



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

Have your say

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

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

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

PURPOSE:

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

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

DETERMINE:

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

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

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

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

DELEGATED AUTHORITY:

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

HUTT CITY COUNCIL

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt
on

Thursday 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 ↓	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 signature]

(on behalf of petitioners)

APT

NAME

SIGNATURE



Horraine Thurstall

Remarks

Due to increased traffic volumes in Wai-iti Cres it is becoming increasingly difficult for slow moving seniors to cross the street to enable them to go to the bus stop on the Hutt Rec side of Woburn Rd or to walk to that crossing without encountering vehicles travelling at speed.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



ELVIN WRIGHT

Remarks

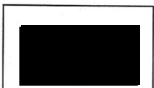
AS I USE AN ELECTRIC POWER CHAIR,
THIS WOULD BE A BIG HELP.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Diane GARWOOD

Remarks

I am vision impaired and appreciate
any help to get across roads

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

Crossing the road at the corner of Woburn Road & Wai-iti Crescent, waiting to cross from the 'centre island', facing east, makes me 'very afraid & apprehensive'. Traffic does NOT always indicate a left turn, especially those using the corner as a 'roundabout'. Traffic turning into Wai-iti from Woburn Road, are approaching from a 'sideways position', therefore those of us with 'eyesight problems', have extreme difficulty.

112 Pet & Trevor Prince PA. 11

APT

NAME

SIGNATURE



LYNNETTE WARD

Remarks

THE ROAD IS A PROBLEM BECAUSE IT IS NARROW, HAS BLIND CORNERS TOO MANY SPEEDSTERS USE IT AND IT IS WHERE THERE ARE MANY ELDERLY RESIDENTS WITH SIGHT HEARING AND MOBILITY ISSUES. IF A PEDESTRIAN CROSSING ISN'T THE ANSWER ANOTHER SOLUTION MUST BE FOUND.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



P. HOSKING

Remarks

Two corners which are reasonably close and speeding cars make it difficult for the elderly to safely cross the road.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Catherine Gibbs

Remarks

Wai-iti is unsafe with increased traffic. It needs attention.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



JOHN McSHARRY

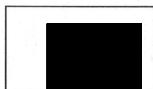
Remarks

I FEEL A PEDESTRIAN CROSSING WOULD REMOVE A GREAT DEAL OF ANXIETY FOR THE ELDERLY PARTICULARLY FOR THOSE ON MOBILITY AIDS + WOULD HELP REDUCE THE RISK OF ACCIDENTS IN THIS AREA.

APT

NAME

SIGNATURE



Barbara Gibbs

Barbara Gibbs

Remarks

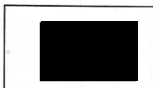
It would be good to have something that will make things a lot safer for older people but also for anyone on foot.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



SYLVIA HAYES

Sylvia Hayes

Remarks

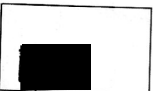
Because I have given up driving and do lots of walking a Pedestrian Crossing would be great.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Eleanora Mitchell

E. S. Mitchell

Remarks

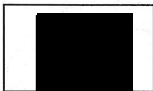
So we can cross the road safely and at our slower speed without getting run over.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



GERALDINE MCSHARRY

Geraldine McSharry

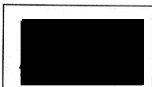
Remarks

VERY APPROPRIATE IN THIS AREA WHERE THERE ARE SO MANY ELDERLY RESIDENTS WITH LIMITED MOBILITY

APT

NAME

SIGNATURE



Pam HONEY

P. J. Honey

Remarks

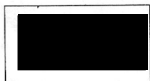
Or at least a sign warning people to slow down.

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Rosemary McKenzie

R. E. McKenzie

Remarks

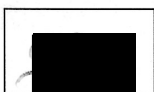
I support installation of a pedestrian crossing in Wai-iti Crescent

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



PAUL MAYHEW

Paul Mayhew

Remarks

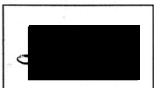
On behalf of all elderly people on Wai-iti Crescent

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



JEAN NGAN

J. Ngan.

Remarks

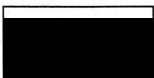
Excellent proposal!

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



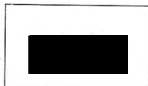
Alex & Dulcie MCINTOSH

Alex & Dulcie McIntosh

APT

NAME

SIGNATURE



DUCIE MCINTOSH

D. McIntosh

Remarks

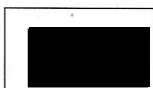
DESIREABLE IN THE CORRECT PLACE

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Elaine Robertson

E Robertson

Remarks

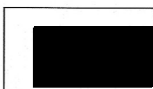
a very good idea

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



JUNE WHITEHEAD

J.H. Whitehead

Remarks

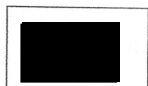
EXCELLENT IDEA. WELL DONE

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Robin Stewart

R Stewart

Remarks

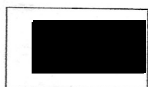
for safety

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



JUDITH

DEARSLLEY

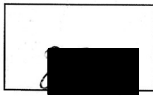
Remarks

J. Dearslley

APT

NAME

SIGNATURE



Liz Voisey

Liz Voisey

Remarks

Good Idea

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Yun Choy Lee

Remarks

IF MCC NOT AGREEABLE TO
PEDESTRIAN CROSSING
MAYBE SIGNS AS THEY
HAVE ON SCHOOL STREETS

KURA
SCHOOL

SLOW
ELDERLY

ELDERLY
SLOW

ELDERLY
CROSSING

OR SUGGEST ROAD HUMPS
WITH

ROAD
HUMPS

SIGN.

HEIDI

=

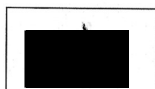
WOBURN
COUNCIL

(ADMINISTRATOR)

APT

NAME

SIGNATURE



BRUCE CHRISTIESON

BSB

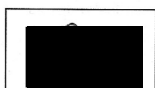
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Margaret Cull

M Cull

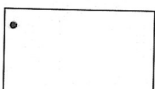
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Stephance Thompson

Stephance Thompson

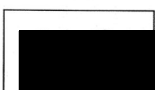
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Richard J. BUCHANAN

RJ Buchanan

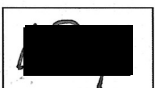
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Lois KLUGER.

Lois Kluger

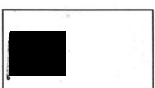
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Maketa + Neil Allen

Maketa + Neil Allen

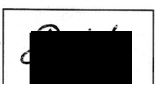
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Barbara Evans

Barbara Evans

APT

NAME

SIGNATURE



Catherine Quirk.

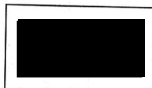
C. A. Quirk

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Judith Exley.

Judith Exley

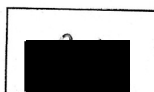
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



C JOHNSON

C Johnson

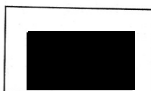
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



BRENDA & STUART GODWIN

Brenda & Stuart Godwin

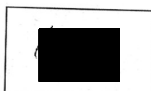
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Joan Calvert

Joan Calvert

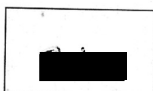
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



christine clarke

Christine Clarke

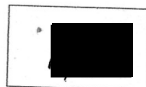
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Jan Pigney

Jan Pigney

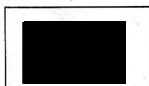
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Elaine Vermeeren

Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Maureen Forster

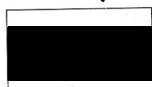
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Margaret Ann Aitken

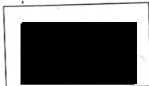
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Basil McLean

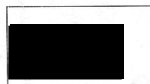
Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Jenny McLean

Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE



Graeme Munro

Remarks

I wish to petition Council for installation of a pedestrian crossing in Wai-iti Crescent

APT

NAME

SIGNATURE

02 August 2024

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 carpark 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
1	Appendix 1: Jackson Street Paid Parking Layout	23
2	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



PEEL PLACE CAR PARK





Jackson Street – proposed paid parking (breakdown)

Section	Existing parking configuration	Proposed parking configuration
Jackson St.: Hutt Road to Te Puni St	<ul style="list-style-type: none"> • 2x P30 • 4x P120 	<ul style="list-style-type: none"> • 6x P120 paid parking
Jackson St.: Te Puni St to Gear St.	<ul style="list-style-type: none"> • 20x Unrestricted Parking • 16x P60 • 2x P15 • 2x P120 	<ul style="list-style-type: none"> • 40x P120 paid parking
Jackson St.: Gear St.to Fitzeberg St.	<ul style="list-style-type: none"> • 19x P60 • 10x P30 • 2x P10 • 1x P5 Loading Zone 	<ul style="list-style-type: none"> • 31x P120 paid parking • 1x P10 Loading Zone
Jackson St.: Fitzeberg St.to Nelson St.	<ul style="list-style-type: none"> • 38x P60 • 1x P10 Loading Zone 	<ul style="list-style-type: none"> • 38x P120 paid parking • 1x P10 Loading Zone
Jackson St.: Nelson St. to Brittania St.	<ul style="list-style-type: none"> • 49x P60 • 1x P15 • 1x Motorcycle parking • 2x P120 paid mobility parking • 1x P10 Loading Zone 	<ul style="list-style-type: none"> • 50x P120 paid parking • 1x Motorcycle parking • 2x P120 paid mobility parking • 1x P10 Loading Zone
Jackson St.: Brittania to Buick St	<ul style="list-style-type: none"> • 28x P60 • 5x P15 • 4x motorcycle parking • 1x P60 mobility parking • 5x P10 	<ul style="list-style-type: none"> • 38x P120 paid parking • 1x P120 paid mobility parking • 4x motorcycle parking
Jackson St.: Buick St to Bolton St.	<ul style="list-style-type: none"> • 15x P60 • 5x P10 	<ul style="list-style-type: none"> • 20x P120 paid parking
Jackson St.: Bolton to Cuba St.	<ul style="list-style-type: none"> • 34x P60 • 3x P30 • 1x P120 mobility parking • 1x motorcycle parking 	<ul style="list-style-type: none"> • 37x P120 paid parking • 1x P120 paid mobility parking • 1x motorcycle parking
Petone Library (Peel Car Park)	<ul style="list-style-type: none"> • Approx. 50x P240 • 2x mobility parking 	<ul style="list-style-type: none"> • Approx. 50x P120 paid parking • 2x P120 paid mobility parking
Jackson St.: Cuba to Shandon Golf Club	<ul style="list-style-type: none"> • No changes to its existing parking configuration 	

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



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04 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What We are proposing	<ul style="list-style-type: none"> Install P10 parking restrictions (standard business hours) outside no.7A Britannia Street, Petone
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request to install time-limited parking restrictions outside property no. 7A Britannia Street, Petone. The request was received from HCC parking team, due to repeated illegal parking while people put their letters in the mailbox. As per current parking restrictions, drivers can't park outside 7A Britannia Street due to broken yellow lines (BYLs). Council engineers have assessed this site and are recommending changing the restricted parking space to a P10 parking as an alternative to address the community needs and reduce the need for parking officers to undertake enforcement of the area. The changes will be for operation during standard business hours (8am to 6pm). Residents will be able to park unrestricted after these hours. The proposed parking restrictions will better suit the needs of NZ Post and the public to facilitate easier access to use the mailbox without violating parking rules. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services." Note: Council engineers are also proposing a change in the operating hours of the Mobility Parking outside property no.6. It is recommended the change to be 'At All Times' rather than the standard business hours.
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside 7A Britannia Street as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> Support community wellbeing, offering the public with a more convenient parking space facility. Net parking impact: gain of one parking space. The impact will be positive by allowing vehicles to park for a shorter time period in this space for customers, including courier drivers.

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



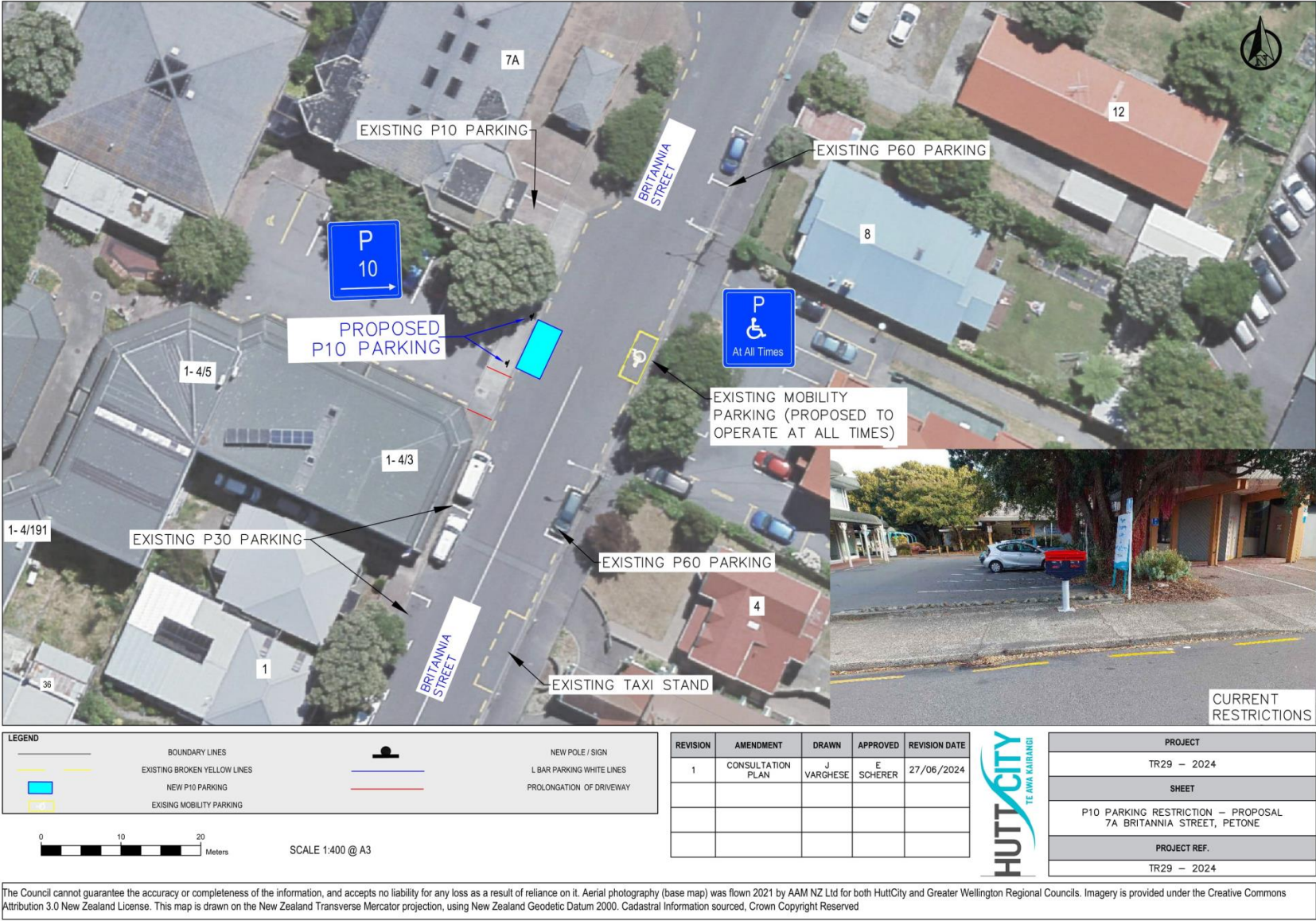
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www.huttcity.govt.nz

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

Have your say	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz• Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024.
Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29th August 2024• If approved, the proposed changes will be installed within 3 months following the approval date.



15 July 2024

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 exiting 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.

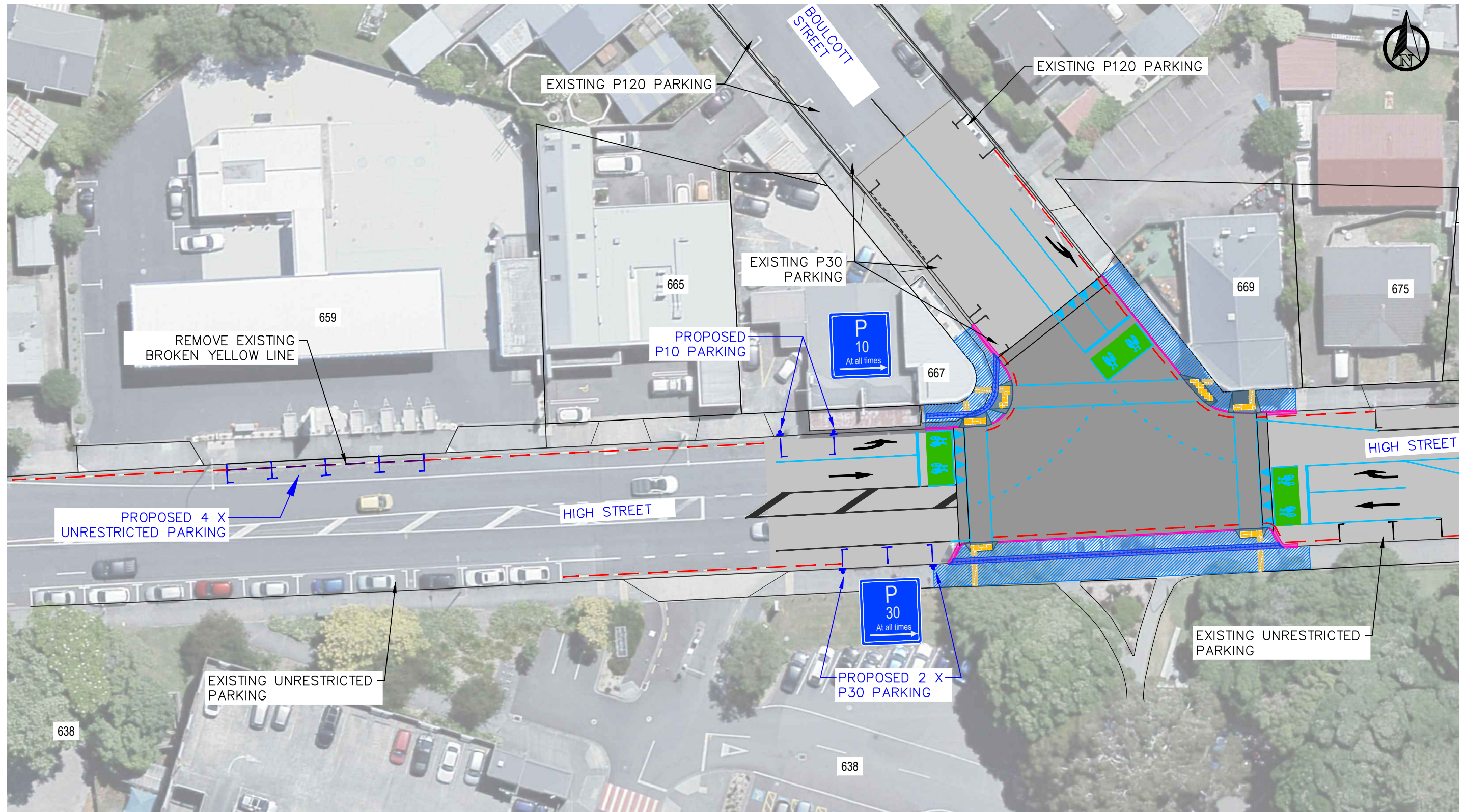
Appendices

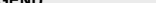



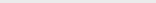

No.	Title	Page
1 ↓	Appendix 1 - PROPOSED P10 AND P30 TIME RESTRICTIONS PARKING - HIGH STREET AMENDED PLAN	38
2 ↓	Appendix 2 - HIGH STREET CONSULTATION LETTER	39

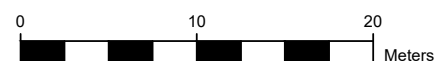
Author: Jojo Varghese
Traffic Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



EGEND				
	BOUNDARY LINES			REMOVE BROKEN YELLOW LINES
	NEW L-BAR WHITE PARKING LINES			
	EXISTING BROKEN YELLOW LINES			
	NEW POST/SIGN			



SCALE 1:400@ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	J VARGHESE	E SCHERER	27/06/2024
2	AMENDED PLAN	J VARGHESE	E SCHERER	23/07/2024



PROJECT
TR31 – 2024
SHEET
P10 & P30 TIME RESTRICTED PARKING – PROPOSAL HIGH/ BOULCOTT STREET INTERSECTION
PROJECT REF.
TR31 – 2024

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Thursday, 22 August 2024

Kia ora,

This letter is to provide you with information on proposed parking management changes in your area.

As a result of a request from a local business outside no.667 High Street, Lower Hutt, our engineers have assessed parking in the area and are recommending the following changes:

Reduced parking restrictions for three car parks at 667 & 638 High Street, Lower Hutt (see map on the reverse of this letter)

- two parks outside Hutt Hospital to P30 (at all times)
- one park outside 667 High Street to P10 (at all times)

Based on similar sized suburban commercial areas we believe the proposed parking restrictions will better suit the needs of businesses and allow a higher parking turnover and customer accessibility.

The proposed changes align with our Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."

We want your input to ensure we have these parking plans right. Please let us know if you have any questions and feedback. If you're happy with the plan, please let us know that too!

You can email us at TRSubmission@huttcity.govt.nz or call 04 570 6666

All feedback must be received by 5pm Tuesday 23 July 2024.

30 Laings Road, Lower Hutt
Private Bag 31912, Lower Hutt 5040



/huttcitycouncil

0800 488 824

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

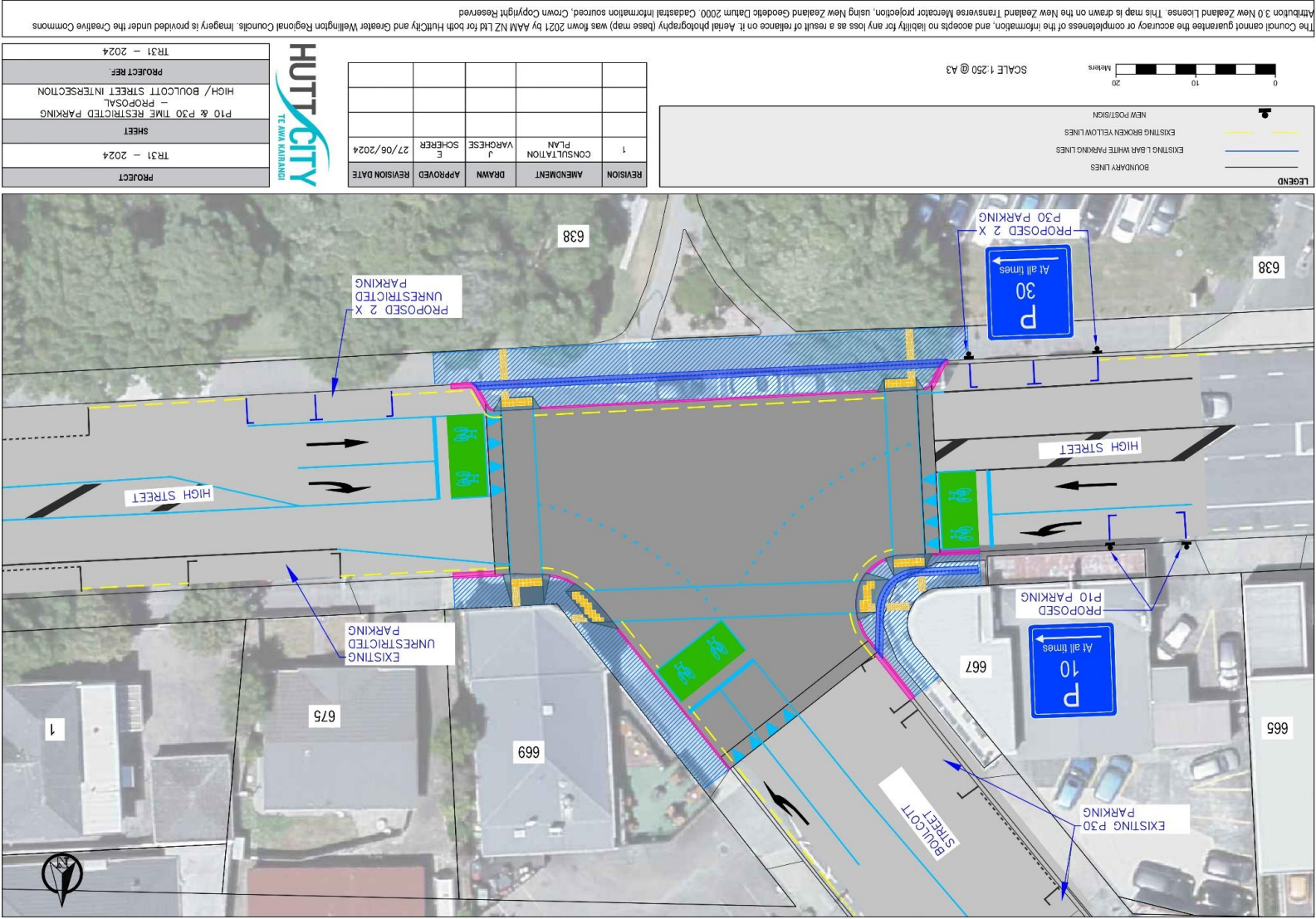
▲ The pattern at the top of this page is inspired by the natural landforms: hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

Thank you for participating in the process to help us get this right for the community.

Ngā mihi

Traffic Engineering Team

Hutt City Council



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.

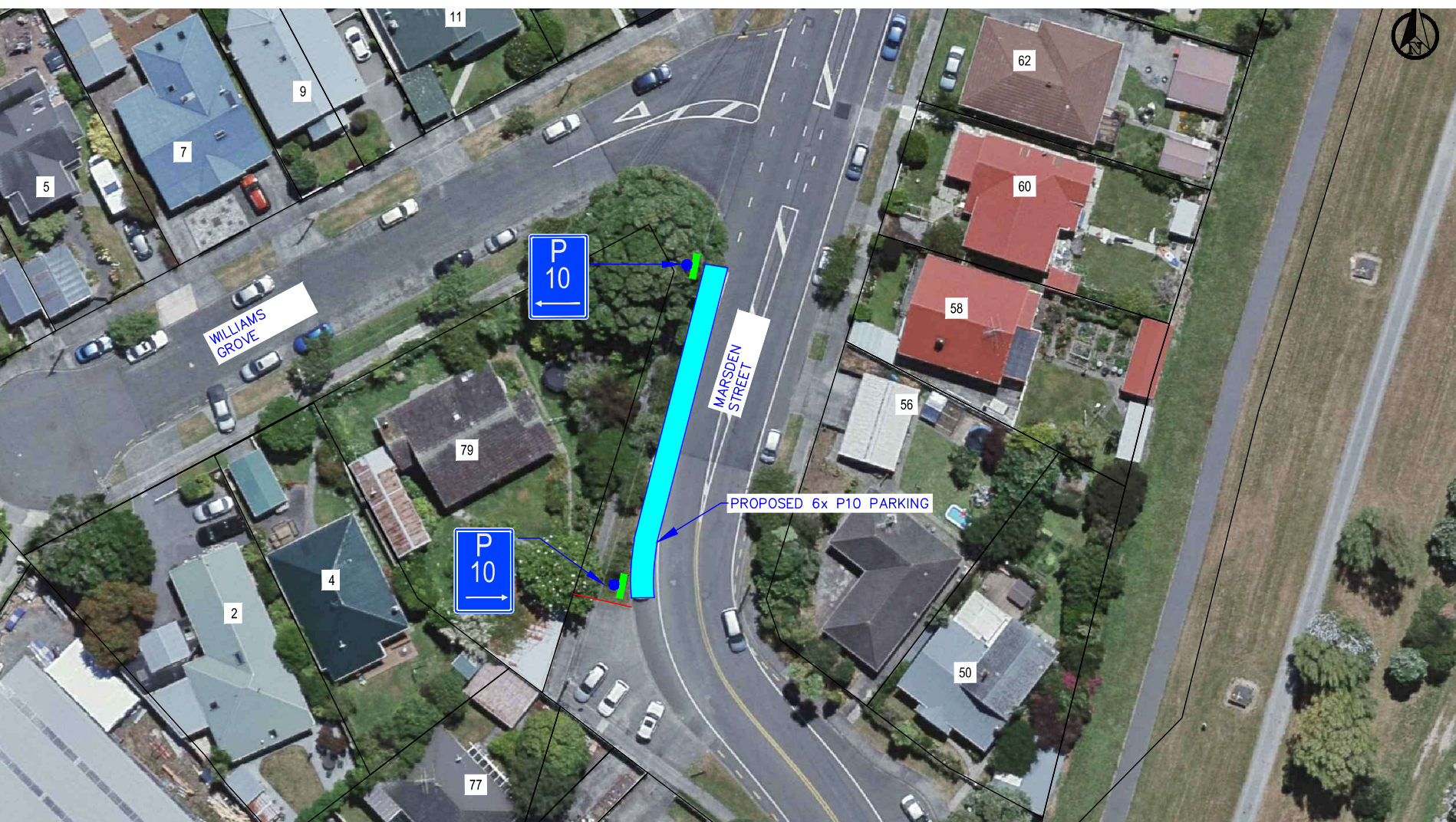
Appendices

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Author: Arun Joy
Roading Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



END

BOUNDARY LINES

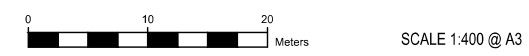
NEW L-BAR WHITE PARKING LINES

EXISTING BROKEN YELLOW LINES

NEW POLE / SIGN

NEW P10 PARKING

PROLONGATION OF DRIVEWAY

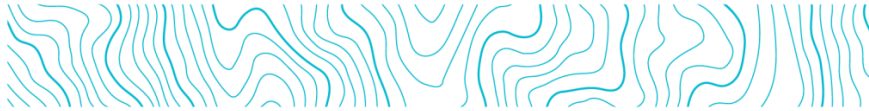


REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	AMENDED PLAN	A JOY	E SCHERER	23/07/2024



PROJECT
TR26A – 2024
SHEET
P10 RESTRICTED PARKING – PROPOSAL 79 MARSDEN STREET
PROJECT REF.
TR26A – 2024

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02 July 2024

PROPOSED CHANGES IN YOUR AREA

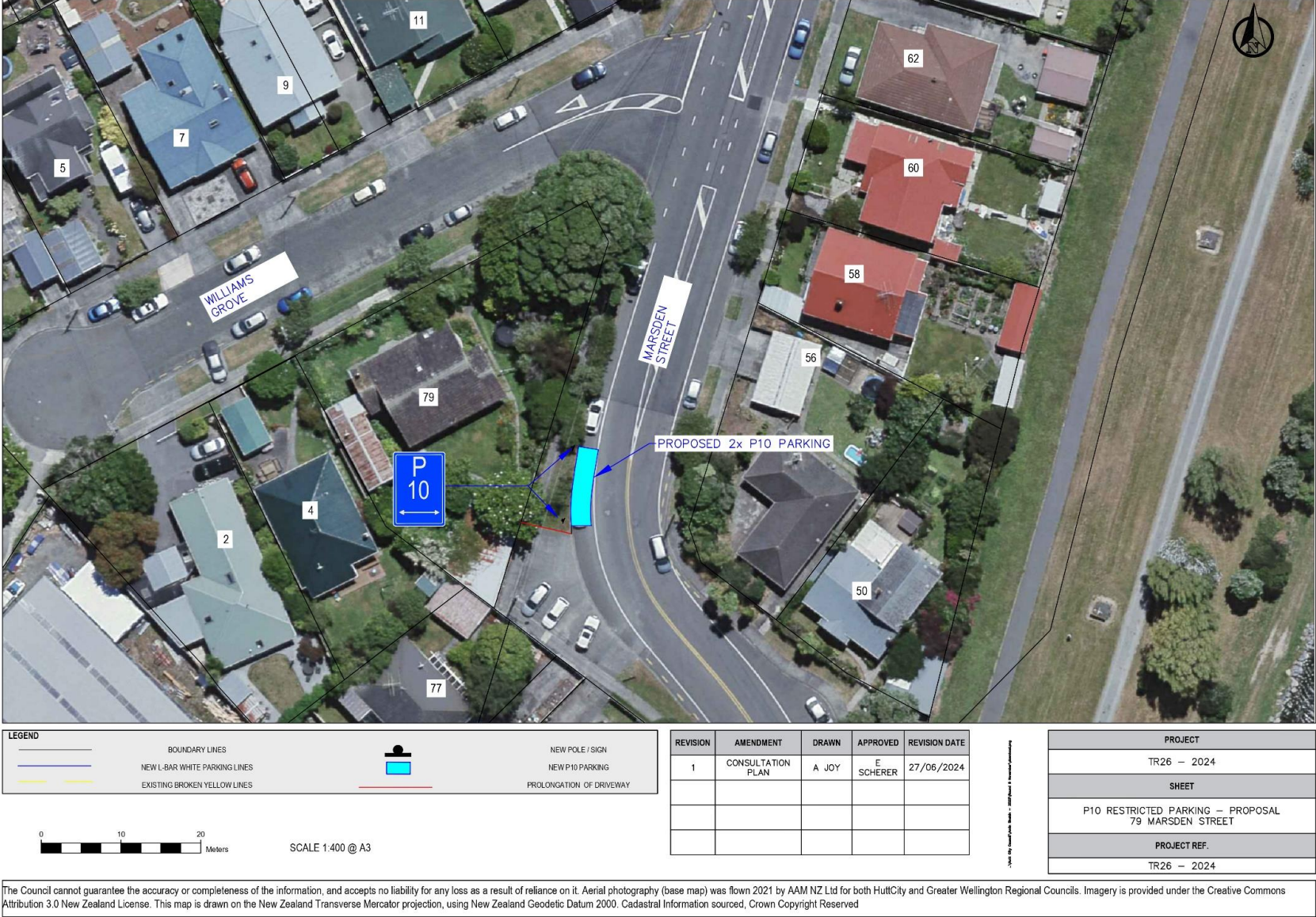
Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What We are proposing	<ul style="list-style-type: none"> Install P10 (standard hours) parking restrictions outside 79 Marsden Street, Melling.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request to install time-limited parking restrictions outside 79 Marsden Street. At this location, a Childcare Centre is operating. As per current parking restrictions, drivers can park outside 79 Marsden Street for unlimited hours and this is causing an issue for the parents dropping off and picking up their children at the Childcare. Council engineers have assessed this site and propose converting two unrestricted parking spaces to P10 parking spaces during standard hours (8 am to 6 pm, Monday to Friday). Outside these hours, parking will remain unrestricted. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services." Note: as per Traffic Assessment, it has been identified that the hours for parents to pick up/drop off their children vary. Thus, Council was unable to propose parking for specific hours.
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside 79 Marsden Street as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> The impact will be positive by deterring vehicles from parking long term in these spaces and freeing up parking for the parents to pick up and drop off kids during morning and evening peak times. Support Childcare centre wellbeing and Health and Safety of the parents who have to walk across or along the street with the kids from their parked cars. Net parking impact: two parking spaces to be converted from unlimited to P10.
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024.



Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 79th August 2024• If approved, the proposed changes will be installed within 3 months following the approval date.
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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.

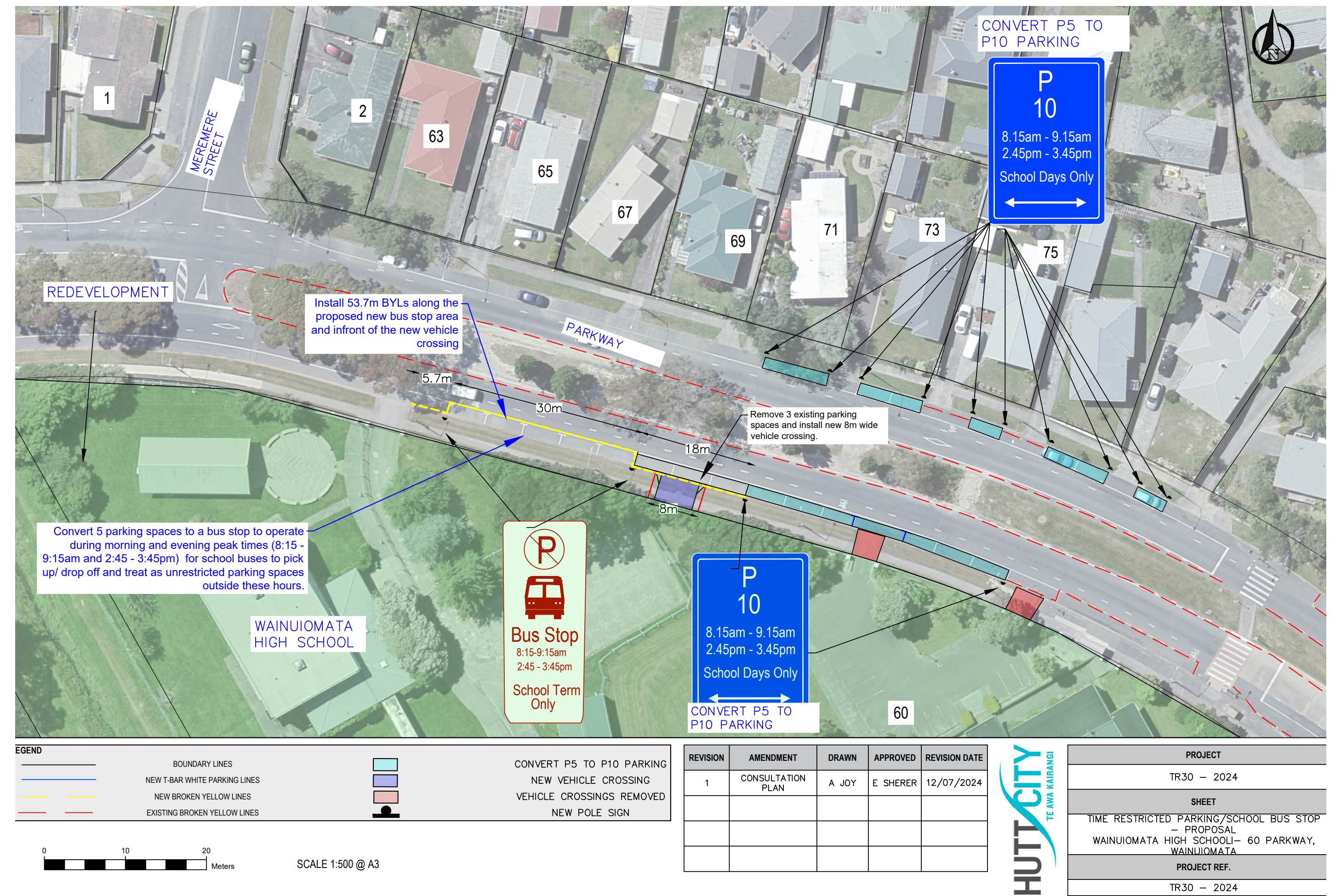
Appendices

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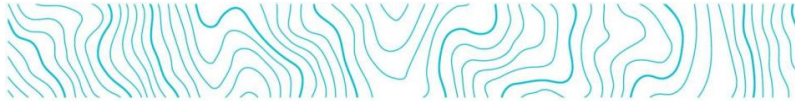
Author: Arun Joy
Roading Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



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12 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What we are proposing	<ul style="list-style-type: none"> Convert 5 parking spaces to a school bus stop to operate during morning and evening peak times (8:15 – 9:15am and 2:45 – 3:45pm) for school buses to pick up / drop off and treat as unrestricted parking spaces outside these hours. Convert 3 parking spaces to a vehicle crossing. Install No Stopping, At All Times (BYLs) restrictions outside 60 Parkway, Wainuiomata from school bus stop to vehicle crossing. Remove 2 existing vehicle crossings and convert 1 into a parking space. Convert existing P5 parking spaces to P10 parking spaces to align with HCC latest parking restriction standards outside schools.
Why we are proposing the change	<ul style="list-style-type: none"> Wainuiomata High School is currently undergoing a major redevelopment. The proposed master plan will provide a new, engaging, and purposeful learning campus that will benefit the Wainuiomata community. The proposed school bus stop aligns with the Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services." The revised vehicle crossing location supports Wainuiomata High School's amenities.
Where the changes are proposed	<ul style="list-style-type: none"> Outside Wainuiomata High School- 60 Parkway, Wainuiomata.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and accessibility for students. Improves pedestrian and road safety, with quantity of vehicle crossings reduced from 2 to 1. Improves safety and a more efficient traffic flow. Improves traffic flow and reduces congestion, with vehicle crossing moved away from existing public bus stop.
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 26th July 2024
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29th August 2024 If approved, the proposed changes will be installed within 3 months following the approval date.

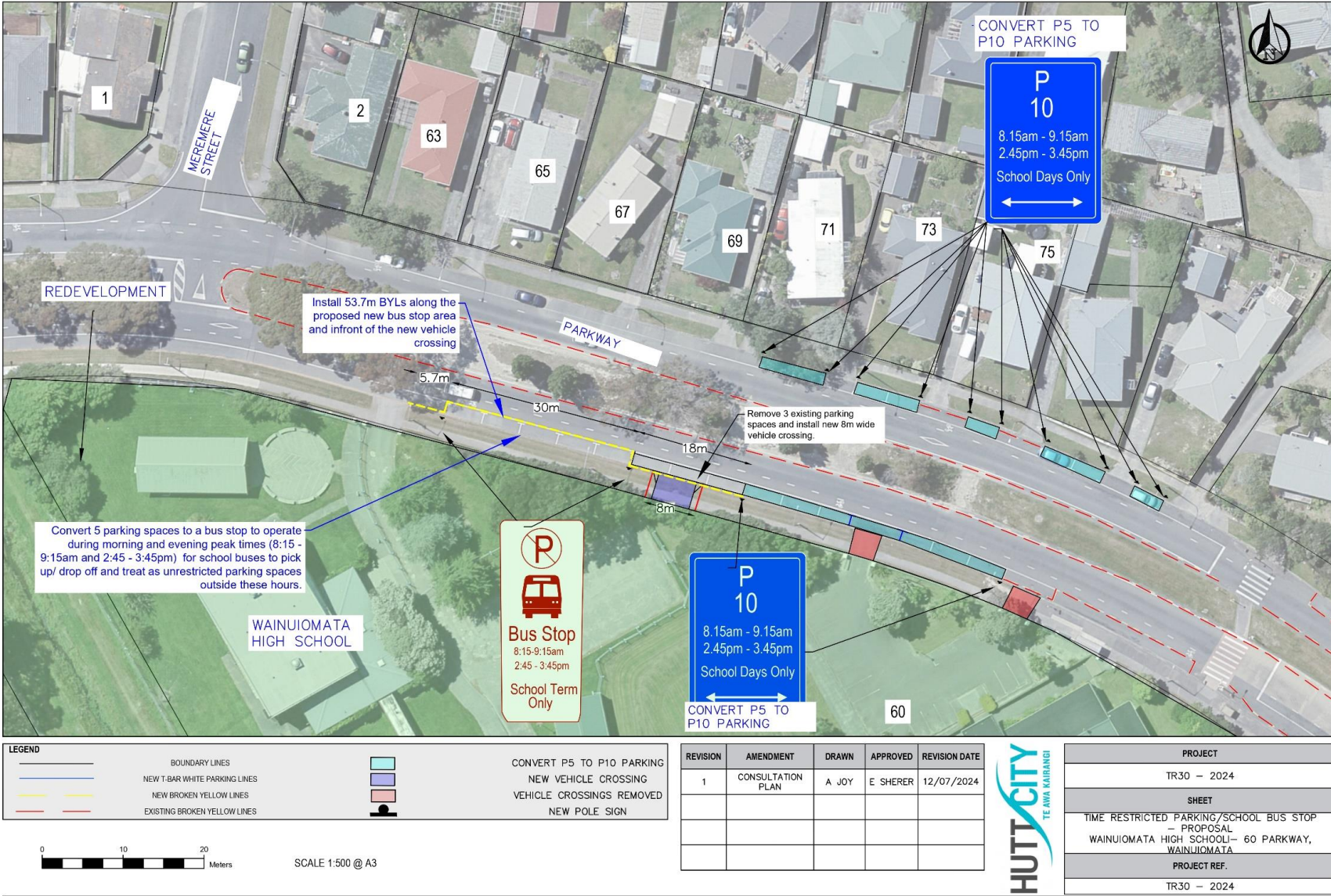
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06 August 2024

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

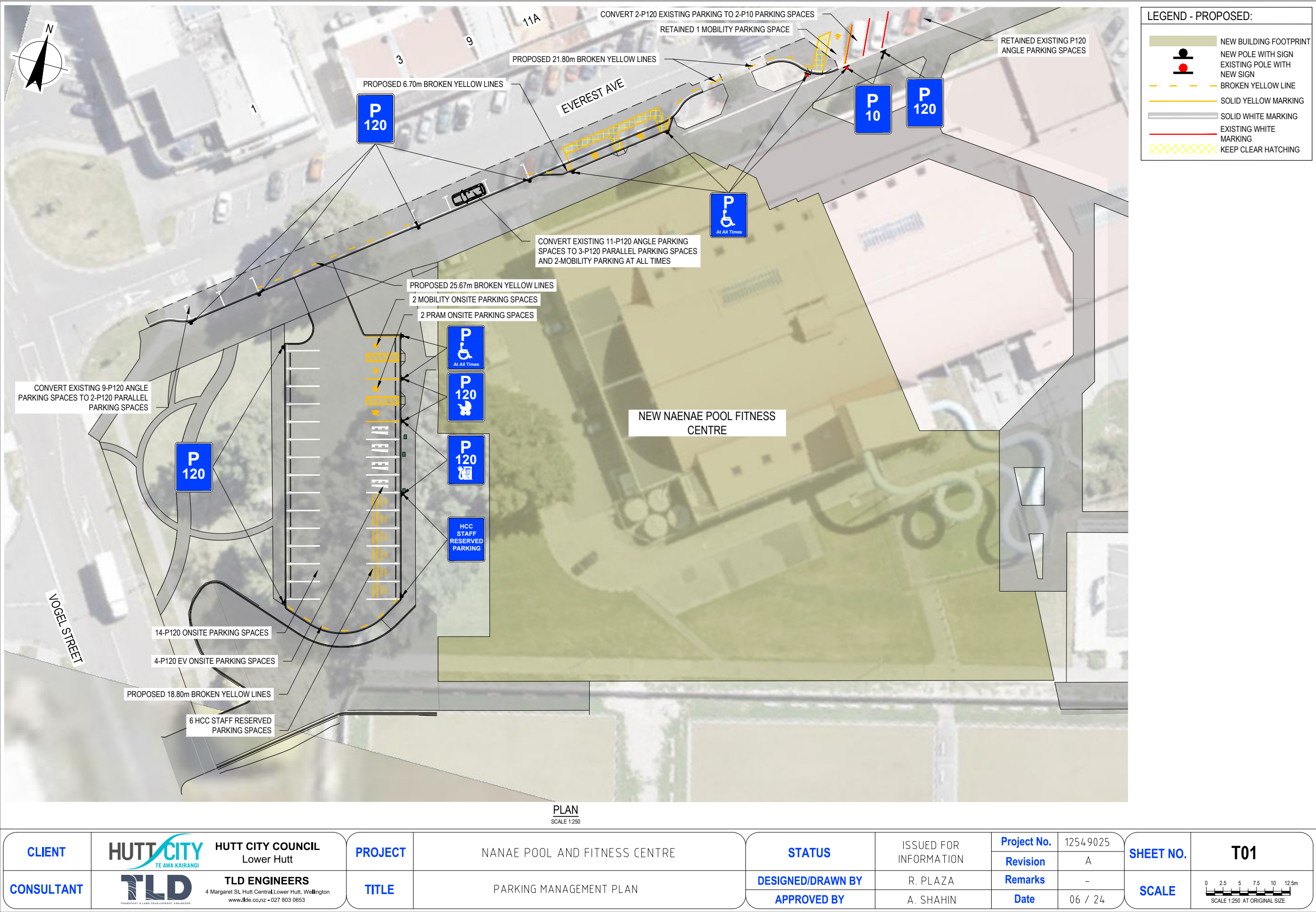
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Author: Andrew Quinn
Project Manager (Naenae)

Author: Arun Joy
Roading Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development





Kia ora,

Hutt City Council is proposing to make some changes to parking on Everest Avenue to support the new Naenae Pool and Fitness Centre, and we'd like to hear your feedback.

The proposed changes:

Currently there are four mobility parks adjacent to the entrance of Hillary Court and angled parking either side of the pedestrian crossing. Changes will be necessary to complement the new Pool and Fitness Centre opening late 2024 and will mostly affect the East side (opposite the shops) of Everest Avenue as follows:

At the Northern end (from the existing pedestrian crossing to opposite Naenae Chemist):

- The existing kerb line and angled parking will be maintained. Time restrictions will remain P120.
- One mobility park will be maintained with side access and two carparks will be converted to P10 for parents collecting or dropping off swimmers.
- The drop-off zone for buses will be maintained and enhanced with new road markings. This is also used by schools to drop off classes for swimming lessons is used from 9.00am-2.30pm Monday to Friday and so needs to be kept clear.
- The pathway will be widened to provide for improved access to the Pool and Hillary Court.

At the Southern end (from the existing pedestrian crossing opposite Trade School Kitchen to opposite Naenae Hotel):

- The south side of Everest Avenue will be reconfigured from angled to parallel parking to provide for mobility parking to be closer and more convenient for pool users. The parks will also be longer to allow for mini-buses and wheelchair users to exit from the rear of the vehicle.
- The number of parking spaces on the East side of Everest Avenue will reduce from 19 to 8, however 28 new parking spaces will be added at the rear of the new Pool. This will include 2 new mobility parks with side access, 2 parks for families with prams, 4 EV charger parks, and 6 parks for HCC

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

staff. Access to this carpark will be via Everest Avenue. Separate access for pool vehicles servicing will be via Vogel Street.

- The adjacent pathway will be widened to provide improved access to the pool entrance from Hillary Court via the existing pedestrian crossing.

There is no change to the road width or the road speed.

Your feedback

We can take your feedback in-person on receiving this letter, or you can email us at naenaeprojects@huttcity.govt.nz

Please ensure your feedback is with us by 5pm Friday 19 July.

Ngā mihi,

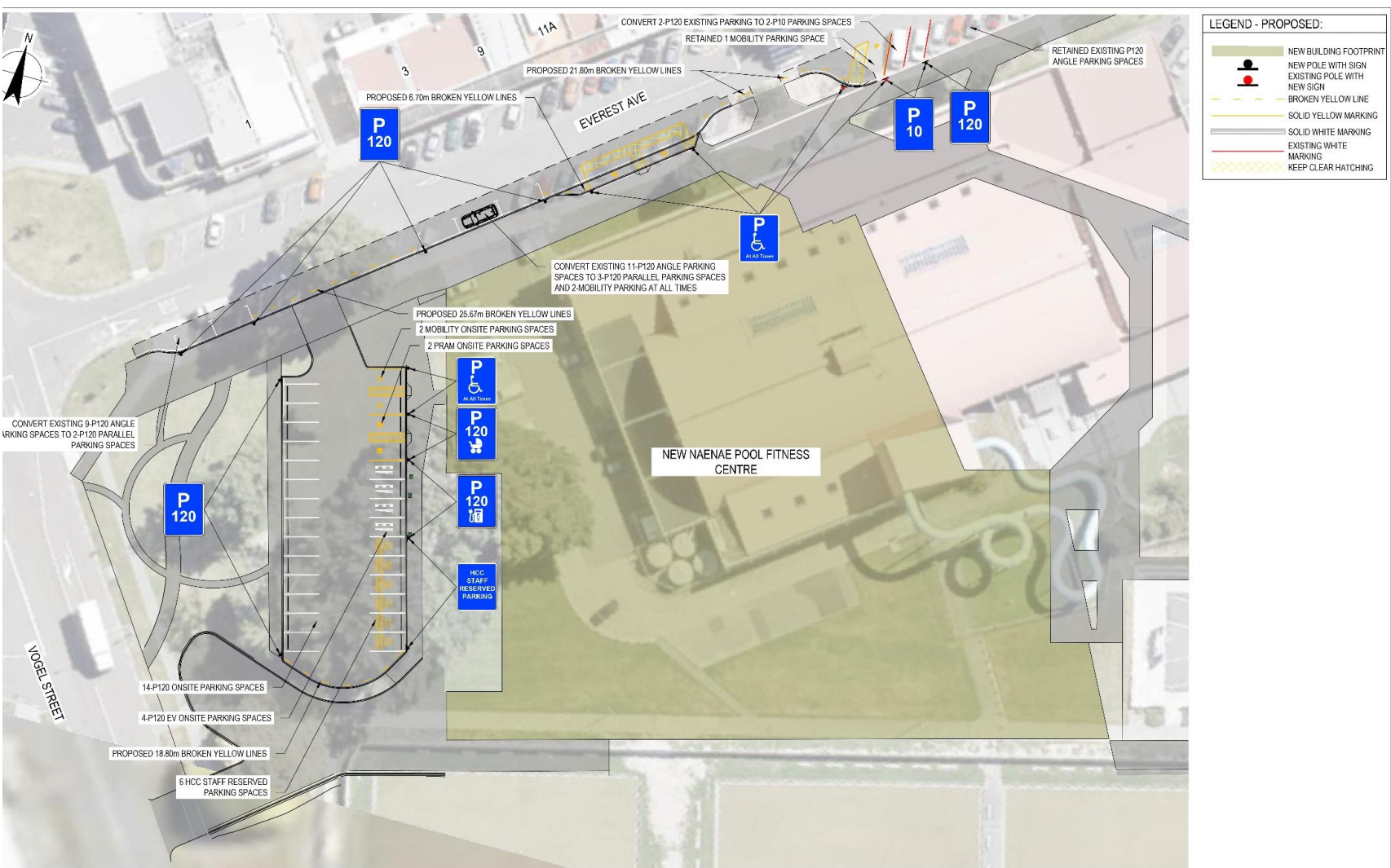
Andrew Quinn

Project Manager, Whakatupu Ngaengae

Example image and plan diagram

View from the South end of Everest Ave of the new mobility parks and entrance to pool carpark.





CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	NANAE POOL AND FITNESS CENTRE	STATUS	ISSUED FOR INFORMATION	Project No.	12549025	SHEET NO.	T01
						Revision	A		
						Remarks	-		
MOH TANT	 TLD ENGINEERS	TITLE	PARKING MANAGEMENT PLAN	DESIGNED/DRAWN BY	R. PLAZA	SCALE	0 2.5 5 7.5 10 12.5m		

Feedback survey

SURVEY RESPONSE REPORT

08 July 2024 - 19 July 2024

PROJECT NAME:

Everest Avenue / Naenae Pool and Fitness Centre Parking



Feedback survey : Survey Report for 08 July 2024 to 19 July 2024



SURVEY QUESTIONS

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

Q1 | Do you support the proposed changes?

Optional question (173 response(s), 0 skipped)

Question type: Likert Question

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Q1 Do you support the proposed changes?

I support the conversion of 2 P120 carparks on Everest Ave to P10 carparks

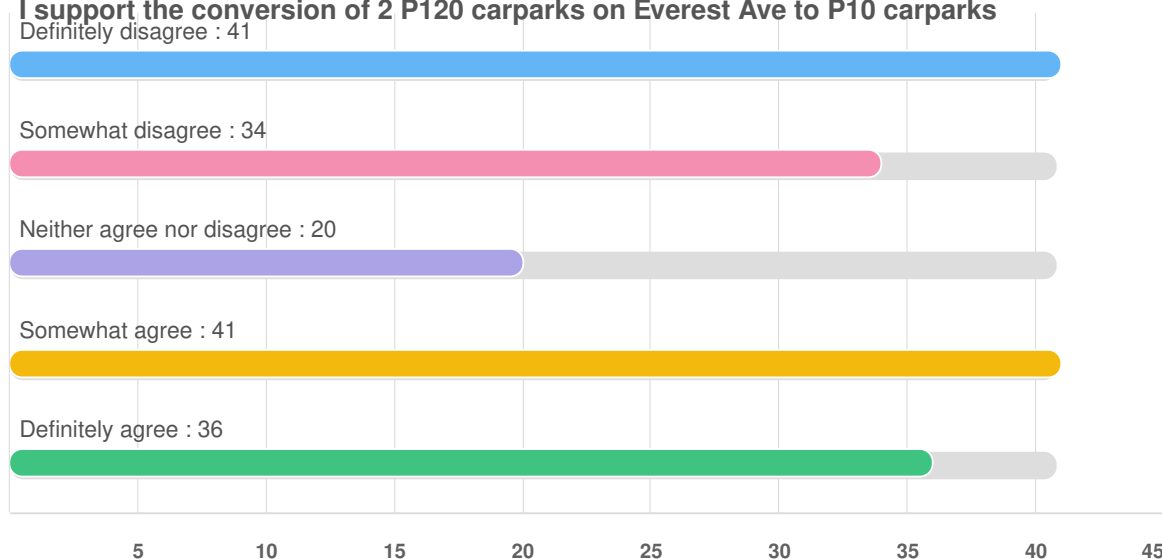
Definitely disagree : 41

Somewhat disagree : 34

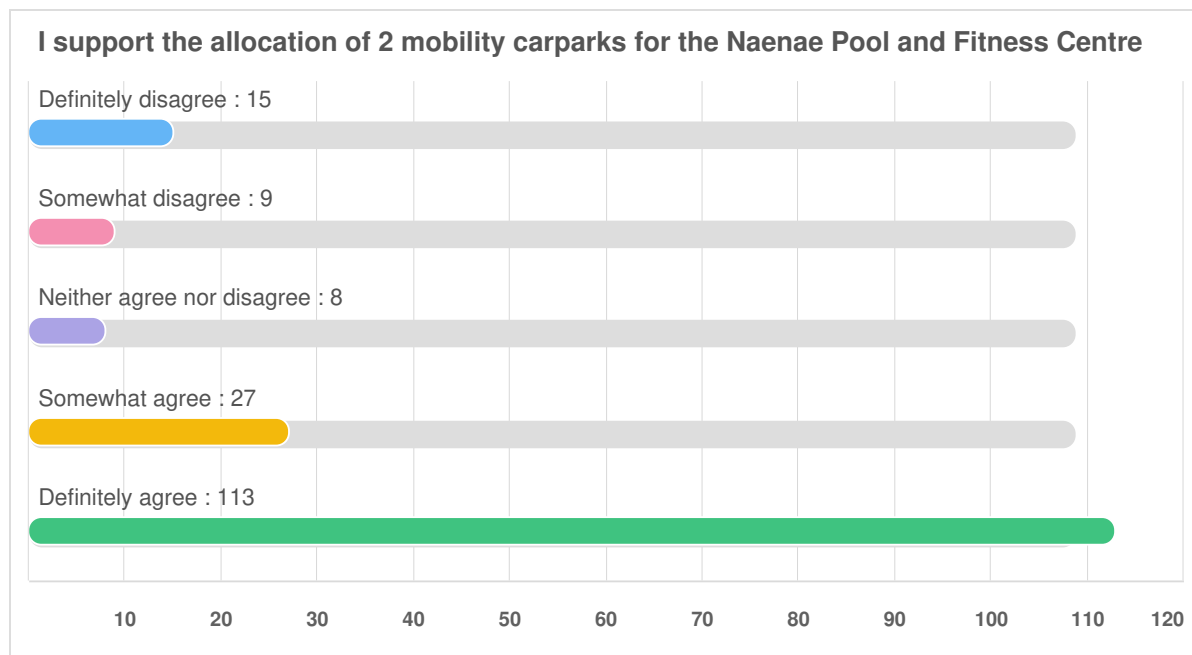
Neither agree nor disagree : 20

Somewhat agree : 41

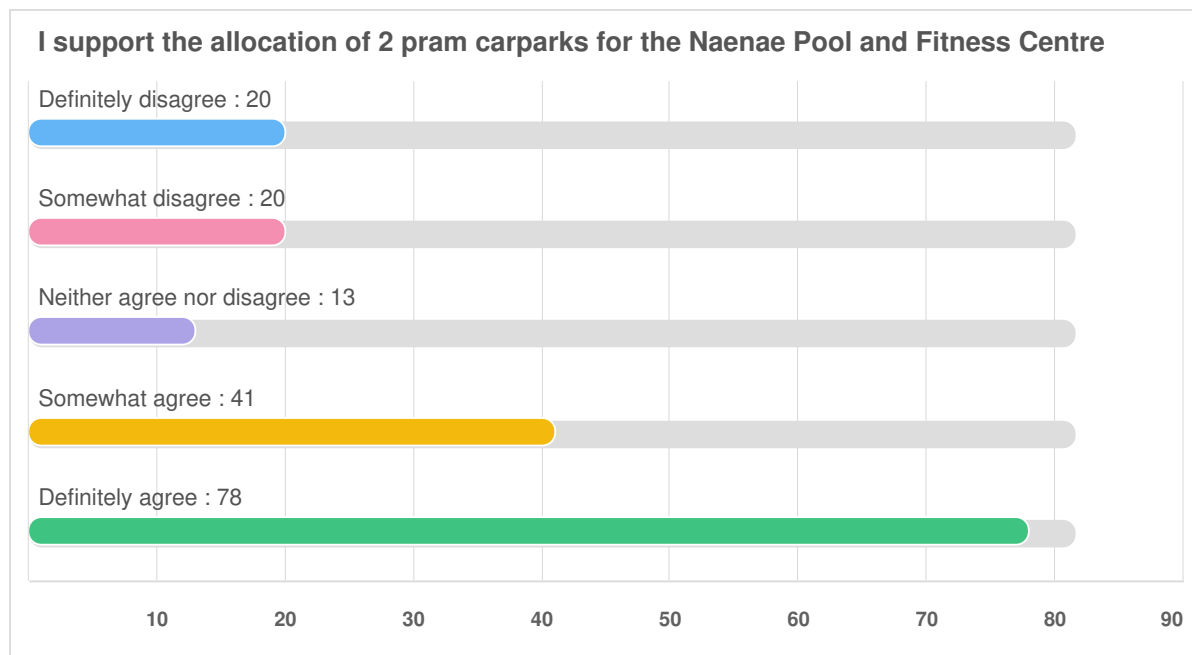
Definitely agree : 36



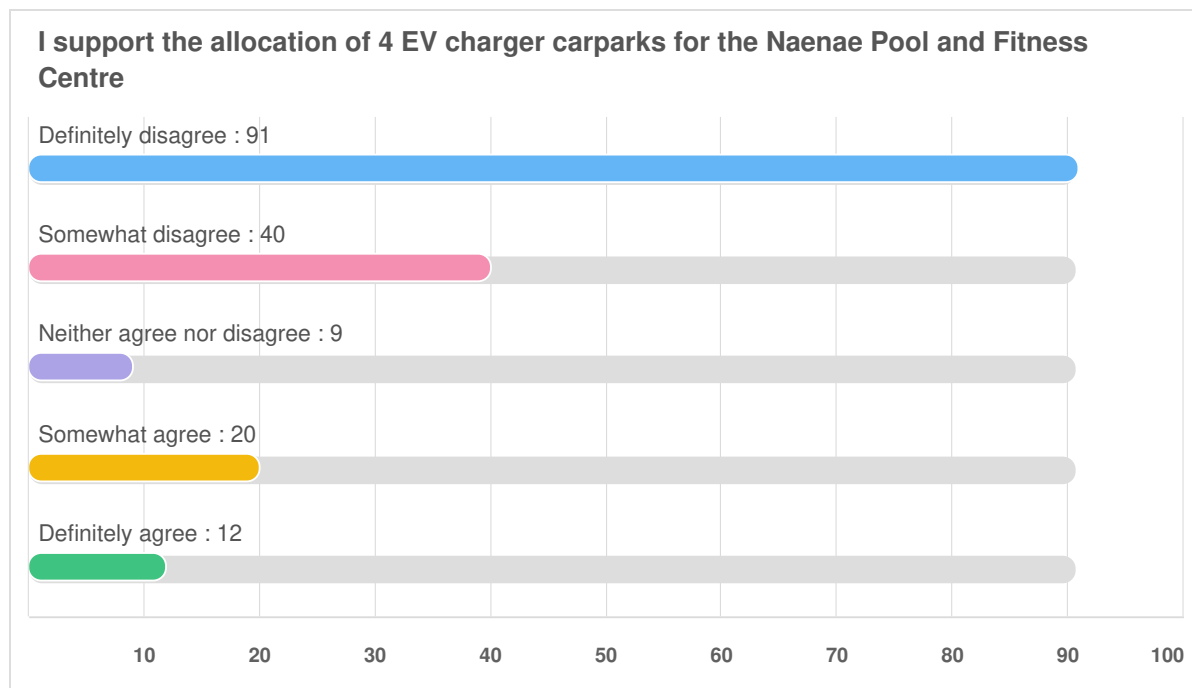
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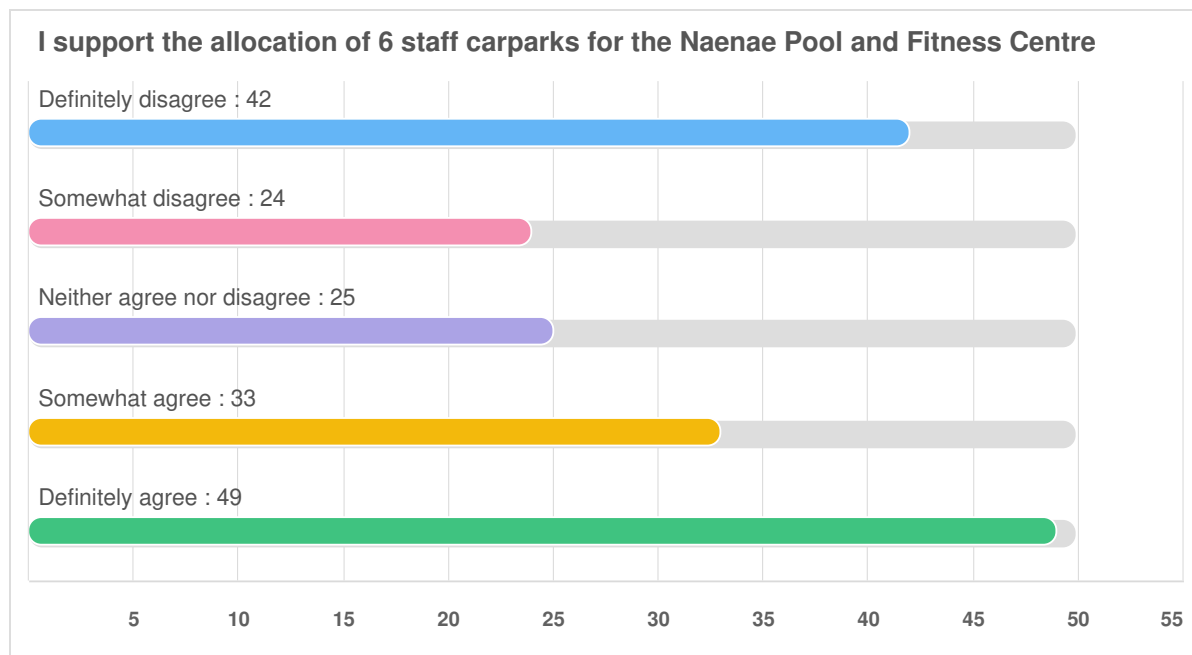
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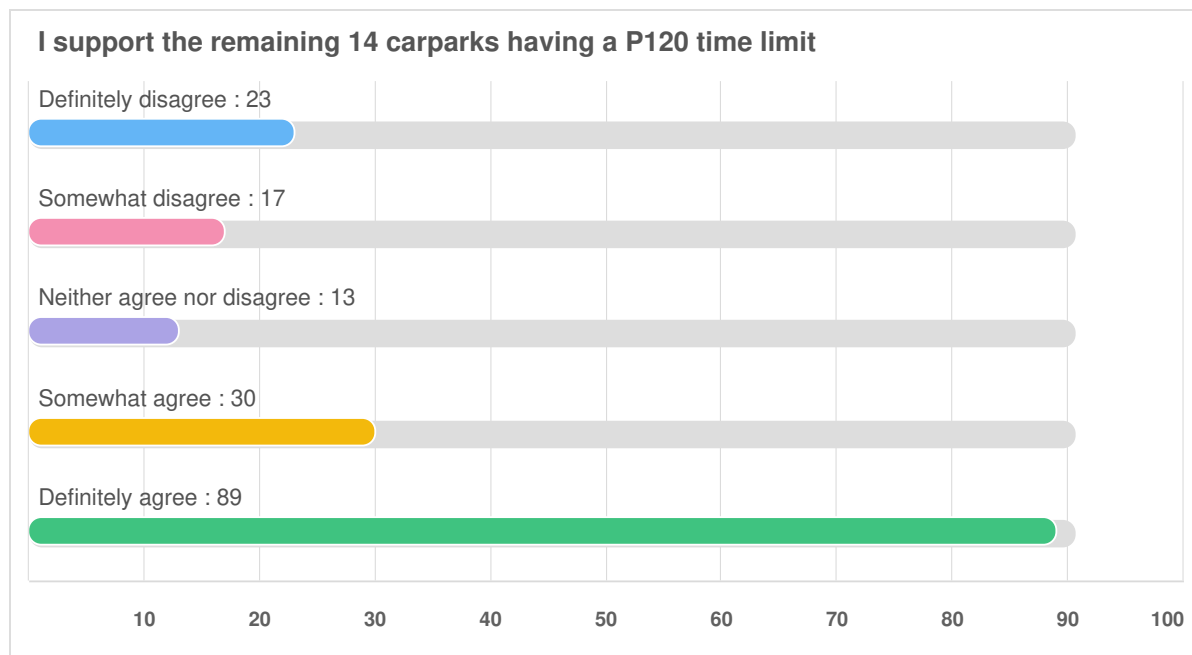
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Q2 If you have comments on any of the proposed changes, please enter them here

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Anonymous 7/10/2024 05:34 PM	I consider that 14 carpark for the users of the pool and fitness centre is way too few. Surely for a facility of this size, there should be sufficient room to provide enough car parking, to avoid having too great a detrimental impact on car parking for the rest of the shopping area. There should be at least 40-50 car parks for users of the facility, not including any existing parking that was there already.
Anonymous 7/11/2024 10:36 AM	4 ev parks is too many, waste of space as most people don't own an ev car and these parks are always empty in other carpark
Anonymous 7/11/2024 10:43 AM	More disability and parent parking instead of EV parking
Anonymous 7/11/2024 10:52 AM	8 staff parks, 0 pram parks
Anonymous 7/11/2024 11:01 AM	Hopefully the 120 parks are not enforced outside of business hours, as some pool users will be there for hours across swimming and water polo. I would like to see 1 more disabled park and 1 more family park. And maybe only 2 EV parks?
Anonymous 7/11/2024 11:02 AM	EV charger parks are not needed, cars are not going to be there long enough to need charging, neither are the staff parking, they can park on the street like everyone else that works in or commutes from the area
Anonymous 7/11/2024 11:16 AM	I think having 4 EV chargers is too generous on the allocation. I think 2 EV charger parks would be suitable, at best. I think that then you could increase the pram carpark from 2 up to 3-4. Additionally, I feel that angled parking would offer better parking ability, access to rear doors when unloading and loading children, and easier leaving if there was a turn around at the end of the parking space/carpark. This could mean the angles on the south side point the opposite of the ones on the north side of the carpark making a circular motion of traffic entering and exiting the carpark. Also of note is that there are no parks directly outside of the new pool complex which were there before (and are still there at the moment). The current street parking is almost always full even without the pool being open.
Anonymous 7/11/2024 11:20 AM	On The Plan, its mentioned converting the current 11 - 120 Angle parks to 3 - 120 Parks and 2 Mobility.. Totally agree with the Mobility, but if you want people to use the facility it's a dumb move to reduce

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	parking, basically cutting the area in half.
Anonymous 7/11/2024 11:32 AM	I plan on spending a lot longer than 120 minutes and if that's the only park available what can I do ?
Anonymous 7/11/2024 11:41 AM	There should be more pram car parks
Anonymous 7/11/2024 11:42 AM	You really need to think about the congestion of the parks during waterpolo season. It was near impossible to get a park at the Naenae shops when the old pool was open. Two hour parks are essential when visiting the pool. Any less than it is not worth going. Do you really need 4 ev parks (can other people park there or are they just reserved for ev?). Not sure people with prams need a special park. Should kids in nappies really be allowed to use the pool (bit gross).
Anonymous 7/11/2024 12:08 PM	Definitely should be more parking for those with prams, and longer parking times for those who choose to stay at the pool for a long period of time.
Anonymous 7/11/2024 12:14 PM	Less EV car parks - they won't get the use - two will be enough. 2 mobility car parks is FAR TOO LITTLE amount. Pram car parks - neither agree or disagree. Staff should be using car parks on the street/suburb nearby and walk from their cars like most of us do for their jobs!!!
Anonymous 7/11/2024 12:15 PM	I feel that the number of proposed car parks is much too small. The mobility and family car parks should at least be doubled or better yet, tripled and the number of EV car parks, halved. I feel that many a family and people with disability will be using the parks for the services of the pool, more than people/families with EV cars. Nga Mihi.
Anonymous 7/11/2024 12:19 PM	Surely only 2 EV Charger car parks are required?? 4 seems too much
Anonymous 7/11/2024 12:28 PM	Why not move the staff parking elsewhere, especially if they are likely to be longer stays anyway. With the huge new multiunit housing going nearby in Treadwell Street there will be no nearby street parking soon, I suggest planners take a trip down the nearby Sladden Street to see the actual effect of these developments. Is it possible EV

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	charging could happen at the nearby Caltex service station? Pram parks will be a constant source of contention so better to leave them out altogether. The Park Ave Bowling Club has a huge number of carparks compared to the pool - how will usage compare?
Anonymous 7/11/2024 12:28 PM	Hi I really think there needs to be more car parking spaces.. This pool is gna be so popular during summer or even all year round.. I just think if family's can't find parking space they will just leave or might even end up parking all the way down the street, I feel sorry for the big family's that will come and have to walk from the next block over or something.. is there any other way to make more carparks next to the pools... I don't know.. bt wat I do know is u gna get a lot of complaints about parking.. all the best with the future of our naenae pools.. it's looking absolutely amazing.. I can't wait for it to open.. Thank u
Anonymous 7/11/2024 12:33 PM	The proposed changes I am fully against. Especially the yellow lines
Anonymous 7/11/2024 12:36 PM	Other people in naenae not using pool will use ev parks. Keep pool parks for all users Council should not be supplying chargers in pool car parks
Anonymous 7/11/2024 12:39 PM	HCC workers don't need designated parks. Maybe changing these to 4x 30min parks for pick up and drop off, or something similar. Also less EV charging. They can charge at home, no need to sit and charge. Or have that many. More pram friendly or mobility will be of greater use.
Anonymous 7/11/2024 12:41 PM	Given that one of the listed features of the pool complex is spectator seating for up to 600 people suggest it will be used for regional and possibly national water sports events, if so then this parking proposal won't come close to meeting those needs.
Anonymous 7/11/2024 12:42 PM	ensure the carparks on street remain free parking or it will kill the use of both the pool and the precinct - the pool is often for longer term entertainment for kids so should not be limited to time - there are hairdressers whos appointment client can take over 2 hours - they wont be moving cars with heads covered in dye/foil etc - it shoul;d be made as easy as possible to visit the shopping centre or it will die regardless of the pool

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Anonymous

7/11/2024 12:43 PM

Ev car parking is not required certainly not that many, ev user will just park their regardless of if they require to charge Though it would be good to have a charging point in naenae. I think another disabled car park is required.

Anonymous

7/11/2024 12:46 PM

I find that the car parking has being totally under valued for this project. Do you realise just how popular the Naenae pool will be. 28 car parks is really pathetic for the volume of people that will be attending this venue. In the summer it will be even worst for car parking. You will get complaints from business owners and home residents with clog streets due to the volume of people that will come to this venue. With the pool, gym and other facilities on site that will be used car parking will be a major problem. 14 available car parks is extremely poor for the vision of this project. This is going to be a massive community hub with people coming from all over the region. With the high density buildings being created you are having heaps more people in the Hutt Valley that will use this venue. Need take take a serious look at increasing the car parking before this venue opens.

Anonymous

7/11/2024 12:47 PM

This isn't enough parking for the general public. The parking will be overloaded - which is what happens already at Huia Pool during peak hours. Even if further parks aren't an option right now, there needs to be more consideration ongoing so that if the opportunity arises people can take it.

Anonymous

7/11/2024 12:52 PM

I think the EV charger parks should be 2 car parks. Most people who visit the pools will be non EV cars and there's nothing worse than not being able to park in a carpark that's reserved for EVs and there are none. Also think you should consider elderly parks. Maybe 60+ older people car parks if possible. Or consider putting special signs out when the pool classes are scheduled. Maybe some reserved for elderly signs. Thank you for consulting with the public.

Anonymous

7/11/2024 12:54 PM

Dig down, create a basement carpark to support the 600 that will be attending events.

Anonymous

7/11/2024 12:55 PM

More parks, no need for EV charging parking

Anonymous

7/11/2024 01:03 PM

Personally I don't feel the need for ev parking to be included in such a small public carpark. Would be more beneficial to have extra mobility or family parks as they have less accessibility to public transport than

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	others do. I like the change to have 2 10 min parks for quick drop offs as long as they are not too close to pedestrian crossings as people are not always good at parking in these properly.
Anonymous 7/11/2024 01:07 PM	I think to EV stations would be enough
Anonymous 7/11/2024 01:14 PM	I support adding in EV chargers but not that the parks would be restricted to EV users
Anonymous 7/11/2024 01:15 PM	Why would you want to limit the amount of time that people can spend at the pools to only two hours. There is not to be enough parking for the amount of people that will be visiting the pools
Anonymous 7/11/2024 01:16 PM	Maximum of x2 EV parks is sufficient. Too often around the Hutt Valley you see all the EV parks empty.
Anonymous 7/11/2024 01:16 PM	Hi. I'm just wondering about how much bicycle parking there will be ? With HCC having emissions targets, it would be good to encourage people, who are already participating in an active sport, to utilise cycling, which has major health benefits and an excellent carbon footprint.
Anonymous 7/11/2024 01:18 PM	An allocation for suitable bicycle parking at this facility, because not everyone travels by automobile.
Anonymous 7/11/2024 01:19 PM	Staff parking should be in another area if required. Ev parking should be only1
Anonymous 7/11/2024 01:26 PM	Please try to make sure there is enough parking for people visiting the pools. More pram and disability parking in particular. I am not a fan of how the survey is worded as I support the car parks but not the amount.
Anonymous 7/11/2024 01:27 PM	1 . What is the point of 10 minutes car park at swimming pool. Just have a drop off area . Such a big facility need more common car parks . 14 is way less. 2. 2 mobility parks are joke and in that case there should not be 6 staff parks as staffs are more than capable of walking or cycling to work as it feels like council wants users to do it. 3. No EV charging places as people can charge at home and bring

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	the car as majority of cars are not ev and it is acceptable if there are plenty of car park. Where is the priority where handicap can't even get a car park but someone with EV can have .
Anonymous 7/11/2024 01:39 PM	28 car parks are Not enough. There'll be do many more cars, it'll be a nightmare!! Why are there EV charging parks. (For goodness sake, people who use petrol fill before we go out, is there going to be a petrol station there for us as well.... . Why can't the EV owners charge their cars before coming out)
Anonymous 7/11/2024 01:43 PM	Huia doesn't have pram parks and name fine, it's not needed and will be abused. Also EV parks, you charge your car at home, it's 4 parks taken just for EV when parking is limited. I think there is room for improvement big time.. this pool is going to be popular.
Anonymous 7/11/2024 01:50 PM	Needs more that 2 pram parks. Could have 3 pram and 3 EV
Anonymous 7/11/2024 01:56 PM	I would suggest reducing the EV parking to 2 and increasing the mobility parking to 4. I think Huia has 3 or 4 mobility parks and it's a smaller pool than what the new Naenae complex will be. I feel all the carparks in the carpark need to have a P120 not just the remaining 14 carparks. Exclude the staff carparks. All the carparks at Huia in the carpark have a P120 keep it consistent
Anonymous 7/11/2024 02:04 PM	Also do not like losing the parking in front of the pool, this will cause chaos!
Anonymous 7/11/2024 02:11 PM	Cut back on EVParking increase disabled parking, cut back on staff parking. Make parking 90 minutes. There are not enough car parks
Anonymous 7/11/2024 02:20 PM	You need way more than 28 carparks I would say at the very least 50-100. Especially for events held at the pool and on general days I don't think you realise how popular this pool is going to be.
Anonymous 7/11/2024 02:39 PM	I think the ratio of park for electric cars is way too high. They can access the normal parks but petrol cars cannot access theirs. If they came charged just as petrol cars come fielded then this overkill would not be necessary. Ngā mihi P.s I would offer 2 ev parks maximum. 15 parks is not enough when you are offering Swimzone training etc. that doesn't even cater to the families at training,

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Anonymous

7/11/2024 03:10 PM

Only 14 regular car parks (not also factoring in street parking removed from Everest street) is no where near enough for the expected 450,000 yearly visitors even factoring in those the don't drive. Better to replace all the remaining green area adjacent to the carpark with more parking as on street parking to adjacent streets will fill up fast

Anonymous

7/11/2024 03:44 PM

EV Wheel stops and standard Wheel stops, bike racks , seating , pedestrian Barriers , Bollards , Rubbish bins , Current preferred supplier to HCC www.metalart.co.nz [steve @metalart.co.nz](mailto:steve@metalart.co.nz)

Anonymous

7/11/2024 03:51 PM

It's important to make sure that the shops still have ample easy access parking. Could the street with the petrol station be made 120parks for pool parking instead?

Anonymous

7/11/2024 04:30 PM

Living in Naenae and understanding the parking issues we experienced with the previous pool, something drastic needs to happen here. In order to attract people from right across Te Whanganui a Tara to our pool, we need to ensure parking, and amenities are easily accessible to those utilising the pool facilities, but also others who want to purchase from the small business/vendors based within the centre. That was a critique I had as a resident with our previous pool, not being able to find parking easy so I could shop, whilst people were enjoying time at the pool. The number of car parks discussed in this proposal are not enough to alleviate the impact on locals and people in general. We are going to experience similar parking issues, particularly as interest in the pool from right across the region is high. Is this plan maximising the space available? Is this plan inclusive and cognisant of our tangata whaikaha population? Offering 2 pram car parks, is this really the best use of this space? The majority of those visiting the pool will likely be families with small children, hundreds of people, 2 pram parks will hardly make a dent. Could these instead be repurposed as disability parks?

Anonymous

7/11/2024 04:30 PM

You will need more car parks then that unfortunately

Anonymous

7/11/2024 04:33 PM

To utilise the space effectively the ev allocation should be replaced with an additional 2 disability car parks and 2 normal car parks. Ev's can still park in a normal carpark and it's the responsibility of each car owner to ensure their vehicle is fuelled/charged prior to travel.

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Anonymous

7/11/2024 04:48 PM

KiaOra. I had to miss my hydrotherapy session at Huia recently due to NO AVAILABLE carparks with reasonable walking distance. I have hip artheritis. I was VERY disappointed. So, please provide carparks for semi able users. Also, to prevent business/retail/commuter vehicle owners from snaffling new carparks at the pool..BEWARE.. they will try it on. 10 min car parks will be used by people picking up take-aways. Please please make parking available for people who use the pool. The will be a novelty and a huge asset. For all the new inbuilt housing owners give an incentive for being careless and walking to the pool. Nga mihi An elderly Naenae resident of 50 years.

Anonymous

7/11/2024 04:55 PM

I have to use to pool for exercise as im on crutches and the water is the only place i can do this, only having 2 mobility carparks is not enough, EV car uses can charge there cars at home. I have to use a mobility carpark in order for me to get in and out of my car, i cant use normal parks.

Anonymous

7/11/2024 04:55 PM

Would prefer proposed pram parks to be normal parks (preferred) or mobility parks (2nd choice). People with prams are quite capable of walking the same distance as anyone else. This is nowhere near enough parking. Aquarobics classes are way way over this number of people, and the Nifties classes during the day have many many older people, and quite a number with disabilities.

Anonymous

7/11/2024 05:03 PM

There is never anyone in the EV parking bays at Avalon park. Seems absurd to offer them 4 parks and mobility only 2. At Huia the Mobility parks are always fully taken so I'm not sure how two will service the pool adequately. We have a baby in a pram and baby parks are an amazing help. These pools will be busy with mobility and children so more emphasis should be on those parks not eV's. Maximum two for EV and they should be at the back not interfering with other users parking options.

Anonymous

7/11/2024 05:04 PM

The lack of carparks at the pool complex will have such a negative impact on the pool and surrounding areas, I missed feedback on converting 9 x existing angle spaces to 2 x Parallel spaces and 11 to 3, the loss of 16 spaces - seems absolutely ridiculous to me, I'm a Naenae resident and never encountered an issue there, I'd be very interested to know how the community voted on that, surely that wasn't the preferred option. Having a measely 26 offroad parks is ridiculous. There should be NO EV charger carparks why should they take priority, charge at home - and who is paying for the install and cost of that, pool users, rate payers - no thank you, take those away. I do not support 6 x staff carparks, like every other business and

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	employee in Lower Hutt staff should be parking on the street, to give them prime parking spots is ridiculous I don't know any other business that would take away public parks for staff - No way. There is an embarrassing and ridiculous lack of parks and it will be chaos down there.
Anonymous 7/11/2024 05:09 PM	This doesn't seem like enough parking to be adding for this new facility. naenae is a busy location, is there no more room to add more onsite parks?
Anonymous 7/11/2024 05:12 PM	I agree with staff carparking - they should have a safe spot to come back to their cars at night. I don't agree with 4 ev chargers. If others are only going to be there for a max of 2 hours their cars should be charged enough anyway for the same 2 hour allotment. I would rather more mobility parks be created than that many ev parks. Plus, those who use mobility parks probably wanting s hydrotherapy pool to use. oh wait you won't cater for them. Only Huia pool will have one out of all the council pools. how is the community supported especially with an aging community by only one hydrotherapy pool?? P12o time limit is fine as i doubt many families will get those parks anyway - but there is ample parking around naenae. But most likely to be broken into or stolen as the stats are showing. cameras going up? extra parking wardens to help keep an eye out?
Anonymous 7/11/2024 05:15 PM	Need bigger mobility parks , both length and sideways, to allow for ramps to be extended and wheelchairs to pass safely in between cars etc. 2 parks is not enough
Anonymous 7/11/2024 05:36 PM	Needs all day/extended parking for events booked in venue
Anonymous 7/11/2024 05:38 PM	As a person who works in Lower Hutt and has to pay \$10 a day for the privilege to take my car to work why should the staff at the naenae pool get free parking they should pay like the rest of us and many families go to the pool for longer than 2 hours so how is the 120 limit going to work for those families and definitely don't agree with 4 charging stations near a public pool
Anonymous 7/11/2024 05:49 PM	so do you think that only 14 people will want to go to the pool? You need to put in at least 50 car parks with a two hour time limit and your pool staff can catch the bus to work

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Anonymous 7/11/2024 05:53 PM	More disability parking spaces needed and more parking spaces in general needed. For a big new pool that will be popular plentiful parking needs to be available.
Anonymous 7/11/2024 06:00 PM	1. 10 minutes is too short. 45 minutes would be better. 2. People who have EVs are able to charge at home or service stations as per the rest of communities. There should be no EV parks
Anonymous 7/11/2024 06:16 PM	The 2 10 minute parks are ok on Everest Ave. The 8 other parks should be disabled. This not only covers those with a severe disability but also those with altered mobility parks. We need to be including disability in our policies to ensure that we equity.
Anonymous 7/11/2024 06:26 PM	Not enough parking for the pool and its amenities at all. Secure bike storage could be provided also
Anonymous 7/11/2024 06:26 PM	People won't worry what the parks are. We have become it's all about me society.
Anonymous 7/11/2024 06:59 PM	Replace 2 of the EV parks with 2 mobility parks. There will be far more users with mobility issues than electric vehicle users. 4 mobility parks and 2 electric vehicle parks
Anonymous 7/11/2024 07:10 PM	I think there only needs to be 2 EV carparks as heaps of people don't have them and means those of us with regular cars won't be able to use them
Anonymous 7/11/2024 07:11 PM	Just not enough car parks. By my estimation this plan results in 32 LESS normal carparks available to the general public than were outside the previous pool. This is a recipe for disaster. I can envisage members of the public coming into conflict an over scarce parking, potentially ending in tragedy. Naenae is already Distric 9 enough with low iq violent apes - you really want more fuel on that fire?
Anonymous 7/11/2024 07:15 PM	Increase parking limit to 3 hours. Think about families who may spend half a day in Naenae going to the library and then the pool followed by lunch.
Anonymous	Staff should not be entitled to car parks I work in the hutt and have to

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7/11/2024 07:20 PM	pay \$10 a day EV car parks if you must have them have 2 and give an extra 1 to disability and 1 to parents 28 parks aren't enough for a huge complex your building give the 6 proposed staff parking to the public
Anonymous 7/11/2024 07:36 PM	Don't think you need pram car parks unless they are wider in size, as the carpark isn't large itself.
Anonymous 7/11/2024 07:57 PM	I don't think there will be enough car parking. There will need to be more is there a way to maximise these and have more disability and more pram parking
Anonymous 7/11/2024 08:05 PM	Having only 2 Disabled Parks is ridiculous, please consider having a minimum of 4 disabled parks. 2 Family's Parks is not acceptable either please consider at least a minimum of 4 Family parks a Naenae is growing and many family's use those facilities. There is no need to have 4 EV charging stations.
Anonymous 7/11/2024 08:07 PM	I'm not too worried about a lack of general parking spaces as there are lots of spaces around the shops which are never full so making people park in the shopping precinct and walk 1 minute to the pool isn't a big inconvenience and might help those stores with footfall which they badly need. I do think there aren't enough disabled and pram spaces. Those should be doubled. If there is a real need for more general parking why not sacrifice a bit of the grass along Treadwell street and put a load of angled spaces along there, which is still very close. You could move the staff parking there to free up more disabled and parent spaces in the main lot. The EV charging spaces aren't a good idea. They will be taken up by ev users regardless of whether they are using the pool. Better to put chargers at more spaces around the shops instead.
Anonymous 7/11/2024 08:50 PM	I think there should be more mobility and pram car park spaces available. There is no need to have EV car parks as there are enough of those elsewhere like Avalon Park. No need for staff parking plenty of street parking with no time limit for them to use.
Anonymous 7/11/2024 08:58 PM	I would prefer to see more pram carparks or mobility carparks in place of ev. 4 is way too many compared to the needs of users of the facility

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Anonymous

7/11/2024 09:14 PM

Try to be consistent with all other sites like Stokes and Huia Pools. Certainly NO for EVs. EVs can charge at home so no to car parks dedicated to them. If there's a large parking space sure else no. Other option is you can opt to put a charging station but parking MUST not be dedicated EV parking. First come first serve, tough if a nonEV car is parked or have EV station somewhere far to the complex as doing this makes EV cars privileged to have a parking over ICE cars. 3-4 staff car parks not 6. 1 pram car parks should be sufficient too

Anonymous

7/11/2024 09:23 PM

Why 4 EV parks? That just seems redundant, & will probably only be used by those who want to charge up their cars. 2 disability & 2 family carports are a joke! A lot of disabled families/people will be using the pool, & I don't need to state the obvious that families with young kids will most definitely use the pool. This isn't adequate carjacking at all. I do agree with the 6 for staff. But, the overall thought process of carjacking is definitely coming across as an after thought.

Anonymous

7/11/2024 10:26 PM

I'm not sure 120 time is enough time for those of us with kids. It takes about 20mins sometimes to get everyone changed at the start. And then even longer at the end to get everyone dry. I would struggle to manage it all in two hours plus the swimming. Some more pram parks would be helpful as well, especially when it's raining. It's so tough doing it all. It's pretty easy for parking around Naenae, I wonder why staff couldn't park a street over and free up more space.

Anonymous

7/11/2024 10:38 PM

Love the consideration for Mobility impaired members of the community, staff parking is reasonable, EV... well they're not going anywhere now, so theres no choice but to install facilities to accommodate them too.

Anonymous

7/11/2024 10:53 PM

28 carparks is simply not enough. You have the room to double the parking and you should do it.

Anonymous

7/11/2024 11:55 PM

There used to be more car parks at old pool, and even then it was hard to get a park. There should be more car parks at the new pool. Same as Huia pool, more car parks are needed.

Anonymous

7/11/2024 11:59 PM

Replace ev charging stations for mobility parking! Ev vehicles should already be fully charged from home, why would they need to be charged again!! After all, your proposal is to have a 2hr parking limit

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therefore. There would be no need to charge.

Anonymous

7/12/2024 03:22 AM

Prams aren't as important as mobility. EV enough around without wasting space and cost at the pool. P120 probably not long enough for weekend afternoons or going to fitness centre. P180 better option. Staff should find on parking as the rest of the world has too.

Anonymous

7/12/2024 06:23 AM

1 ev park, 4 disabled, 4 family friendly, 4 staff there's heaps of parking around naenae if anymore needed but people who need closer access should be a priority for these parks. If you need to charge your ev at the pools then you shouldn't be out in your car, go home and charge it.

Anonymous

7/12/2024 08:25 AM

2 ev car parks and 4 family pram car parks or even 3 mobility and 3 pram.

Anonymous

7/12/2024 09:10 AM

Parks to accommodate everyone

Anonymous

7/12/2024 09:19 AM

I do have concern about the comment of bike parking - do you have a comprehensive and detailed plan for overall access to the facilities for all forms of transport, ideally with a priority for active modes, plus ample and appropriate bike parking. All too often access and facilities including appropriate bike stands are squeezed into spaces left over after car access and parking are sorted - meaning the usability can be seriously compromised. With a view to the future I hope the design caters for (and promotes) increased use of active modes, public transport and buses as an alternative to private vehicles.

Anonymous

7/12/2024 02:19 PM

No matter what feed back is submitted on this survey particularly from naenae community, or that matters city council will make the proposal go ahead. Up the wah with P120 parking, free parking for staff, the EV charger?? There's that one individual in the council thinks money haven't already notice the cost of living is out of this world! Good luck

Anonymous

7/12/2024 04:01 PM

I don't think you need to cater so much for EV users for such a short term activity - they could be allocated in the larger parking areas by the shops, or reduce the EV parks to one or two. Please make maximum parking available for those who really need it - mobility users and pram users plus enough bus parking. Also ensure excellent bike parking - maybe Locky Docks plus other bike rings for those

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

without the app.

Anonymous

7/12/2024 05:13 PM

I feel there should only be two charging parking spots and add two more to the general pool. Am hoping no sneaky changes are made aka changing parking around the pool to 120 without further consultation.

Anonymous

7/12/2024 08:39 PM

Wouldn't 2 EV parks be suffice considering y'all only have 2 Mobility Parks available, i would Rather 3 of them and 3 New Mum or family parks over 4 EV parks

Anonymous

7/12/2024 10:13 PM

I have no issues with the time limits and types of parks proposed however I think having only 14 parks at a swimming pool is severely inefficient. It's going to be 50m Olympic pool one of two in Wellington which will mean a lot of swim meets or water polo competitions can and will be held there. The car park needs at least triple the capacity otherwise the surrounding streets will be as clogged with parked cars as Treadwell street is. As the majority of swimming clubs and waterpolo clubs in the region aren't based in Lower Hutt a lot of people will be travelling to training or events that happen at the pool. Although in a perfect world a bus would stop outside the door, the public transport connections between cities in the region and Naenae in particular aren't reliable or fast enough to be a viable option for people to rely on.

Anonymous

7/12/2024 10:34 PM

I am concerned about the planned provision of only 14 non-designated carparks for the new swimming pool and surrounding facilities. Currently, Huia Pool already faces challenges with its parking availability. The new swimming pool is expected to attract numerous swim teams, their families, and casual swimmers. Additionally, the adjacent park, playground, and BBQ facilities will draw even more visitors. Furthermore, the nearby townhouses, both existing and under construction, do not include dedicated parking. This means that residents are already relying heavily on street parking. Given these factors, the current parking plan is inadequate and will result in significant congestion and inconvenience for everyone. I urge you to reconsider and increase the number of carparks in the design to realistically meet the future demand.

Anonymous

7/13/2024 08:54 AM

There should only be 1 EV carpark. Not everyone is using EV cars let alone in Naenae and Lower Hutt can people afford EV cars. There should be 4 disability car parks. There is a real need for this in Naenae

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

Anonymous

7/13/2024 09:15 AM

There needs to be more P120 carports as 14 will not be enough with all things considered. 4 EV chargers parks are excessive and should be reduced to two.

Anonymous

7/13/2024 09:21 AM

this amount of carparks is ridiculous for the size of this pool. By not having more parking you will endanger people with people parking not legally. All that grass space and you make a pretty path instead of parking.

Anonymous

7/13/2024 09:43 AM

I agree with all the car park spots the only thing I disagree on is there being a time limit .I personally think they're shouldn't be no parking time limit especially because events are held here and will be longer then 2 hours . Not to mention inflation is already bad enough . I think there should not be no 120 mins & it should be removed especially parking in front of pool and on the side of pool .

Anonymous

7/13/2024 09:56 AM

Please have more disability and pram parks. With a limited number of dedicated parks this may exclude users if the car park is regularly full (as currently happens at Huia). Able-bodied users and older kids can walk from street parking / elsewhere in the naenae shopping area. Also make sure there is secure / dedicated bike parking as i'm sure there will be plenty of demand for this.

Anonymous

7/13/2024 10:02 AM

Reassessment on the number of vehicle allowances for families and EV. The ratio doesnt allow enough for family vehicles. Thanks

Anonymous

7/13/2024 10:07 AM

No parking charges No ev parks as that's unnecessary they chose to drive those monstrosities then they shouldn't be given special treatment Most people spend more then 2hours at a pool

Anonymous

7/13/2024 10:08 AM

28 car parks, what are you guys on. Seriously what a joke.

Anonymous

7/13/2024 11:29 AM

I disagree with the pram parks, I would rather see these parks going to mobility parking. Pram parks have and continue to be controversial, causing unnecessary drama. How and who monitors the pram parks and dictates who can park there, whereas with mobility parking you need a card to be able to park there.

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

<p>Anonymous</p> <p>7/13/2024 12:06 PM</p>	<p>Keep angle parking on the street, no where near enough parking, need a much larger drop off bay area, way more disability parks. With that few parks people will need more space to drop off and then go and find a park. Should look at turning north east side of Vogel street into angle parks. Why such a large staff parking allocation? Don't set this up for failure by not creating easy access. You haven't got a bus park/ loading bay for school & group visits. It's not logical all people will come here on public transport and bike, think about who will use this facility and when, at peak times it will very busy, parents will be forced to drop young kids off and then go find a park. Kids running through cars is an accident waiting to happen. Make that car park a one way though fair, not enough turning room at the end if you drive in and it's full.</p>
<p>Anonymous</p> <p>7/13/2024 12:17 PM</p>	<p>Staff should park else where. There are surrthete dre specific areas in hospital not for staff. So same should be swimming pool. There are limited parks for surrounding shopping areas</p>
<p>Anonymous</p> <p>7/13/2024 12:21 PM</p>	<p>With such limited parking, pram carparks are an unnecessary luxury compared to multi-purpose and disabled parks which I think should be the priority. EV chargers are a nice extra but I also only support these if the parks can be used by all - not just to charge.</p>
<p>Anonymous</p> <p>7/13/2024 12:43 PM</p>	<p>Having worked at the previous Naenae Pool for ten years - staff carparks are a necessity. But why don't you have the 6 for staff but then issue staff with a card they can put on their dashboard to show they work there. When they are working on poolside, they won't always be able to walk out and move their car from a 2 hour park. During busy periods like the Flipperball competition/canoe polo competitions we often had to park on the street, or down Vogel/Treadwell St and it's not safe to be walking to your car after finishing late at night. Also, 4 EV parks is too many, 2 would be better. And as someone with 3 kids, no, pram parking isn't necessary. They won't be used once pool is booked for other activities where kids pool is closed. Just make them normal parks. Or perhaps 8 staff carparks.</p>
<p>Anonymous</p> <p>7/13/2024 01:27 PM</p>	<p>there needs to be more mobility parks. Do away with the staff parks and the ev parks not needed</p>
<p>Anonymous</p> <p>7/13/2024 01:57 PM</p>	<p>Converting the angled parking to parallel parking is not a good idea, but I understand it will happen because public consultation is a joke. You will ignore all feedback, as you usually do. I said no to the staff and EV car parks because I bet they will be reserved for middle</p>

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

managers and executives. Why can't you drive through the car park?

Anonymous

7/13/2024 04:07 PM

If the staff carparks were not allocated, you could have 4 mobility and 4 parent parks which would be of greater benefit to the community. If the issue is staff needing close car parks for safety when it's dark at the end of the shift then they could move there cars after 6pm to be closer and still comply with the P120 allocation. There are plenty of street parks they could use opening up more parking for public using the facility to safely get kids out of the car.

Anonymous

7/13/2024 06:50 PM

The two parks proposed to be changed to P10 are very useful for drop offs not just for the pool, but for any other nearby shop in Naenae. To allow more people to use them by encouraging cars to move on, I support this change. There are not enough mobility carparks in Naenae, and the ones that exist are misused by people without mobility permits on a regular basis. I support this change. Pram carparks, legally speaking, are more of a courtesy than anything. As long as it is more loosely enforced (e.g. cars carrying toddlers or disabled people can also use them), then I think there's no problem allocating two spaces for them. I also like that they have been designed to have more space available than standard bays. The EV charger parks help encourage EV adoption and regular use, and user pays is even better to make this cost-neutral to the ratepayer. I support this. The dedicated staff parking gets staff cars off the street, making a nicer environment for both drivers and pedestrians. I support this. Given the amount of people Naenae Pool attracts, I think it's very reasonable to put time limits on the parking available. Anyone who is able to walk there or use public transport instead should be encouraged to do so, especially if they're going to be there longer than the 2 hours the carparks allow for.

Anonymous

7/13/2024 08:28 PM

Would rather have 3 pram parks and 3 ev parks given the number of families with prams likely to be visiting the pool. Think that should be the priority. Also staff need to make sure vehicles are actually charging if using the ev parks.

Anonymous

7/13/2024 09:00 PM

More parks! Less EV. More disabled. A lot of people go to the pool for rehabilitation are require disabled parks. EV peeps can charge elsewhere / prior to leaving home.

Anonymous

7/13/2024 09:08 PM

Make the parking a car park building - double storey if youre struggling for space. There's no where near enough parking. Or free up some grass area for more parking. You've seen Huia pool in the

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

weekend. People will just turn around and go home.

Anonymous

7/13/2024 10:46 PM

Need more carparks for wider community

Anonymous

7/14/2024 08:34 AM

2 ev parks, 4 mobility parks. And 4 pram parks.

Anonymous

7/14/2024 12:03 PM

The mobility park needs to have some available for the town centre as well, not just for pool users (trade school customers etc) - they get used daily. I would recommend the number be increased to 3, and not just for the pool. The staff do not need carparks. Very few businesses have parking for their staff, and they pay for it. I would suggest at the most one or two, allowing for the fact that the hours will be early on the morning to late at night. Other staff can park in 2 hour slots and move them or park in the street for all day parking. I also recommend halving the library staff parking slots on the other side of the shops. They are very rarely all used, and are often empty when the rest of the carpark is full. The e.v. parking is way too much - and extremely expensive. Avalon park has a set and it would be good to see if they are used before putting them in here. It is catering to a socio economic group that can afford to charge their cars at home. We need to have as much parking as possible available for the community coming to use the pool. If it must be there, I would say one park for e.v. - and time limit it to how ever long it takes the car to charge or one hour. Swimmers won't want to get out of the pool just to move their car. Will there be a locky Dock system (with cctv) for bikes?

Anonymous

7/15/2024 02:49 AM

Disagree with the EV parking. This removes general parking for the elite few. These parks should be available for anyone who wishes to swim or use the pool facilities.

Anonymous

7/15/2024 02:27 PM

Staff carparks for after hours / at night use is reasonable but interchangeable the day these should be mobility parks. Lots of people use community pools for therapeutic reasons. This would increase the number of mobility parks during the day but still leave the parks for staff during the evening when their safety is a concern.

Anonymous

7/15/2024 02:27 PM

Absolutely not enough parking, huia pool the car park is always absolutely frantic once you arrive after 530am. There needs to be a substantial car park for the pool facility - there's simply not enough.

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

<p>Anonymous</p> <p>7/15/2024 06:45 PM</p>	<p>It needs to be Three hours around ALL Swimming pools Two hours is absolutely parthic, I go to Huia and find two hours is impossible if you want to exercise and swim</p>
<p>Anonymous</p> <p>7/15/2024 08:13 PM</p>	<p>This is not enough carparks. Naenae centre car parking is already very busy and this will not be enough for the pool. Naenae is a lower socioeconomic community. Having 4 EV parks is ridiculous. More parking for mobility is needed.</p>
<p>Anonymous</p> <p>7/16/2024 02:42 PM</p>	<p>Not enough car parks period. When shops are busy, parks are already taken so it's going to be an absolute nightmare when pool opens too. Parking time is too short for those who want a swim as well as something to eat. This clearly is not designed by anyone who knows the area or the demographic of the residents who frequent here. Disability parks are too far away and there are a lot of young families in the area. What about people needing groceries/ medications etc? There will be no parks for them because they will be taken up by those using the pool. Changes from community were already opposed when designs first came out</p>
<p>Anonymous</p> <p>7/16/2024 04:39 PM</p>	<p>Changing from angled to parallel parks reduces the amount of parks you can have by half! Better to keep the angled Parks then more people can use them</p>
<p>Anonymous</p> <p>7/16/2024 09:44 PM</p>	<p>No parking for staff - they can park on a side street or take public transport. I can only assume there is no staff parking outside any of the other HCC managed pools? I would also hope that the proposed parking times align with the other HCC pools. I am aware that there are time limits for parking outside Huia Pool but what about the other pools? For consistency all pools should have P120 parking.</p>
<p>Anonymous</p> <p>7/17/2024 08:02 AM</p>	<p>To dedicate 4 EV charging parks in a carpark this small is a waste of resources, esp when only 2 mobility parks. There are going to be way too few parks so more thought needs to go into this. Why spend millions on a pool without carparks to support it? Ridiculous.</p>
<p>Anonymous</p> <p>7/17/2024 09:53 AM</p>	<p>What provision is being made for the safety of pedestrians cross Everest Ave at the intersection with Vogel Street? This is already a dangerous intersection with cars turning into Everest Ave from Vogel Street (often at high speed) posing a danger for pedestrians - especially children walking to and from Naenae College and Intermediate along Vogel Street. My daughter has almost been hit</p>

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

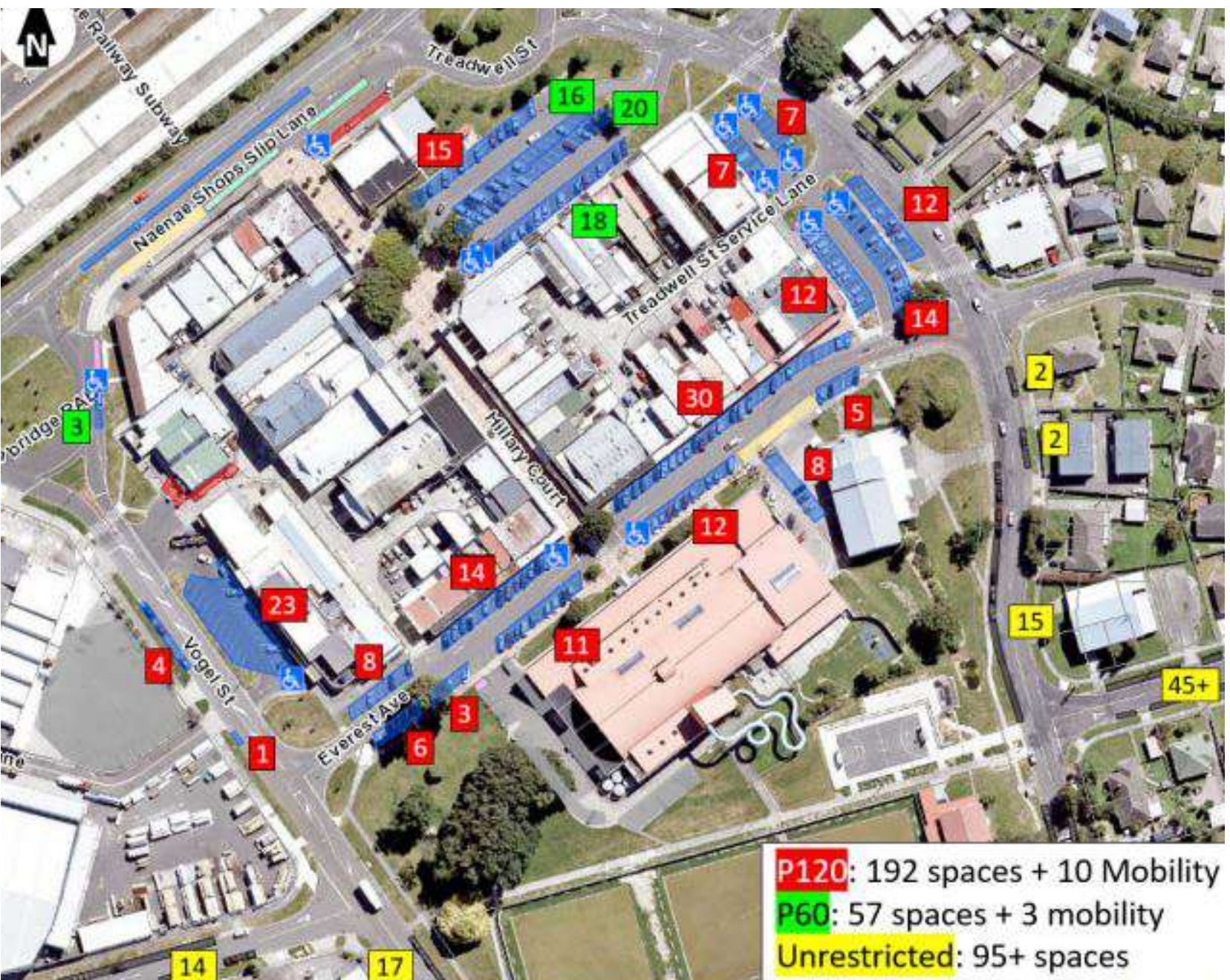
	<p>several times crossing the road here as have I. With the increased number of cars with the completion of the new pool what provision is being made for the safety of pedestrians especially children walking to and from school. (as well as those walking to the train station)? This problem needs to be taken seriously! Are cars going to be prioritised over pedestrians trying to cross Everest Ave to get to school or the train station?</p>
<p>Anonymous</p> <p>7/17/2024 11:47 AM</p>	<p>Dozens more carparks are needed for such a large facility, that will be hosting national swim and water polo competitions.</p>
<p>Anonymous</p> <p>7/19/2024 10:45 AM</p>	<p>Oppose carparks being removed so Meridian can make money. Why are they given priority over your ratepayers and residents? Need more carparks not fewer because Meridian want to make money</p>
<p>Anonymous</p> <p>7/19/2024 11:03 AM</p>	<p>A full redesign of the southern area should be made to utilise all the space for public car parking. We need more than 14 car parks. Strongly disagree with two car parks for mobility parking as this is not enough. Minimum needs to be four mobility car parks, and they need to be big enough for wheelchair accessible vans. Strongly suggest you make it two EV charger bays and four mobility car parks. Two other EV car parks could go in any of the off-street car parks in Naenae. In fact all four EV car parks do not need to be in the pool public car park. Under the big tree that remains there is a lot of land in that corner of Vogel and Everest Avenue can there be angled car parking put in on the site fronting those streets out from the tree. On the plan it looks like a large number of footpaths linking to a half moon shaped footpath, surely there only needs to be one footpath in this area. Put in more public car parks because when the pool, temple, churches etc are in use, there are no car parks left in Naenae. If Everest Av stays the same width that it was before construction, then there is no need to replace the angled car parks with parallel car parks at the southern end of the street. Also the entrance to the pool car park should be a one way system with Entry off Everest Av and Exit onto Vogel Street. Yes there needs to be a bay for bus drop offs and two parks for P10 drop off. In the old plan there was going to be a new road extension put in on the Eastern side of the Pool from the bottom of Rata Street to Vogel Street. There should be parking for council staff put in that space on the eastern side of the pool. No staff parking should be allocated in the public parking space for the pool.</p>
<p>Anonymous</p> <p>7/19/2024 04:59 PM</p>	<p>The online survey form hides the 'Definitely disagree' option in an embedded window on screen. Respondents would need to be aware</p>

Feedback survey : Survey Report for 08 July 2024 to 19 July 2024

to scroll across for each question to find this response option. This sentiment may be under-represented in survey responses. The P10 carparks may be more beneficial for the local takeaway shops if the time limit was extended to P15 or P20. It is unclear who will install, own, and operate the proposed EV charging stations. Hutt City Council should be generating revenue from the charging stations. Particularly, if the land is being used and is being profit generated by a privately owned business. There appears to be no parking spaces for motorcycles and mopeds. The pedestrian 'run-up' (footpath and curb easement) at the Naenae Pool entrance could be developed into a courtesy crossing to the opposite side of Everest Ave. As there will be a drop off zone used by schools, speed restrictions may be required for the safety of the school children boarding and disembarking transport. A review of the changes should be scheduled after implementation to assess the effectiveness and utility of the changes, and if further modifications are required.

Optional question (134 response(s), 39 skipped)

Question type: Essay Question



18 July 2024

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

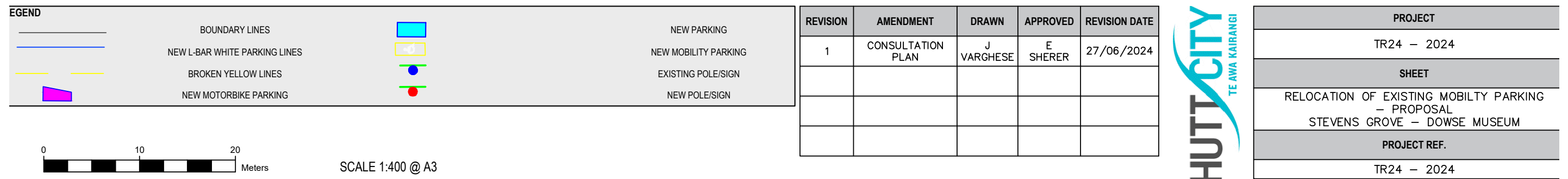
No.	Title	Page
1	Appendix 1 - Dowse Museum - New Carpark Layout Plan	99
2	Appendix 2 - Dowse Museum - New Carpark Consultation Letter	100

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 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What We are proposing	<ul style="list-style-type: none"> Dowse Museum - new carpark layout (Mobility Parking relocation, paid parking relocation, Motorbike Parking and Police Parking)
Why We are proposing the change	<ul style="list-style-type: none"> Council identified some inconsistencies with the layout of the carpark. The existing mobility parking causes safety issues for wheelchair users. When they exist from the parking space, there is no designated facility for them to easily access the footpath. To improve accessibility for mobility users, Council is proposing to relocate the existing parking space to a more accessible site, where currently a paid parking operates. With the proposed shift of the mobility parking space, there will be space for an additional paid parking to be installed; this will generate extra income for the Council. Additionally, a new motorcycle parking will be created as there is adequate space for this parking use. When designing the layout of the carpark, it was noticed that the existing Police Parking space does not have a Traffic Resolution, therefore this has been included in the proposal. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside Dowse Museum, Stevens Grove as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> Pedestrian impact: Improves accessibility for mobility users. Increasing the carpark space by implementing a new motorcycle parking. The proposed changes will result in two additional parking spaces: a paid and a mobility parking.
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024.

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



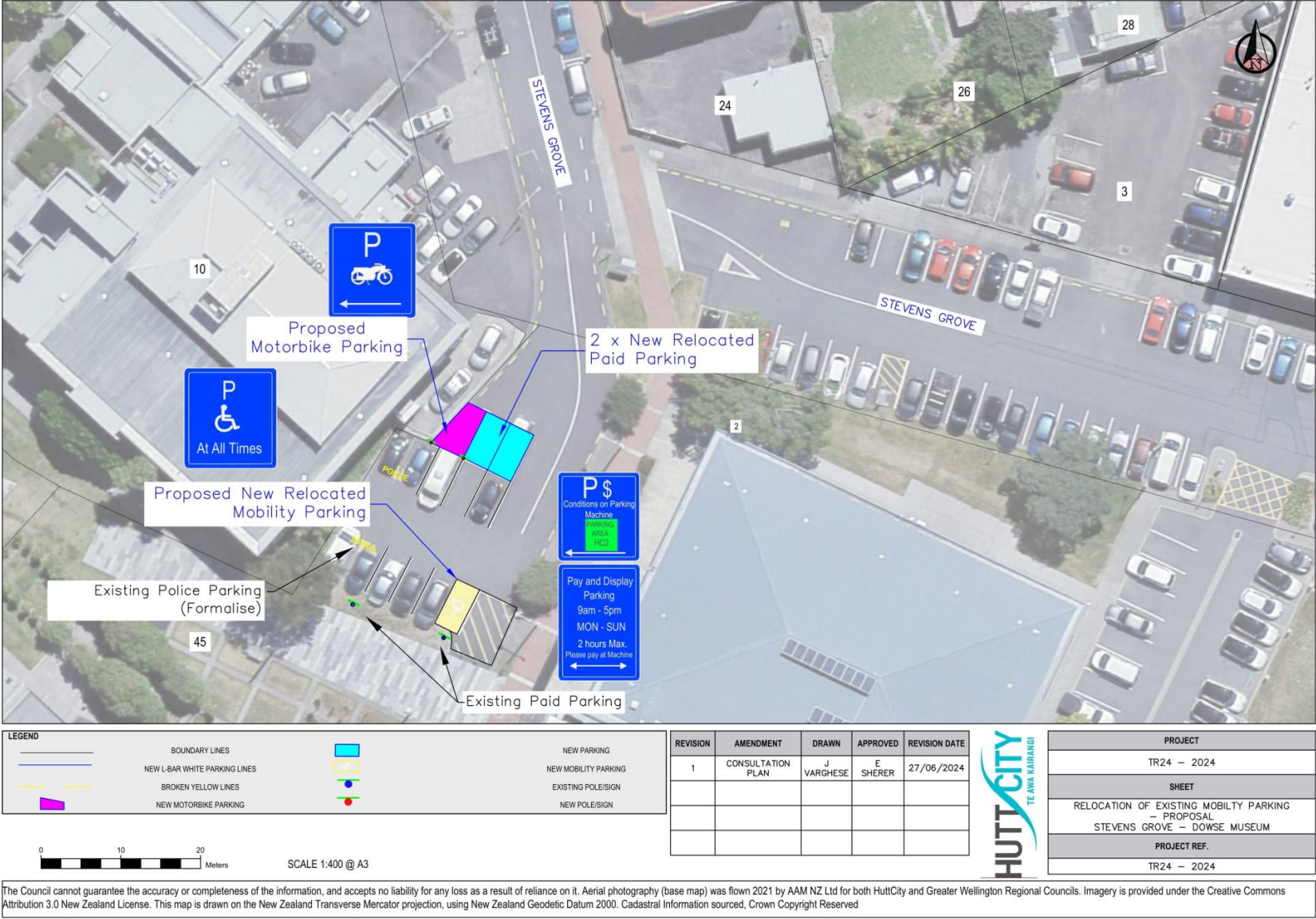
/huttcitycouncil

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

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

Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29th August 2024• If approved, the proposed changes will be installed within 3 months following the approval date.
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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

No.	Title	Page
1	Appendix 1: Beltway Cycleway Formal Approved Plans	110



Author: Rogan Murugadhas
Traffic Engineer

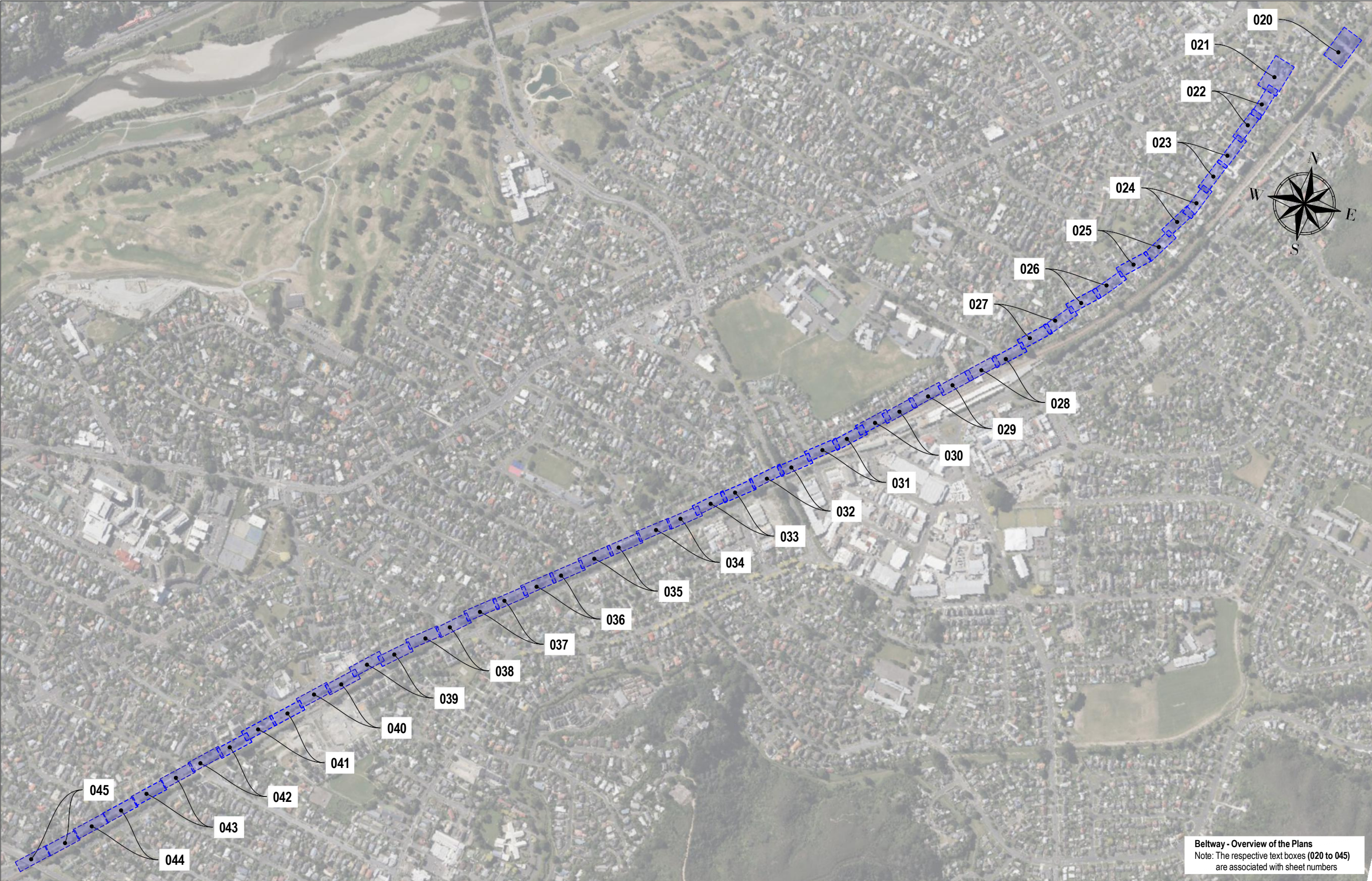
Reviewed By: Evandro Scherer
Transport Engineering Manager



Reviewed By: Paul Hewitt
Head of Transport

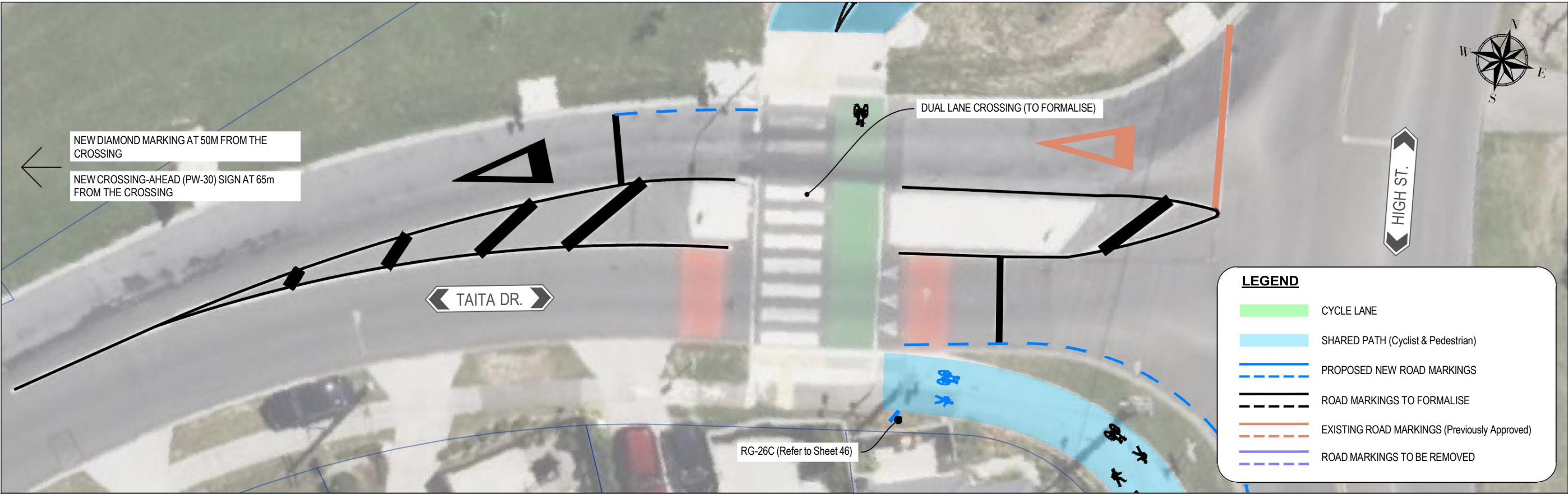
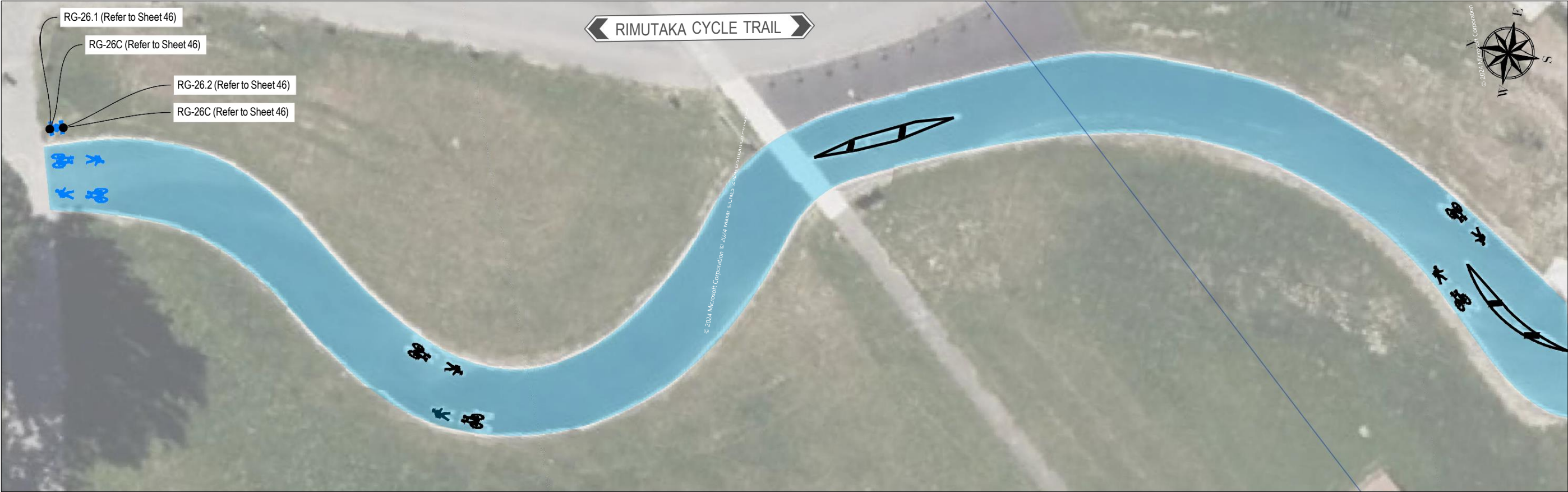
Approved By: Jon Kingsbury
Director Economy & Development





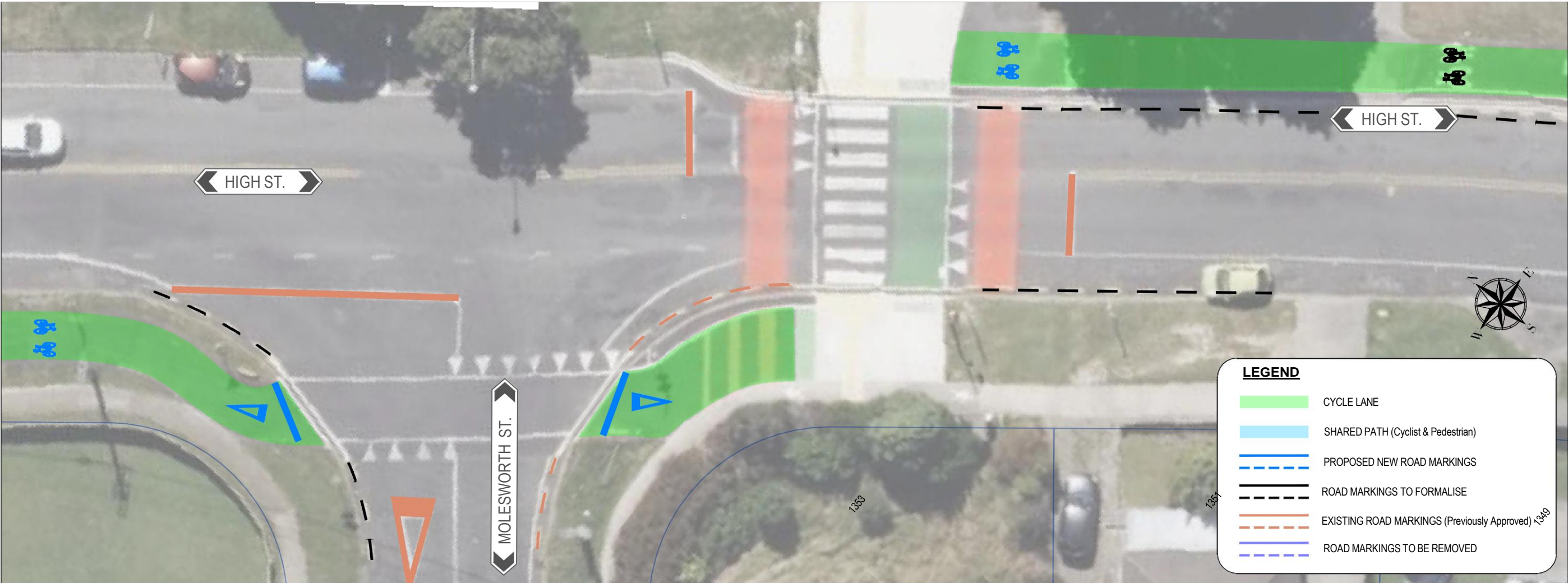
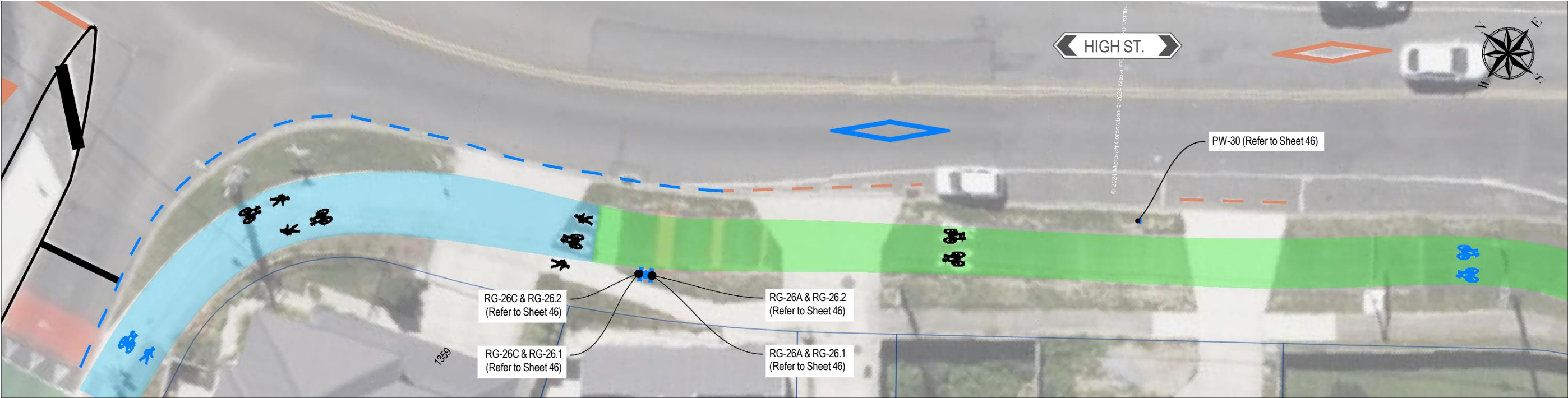
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				APPROVED BY	A SHAHIN	Date	08 / 24		





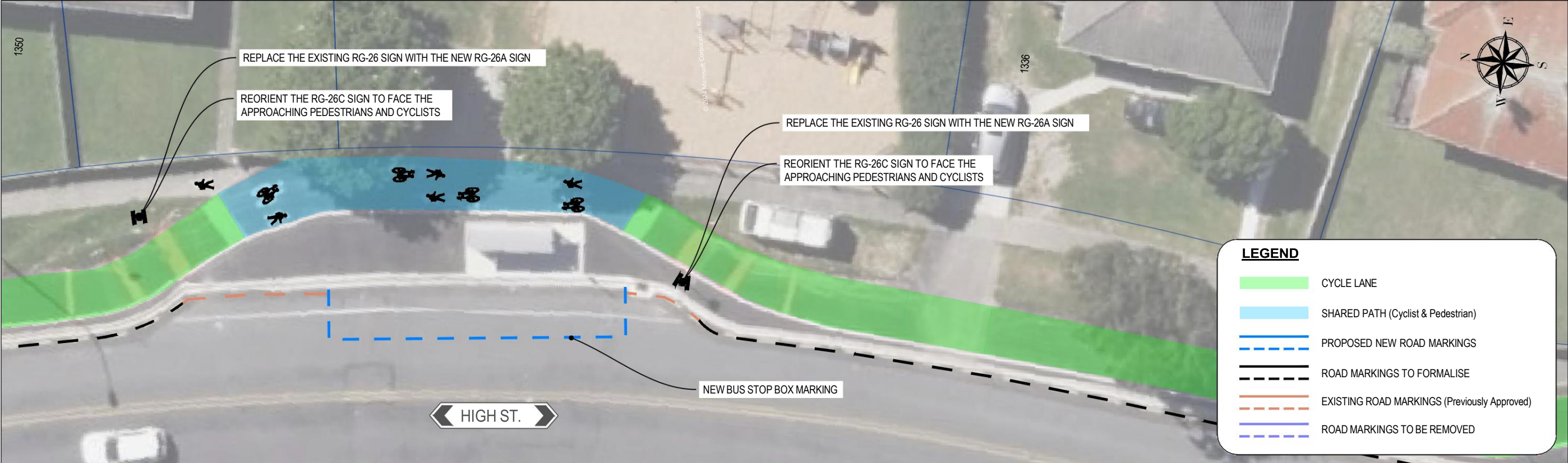
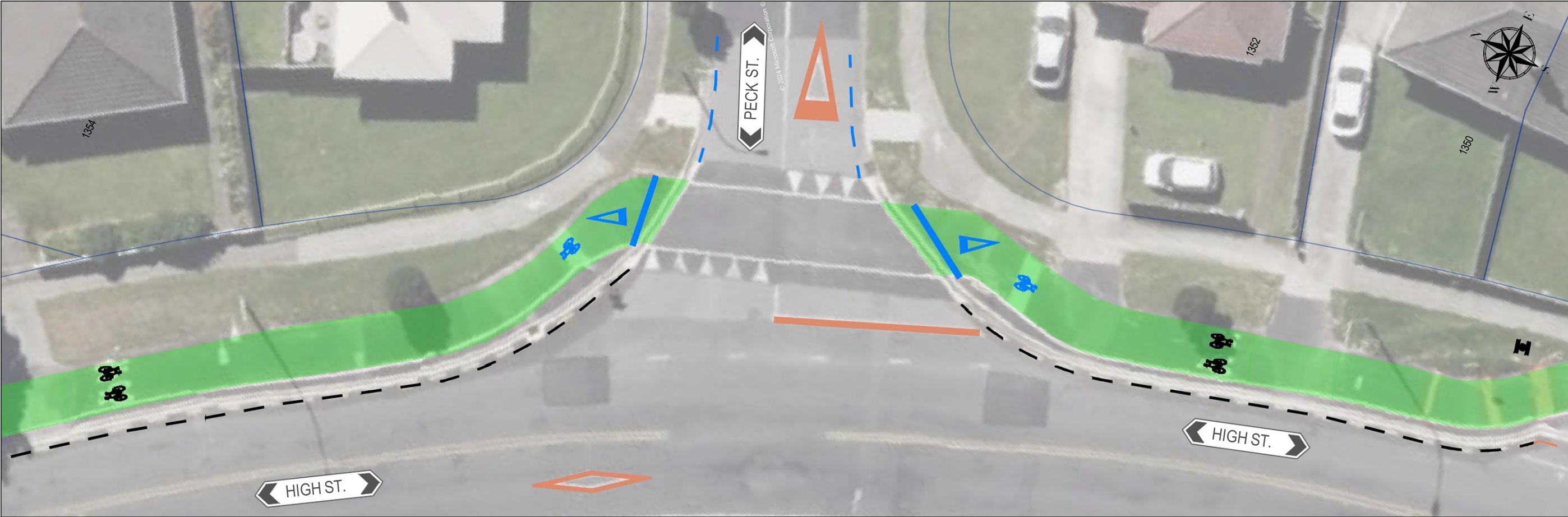
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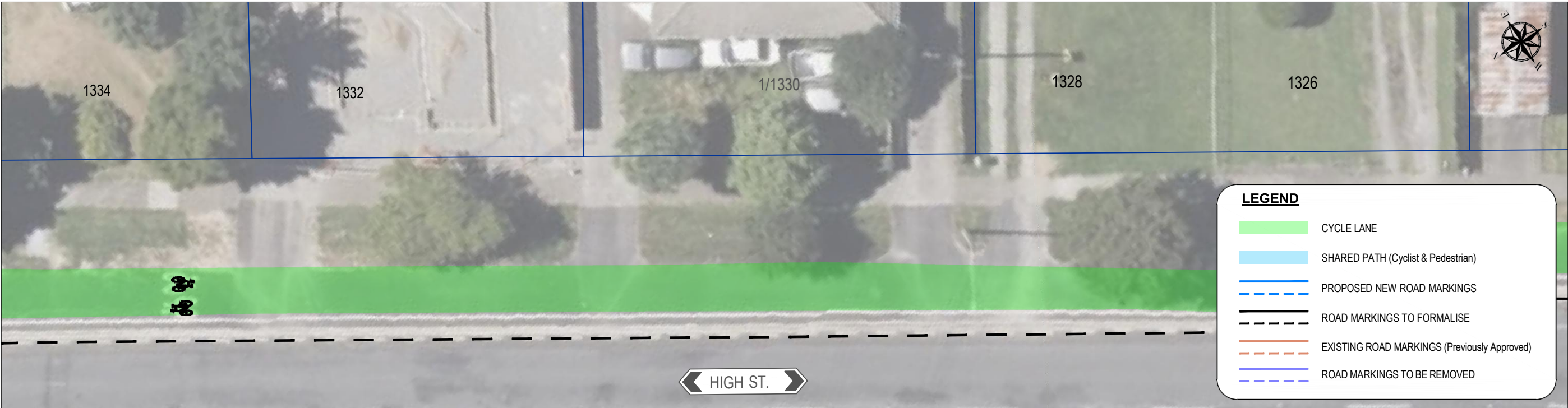
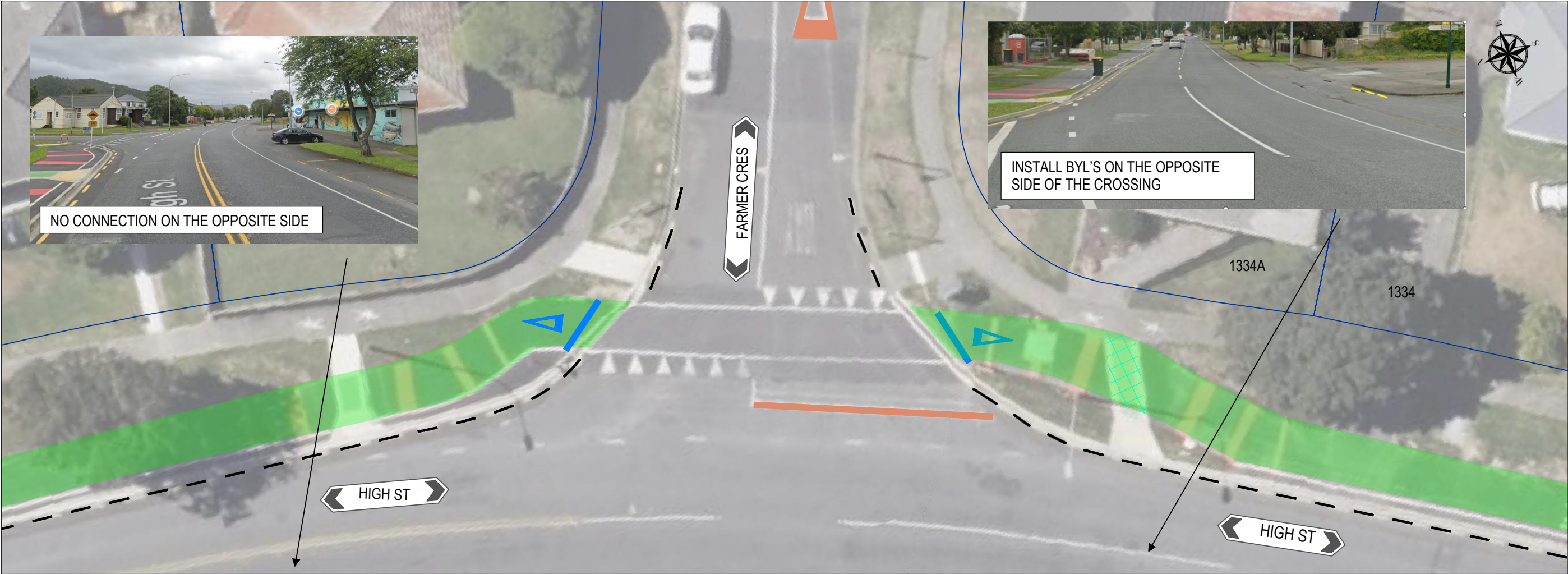
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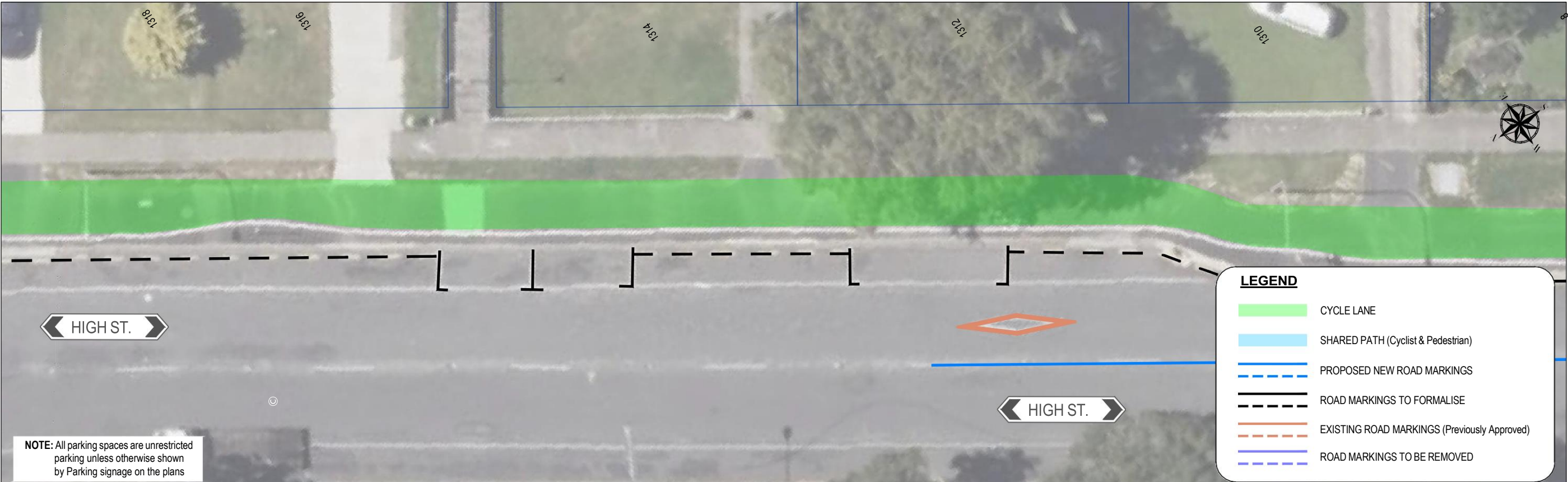
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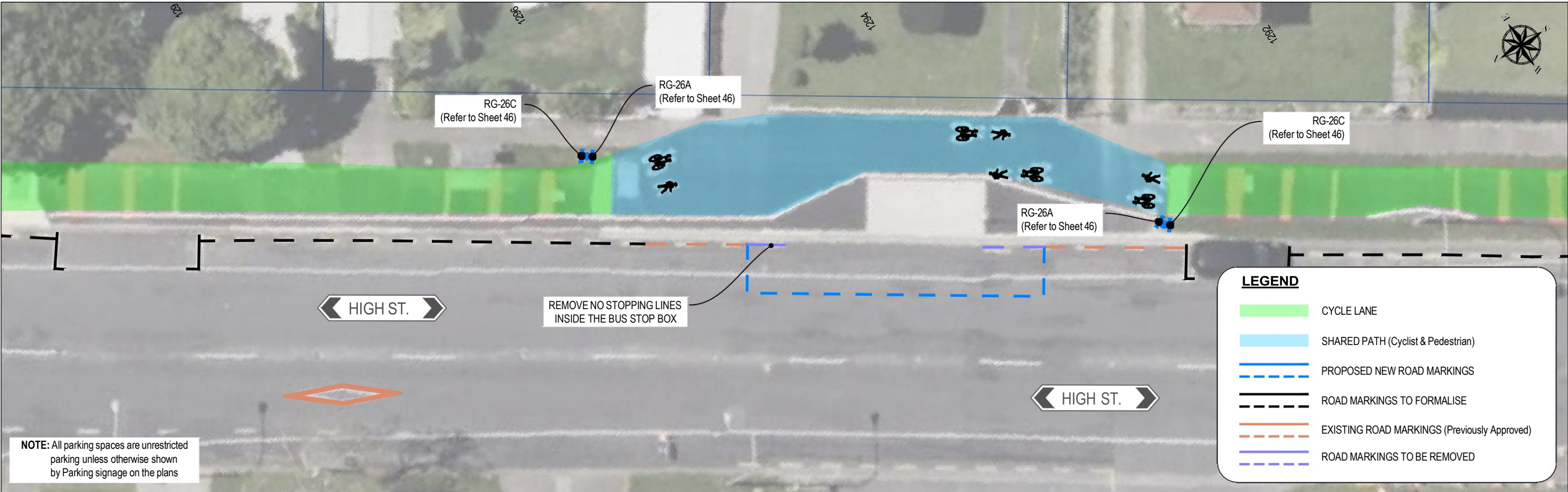
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LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

PROPOSED NEW ROAD MARKINGS

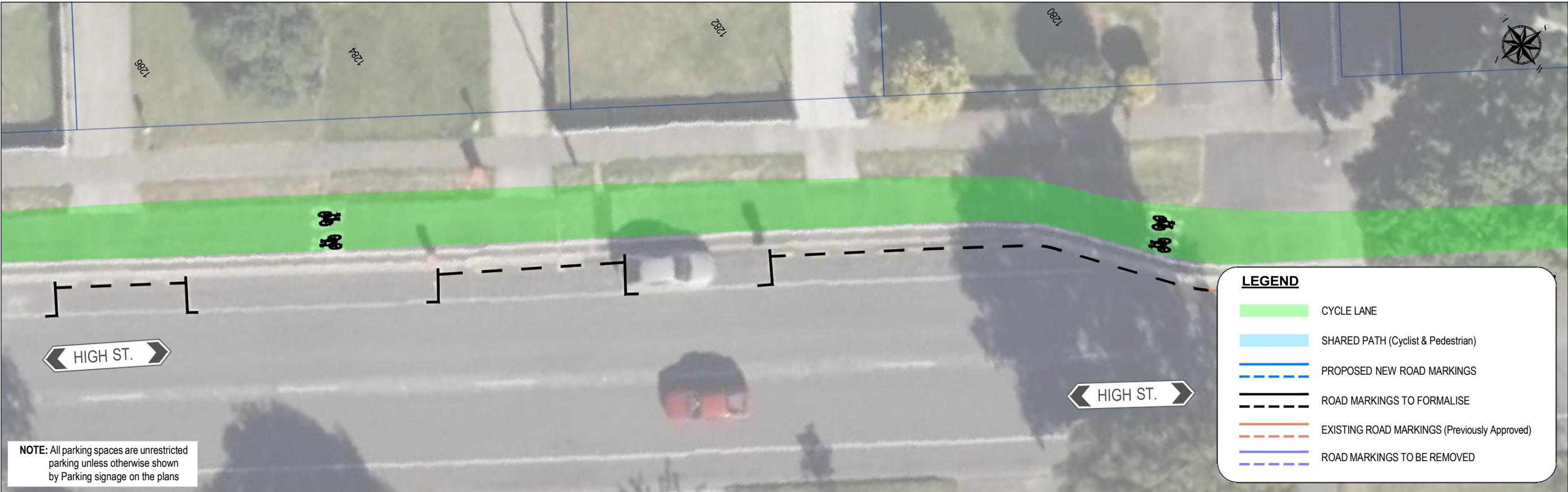
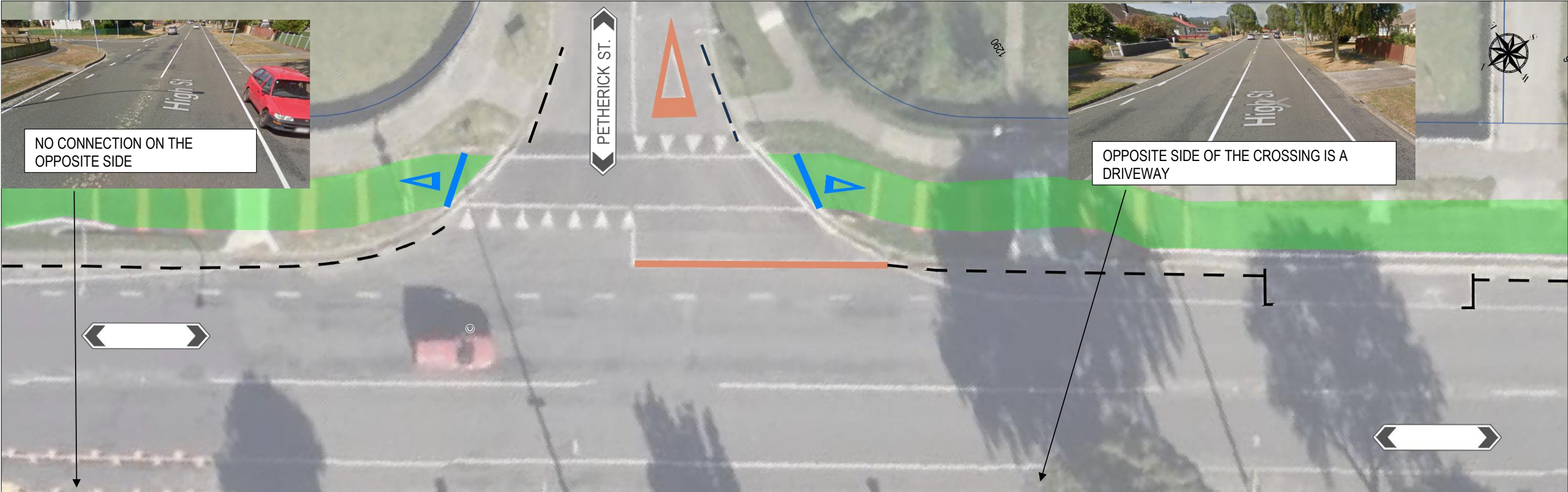
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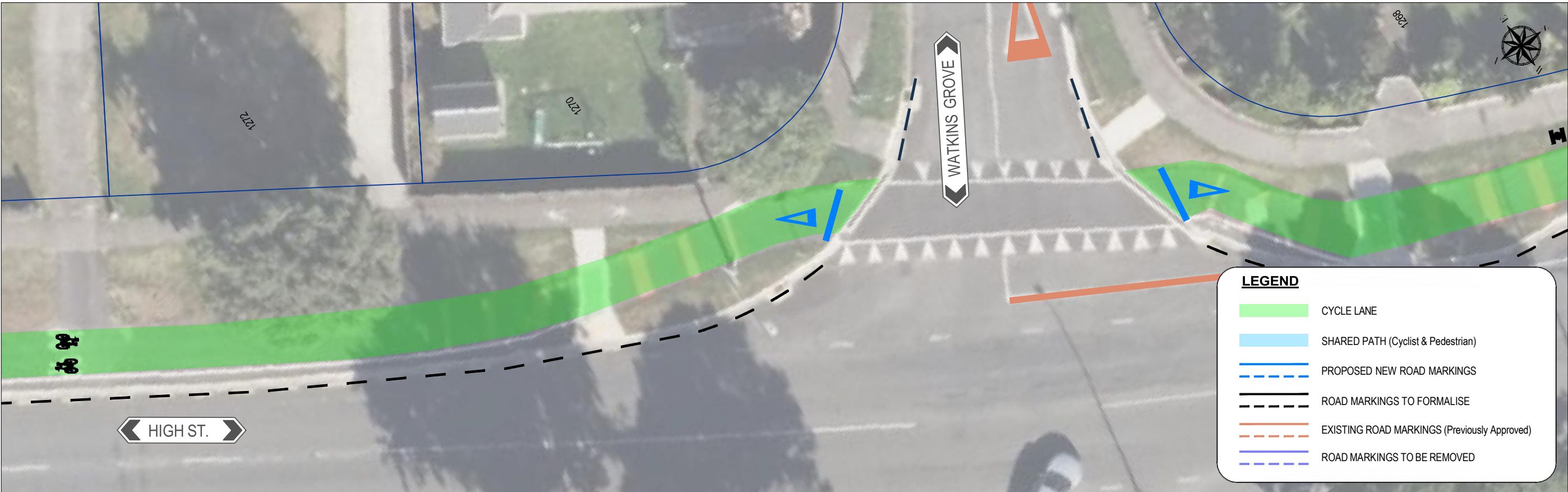
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NOTE: All parking spaces are unrestricted parking unless otherwise shown by Parking signage on the plans

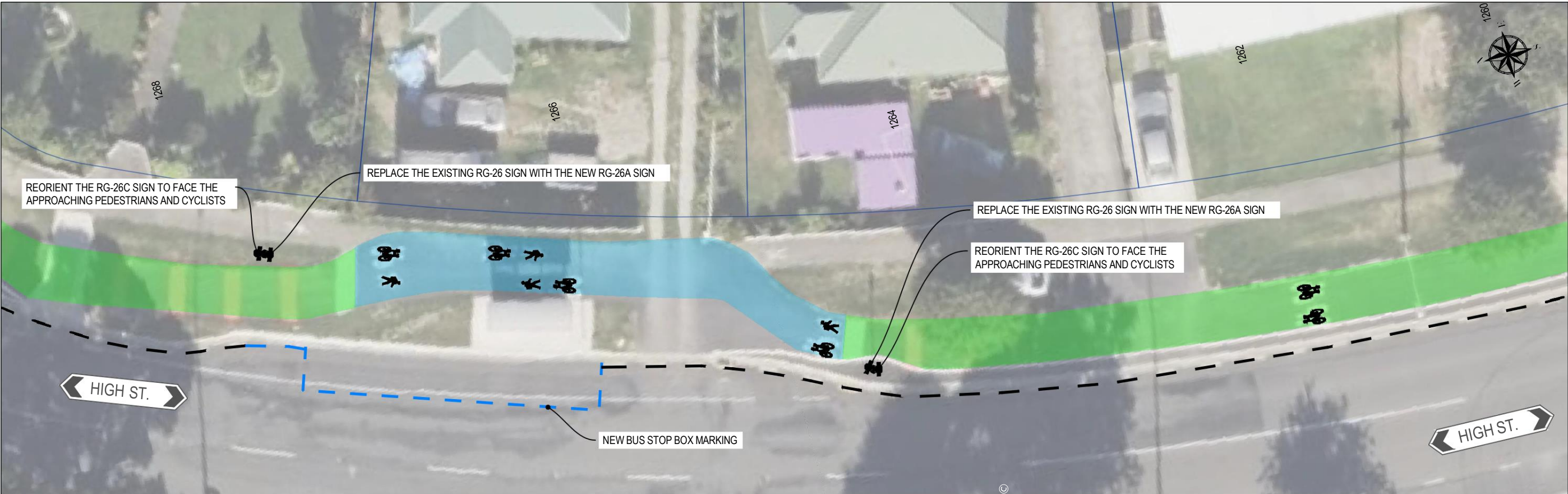
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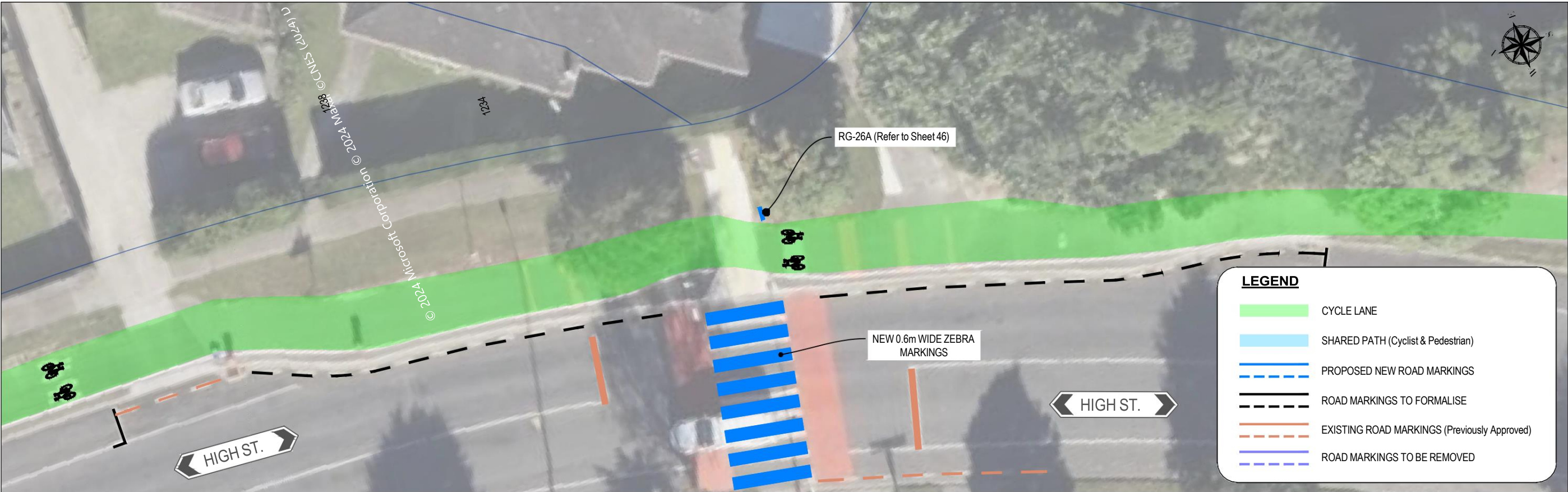
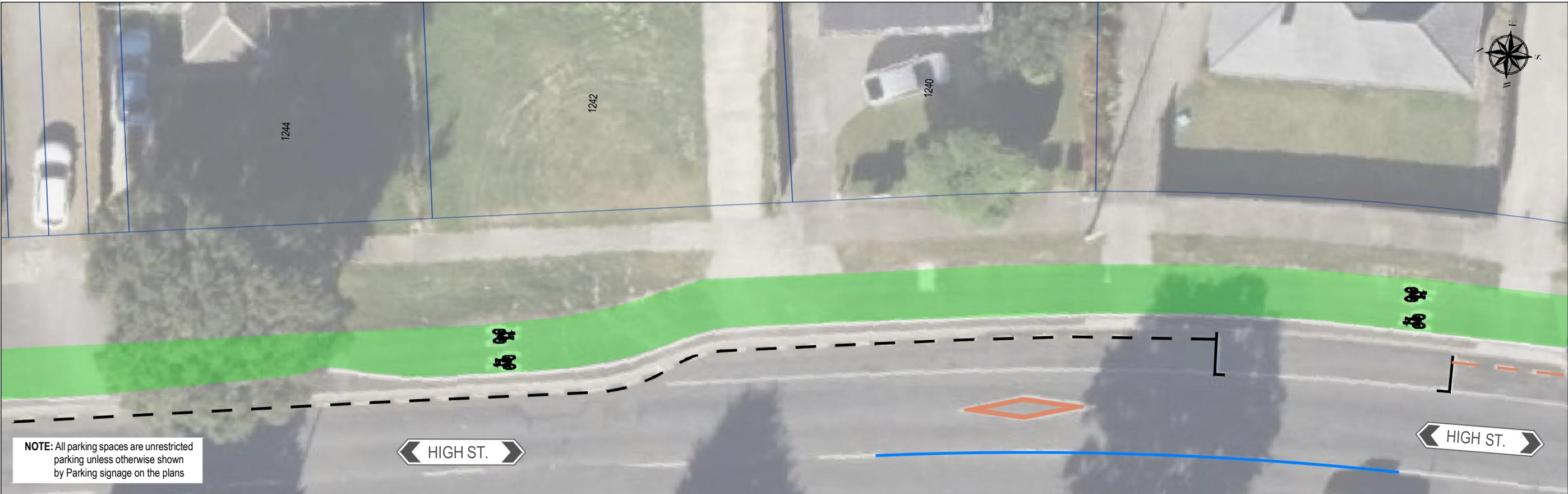
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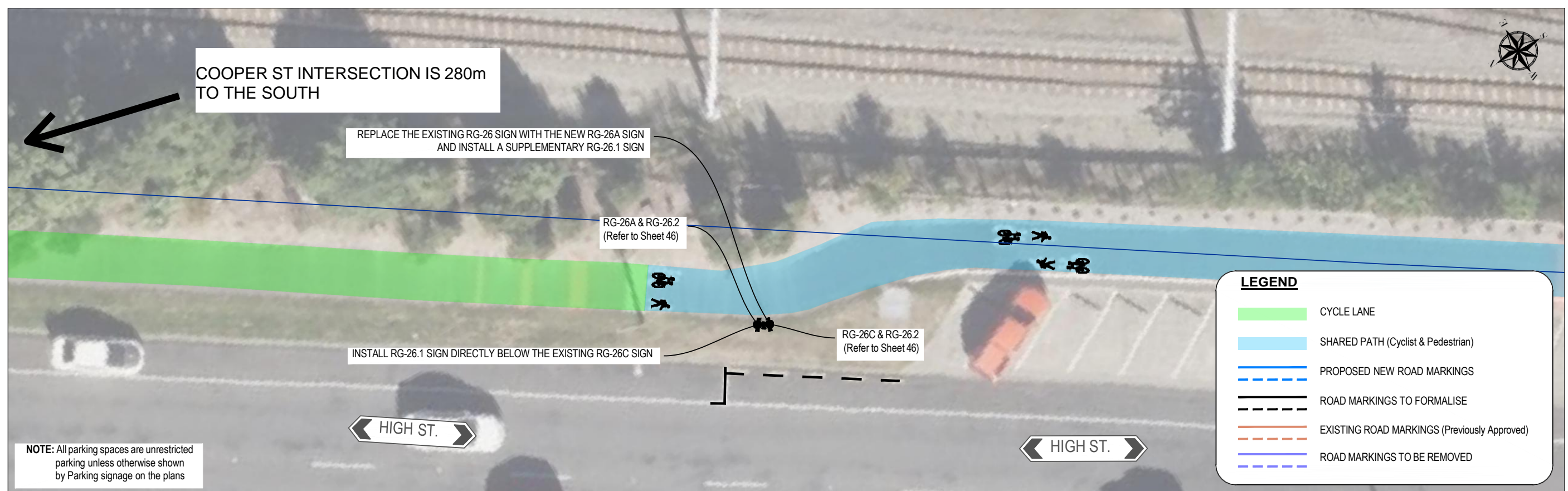
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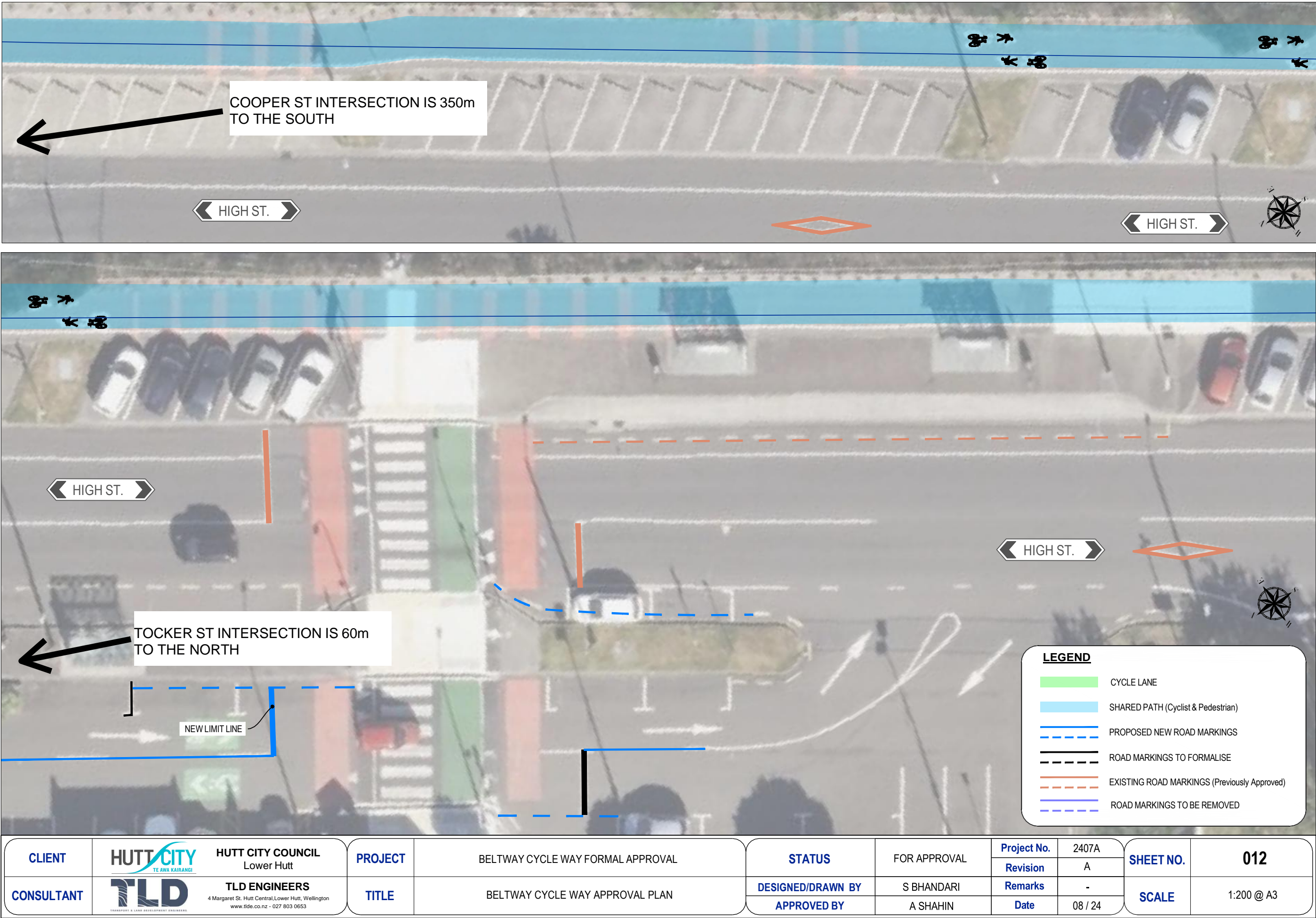
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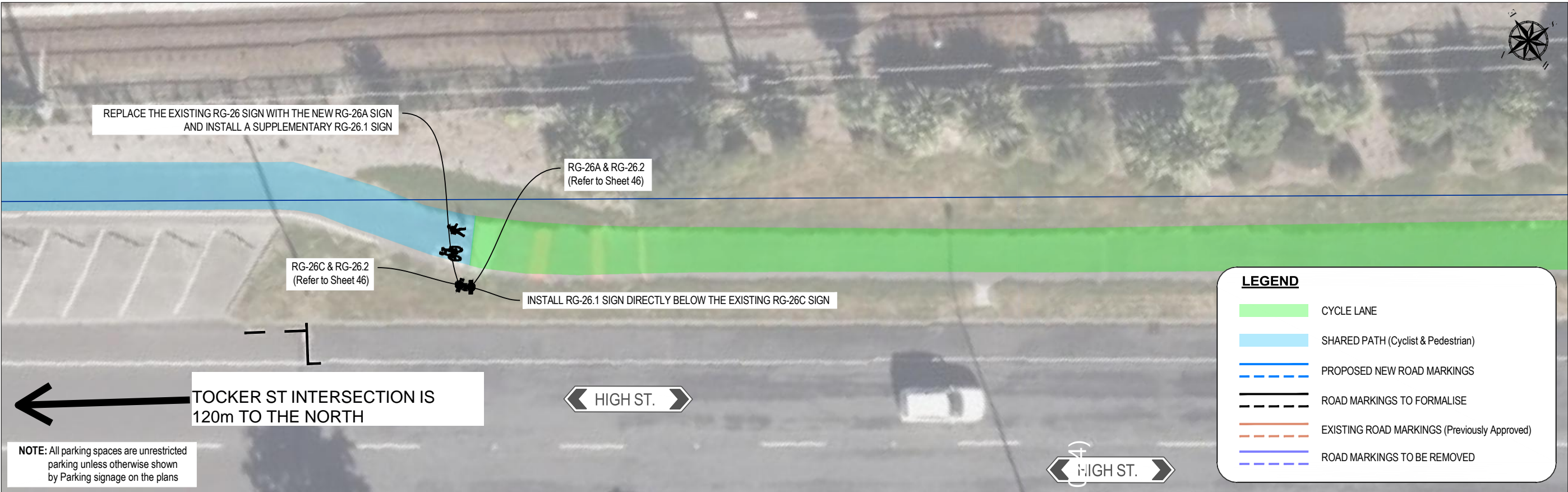
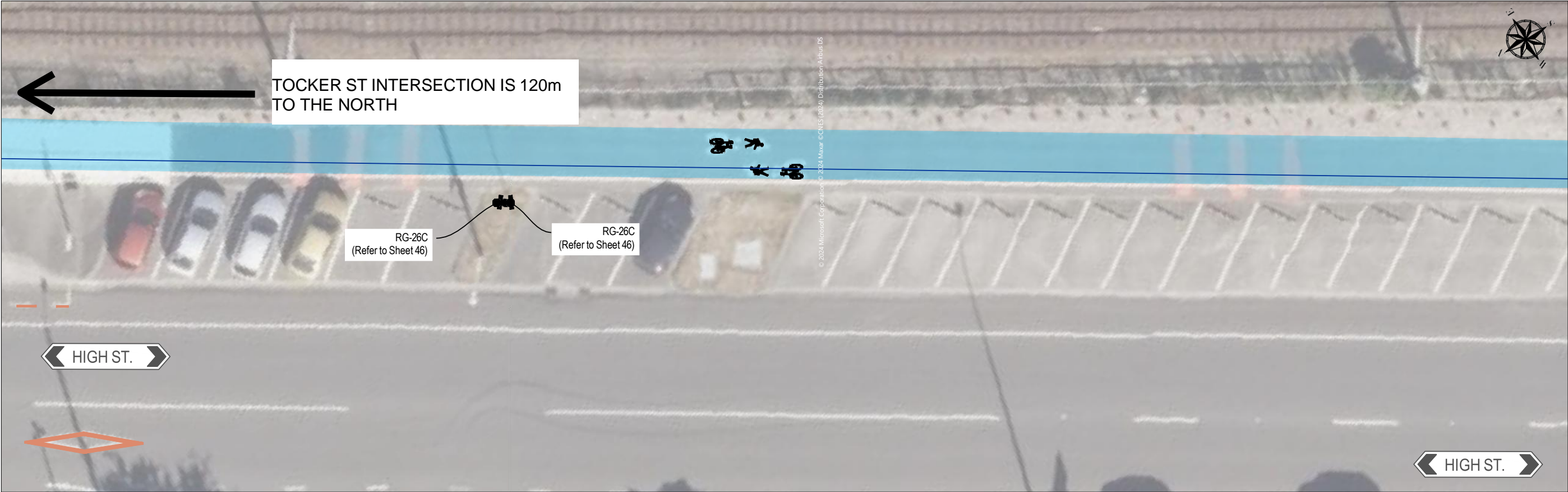




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LEGEND

CYCLE LANE

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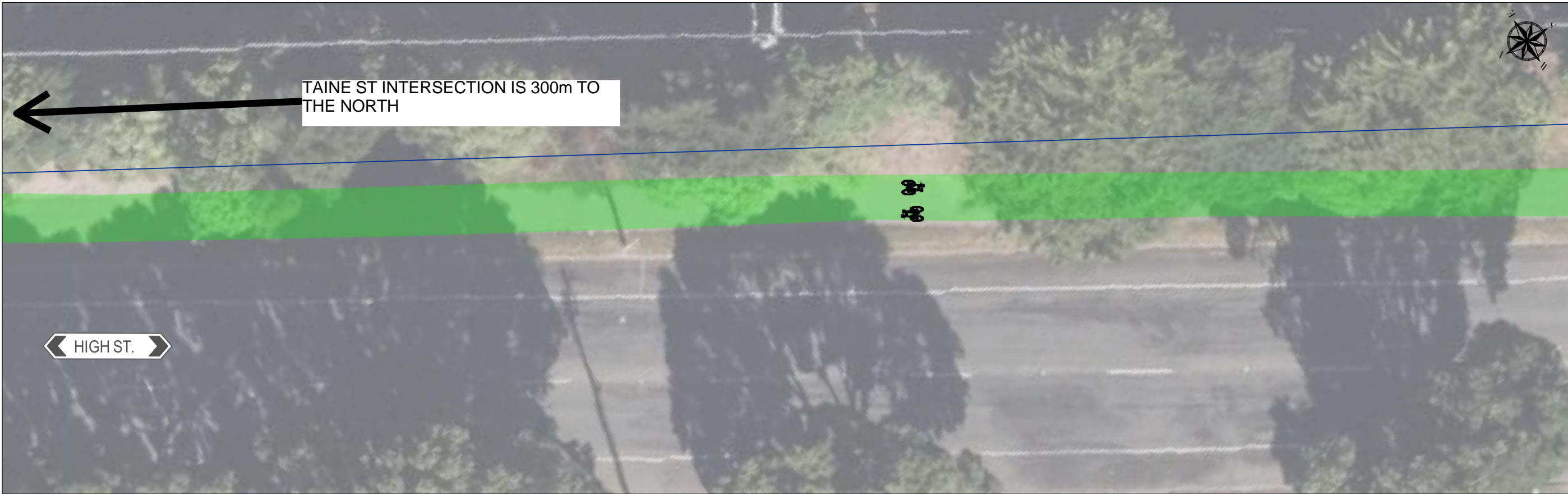
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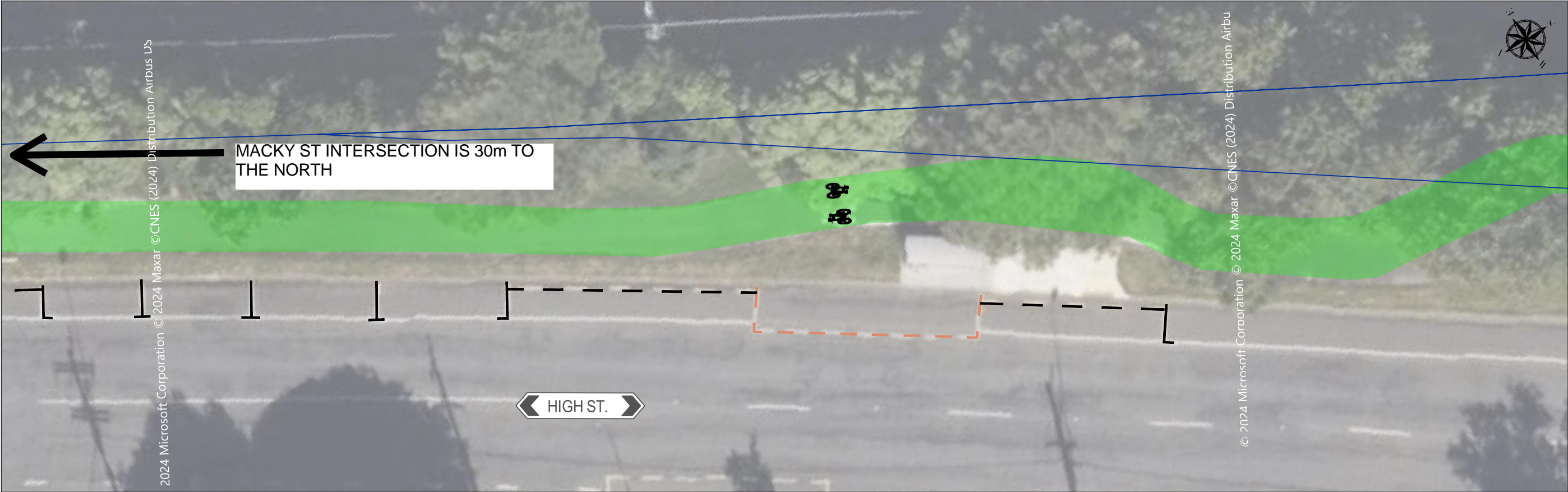
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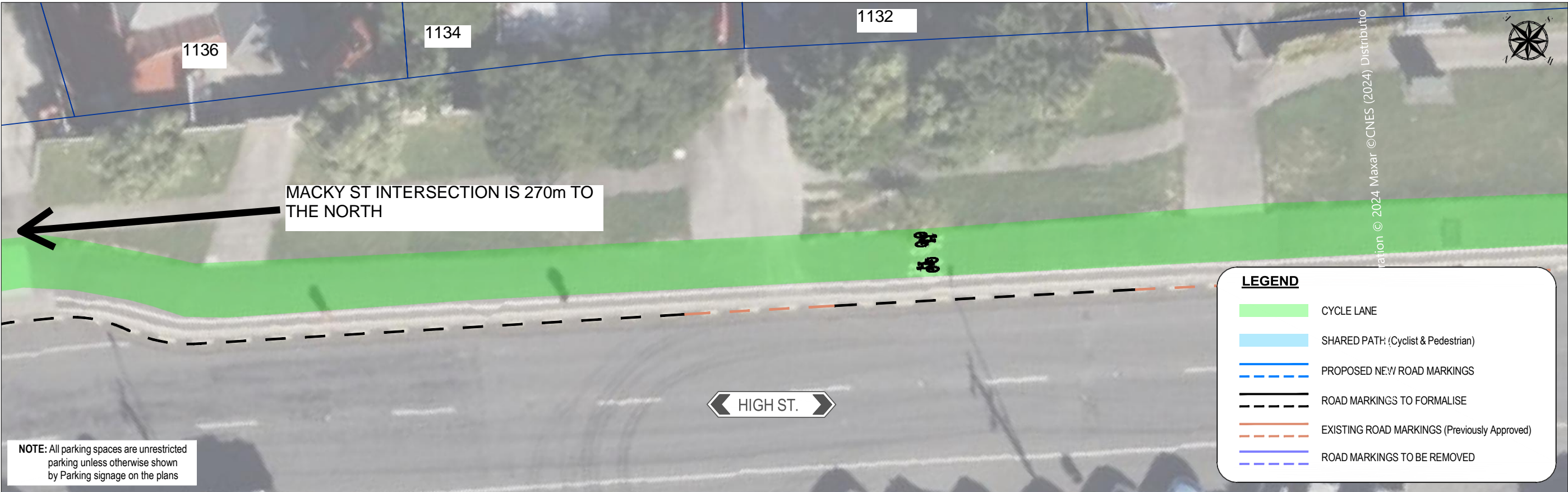
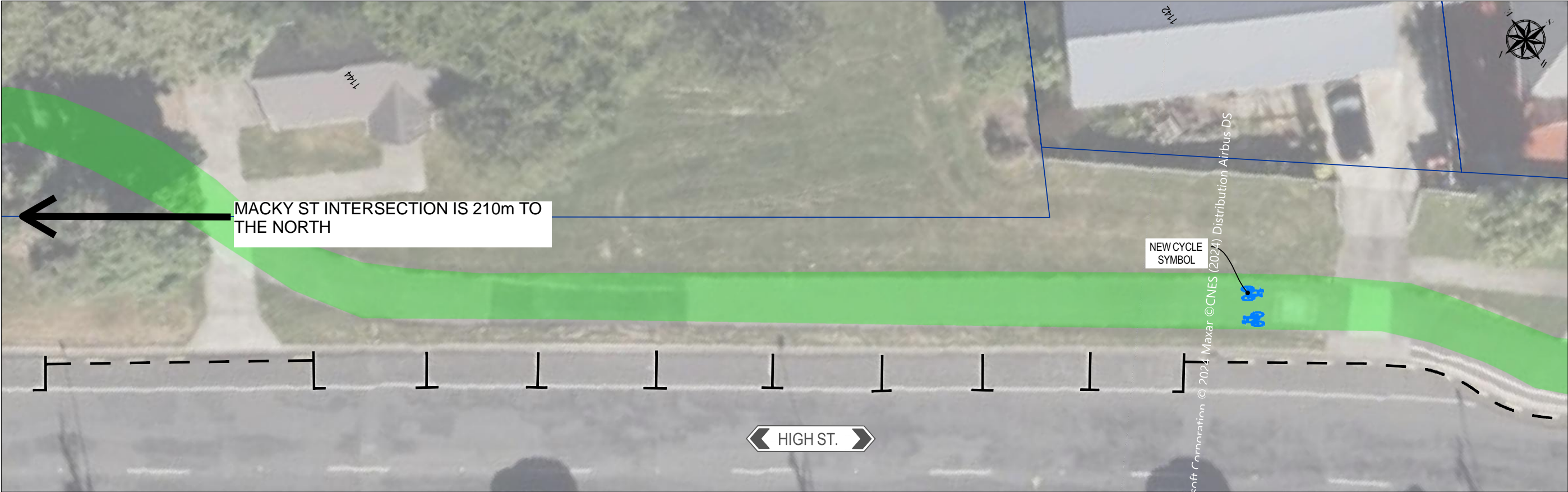
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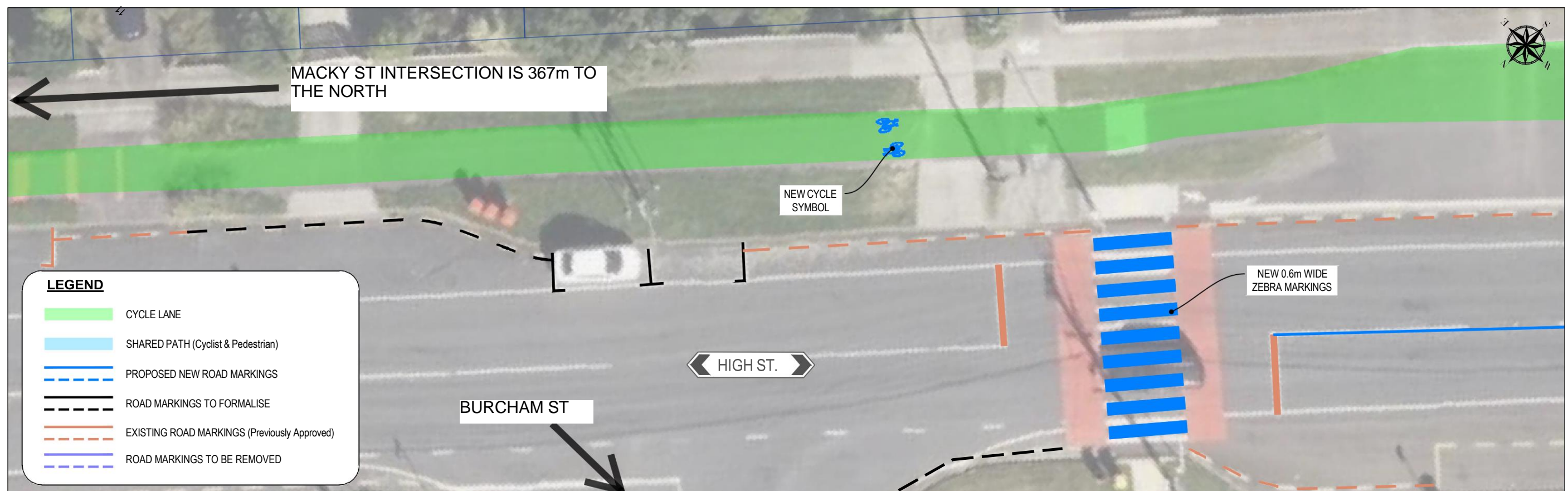
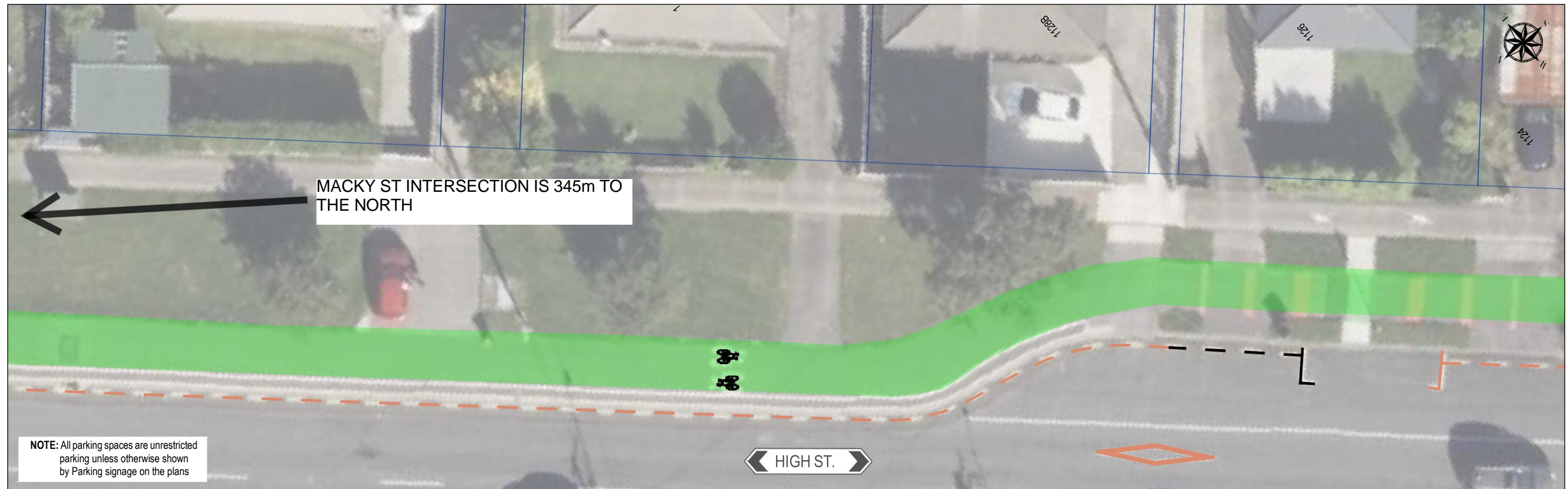
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CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		





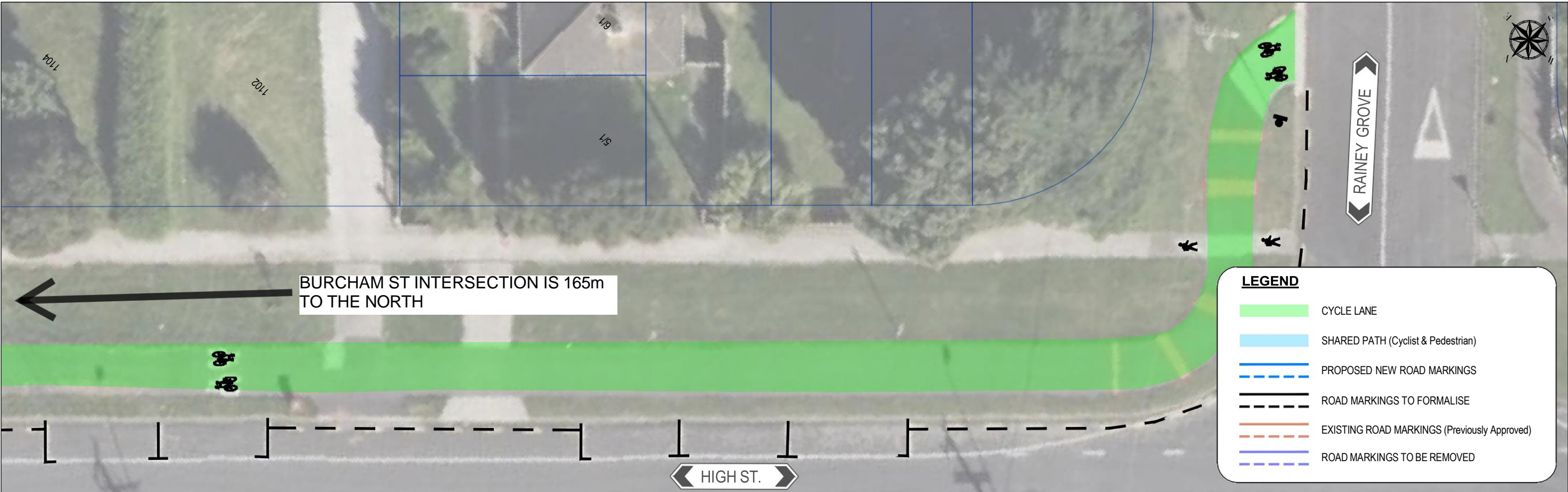
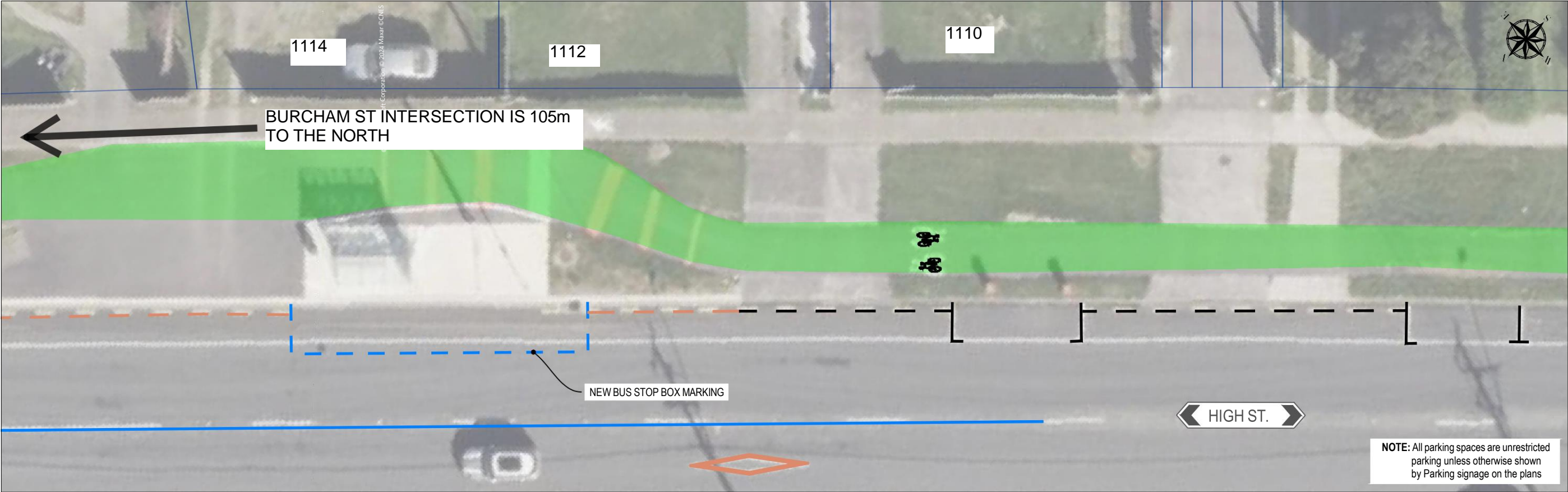
CLIENT	<div><div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div><div><div>HUTT CITY COUNCIL</div><div>Lower Hutt</div></div></div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	016
						Revision	A		
CONSULTANT	<div><div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div><div><div>TLD ENGINEERS</div><div>4 Margaret St, Hutt Central, Lower Hutt, Wellington</div><div>www.tlde.co.nz - 027 803 0653</div></div></div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		





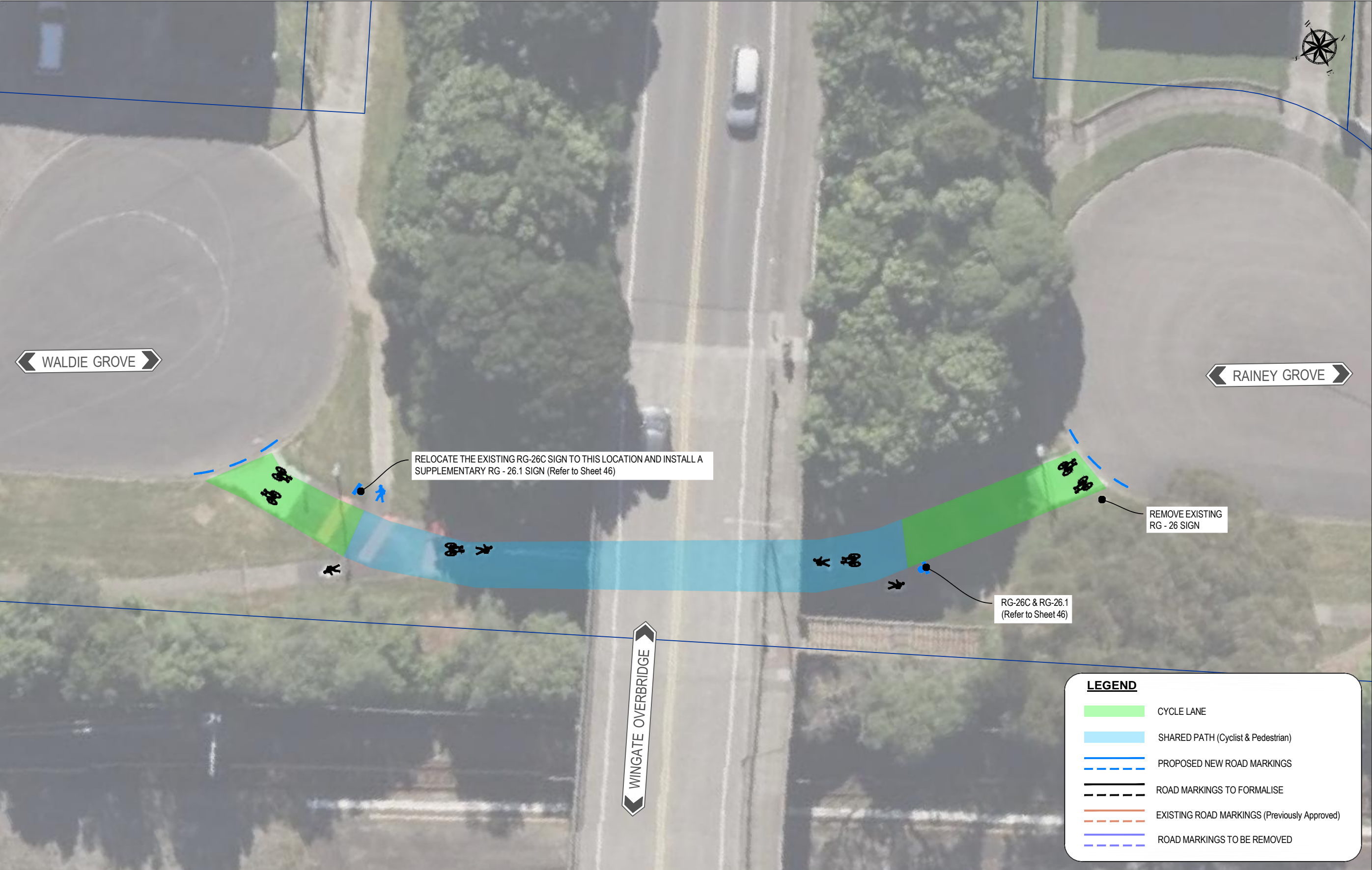
CLIENT	<div><div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div><div><div>HUTT CITY COUNCIL</div><div>Lower Hutt</div></div></div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	017
						Revision	A		
CONSULTANT	<div><div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div><div><div>TLD ENGINEERS</div><div>4 Margaret St. Hutt Central, Lower Hutt, Wellington</div><div>www.tlde.co.nz - 027 803 0653</div></div></div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		





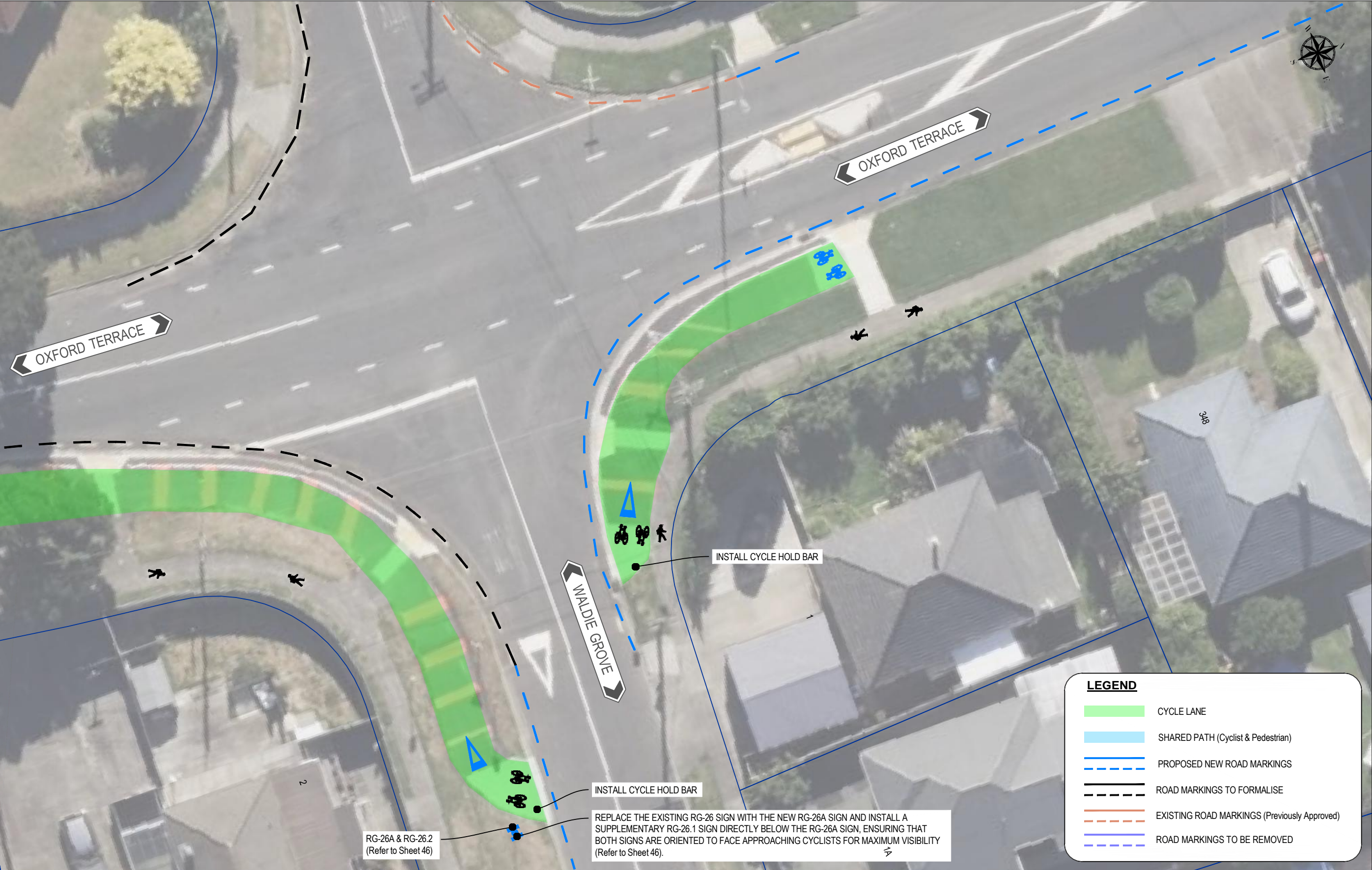
CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No. 2407A Revision A	SHEET NO.	018
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY APPROVED BY	S BHANDARI A SHAHIN	Remarks - Date 08 / 24	SCALE	1:200 @ A3



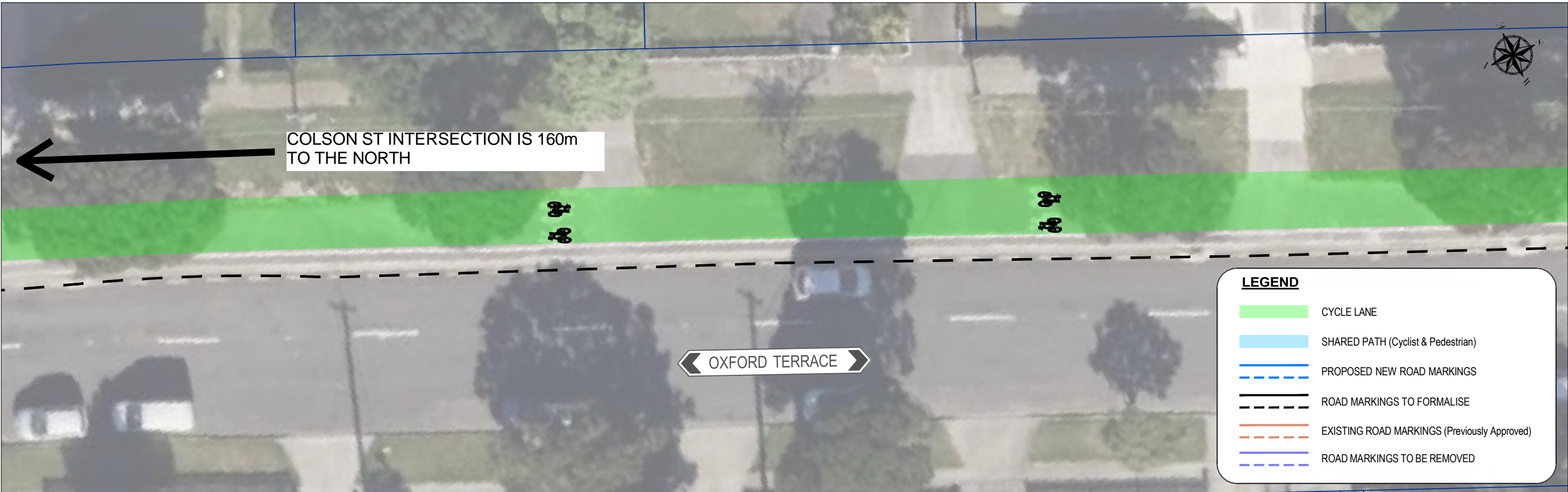
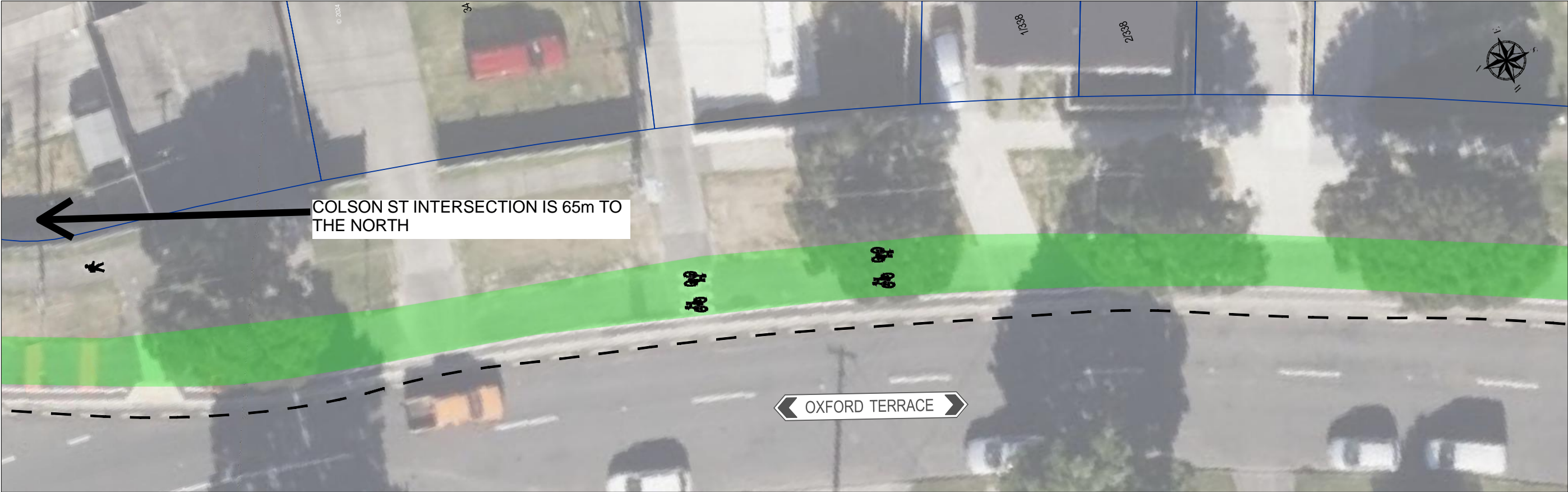
CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	019
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	020
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tld.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL</div> <div>Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	021
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS</div> <div>4 Margaret St, Hutt Central, Lower Hutt, Wellington</div> <div>www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

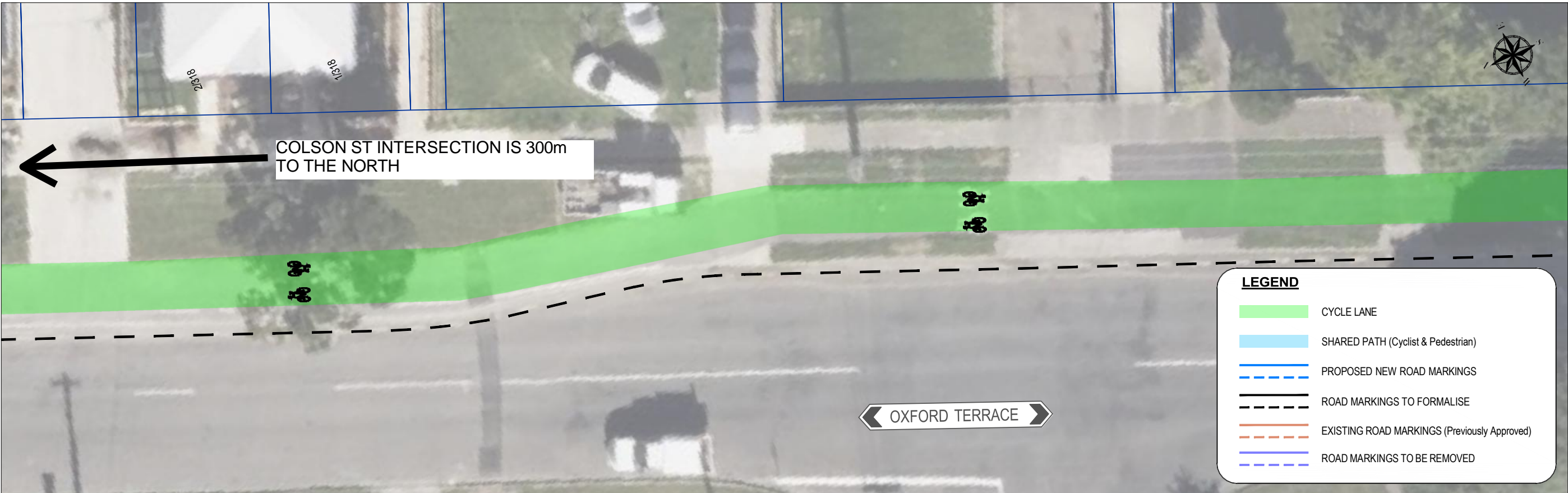
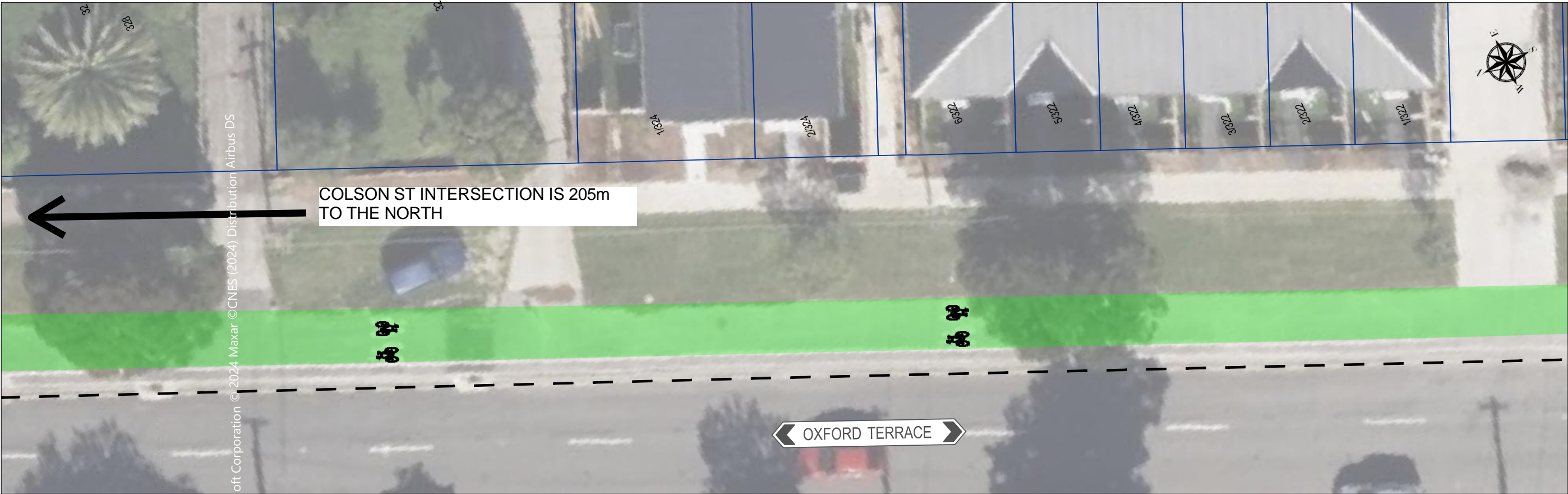
PROPOSED NEW ROAD MARKINGS



ROAD MARKINGS TO FORMALISE

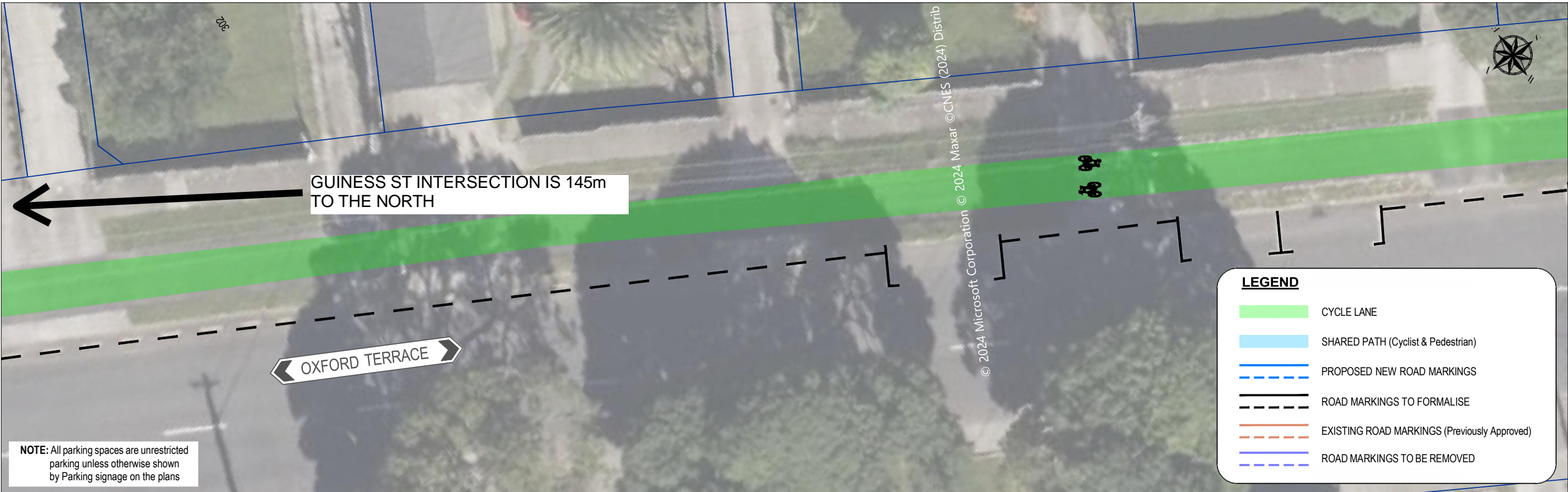
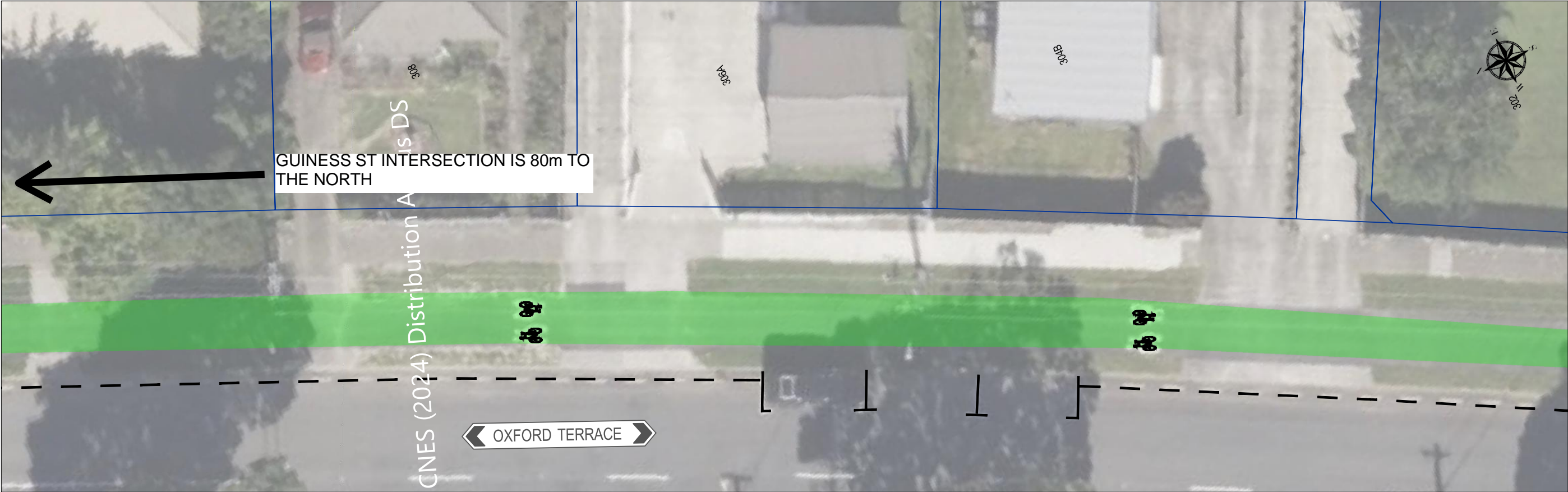
EXISTING ROAD MARKINGS (Previously Approved)



ROAD MARKINGS TO BE REMOVED

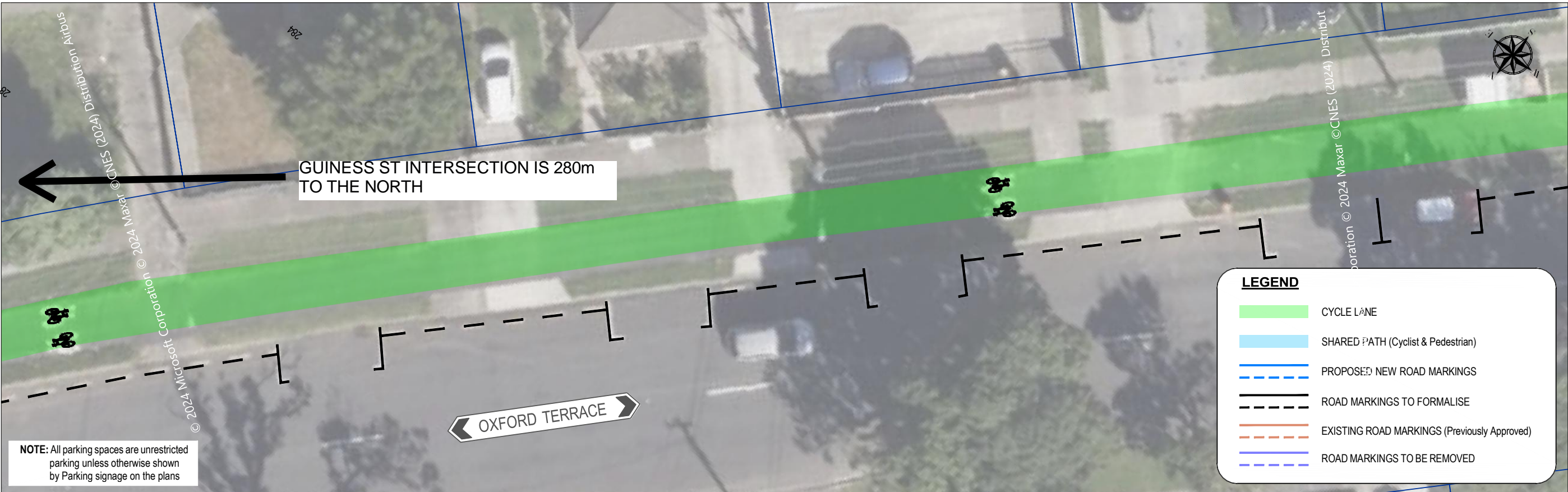
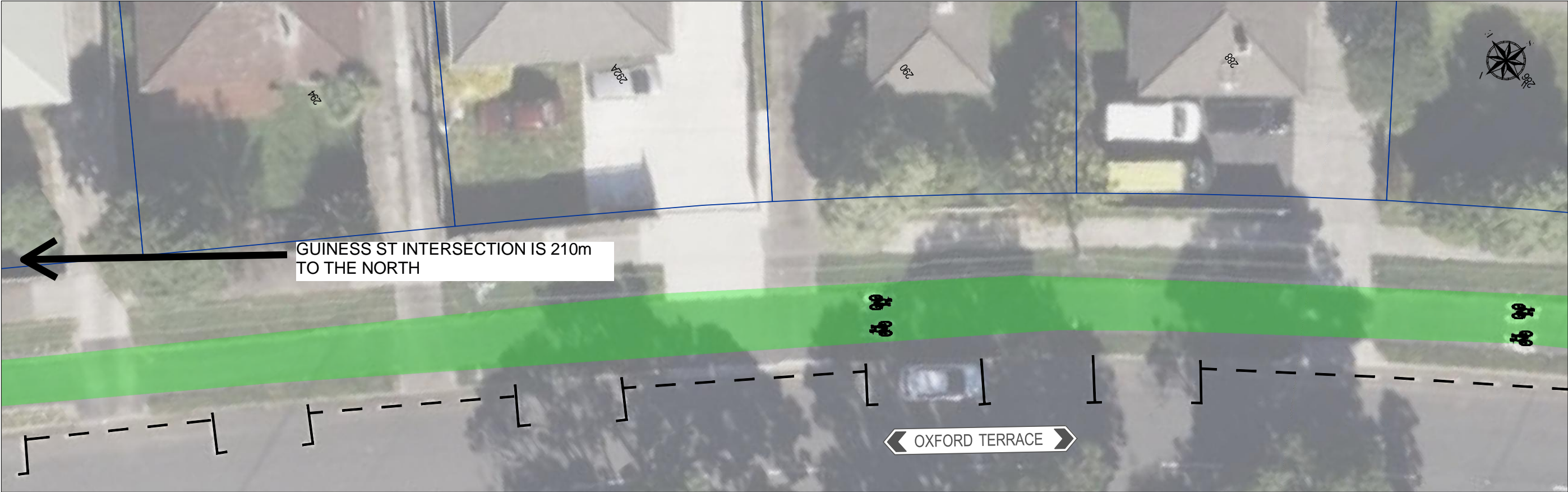
CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	022
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St, Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		





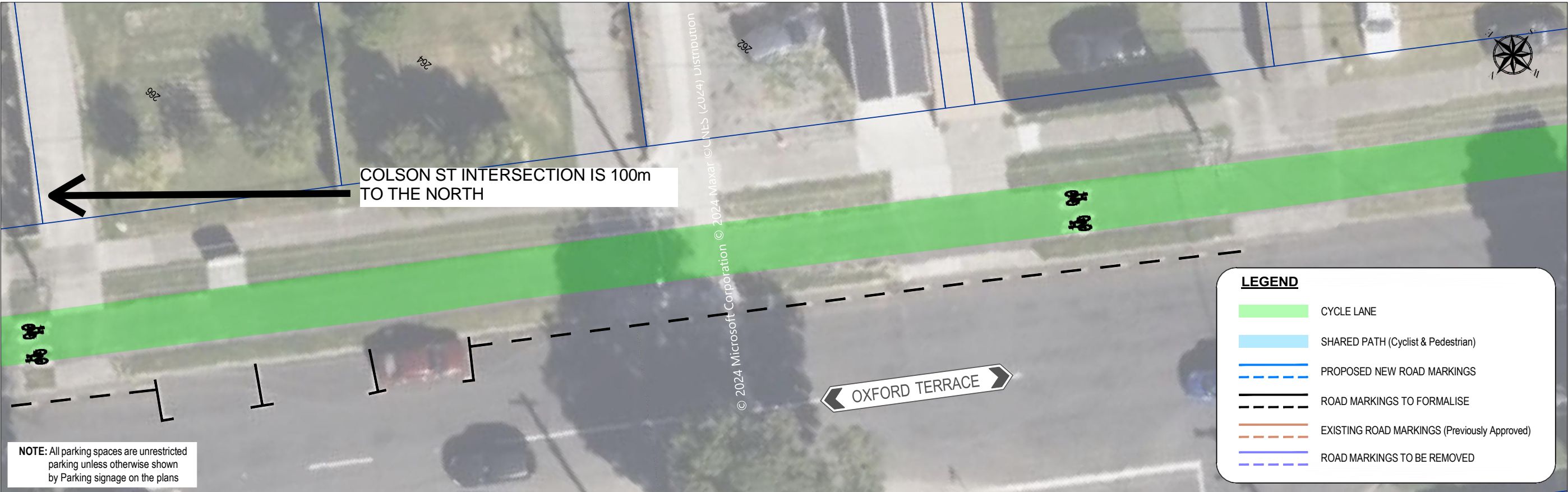
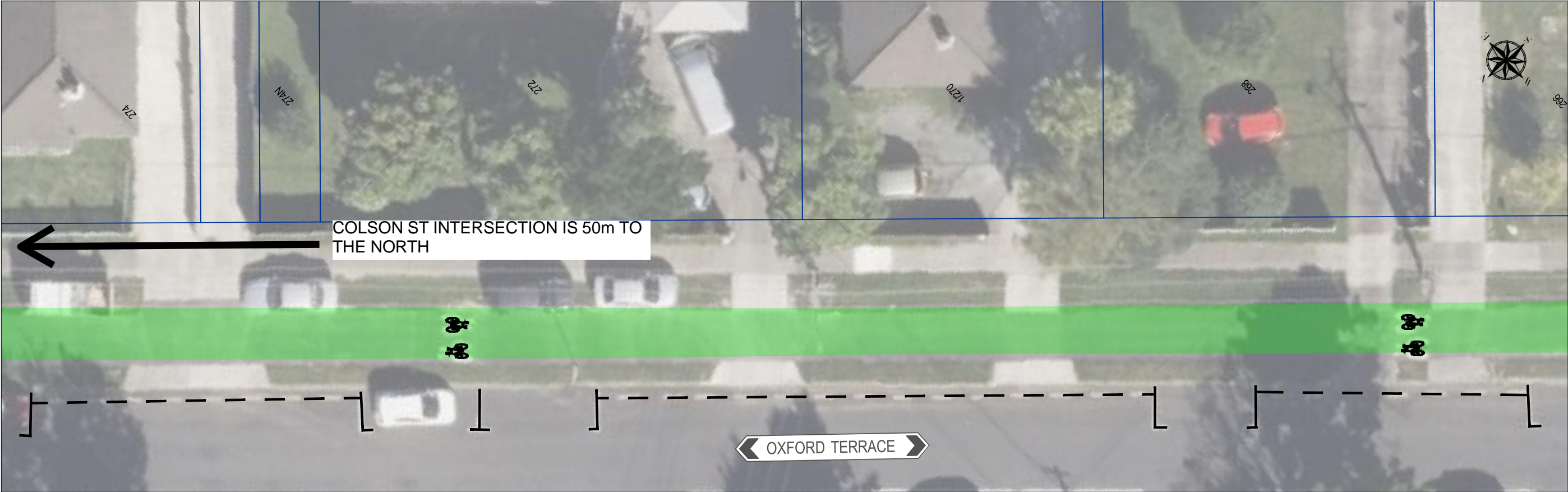
CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	023
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



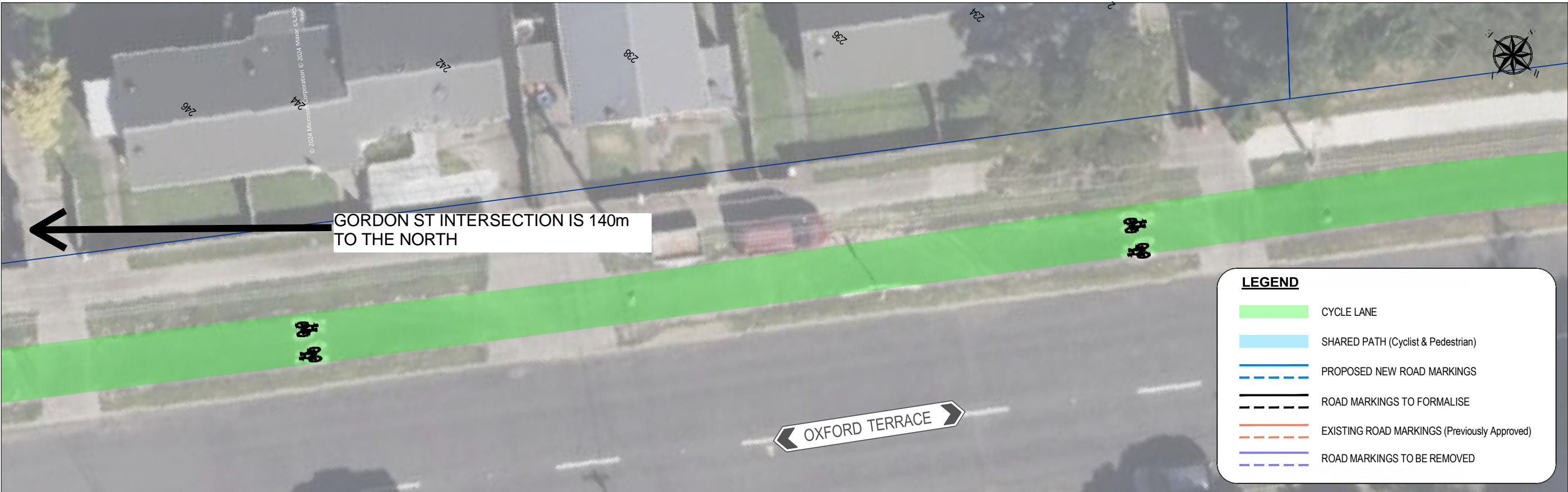
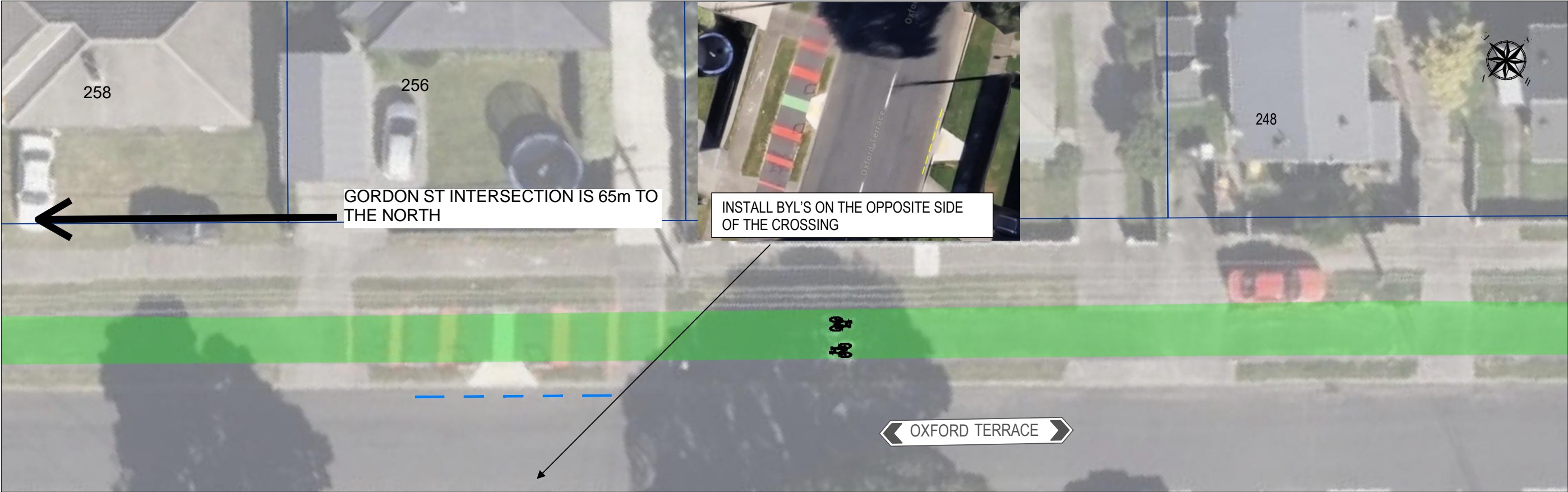
CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	024
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	025
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St, Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	026
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tld.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

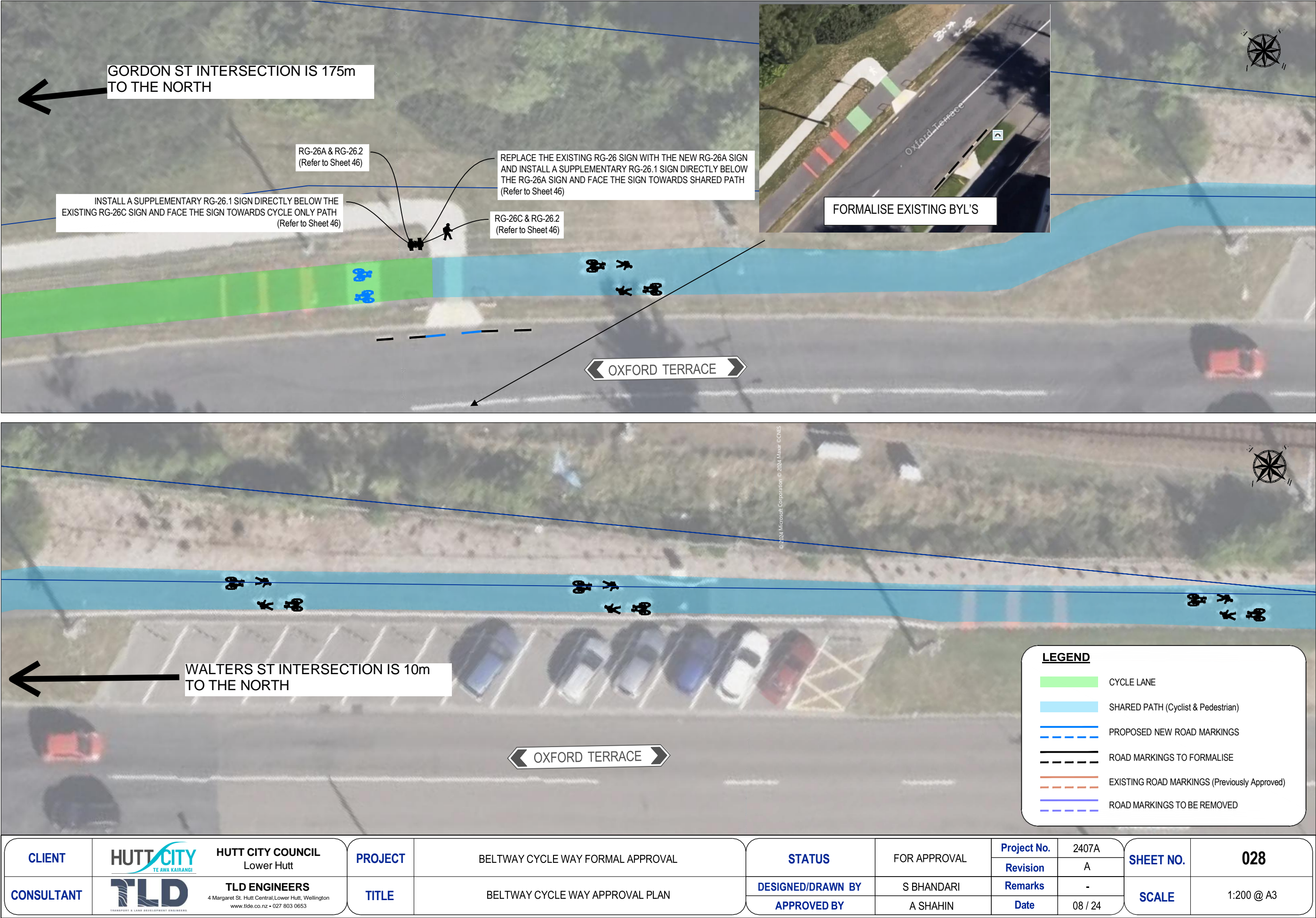
PROPOSED NEW ROAD MARKINGS

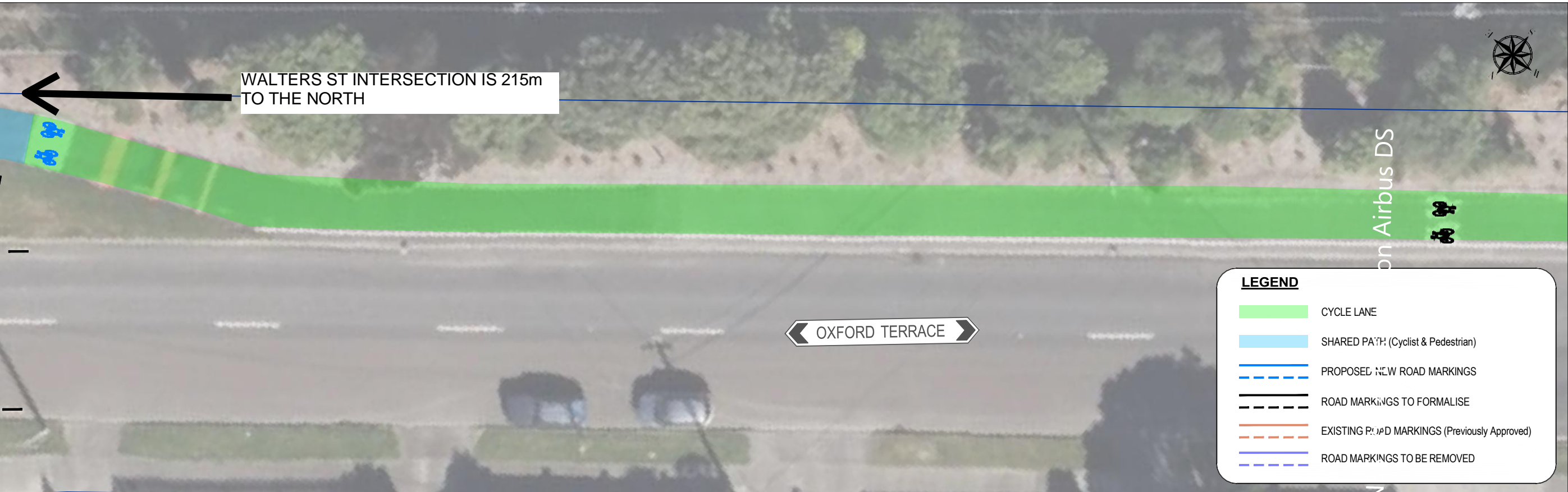
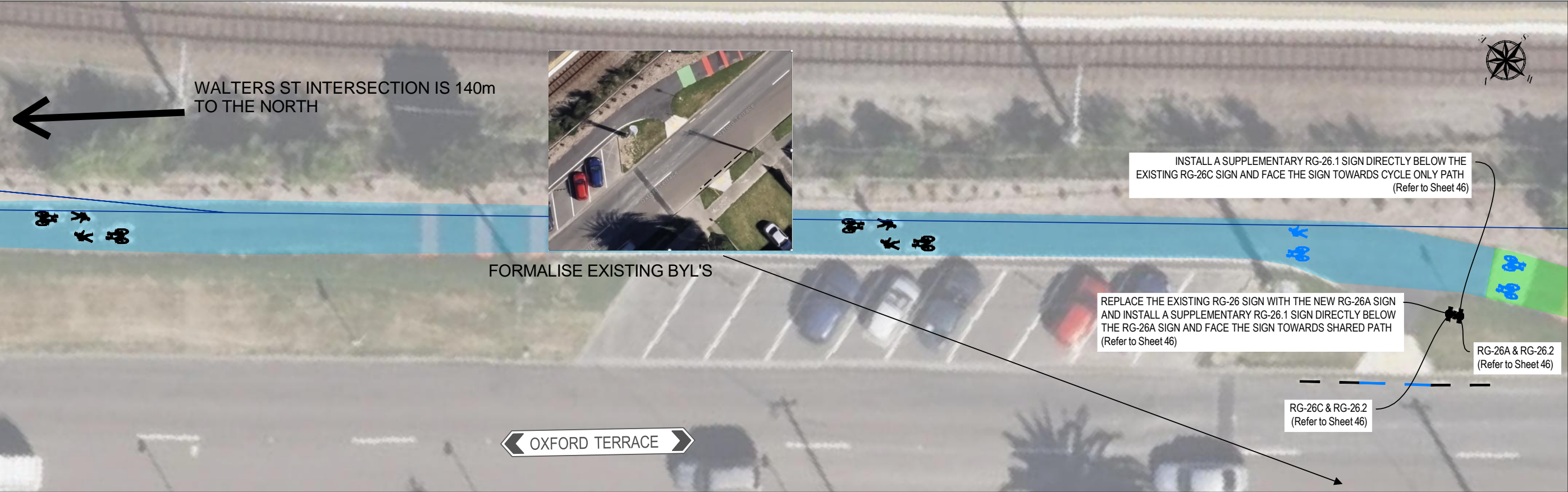
ROAD MARKINGS TO FORMALISE



EXISTING ROAD MARKINGS (Previously Approved)

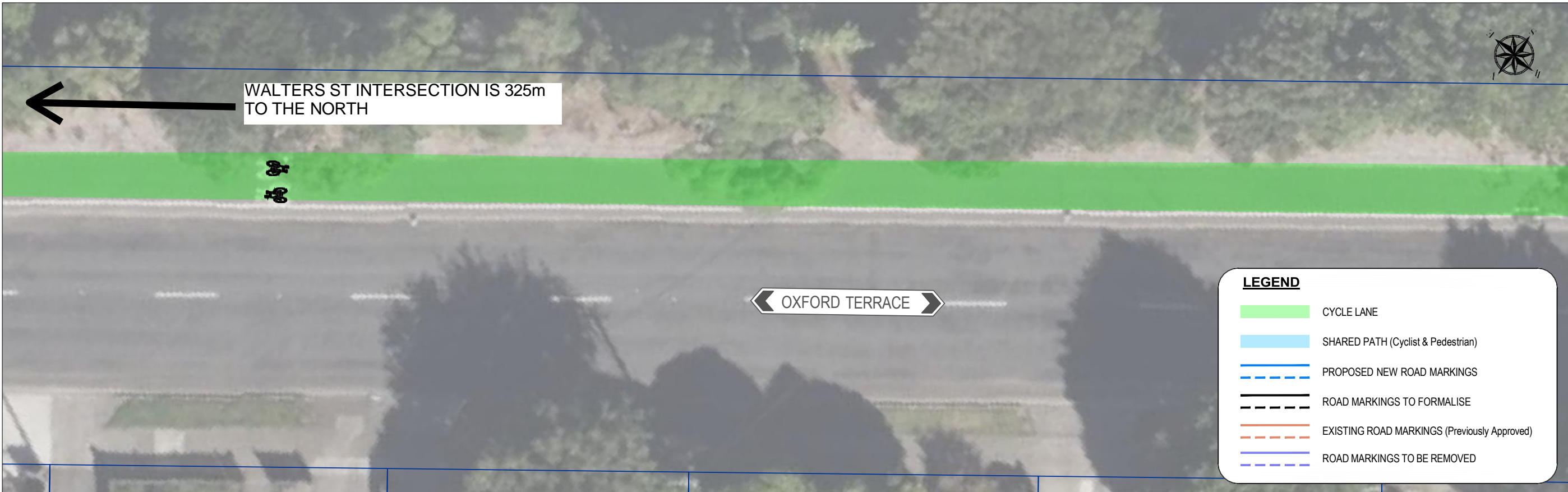
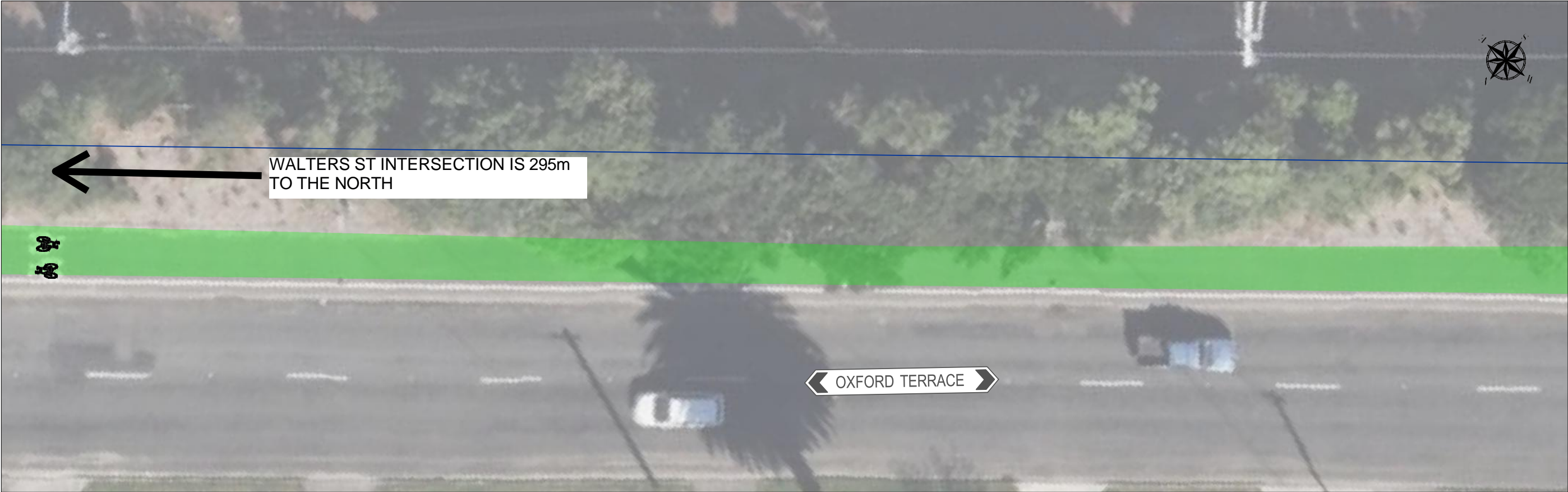
ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	027
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		





CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	029
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tld.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

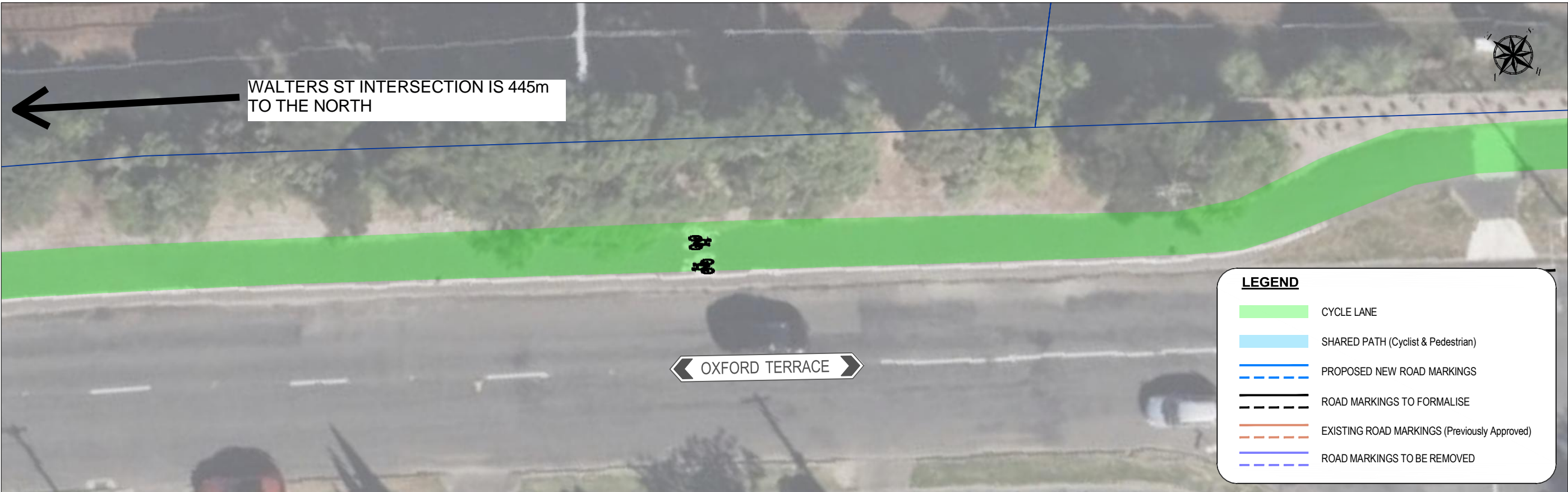
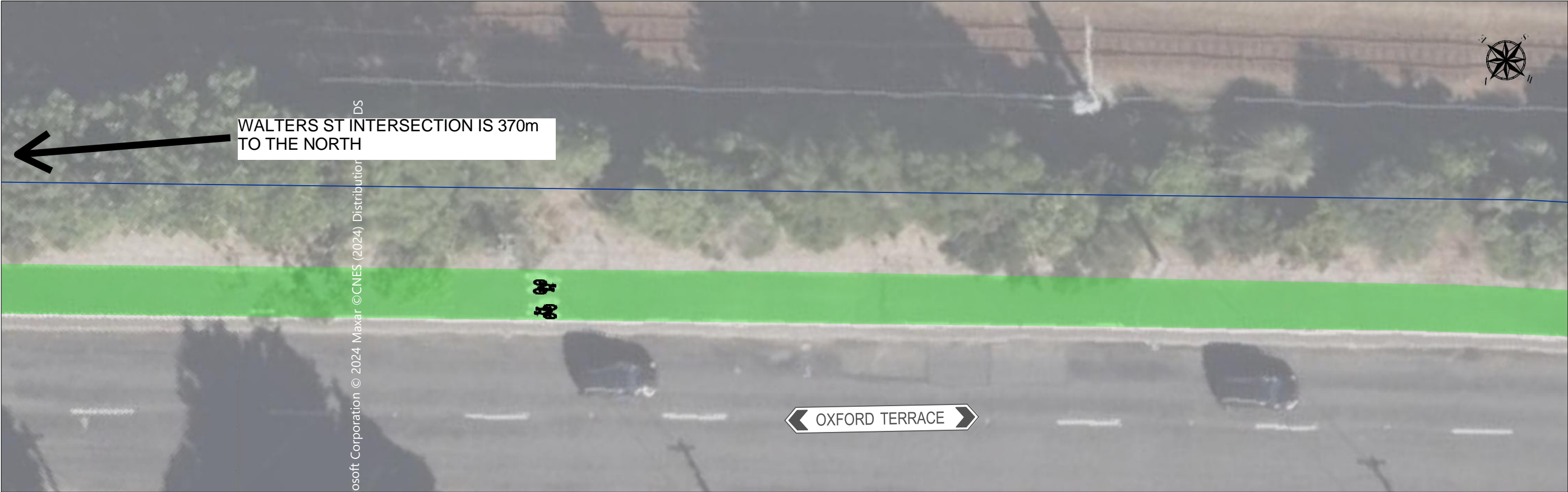
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

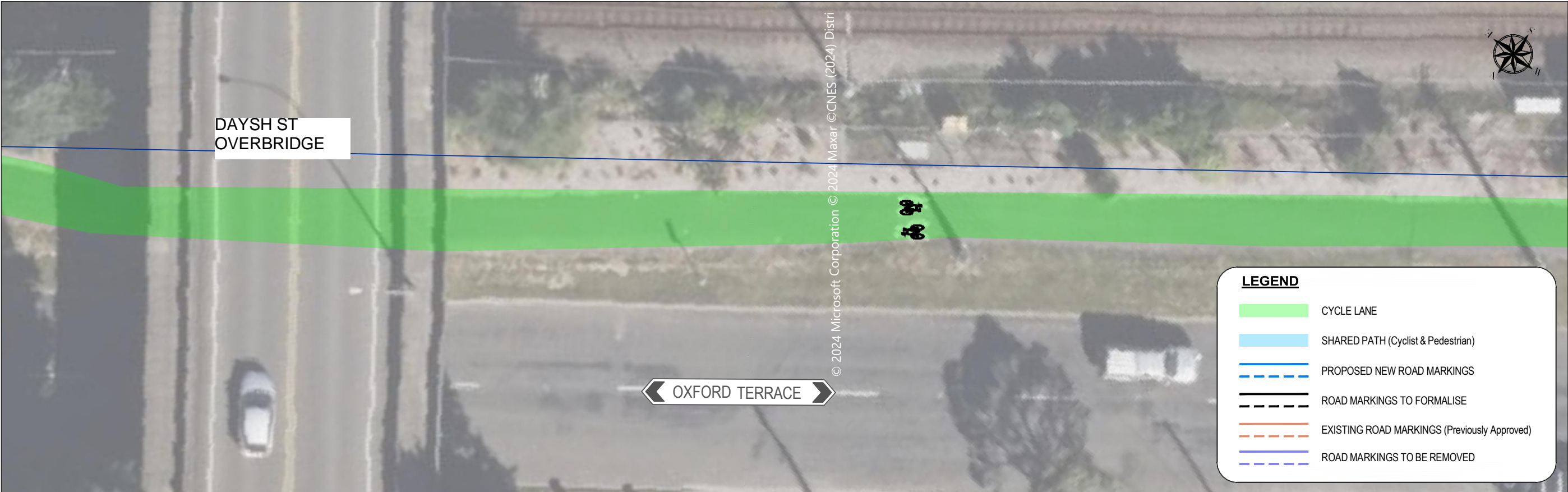
EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div><div>HUTT CITY COUNCIL</div><div>Lower Hutt</div></div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	030
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div><div>TLD ENGINEERS</div><div>4 Margaret St. Hutt Central, Lower Hutt, Wellington</div><div>www.tlde.co.nz - 027 803 0653</div></div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL</div> <div>Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	031
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS</div> <div>4 Margaret St. Hutt Central, Lower Hutt, Wellington</div> <div>www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

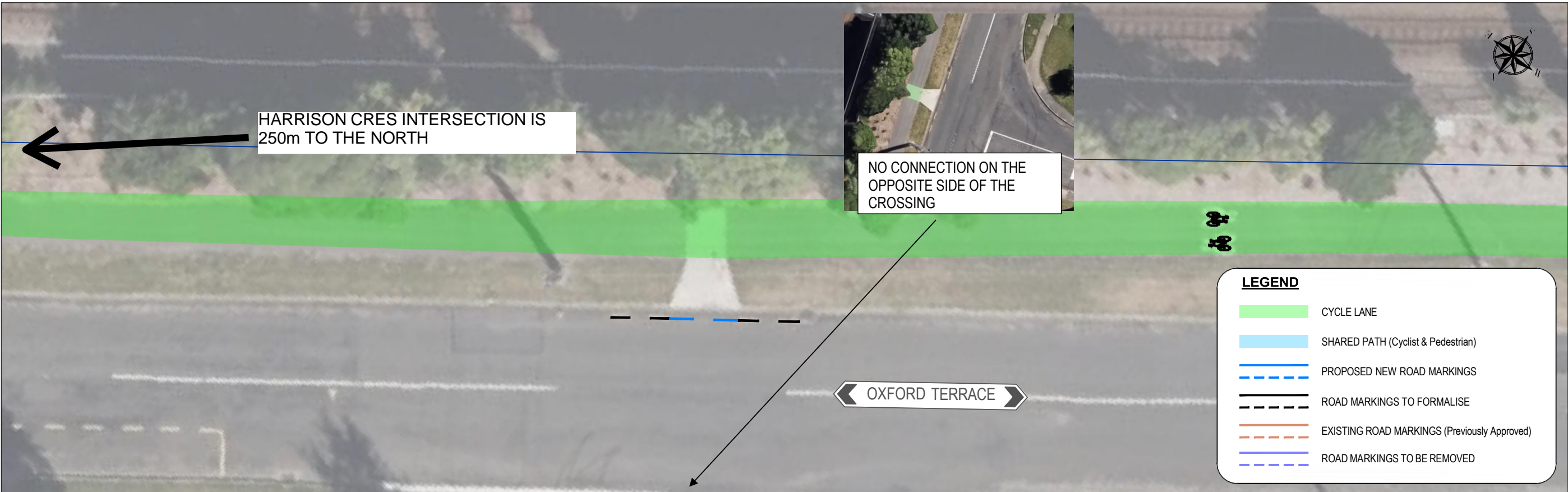
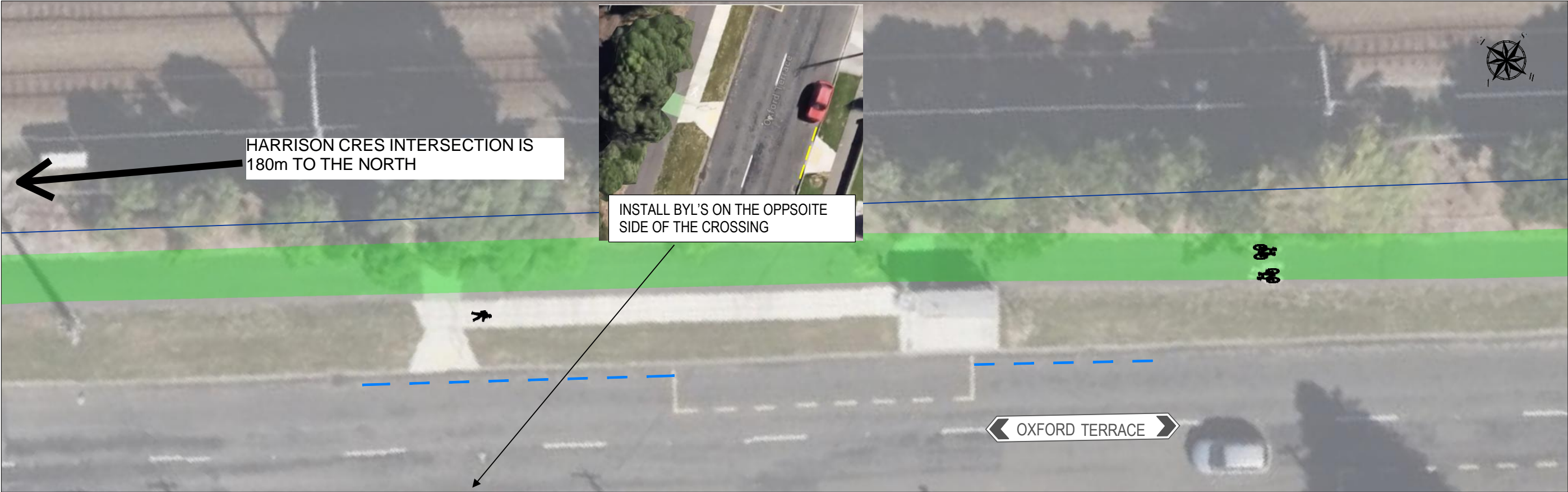
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	032
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE



SHARED PATH (Cyclist & Pedestrian)

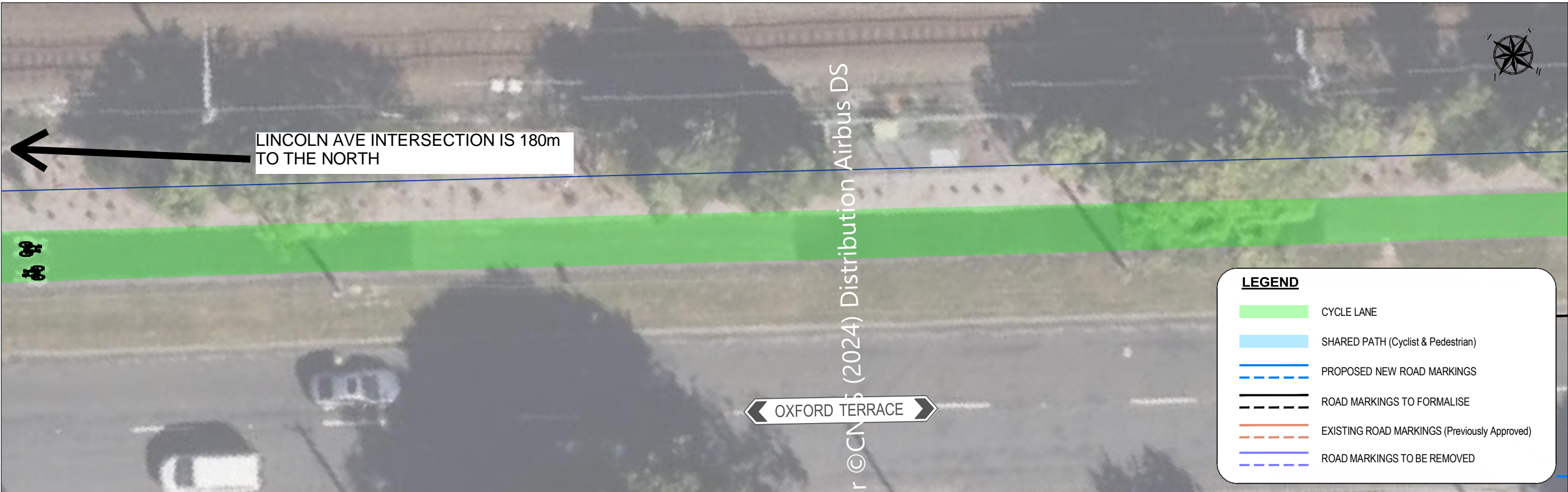
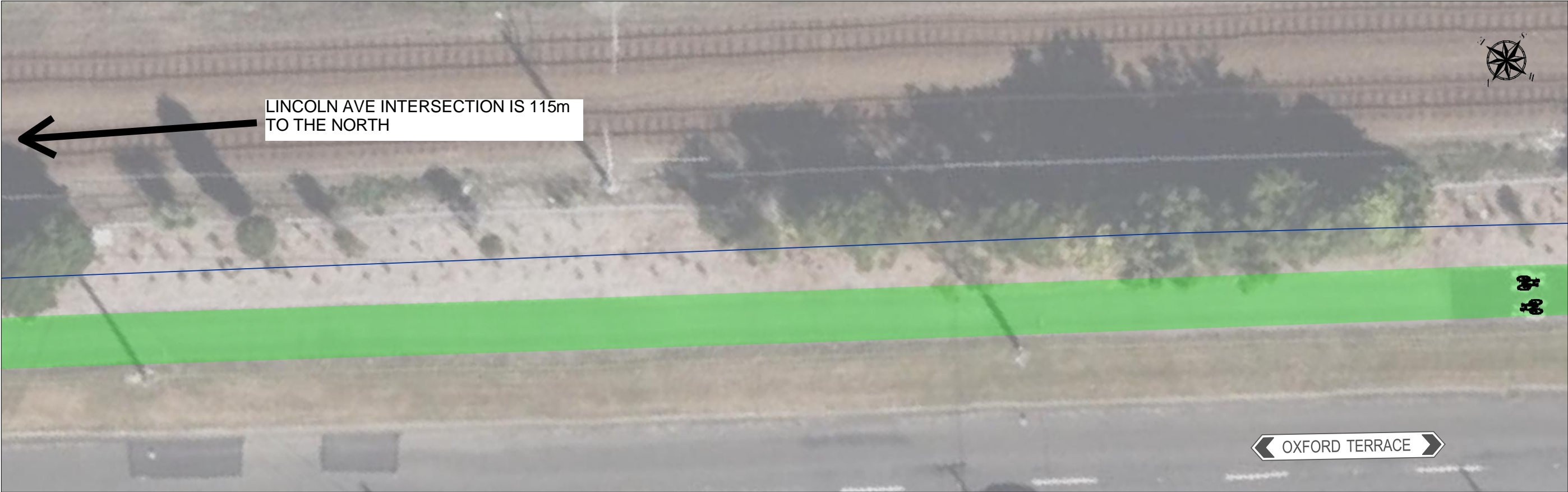
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	 <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	033
						Revision	A		
CONSULTANT	 <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz • 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)



ROAD MARKINGS TO BE REMOVED

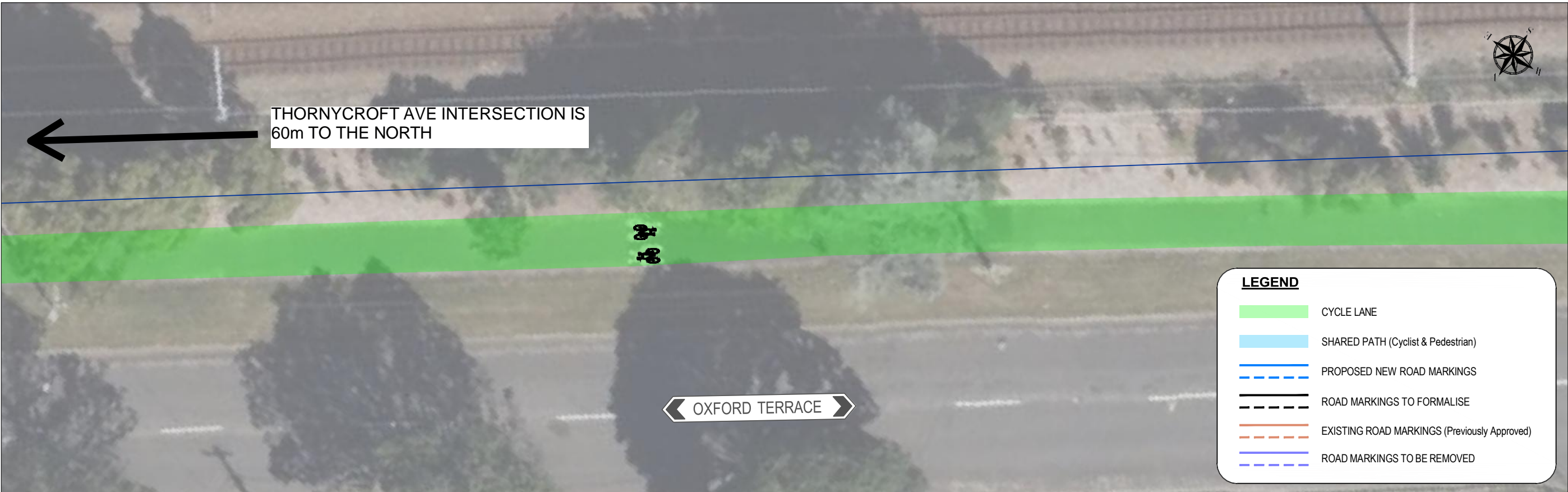
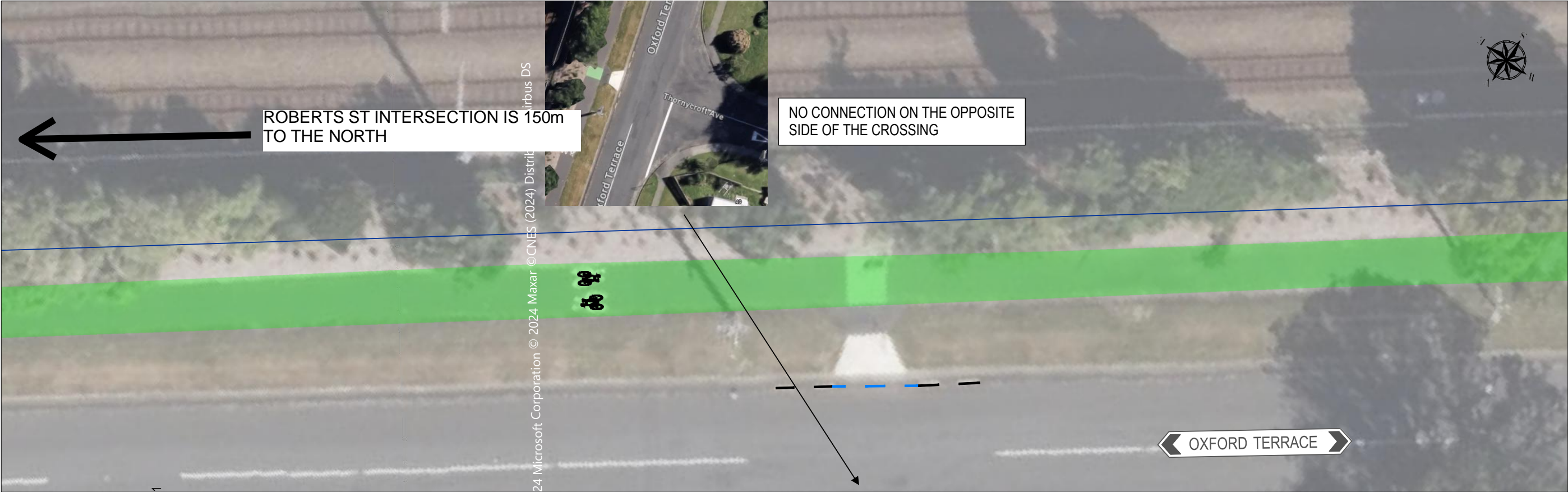
CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	034
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		





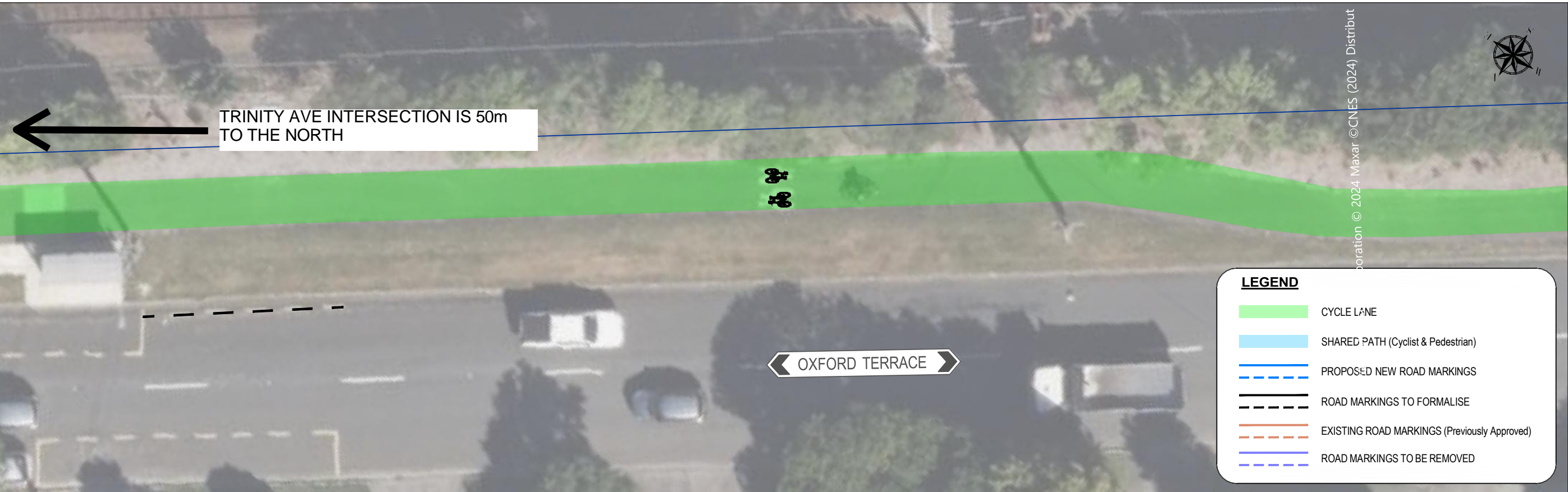
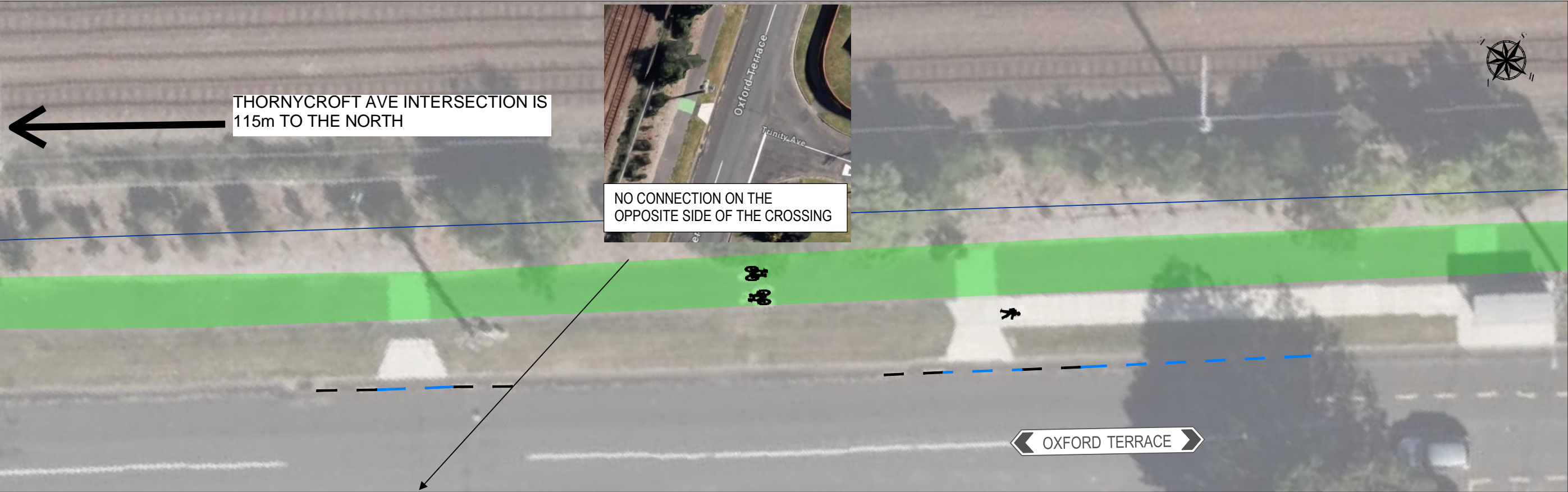
LEGEND



- CYCLE LANE
- SHARED PATH (Cyclist & Pedestrian)
- PROPOSED NEW ROAD MARKINGS
- ROAD MARKINGS TO FORMALISE
- EXISTING ROAD MARKINGS (Previously Approved)
- ROAD MARKINGS TO BE REMOVED

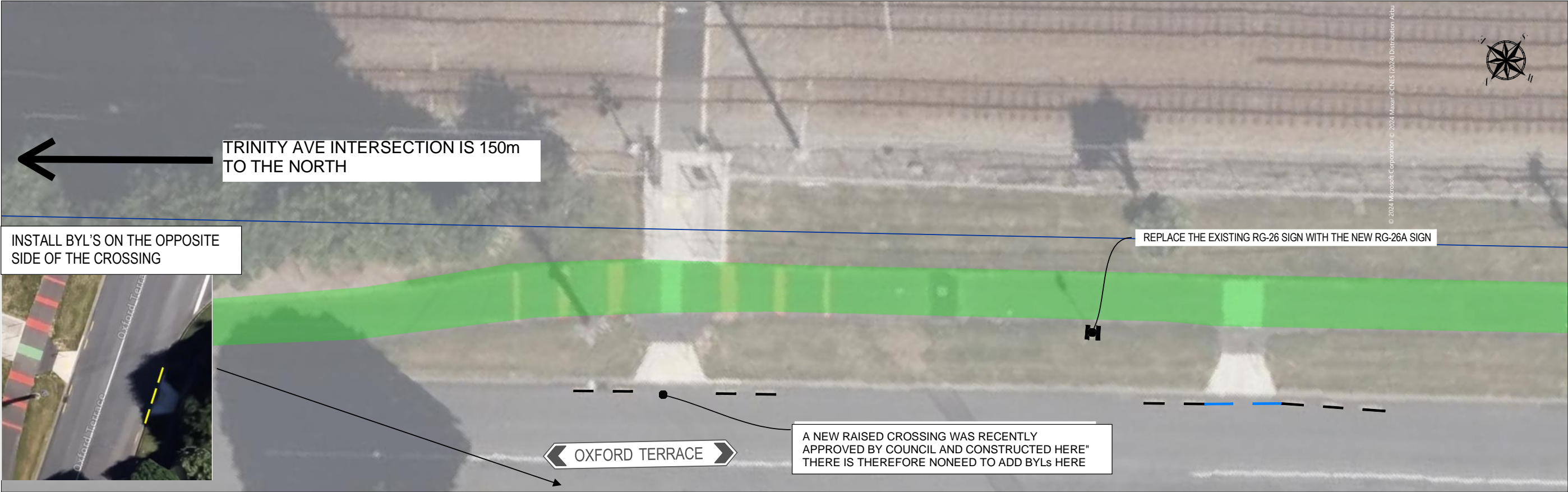
CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	035
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St, Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	036
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tld.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	037
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

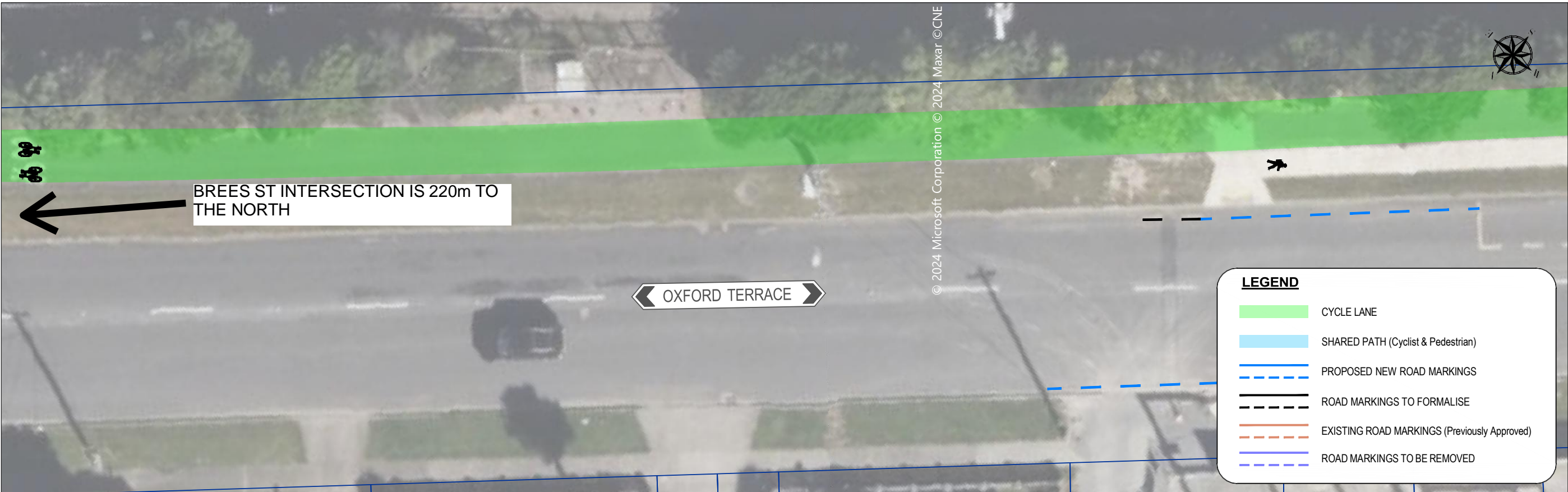
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	038
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

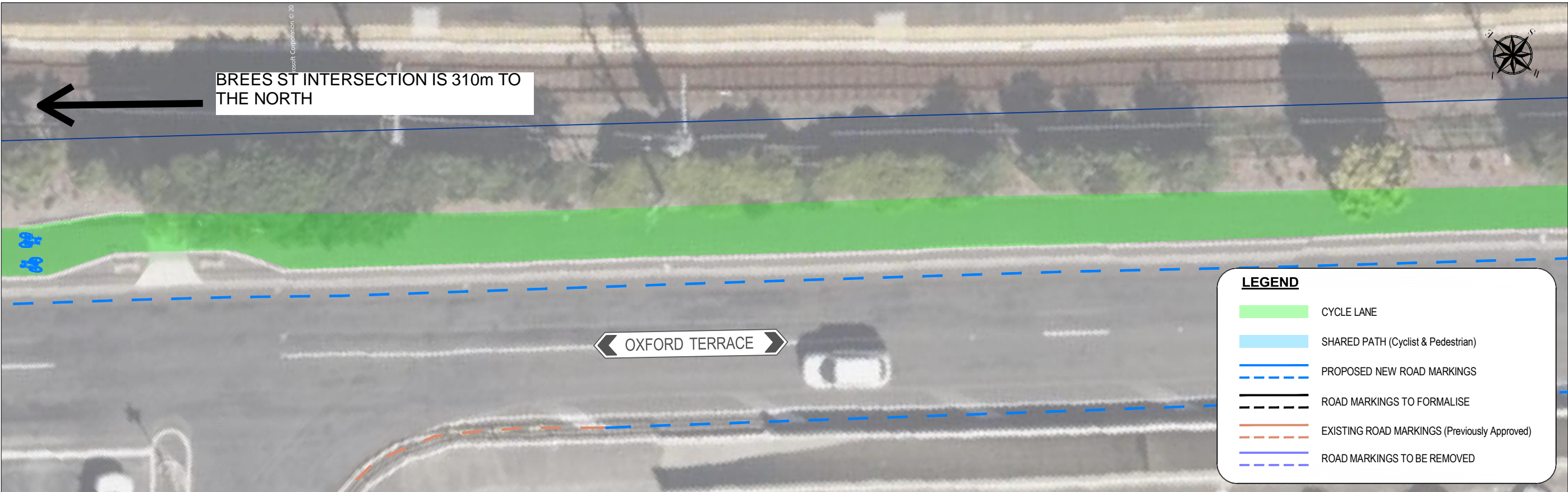
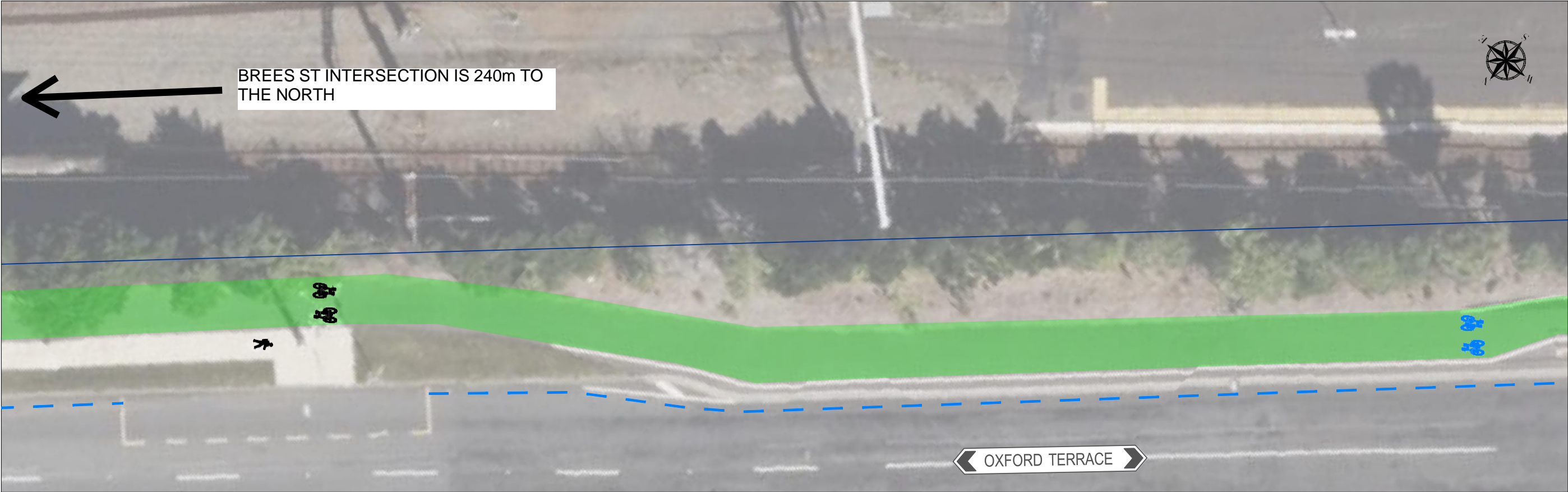
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)



ROAD MARKINGS TO BE REMOVED

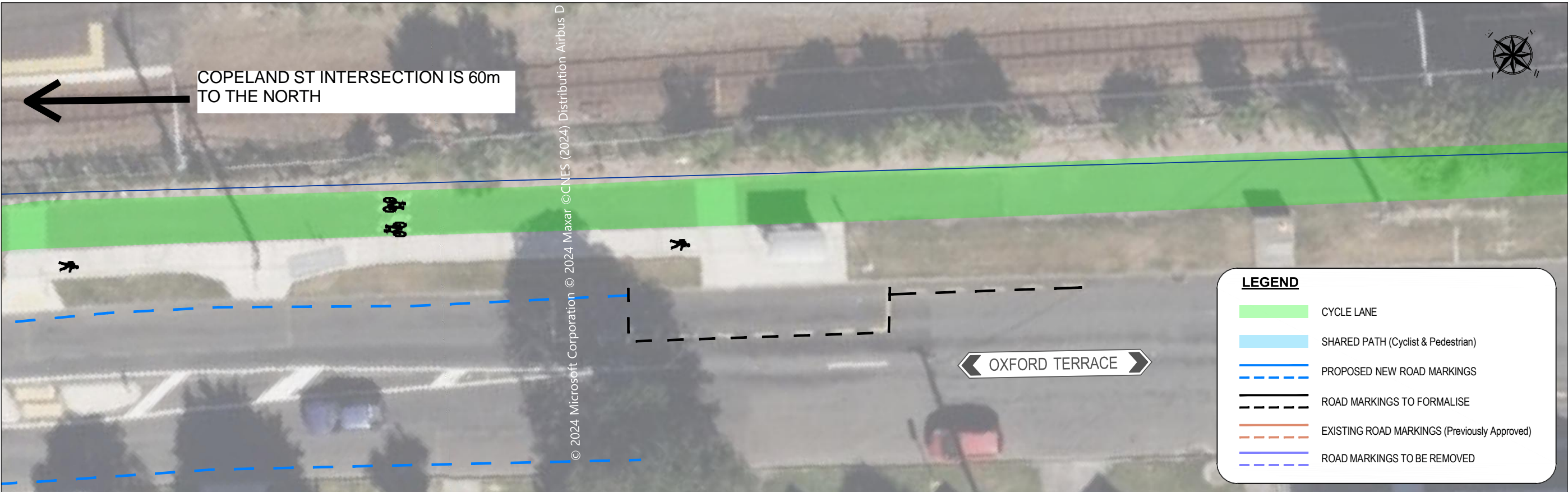
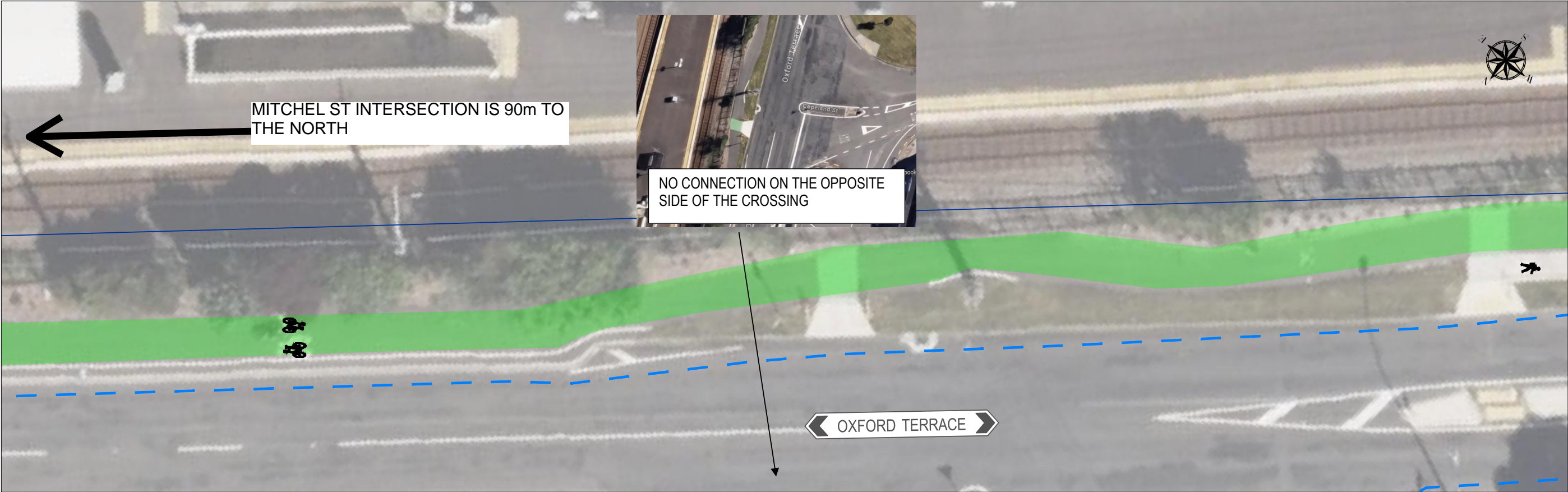
CLIENT	<div>HUTT CITY</div> <div>TE AWA KAIRANGI</div>	HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	039
							Revision	A		
CONSULTANT	<div>TLD</div> <div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div>	TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
					APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

- CYCLE LANE
- SHARED PATH (Cyclist & Pedestrian)
- PROPOSED NEW ROAD MARKINGS
- ROAD MARKINGS TO FORMALISE
- EXISTING ROAD MARKINGS (Previously Approved)
- ROAD MARKINGS TO BE REMOVED

CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	040
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

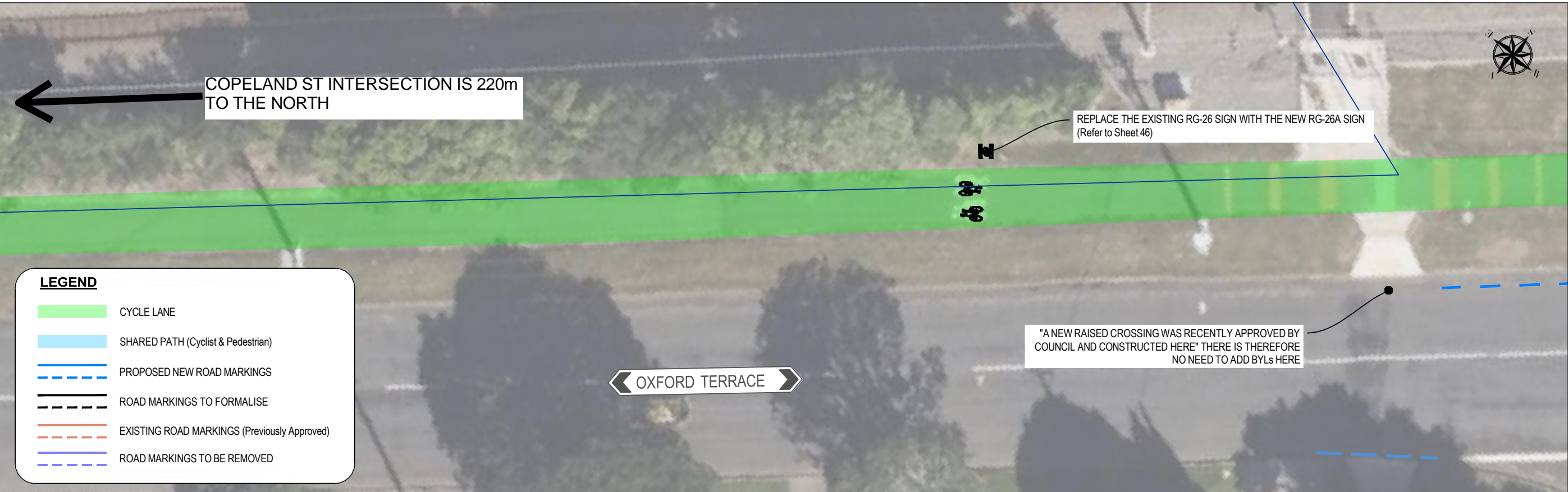
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

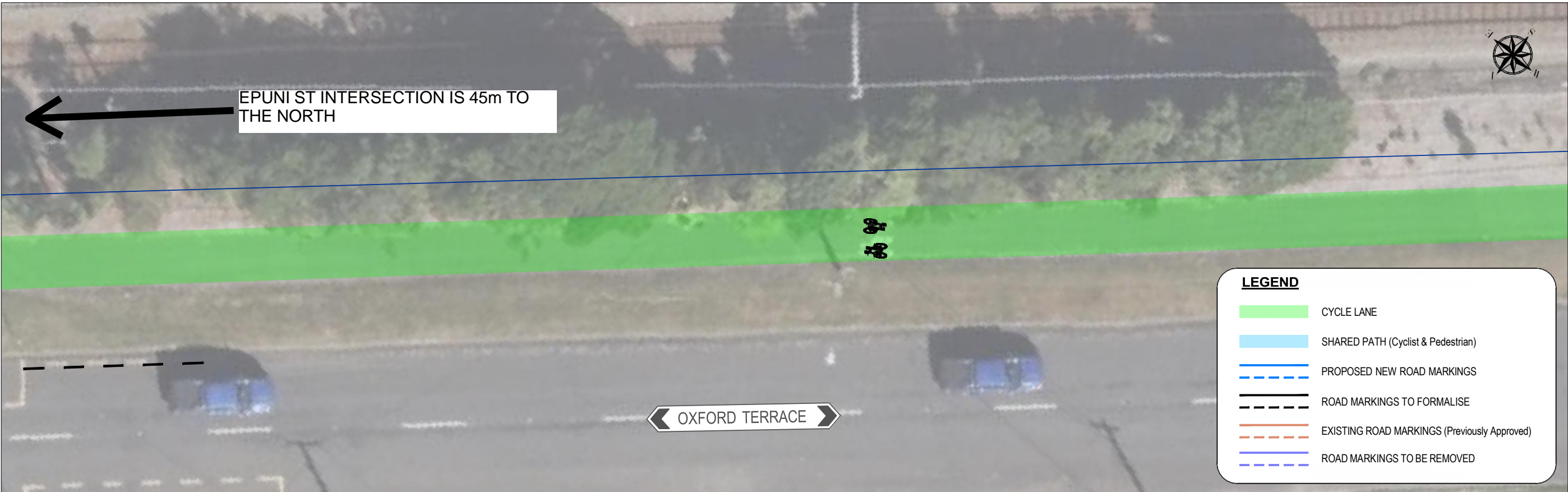
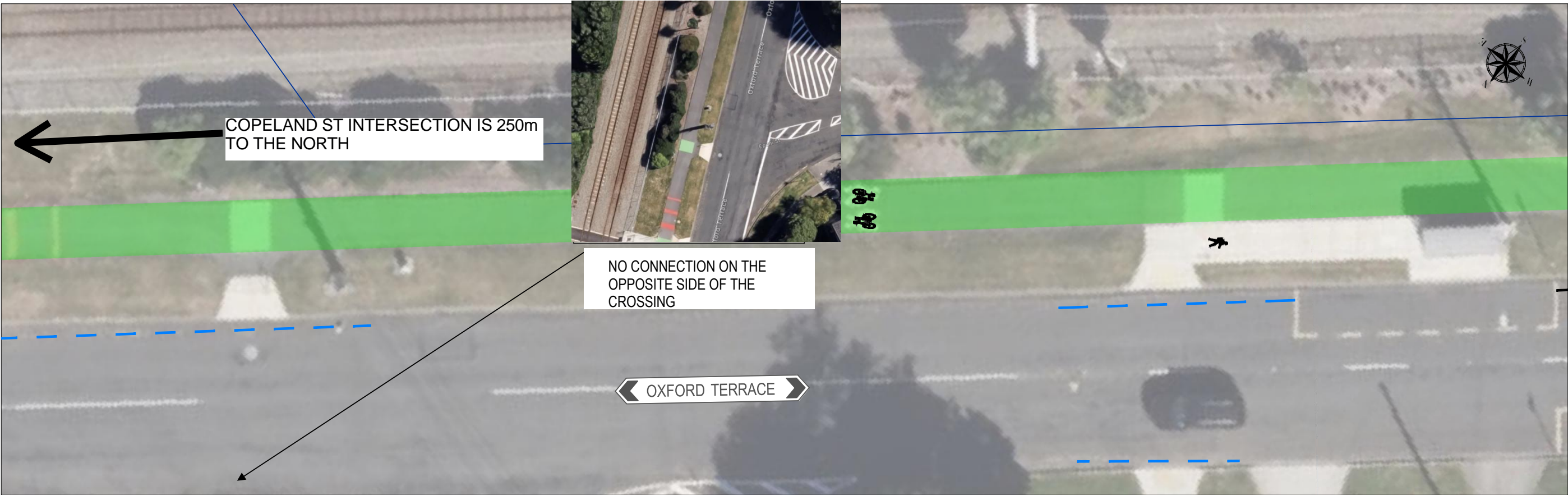
EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	041
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	042
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

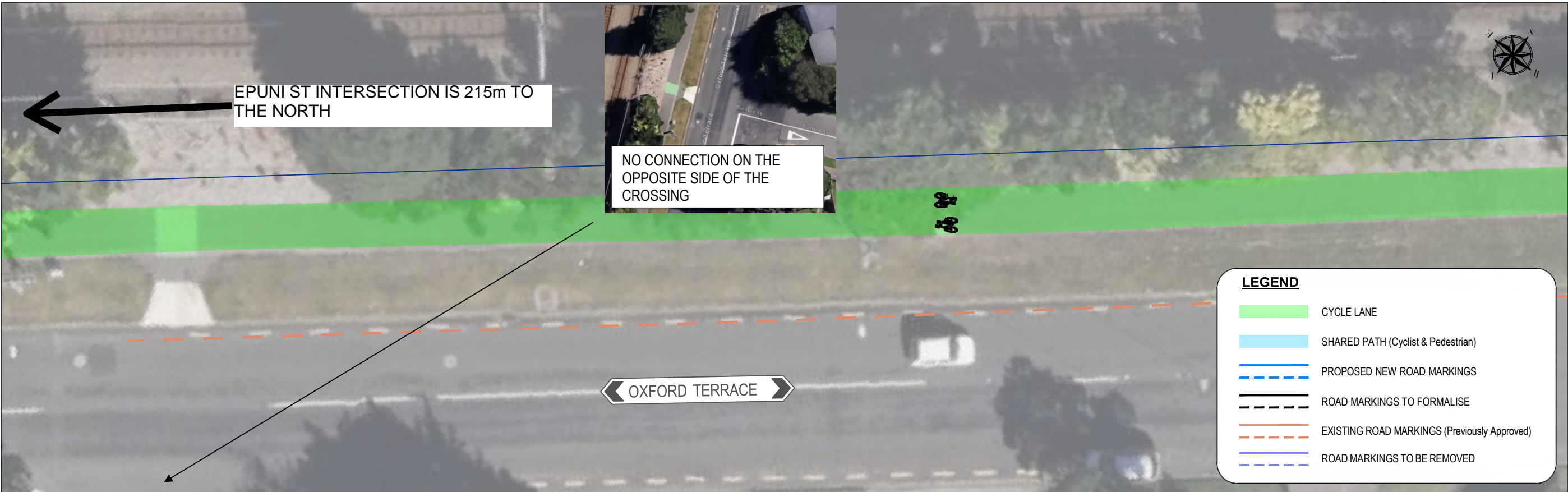
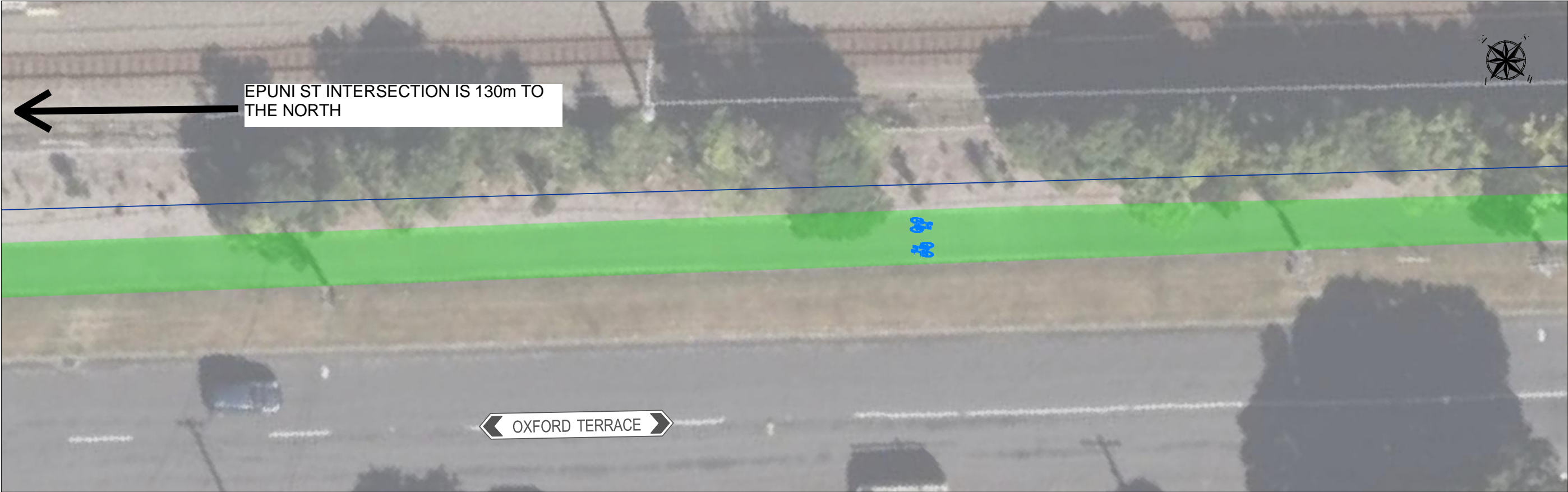
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	043
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



LEGEND

CYCLE LANE

SHARED PATH (Cyclist & Pedestrian)

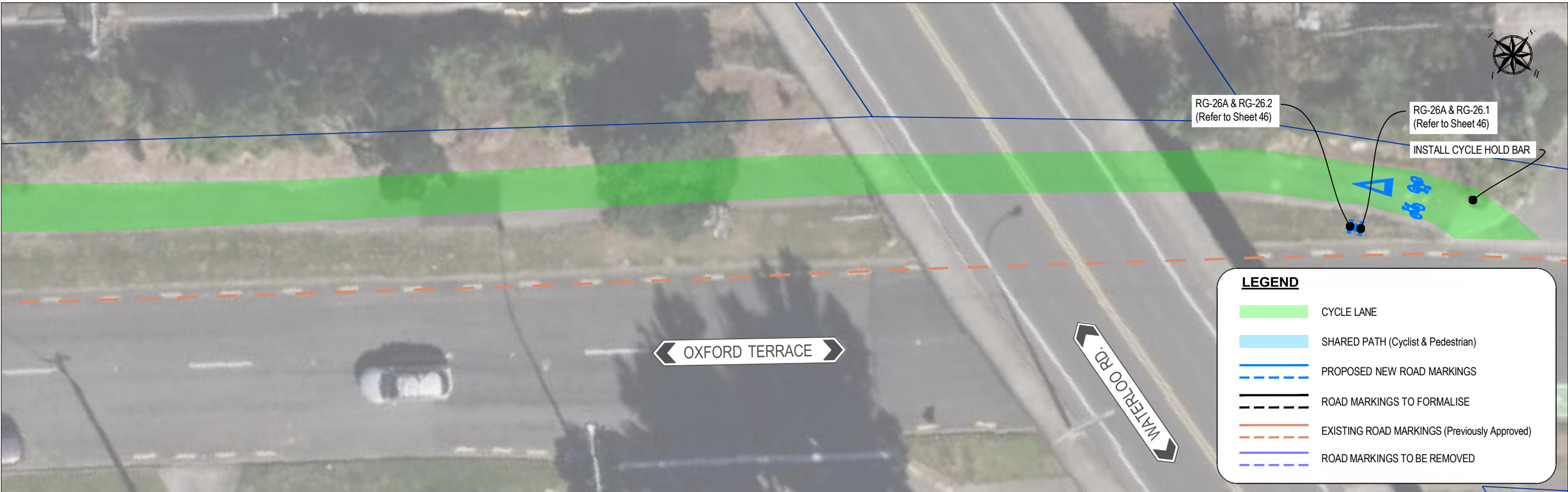
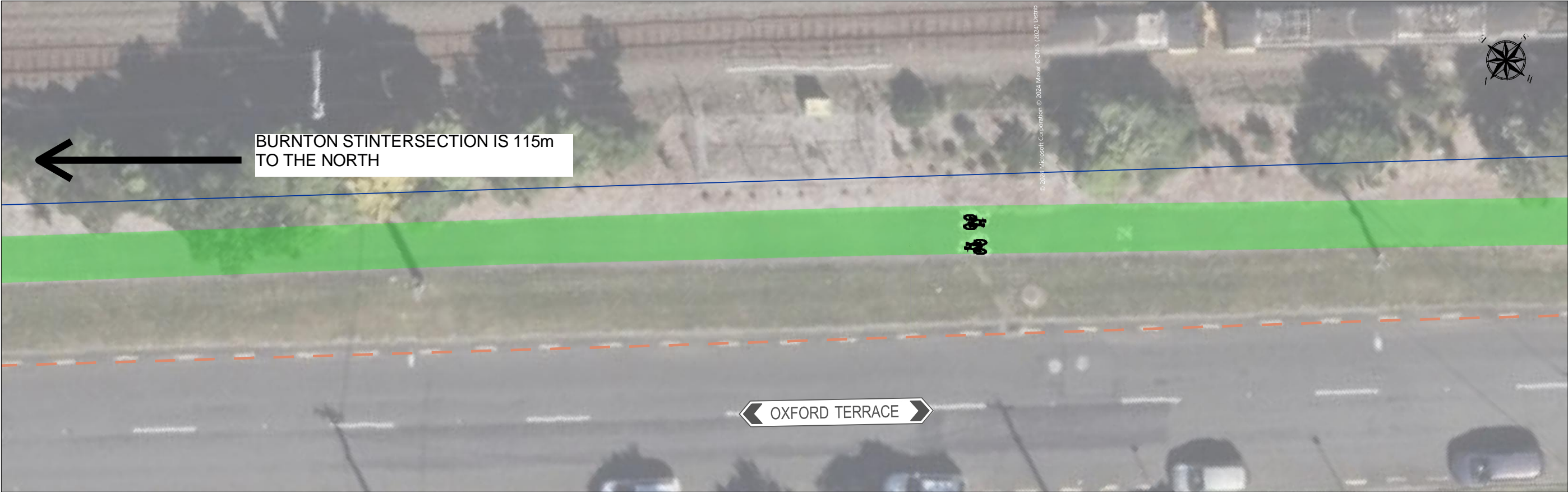
PROPOSED NEW ROAD MARKINGS

ROAD MARKINGS TO FORMALISE

EXISTING ROAD MARKINGS (Previously Approved)

ROAD MARKINGS TO BE REMOVED

CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div><div>HUTT CITY COUNCIL</div><div>Lower Hutt</div></div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	044
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TLD ENGINEERS</div><div>4 Margaret St, Hutt Central, Lower Hutt, Wellington</div><div>www.tlde.co.nz - 027 803 0653</div></div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



CLIENT	<div><div>HUTT CITY</div><div>TE AWA KAIRANGI</div></div> <div>HUTT CITY COUNCIL Lower Hutt</div>	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	045
						Revision	A		
CONSULTANT	<div><div>TLD</div><div>TRANSPORT & LAND DEVELOPMENT ENGINEERS</div></div> <div>TLD ENGINEERS 4 Margaret St, Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653</div>	TITLE	BELTWAY CYCLE WAY APPROVAL PLAN	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	1:200 @ A3
				APPROVED BY	A SHAHIN	Date	08 / 24		



RG - 26A



RG - 26.1





RG - 26C



PW - 30



RG - 26.2

CLIENT	 HUTT CITY COUNCIL Lower Hutt	PROJECT	BELTWAY CYCLE WAY FORMAL APPROVAL	STATUS	FOR APPROVAL	Project No.	2407A	SHEET NO.	046
						Revision	A		
CONSULTANT	 TLD ENGINEERS 4 Margaret St. Hutt Central, Lower Hutt, Wellington www.tlde.co.nz - 027 803 0653	TITLE	TYPICAL SIGNAGE	DESIGNED/DRAWN BY	S BHANDARI	Remarks	-	SCALE	NOT TO SCALE
				APPROVED BY	A SHAHIN	Date	08 / 24		

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.

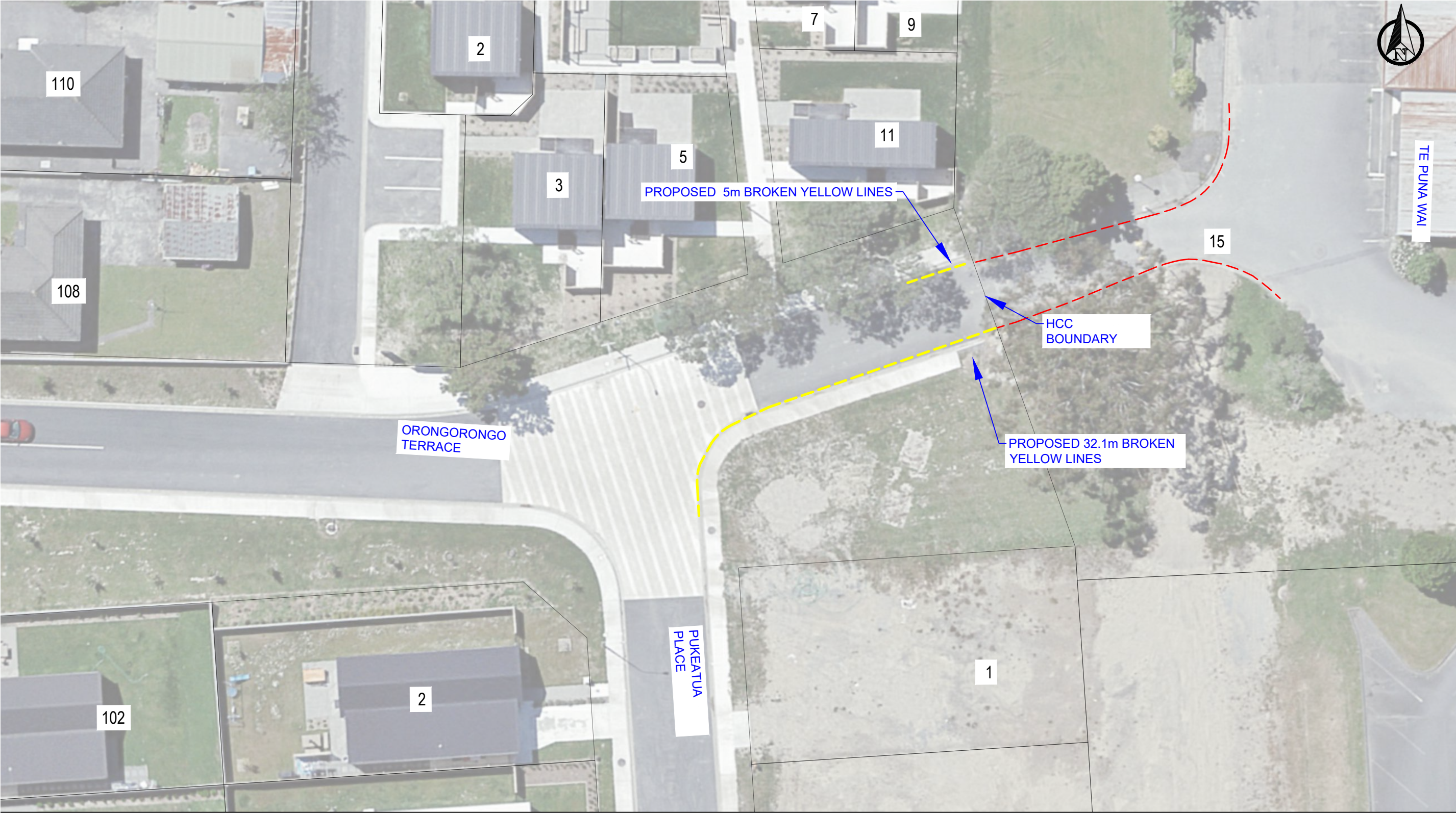
Appendices

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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

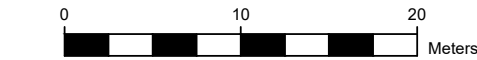


LEGEND

BOUNDARY LINES

NEW BROKEN YELLOW LINES

EXISTING BROKEN YELLOW LINES
(INSTALLED BY THE DEVELOPER)



SCALE 1:300 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	A JOY	E SHERER	27/06/2024



PROJECT
TR25 - 2024
SHEET
BYLs- NO STOPPING AT ALL TIMES MARKINGS - PROPOSAL 15 ORONGORONGA TERRACE, WAINUIOMATA
PROJECT REF.
TR25 - 2024

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons



4 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What we are proposing	<ul style="list-style-type: none"> Install No Stopping, At All Times (BYLs) restrictions on Orongorongo Terrace opposite property no. 11 Orongorongo Terrace, Wainuiomata
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received some complaints raised by residents who live on Orongorongo Terrace regarding vehicle accessibility issues. Orongorongo Terrace is a narrow road. When vehicles are parked on both side of the road, there is not enough traffic clearance for large vehicles to safely access the Te Puna Wai, located at the end of the road. Vehicle accessibility issue is considered major in the section of the road opposite property no.11. In case of Emergency, vehicle accessibility might be obstructed. To mitigate vehicle accessibility issues and improve overall road safety HCC is proposing Broken Yellow Lines (BYLs) where vehicle accessibility has been identified as a major issue. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside property no. 11 Orongorongo Terrace as per the appended plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves accessibility for vehicles travelling along the road Improves accessibility for emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side. Improves safety and a more efficient traffic flow
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29th August 2024 If approved, the proposed changes will be installed within 3 months following the approval date.

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

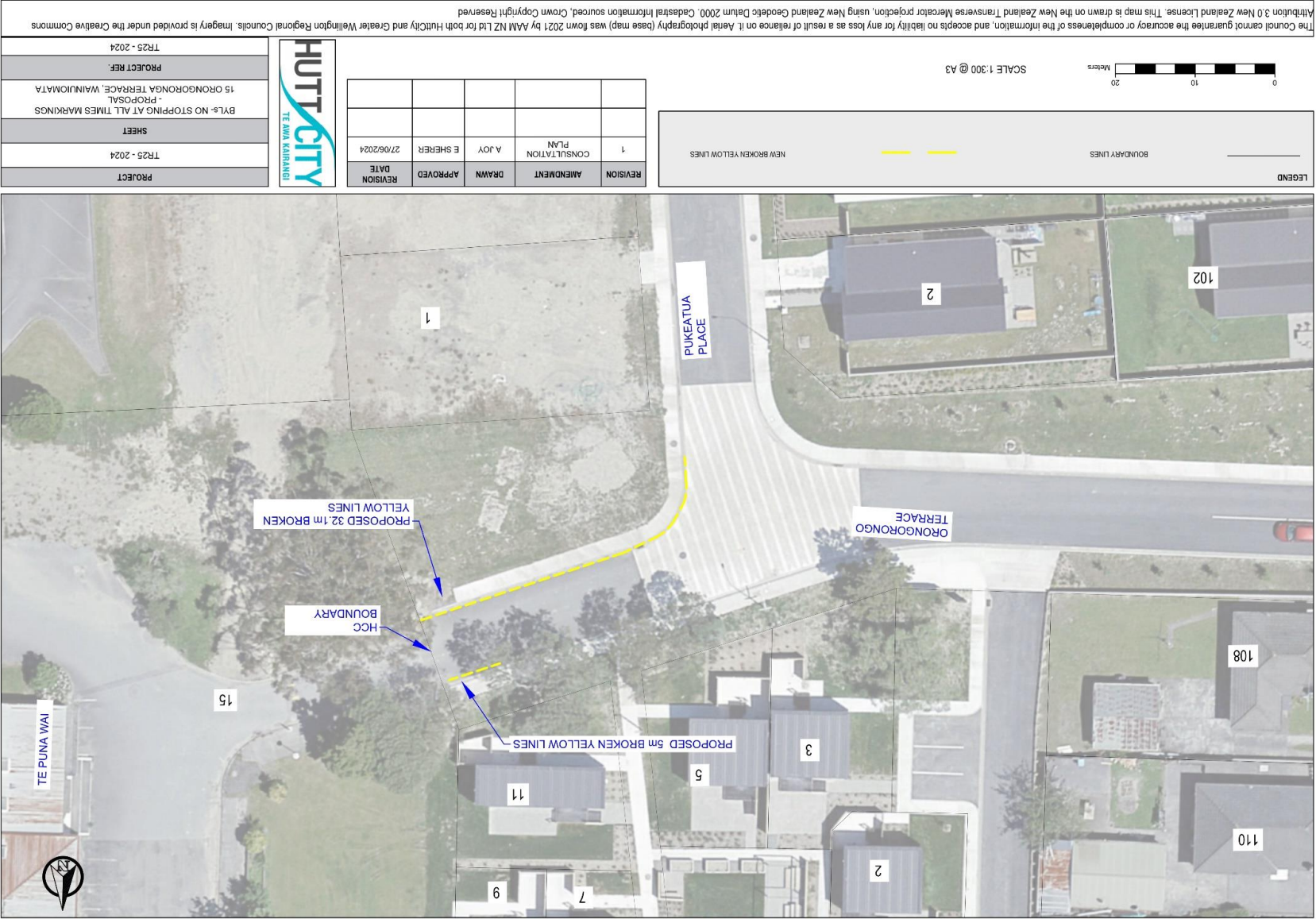


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15 July 2024

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

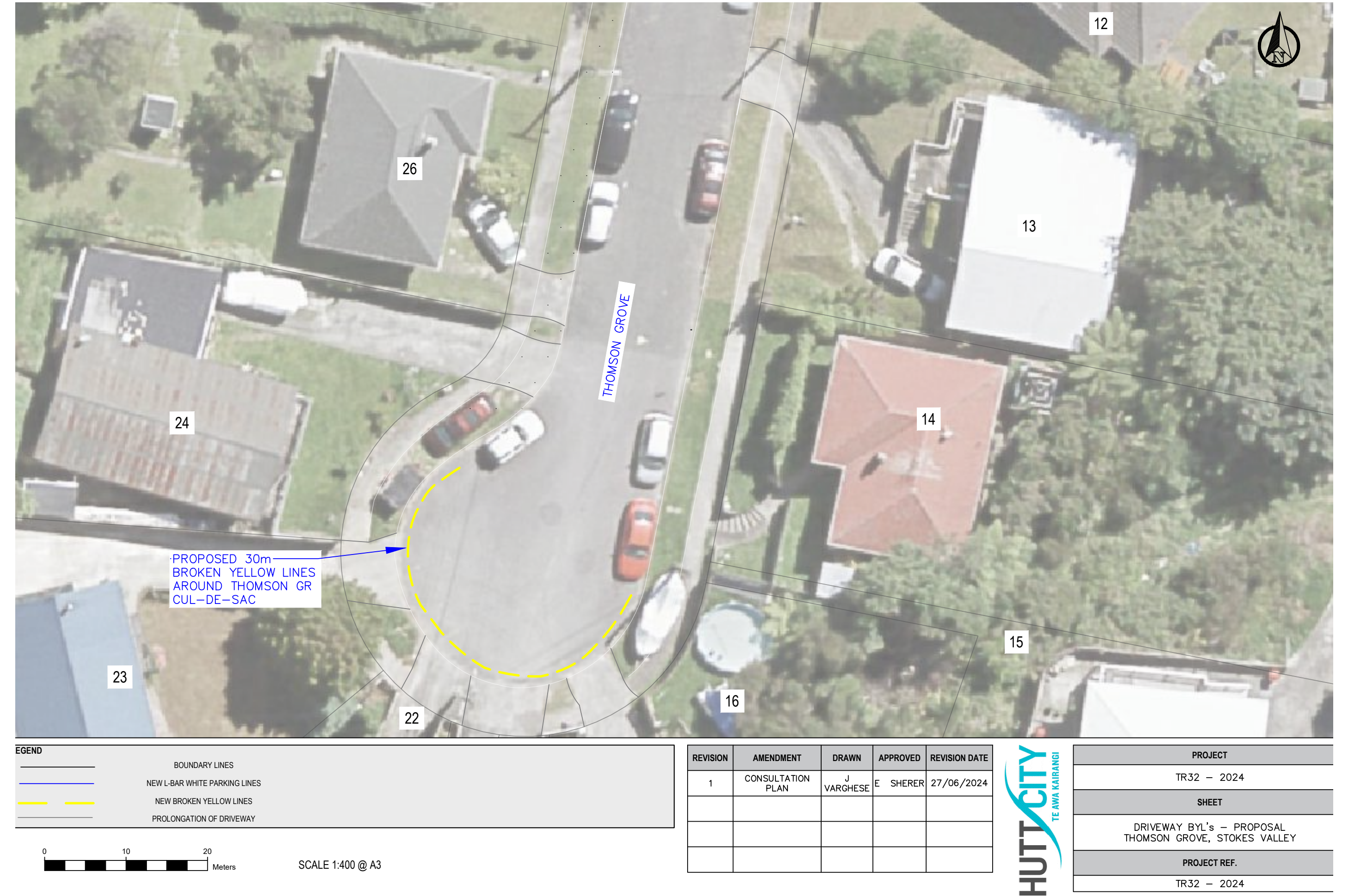
No.	Title	Page
1 ↓	Appendix 1 : Thomson Grove, Stokes Valley - No Stopping At All Times	167
2 ↓	Appendix 2 : Thomson Grove, Stokes Valley - Consultation Letter	168

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



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04 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What we are proposing	<ul style="list-style-type: none"> Install No Stopping, At All Times (BYLs) restrictions between properties no.16 and 24 in Thomson Grove, Stokes Valley
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received request from the Waste management team regarding vehicle accessibility issues in the cul-de-sac area. The key issues are associated with vehicle turning and manoeuvring. Waste Management has experienced issues with the turning area at the end of the road (cul-de-sac). With parked vehicles in the cul-de-sac area, there is a risk of a crash involving their Waste Management trucks. HCC engineers have visited the site and have undertaken a vehicle tracking check, the result indicated that parked vehicles outside between properties no.16 and 24 Thomson Grove are unsuitable for Waste Management and Emergency Service access To mitigate vehicle accessibility issues and improve overall road safety HCC is proposing Broken Yellow Lines (BYL's) where vehicle accessibility has been identified as a major issue. The proposed restrictions align with the council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."

Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed at Thomson Grove, Stoke Valley as per the appended plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and a more efficient traffic flow. Improves accessibility for waste management and emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side. Improves accessibility for vehicles to enter and exit their driveways as well as manoeuvring around cul-de-sac. The proposal results in a net loss of 1 parking space.
Notes	<ul style="list-style-type: none"> Alternate on-street parking is readily available in the vicinity while majority of residents has on-street parking in the vicinity of the proposed change on parked vehicles on both the side

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Private bag 31-912, Lower Hutt 5040



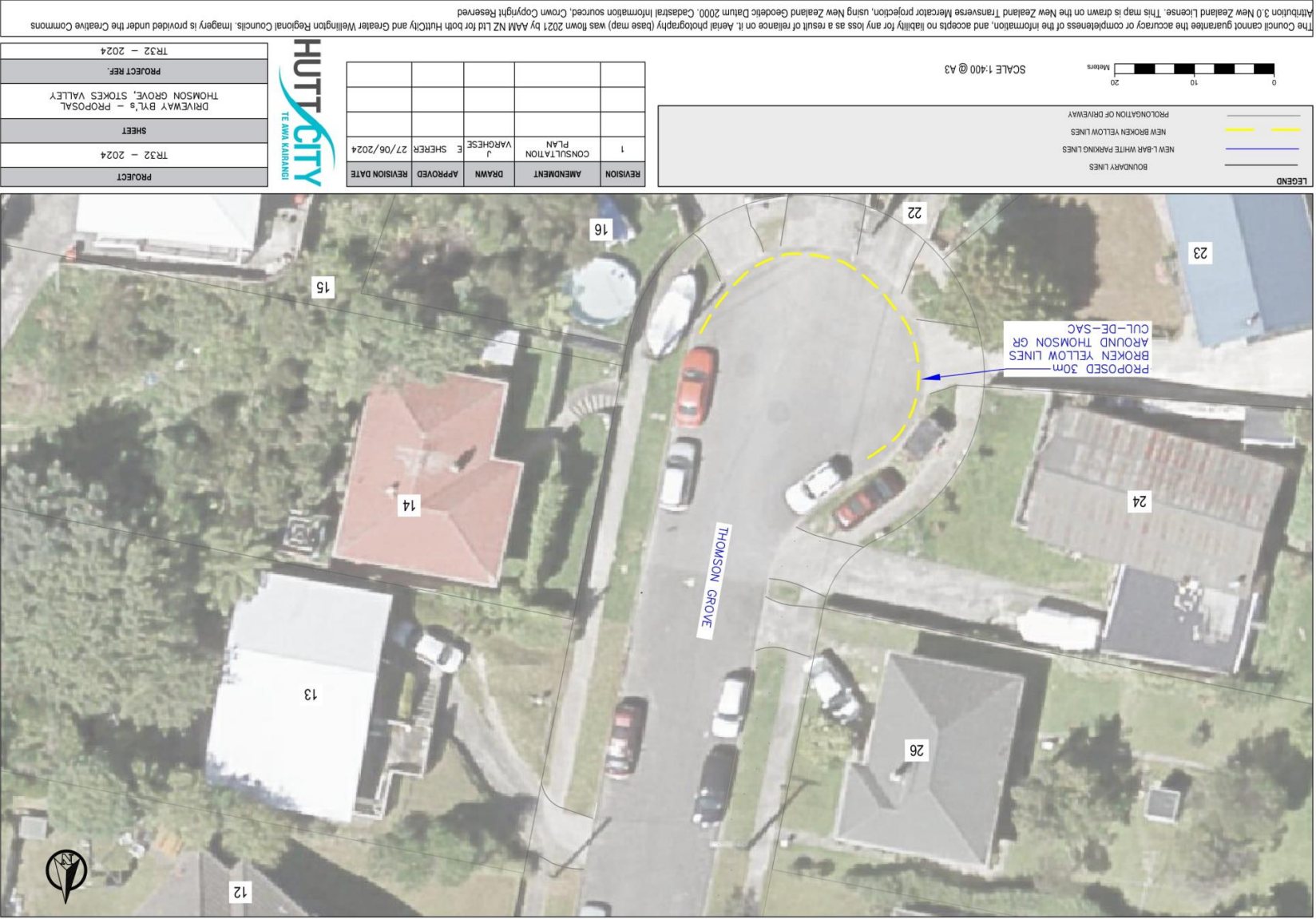
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Have your say	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz• Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024
Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29 August 2024• If approved, the proposed changes will be installed within 3 months following the approval date.



18 July 2024

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

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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



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2 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What we are proposing	<ul style="list-style-type: none"> Install No Stopping, At All Times (BYLs) restrictions outside no. 20 Ropata Crescent, around the intersection of Ariki Street and Ropata Crescent.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received requests from some residents of Ariki Street and Ropata Crescent regarding limited visibility at the intersection of these roads. Both Ariki Street and Ropata Crescent are narrow roads. When vehicles are parked on the approaches to the intersection of Ariki Street and Ropata Crescent, large vehicles are unable to safely turn onto these roads. This issue is considered major, particularly as rubbish trucks often access these roads. To mitigate vehicle accessibility issues and improve overall road safety HCC is proposing Broken Yellow Lines (BYLs) outside property no. 20 Ropata Crescent, around the intersection of Ariki Street and Ropata Crescent. The proposed restrictions align with the Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where the changes are proposed	<ul style="list-style-type: none"> Install No Stopping, At All Times (BYLs) restrictions outside no. 20 Ropata Crescent, around the intersection of Ariki Street and Ropata Crescent.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and a more efficient traffic flow. Improves visibility especially for vehicles turning to Ropata Crescent from Ariki Street. Improves accessibility for emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side.
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29th August 2024 If approved, the proposed changes will be installed within 3 months following the approval date.

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

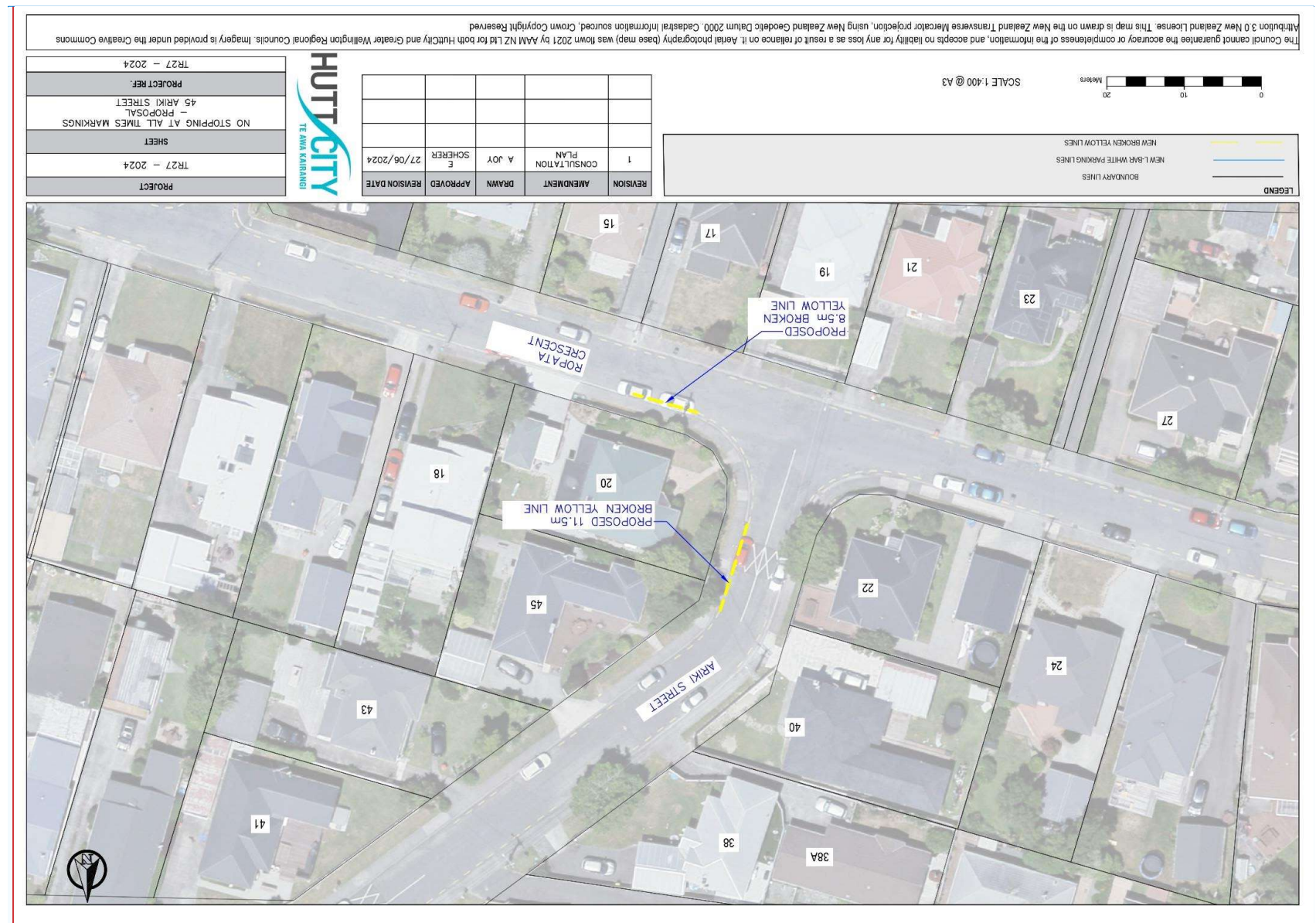


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25 July 2024

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

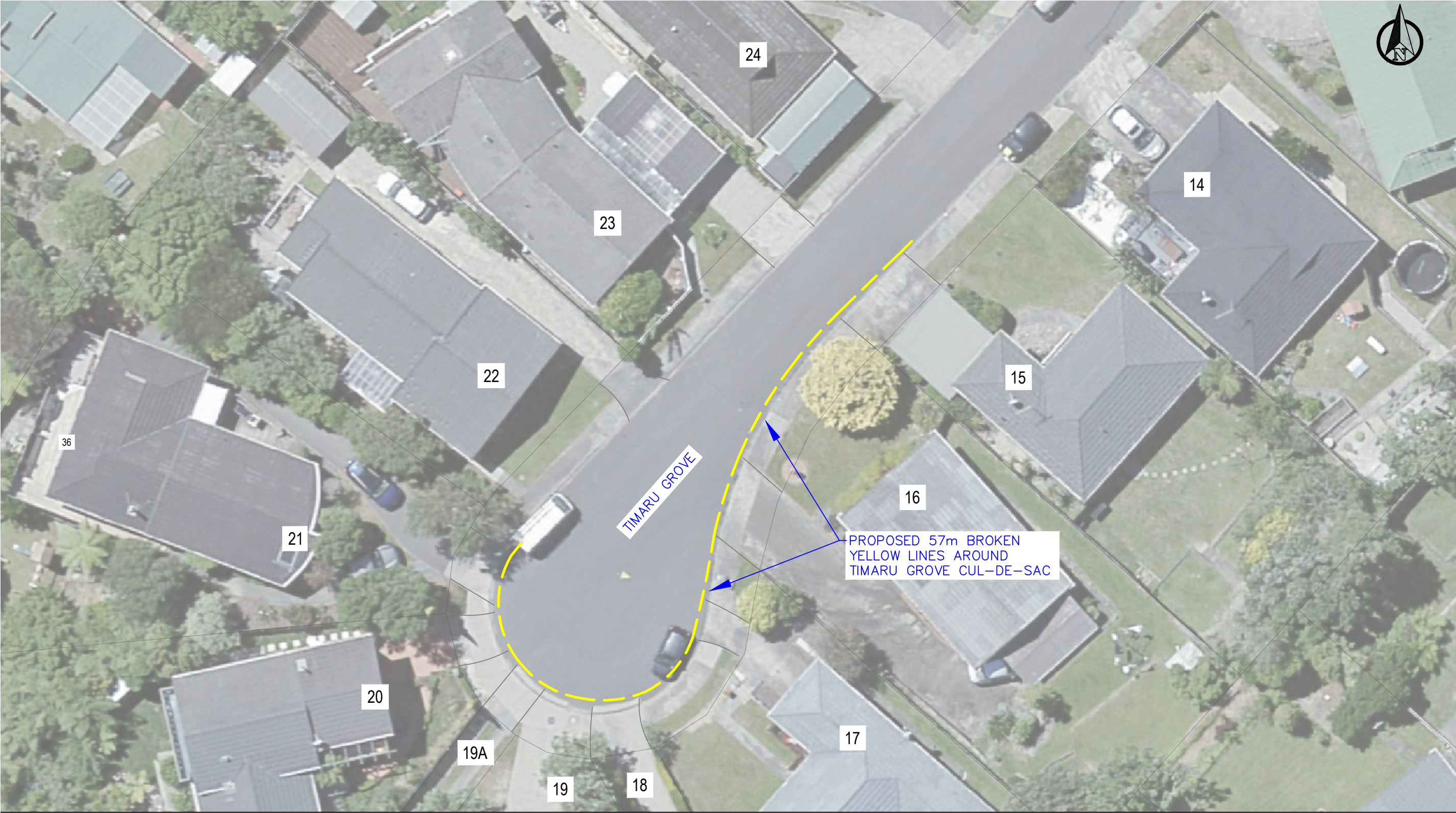
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1	Appendix 1 : Timaru Grove, Kelson - No Stopping At All Times	180
2	Appendix 2 : Timaru Grove, Kelson - Consultation Letter	181

Author: Jojo Varghese
Traffic Engineer

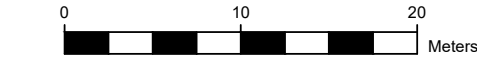
Author: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



EGEND			
	BOUNDARY LINES		PROLONGATION OF DRIVEWAY
	NEW L-BAR WHITE PARKING LINES		
	NEW BROKEN YELLOW LINES		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	J VARGHESE	E SHERER	27/06/2024



PROJECT
TR32 – 2024
SHEET
DRIVEWAY BYL's – PROPOSAL TIMARU GROVE, KELSON
PROJECT REF.
TR32 – 2024

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04 July 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What we are proposing	<ul style="list-style-type: none"> Install No Stopping, At All Times (BYLs) restrictions between properties no.15 and 21 in Timaru Grove, Kelson
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received request from the Waste management team regarding vehicle accessibility issues in cul-de-sac. The key issues are associated with vehicle turning and manoeuvring. Waste Management has experienced issues with the turning area at the end of the road (cul-de-sac). With parked vehicles in the cul-de-sac area, there is a risk of a crash involving their Waste Management trucks. HCC engineers have visited the site and have undertaken a vehicle tracking check, the result indicated that parked vehicles outside between properties no.15 and 21 Timaru Grove are unsuitable for Waste Management and Emergency Service access. To mitigate vehicle accessibility issues and improve overall road safety HCC is proposing Broken Yellow Lines (BYL's) where vehicle accessibility has been identified as a major issue. The proposed restrictions align with the council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed at Timaru Grove, Kelson as per the appended plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and a more efficient traffic flow. Improves accessibility for waste management and emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side. Improves accessibility for vehicles to enter and exit their driveways as well as manoeuvring around cul-de-sac. The proposal results in a net loss of 1 parking space.
Notes	<ul style="list-style-type: none"> Alternate on-street parking is readily available in the vicinity while majority of residents has on-street parking in the vicinity of the proposed change on parked vehicles on both the side
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 23 July 2024

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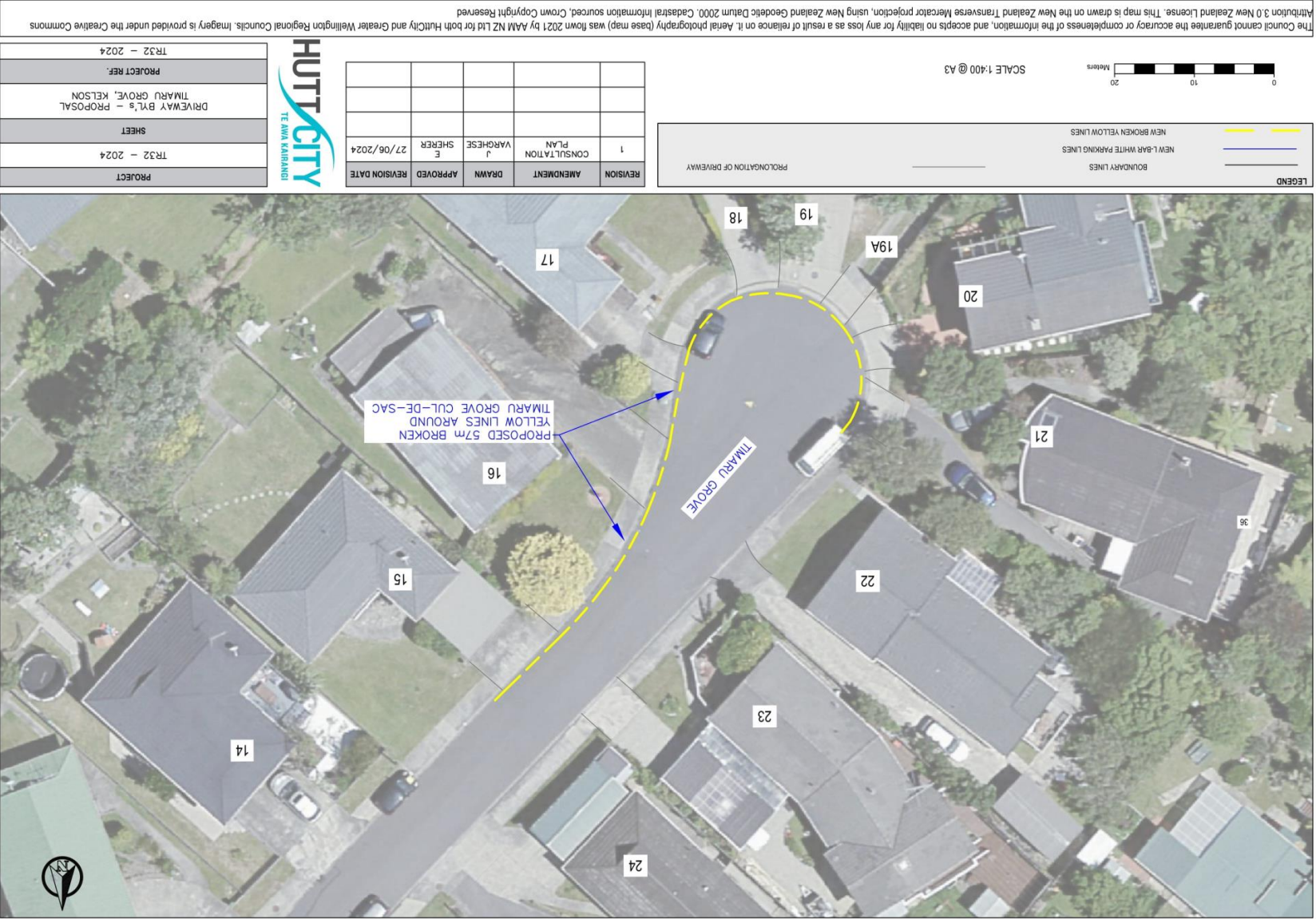
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Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 29 August 2024• If approved, the proposed changes will be installed within 3 months following the approval date.
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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

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1	Appendix 1 - Traffic Subcommittee Forward Programme 2024	186
2	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

Traffic Subcommittee Work Programme 2024

Description	Team	Cycle 5 7 Nov 2024	Pending
Traffic Subcommittee Work Programme	Democracy Advisor	✓	
Wayfinding	Transport	✓	
Broken Yellow Lines (BYLs) No Stopping At All Times – <i>various locations</i>	Transport	✓	
Mobility Parking – <i>various locations</i>	Transport	✓	
Time Parking Restrictions – <i>various locations</i>	Transport	✓	
Wellington Water Filling Station Parking – <i>Marine Parade and 21 Waiu, Wainuiomata</i>	Transport	✓	
Maru Streets for People	Transport	✓	
Work Matrix	Transport	✓	
Pedestrian Crossings	Transport		✓
Streetlight/LED upgrade programme	Transport		✓
Micro mobility - Jackson to Esplanade	Transport		✓
Micro mobility - Stokes Valley	Transport		✓
Bus Stops - <i>Greater Wellington Regional Council</i>	Transport		✓

