centre would incur costs with minimal additional benefit.
28. The proposal recommends designating two P10 parking spaces near the pool entrance for dropping off school-aged children. Support for this recommendation was mixed, with 43% disagreeing and 45% agreeing.

29. Feedback on staff parking allocation was also mixed. With up to 15 lifeguards staffing the pool during peak periods, dedicated parking spaces close to the pool are crucial for staff, especially those exiting the building late at night.

### Legal Considerations

30. 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

31. The cost for the installation will be allocated from the Naenae Fitness Centre Pool project budget for the 2024/25 financial year.

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1: Consultation Plan	61
<a href="#">2</a>	Appendix 2: Consultation Letter	62
<a href="#">3</a>	Appendix 3: Survey Responses Report	65
<a href="#">4</a>	Appendix 4: Existing Parking Configuration in Naenae Town Centre	95

**Author:** Andrew Quinn  
Project Manager (Naenae)

**Author:** Arun Joy  
Roading Engineer

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

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















































































---

Report no: TSC2024/4/227

## Proposed New Carpark Layout - Dowse Museum, Stevens Grove, Hutt Central

### Purpose of Report

1. The purpose of this report is to seek approval for the new carpark layout outside the Dowse Museum, Stevens Grove, Hutt Central, consisting of Mobility Parking relocation, Paid Parking relocation, Motorbike Parking, and to formalise the Police Parking.

### Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of the new carpark layout outside the Dowse Museum, Stevens Grove, Hutt Central, consisting of a Mobility Parking relocation, Paid Parking relocation, Motorbike Parking, and to formalise the Police Parking, 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 this recommendation; and
- (4) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this recommendation have been installed.

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

### Background

2. Officers identified issues, specifically related to accessibility, with the current layout of the carpark outside the Dowse Museum. The existing mobility parking space presents safety concerns for wheelchair users as there is no designated facility to access the footpath easily.
3. To improve accessibility for mobility users, officers propose relocating the existing parking space to a more accessible area currently used for paid parking.



4. In addition to the changes for mobility parking, officers identified opportunities to create an additional paid parking space and a motorbike parking area.

### **Discussion**

5. The current layout of the Dowse Museum carpark is not considered safe for wheelchair users. In the existing configuration, with mobility parking directly outside the museum, users do not have access to a footpath and must cross in front of other cars accessing the carpark.
6. With the proposed relocation of the mobility parking space approximately 10m south of its current location, wheelchair users can safely access the footpath without encountering issues from vehicles accessing the carpark.
7. A paid parking space currently occupies the location of the proposed mobility park. Council engineers propose shifting this paid parking space to where the mobility parking is currently located. This change will create space for a motorbike parking area and no overall loss of parking spaces.
8. During the carpark layout design, it was noted that the existing Police Parking space lacks a Traffic Resolution; therefore, this has been included in the proposal.
9. Council engineers are also proposing a change in the operating hours of the mobility parking in the carpark. It is recommended that the hours be changed to 'At All Times' rather than the standard business hours. This change will allow for enforcement of the mobility park during nighttime events.
10. The proposed plans are attached as Appendix 1 to the report.

### **Options**

11. 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 attached to the report; OR
  - c) make amendments as the subcommittee sees appropriate for recommendations to Council.
12. Officers recommend option (b) above, as the proposed restrictions will better cater to the community's needs. These changes will benefit businesses, improve parking availability for staff and residents in the vicinity, and facilitate higher parking turnover across the city.
13. Options (a) and (c) are not recommended because they will not improve parking demand in the area and may negatively impact local businesses.

### Climate Change Impact and Considerations

14. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
15. 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

16. Consultation took place between 4 - 23 July 2024. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to the report.
17. A total of 10 consultation letters were distributed to key businesses in the area including Dowse Museum, Police and District Court. No submissions have been received.

### Legal Considerations

18. 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

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

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1 - Dowse Museum - New Carpark Layout Plan	99
<a href="#">2</a>	Appendix 2 - Dowse Museum - New Carpark Consultation Letter	100

**Author:** Jojo Varghese  
Traffic Engineer

**Author:** Evandro Scherer  
Transport Engineering Manager

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

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









04 September 2024

---

Report no: TSC2024/4/218

## Formalising the Beltway Cycleway Corridor (as-built)

### Purpose of Report

1. The purpose of this report is to formalise the existing restrictions on the Beltway Cycleway and to seek approval for implementing the proposed traffic controls and restrictions, in accordance with Council's approved as-built designs for construction.

### Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the report;
- (2) formalise the following changes along the entire section of the Beltway Cycleway between High Street (Taitā Drive) and Waterloo Road:
  - a) the Dual Lane Crossing with flush medians at Taitā Drive with the intersection of High Street, attached as sheet 1 of Appendix 1 to the report;
  - b) the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' parking restrictions at the intersection of Molesworth Street (north-western end) and High Street, attached as sheet 2 of Appendix 1 to the report;
  - c) the installation of BYLs - 'No Stopping At All Times' parking restrictions between 1353 High Street and 1351 High Street, attached as sheet 2 of Appendix 1 to the report;
  - d) the Dual Lane Crossing outside 1353 High Street, attached as sheet 2 of Appendix 1 to the report;
  - e) the installation of BYLs - 'No Stopping At All Times' parking restrictions between 1354 High Street and 1336 High Street, attached as sheet 3 of Appendix 1 to the report;
  - f) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the intersection of Farmers Crescent and High Street and also between 1334 High Street and 1326 High Street, attached as sheet 4 of Appendix 1 to the report;

- g) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1328 High Street and 1310 High Street, attached as sheet 5 of Appendix 1 to the report;
- h) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1308 High Street and 1296 High Street, attached as sheet 6 of Appendix 1 to the report;
- i) the Dual Lane Crossing outside 1304 High Street, attached as sheet 6 of Appendix 1 to the report;
- j) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1292 High Street and 1280 High Street, attached as sheet 7 of Appendix 1 to the report;
- k) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1218A High Street and 1268 High Street, attached as sheet 8 of Appendix 1 to the report;
- l) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1268 High Street and 1252 High Street, attached as sheet 9 of Appendix 1 to the report;
- m) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1244 High Street and 1234 High Street, attached as sheet 10 of Appendix 1 to the report;
- n) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions close to the pedestrian crossing between 1234 High Street and the angled parking spaces close to Taitā Station, attached as sheet 11 of Appendix 1 to the report;
- o) the Dual Lane Crossing outside Taitā Station, attached as sheet 12 of Appendix 1 to the report;
- p) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions opposite to the intersection of Macky Street and High Street, attached as sheet 15 of Appendix 1 to the report;
- q) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions opposite to 1145 and 1143 High Street, attached as sheet 16 of Appendix 1 to the report;
- r) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions in front of 1144 High Street and 1142 High Street, attached as sheet 17 of Appendix 1 to the report;
- s) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1140 High Street and 1134 High Street, attached as sheet 17 of Appendix 1 to the report;
- t) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions in front of 1126 High Street, attached as sheet 18 of Appendix 1 to the report;
- u) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions in front of 1124 and 1122 High Street, attached as sheet 18 of Appendix 1 to the report;



- v) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1110 High Street and 1104 High Street, attached as sheet 19 of Appendix 1 to the report;
- w) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1102 High Street to the intersection of Rainey Grove, attached as sheet 19 of Appendix 1 to the report;
- x) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the southern end of the intersection of Waldie Grove and Oxford Terrace, attached as sheet 21 of Appendix 1 to the report;
- y) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 342 Oxford Terrace to 328 Oxford Terrace, attached as sheet 22 of Appendix 1 to the report;
- z) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 328 Oxford Terrace and 310 Oxford Terrace, attached as sheet 23 of Appendix 1 to the report;
- aa) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 310 Oxford Terrace and 296 Oxford Terrace, attached as sheet 24 of Appendix 1 to the report;
- bb) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 294 Oxford Terrace and 276 Oxford Terrace, attached as sheet 25 of Appendix 1 to the report;
- cc) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 274 Oxford Terrace and 260 Oxford Terrace, attached as sheet 26 of Appendix 1 to the report;
- dd) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the shared path ramp opposite to 213 Oxford Terrace, attached as sheet 28 of Appendix 1 to the report;
- ee) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at 213 Oxford Terrace kerb crossing ramp opposite to the shared path ramp, attached as sheet 28 of Appendix 1 to the report;
- ff) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the shared path ramp opposite to 205 Oxford Terrace, attached as sheet 29 of Appendix 1 to the report;
- gg) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the shared path ramp at Oxford Terrace opposite to Harrison Crescent, attached as sheet 32 of Appendix 1 to the report;
- hh) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the cycle lane ramp at Oxford Terrace opposite to Lincoln Avenue, attached as sheet 33 of Appendix 1 to the report;
- ii) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the shared path ramp at Oxford Terrace opposite to 158 Oxford Terrace and Roberts Street, attached as sheet 35 of Appendix 1 to the report;
- jj) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the cycle lane ramp at Oxford Terrace opposite to Thornycroft Avenue, attached as sheet 36 of Appendix 1 to the report;

- kk) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the cycle lane ramp at Oxford Terrace opposite to Trinity Avenue and 144 Oxford Terrace, attached as sheet 37 of Appendix 1 to the report;
  - ll) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the cycle lane ramp opposite to 136 Oxford Terrace and Brees Street, attached as sheet 38 of Appendix 1 to the report;
  - mm) the installation of Bus Stop box markings and BYLs – ‘No Stopping At All Times’ parking restrictions opposite to 96 Oxford Terrace, attached as sheet 41 of Appendix 1 to the report;
  - nn) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions opposite to 77 Oxford Terrace and close to the Bus Stop box, attached as sheet 43 of Appendix 1 to the report; and
  - oo) the installation of shared path and cycle lane between Taitā Drive intersection of High Street and Waterloo Station, attached as Appendix 1 to the report;
- (3) approves the following changes along the entire section of the Beltway Cycleway between High Street (Taitā Drive) and Waterloo Road:
- a) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the Dual Lane Crossing at Taitā Drive close to the intersection of High Street, attached as sheet 1 of Appendix 1 to the report;
  - b) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the intersection of Taitā Drive and High Street, attached as sheet 2 of Appendix 1 to the report;
  - c) the installation of bus stop box markings at 1348 High Street, attached as sheet 3 of Appendix 1 to the report;
  - d) the installation of bus stop box markings at 1294 High Street, attached as sheet 6 of Appendix 1 to the report;
  - e) the installation of bus stop box markings at 1266 High Street, attached as sheet 9 of Appendix 1 to the report;
  - f) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the Dual Lane Crossing near Taitā Station, attached as sheet 12 of Appendix 1 to the report;
  - g) the installation of bus stop box markings at 1114 High Street, attached as sheet 19 of Appendix 1 to the report;
  - h) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the cycle lane ramp of Rainey Grove and Waldie Grove, attached as sheet 20 of Appendix 1 to the report;
  - i) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the northern end of Oxford Terrace and Waldie Grove intersection, attached as sheet 21 of Appendix 1 to the report;
  - j) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at 256 Oxford Terrace, attached as sheet 27 of Appendix 1 to the report;

- k) the installation of BYLs - 'No Stopping At All Times' parking restrictions opposite to 256 Oxford Terrace at the kerb crossing, attached as sheet 27 of Appendix 1 to the report;
- l) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the shared path ramp opposite to 213 Oxford Terrace, attached as sheet 28 of Appendix 1 to the report;
- m) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the shared path ramp opposite to 205 Oxford Terrace, attached as sheet 29 of Appendix 1 to the report;
- n) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the shared path ramp opposite to 205 Oxford Terrace, attached as sheet 29 of Appendix 1 to the report;
- o) the installation of BYLs - 'No Stopping At All Times' parking restrictions opposite to 172 Oxford Terrace at the Bus Stop and the shared path ramp, attached as sheet 33 of Appendix 1 to the report;
- p) the installation of BYLs - 'No Stopping At All Times' parking restrictions opposite to the shared path ramp at the kerb crossing, attached as sheet 33 of Appendix 1 to the report;
- q) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the shared path ramp at Oxford Terrace opposite to 158 Oxford Terrace, attached as sheet 35 of Appendix 1 to the report;
- r) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the shared path ramp at Oxford Terrace opposite to 157 Oxford Terrace, attached as sheet 35 of Appendix 1 to the report;
- s) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the cycle lane ramp at Oxford Terrace opposite to Thornycroft Avenue, attached as sheet 36 of Appendix 1 to the report;
- t) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the cycle lane ramp at Oxford Terrace opposite to Trinity Avenue and 144 Oxford Terrace, attached as sheet 37 of Appendix 1 to the report;
- u) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the cycle lane ramp opposite to Brees Street, attached as sheet 38 of Appendix 1 to the report;
- v) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the kerb crossing ramp opposite to the cycle lane ramp, attached as sheet 38 of Appendix 1 to the report;
- w) the installation of a raised pedestrian crossing, opposite Brees Street, attached as sheet 38 of Appendix 1 to the report;
- x) the installation of BYLs - 'No Stopping At All Times' parking restrictions at the Bus Stop of 118 Oxford Terrace and the Bus Stop opposite to 118 Oxford Terrace, attached as sheet 39 of Appendix 1 to the report;
- y) the installation of BYLs - 'No Stopping At All Times' parking restrictions opposite to 115 Oxford Terrace through to Epuni Station Bus Stop, attached as sheet 40 and 41 of Appendix 1 to the report;

- z) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions at the cycle lane ramp opposite to Epuni Street, attached as sheet 43 of Appendix 1 to the report;
  - aa) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions outside the driveway of 78 Oxford Terrace, attached as sheet 43 of Appendix 1 to the report;
  - bb) the installation of BYLs – ‘No Stopping At All Times’ parking restrictions opposite to 78 Oxford Terrace close to the Bus Stop, attached as sheet 43 of Appendix 1 to the report; and
- (4) 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**

2. The Beltway extends for 6.5km, starting from a point north of the Waterloo Railway Station through to the River Trail at Taitā. The Beltway is a 2.5m wide sealed lane that is fully separated from the road. Following the construction of the cycleway, Council engineers visited the site and identified some differences between the installed roadmarkings and the approved plans.

### **Discussion**

3. To ensure that the construction of the cycleway is aligned with the as-built review undertaken by Council engineers, officers seek approval to formalise the following along the Beltway corridor: BYLs ‘No Stopping At All Times’; Dual Lane Crossings; Bus Stop box markings; the Beltway shared path and the cycle lane.
4. In addition to formalising the Beltway plans, Council engineers recommend the installation of new roadmarkings – BYLs ‘No Stopping At All Times’ and new Bus Stop markings. The description of these new markings are stated in recommendation 3 of this report.

### **Options**

5. 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.
6. Officers recommend option (a) as the proposed changes will improve road safety for the community.

7. Options (b) and (c) are not recommended as this will not improve safety and accessibility for road users.

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

8. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
9. The decision will not increase greenhouse gas emissions and will not be affected by the changing climate.

### **Legal Considerations**

10. Council's approval is required to make the proposed parking enforceable in accordance with Hutt City Council's Traffic Bylaw 2017.

### **Financial Considerations**

11. The required changes will be funded from the existing Transport road-marking and signage budget for the 2024/25 financial year.

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
<a href="#">1</a>	Appendix 1: Beltway Cycleway Formal Approved Plans	110

**Author:** Rogan Murugadhas  
Traffic Engineer

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

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

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













































































































7 August 2024

---

Report no: TSC2024/4/219

## **Broken Yellow Lines - No Stopping At All Times, Orongorongo Terrace, Wainuiomata**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' parking restrictions outside and opposite 11 Orongorongo Terrace, Wainuiomata to improve safety for Lower Hutt road users.

### **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 restriction outside and opposite 11 Orongorongo Terrace, Wainuiomata, 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 road markings have been installed.

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

### **Background**

2. Council received complaints from residents on Orongorongo Terrace, Wainuiomata regarding vehicle accessibility issues to Te Puna Wai, located at the end of the road.
3. The entrance to Te Puna Wai from Orongorongo Terrace is narrow. When vehicles are parked outside or opposite property 11 Orongorongo Terrace, there is insufficient clearance for large vehicles to safely access the community facilities.

## Discussion

4. Council engineers visited the site and measured the road width, revealing that the entrance to Te Puna Wai is approximately 5m wide. In emergencies, vehicle access could be obstructed if vehicles are parked on the narrowest section.
5. To address vehicle accessibility issues and improve overall road safety, Council officers propose BYLs in areas where accessibility has been identified as a major concern.

## Options

6. The options are to:
  - a) keep the existing parking configuration with no further changes;
  - b) approve the proposed installation of 37.1m BYLs above and as shown in Appendix 1 attached to the report; or
  - c) make amendments as the subcommittee sees appropriate for recommendation to Council.
7. Officers recommend option (b), as the proposed changes will improve the required road safety for the community.
8. Options (a) and (c) are not recommended, as this will not improve road user safety or accessibility for emergency vehicles.

## 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. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

## Consultation

11. Consultation took place from 4 - 23 July 2024. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to the report.
12. A total of 20 property owners received the consultation letters. Of these, four provided feedback: three in support and one against the proposal.
13. The resident not supportive of the changes disagreed with installing BYLs and suggested removing the 5m section and to consider speed limit changes instead. Council officers do not recommend removing the 5m BYLs, as this area is a critical pinch point between the end of the public road and the entrance to Te Puna Wai. Speed limit changes are not currently planned for this road.

14. The Wainuiomata Community Board, at its meeting on 14 August 2024, endorsed the recommendations.

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

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
1↓	Appendix 1: Resolution Plan	161
2↓	Appendix 2: Consultation Letter	162

**Author:** Arun Joy  
Roading Engineer

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

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









15 July 2024

---

**Report no: TSC2024/4/221**

## **Broken Yellow Lines - No Stopping At All Times - Thomson Grove, Stokes Valley**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' roadmarkings between properties 16 and 24 Thomson Grove, Stokes Valley to improve 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 between properties 16 and 24 Thomson Grove, Stokes Valley 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 road markings have been installed.

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

### **Background**

2. Council received a request from Waste Management to investigate concerns regarding truck accessibility and manoeuvring on Thomson Grove, Stokes Valley.
3. Waste Management raised concerns about vehicle accessibility, specifically at the turning point between properties 16 and 24 Thomson Grove, Stokes Valley. This narrow section of the road serves as a turning area for trucks and parked vehicles here may pose both an accessibility and crash risk for Waste Management trucks and emergency service vehicles.

4. Council engineers visited the site and conducted a vehicle tracking check. The check revealed that parked vehicles between properties 16 and 24 Thomson grove obstruct access for Waste Management and emergency services.

### **Discussion**

5. An engineering investigation revealed that the turning point at the end of the road (cul-de-sac) is required for the turning of large vehicles, particularly rubbish collection trucks. When vehicles are parked in this area, manoeuvrability becomes a challenge for these service providers.
6. To mitigate potential crash risks, the investigation concluded that BYLs “No Stopping At All Times” need to be installed at the cul-de-sac turning point.

### **Options**

7. The options are to:
  - a) keep the existing parking configuration, with no further changes;
  - b) approve the proposed changes to the parking restriction; or
  - c) make amendments as the Subcommittee sees appropriate for recommendation to Council.
8. Officers recommend option (b), as the proposed changes will improve the required road safety for the community.
9. Options (a) and (c) are not recommended, as this will not improve road user safety or accessibility for trucks or emergency vehicles.

### **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. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

### **Consultation**

12. Consultation took place from 4 July to 23 July 2024. A total of 28 letters were delivered to directly affected residents. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site.
13. No feedback was received.
14. A copy of the consultation letter is attached as Appendix 4 to the report.

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

## Appendices

No.	Title	Page
1↓	Appendix 1 : Thomson Grove, Stokes Valley - No Stopping At All Times	167
2↓	Appendix 2 : Thomson Grove, Stokes Valley - Consultation Letter	168

**Author:** Jojo Varghese  
Traffic Engineer

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

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

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











---

Report no: TSC2024/4/222

## **Broken Yellow Lines - No Stopping At All Times, Ariki Street and Ropata Crescent Intersection, Boulcott**

### **Purpose of Report**

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

### **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 restriction outside property 20 Ropata Crescent, Boulcott at the intersection of Ariki Street and Ropata Crescent, 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 road markings have been installed.

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

### **Background**

2. Council received a public request to improve visibility at the intersection of Ariki Street with Ropata Crescent in Boulcott. The issue significantly impacts drivers turning from Ariki Street onto Ropata Crescent, particularly for large vehicles such as emergency service or rubbish trucks.

3. Both Ariki Street and Ropata Crescent are narrow roads. When vehicles are parked near the intersection of Ariki Street and Ropata Crescent, visibility is significantly reduced.

### **Discussion**

4. Council engineers conducted visibility checks and identified that the current road layout restricts visibility. Parked vehicles near the intersection obstruct the drivers' views, particularly for turning traffic.
5. To improve visibility and mitigate vehicle accessibility issues, Council officers propose extending the existing BYLs outside property 20 Ropata Crescent, Boulcott around the intersection of Ariki Street and Ropata Crescent.
6. Council officers also considered installing BYLs outside properties 17 and 19 Ropata Crescent. However, removing these two parking spaces would result in excessive parking loss, so this alternative was dismissed. Vehicle tracking checks conducted by Council engineers indicated that BYLs in these two spaces would not impede vehicles turning at the intersection of Ariki Street and Ropata Crescent.

### **Options**

7. The options are to:
  - a) keep the existing parking configuration, with no further changes;
  - b) approve the proposed changes to the parking restrictions; as shown in Appendix 1 attached to the report; or
  - c) make amendments as the subcommittee sees appropriate for recommendation to Council.
8. Officers recommend option (b), as the proposed changes will improve the required road safety for the community.
9. Options (a) and (c) are not recommended, as this will not improve road user safety or accessibility for emergency vehicles.

### **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. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

### **Consultation**

12. Consultation took place from 2 July - 23 July 2024. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to the report.
13. A total of 54 property owners received the consultation letter, and no feedback was received.

### Legal Considerations

14. 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

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

### Appendices

No.	Title	Page
1↓	Appendix 1: Consultation Plan	174
2↓	Appendix 2: Consultation Letter	175

**Author:** Arun Joy  
Roading Engineer

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

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









25 July 2024

---

Report no: TSC2024/4/223

## **Broken Yellow Lines - No Stopping At All Times - Timaru Grove, Kelson**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' parking restrictions between 15 and 21 Timaru Grove, Kelson, to improve 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 between properties 15 and 21 Timaru Grove, Kelson, 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 road markings have been installed.

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

### **Background**

2. Council received a request from Waste Management to investigate concerns regarding truck accessibility and manoeuvring issues on Timaru Grove, Kelson.
3. Waste Management raised concerns about vehicle accessibility, specifically at the turning point between properties 15 and 21 Timaru Grove, Kelson. This narrow section of the road serves as a turning area for trucks and parked vehicles here may pose a crash risk involving a Waste Management truck.

4. Council engineers visited the site and conducted a vehicle tracking check. The check revealed that parked vehicles between properties 15 and 21 Timaru Grove, Kelson obstruct access for Waste Management and emergency services.

### **Discussion**

5. An engineering investigation revealed that Timaru Grove has a varying width of 5.5m to 6.2m in certain sections of the road. These narrow widths are insufficient, as they can hinder emergency vehicles from safely accessing properties.
6. To address vehicle accessibility concerns, potential crash risks and improve overall road safety, Council engineers propose adding BYL's in areas identified as having accessibility problems.
7. The investigating officers propose to install 57m of BYLs to improve accessibility as shown in Appendix 1 attached to the report.

### **Options**

8. The options are to:
  - a) keep the existing parking configurations, with no further changes;
  - b) approve the proposed changes to the parking restriction; or
  - c) make amendments as the Subcommittee sees appropriate for recommendation to Council.
9. Officers recommend option (b) as the proposed changes will improve the required road safety for the community.
10. Options (a) and (c) are not recommended as they will not enhance road user safety or improve accessibility for trucks and emergency vehicles.

### **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. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

### **Consultation**

13. Consultation took place from 4 July 2024 and 23 July 2024. A total of 21 letters were delivered to directly affected residents. The public consultation covered a catchment area with an approximate radius of 100m from the proposed site.
14. Most of the public consulted on the proposal supported the changes: four feedback responses were in favour and one was against.

15. There was negative feedback regarding the loss of parking spaces and the effectiveness of the proposal. One resident believes the BYLs proposal would not achieve its intended outcome. However, after a vehicle tracking check and a subsequent site visit, Council officers and Waste Management are confident that the parking restrictions will address the manoeuvrability issues once installed.
16. A copy of the consultation letter is attached as Appendix 2 to the report.

### Legal Considerations

17. 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

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

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1 : Timaru Grove, Kelson - No Stopping At All Times	180
<a href="#">2</a>	Appendix 2 : Timaru Grove, Kelson - Consultation Letter	181

**Author:** Jojo Varghese  
Traffic Engineer

**Author:** Evandro Scherer  
Transport Engineering Manager

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

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









**TO:** Chair and Members  
Traffic Subcommittee



**FROM:** Vanessa Gilmour

**DATE:** 06 August 2024

**SUBJECT:** TRAFFIC SUBCOMMITTEE FORWARD PROGRAMME  
2024 AND STATUS UPDATE OF APPROVED TRAFFIC  
RESOLUTIONS 2023/24

### **Purpose of Memorandum**

1. To provide the Traffic Subcommittee (the subcommittee) with a forward programme of work planned for the subcommittee for 2024.
2. To update the subcommittee on approved traffic resolutions.

### **Recommendations**

That the Subcommittee:

- (1) receives and notes the Forward Programme for 2024 attached as Appendix 1 to the memorandum; and
- (2) notes the status update of approved traffic resolutions attached as Appendix 2 to the memorandum.

### **Background**

3. 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.
4. 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.
5. The status update of approved traffic resolutions was requested by members at a previous subcommittee meeting. The status update of approved traffic resolutions is attached as Appendix 2 to the memorandum.

### **Forward Programme**

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



**Appendices**

No.	Title	Page
<a href="#">1</a>	Appendix 1 - Traffic Subcommittee Forward Programme 2024	186
<a href="#">2</a>	Appendix 2 - Traffic Resolutions dashboard 2023/24	187

**Author:** Vanessa Gilmour  
Democracy Advisor

**Reviewed By:** Kate Glanville  
Senior Democracy Advisor

**Approved By:** Kathryn Stannard  
Head of Democratic Services











