

HUTT CITY COUNCILKOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on

Thursday 29 August 2024 commencing at 2:00 pm

PRESENT:

Cr N Shaw (Chair)	Cr G Barratt
Cr B Dyer (Deputy Chair)	Cr A Mitchell
Cr C Parkin	

APOLOGIES:

Cr G Tupou

IN ATTENDANCE:

Deputy Mayor T Lewis (via audio-visual link) (part meeting)
J Kingsbury, Director Economy and Development (via audio-visual link) (part meeting)
A Geddes, Director Environment and Sustainability
P Hewitt, Head of Transport
E Scherer, Traffic Engineering Manager
A Quinn, Project Manager - Naenae (part meeting)
R Lemalu, Project Delivery Manager (part meeting)
R Murugadhas, Traffic Engineer
J Varghese, Traffic Engineer
A Joy, Roading Engineer
J Randall, Democracy Advisor (part meeting)
V Gilmour, Democracy Advisor

PUBLIC BUSINESS**1. OPENING FORMALITIES - KARAKIA TIMATANGA**

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

2. APOLOGIES

RESOLVED: (Cr Shaw/Cr Barratt)

Minute No. TSC 24401

"That the apology received from Cr Tupou be accepted and leave of absence be granted."

3. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

4. PETITION

Petition - Pedestrian Safety on Wai-iti Crescent, Woburn

George Scott and Catherine Gibbs spoke to a presentation attached as pages 22-25 to the minutes.

RESOLVED: (Cr Shaw/Cr Barratt)

Minute No. TSC 24402

"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."*

5. CONFLICT OF INTEREST DECLARATIONS

There were no conflict of interest declarations.

PRECEDENCE OF BUSINESS

Pursuant to Standing Order 10.4, the Chair accorded precedence to Item 6i) Broken Yellow Lines - No Stopping At All Times, Orongorongo Terrace, Wainuiomata, was accorded precedence of business. The item is recorded in the order it appeared on the agenda.

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

a) Proposed Paid Parking in Petone

Speaking under public comment, **Mike Fisher and Karen (Kaz) Yung (via audio-visual link) representing the Petone Community Board (the board)** emphasised the need to retain some free parking in Peel Carpark. Mike Fisher questioned where the revenue from Petone parking was going and expressed confusion about whether the revenue would be specifically used for Jackson Street improvements. He asked that any funds be clearly ringfenced for this purpose. Kaz Yung added that the board opposed the paid parking proposal as it was driven by community feedback.

In response to a question from a member, Mike Fisher said the board believed the revenue from Petone paid parking was estimated to be \$900,000. Kaz Yung raised concerns about the accuracy of the data and the expected results that would be achieved considering the current cost-of-living pressures.

In response to questions from members, Mike Fisher highlighted the fact that many library users relied on the Peel Carpark for extended periods. He expressed concerns that the proposed charges and reduced time limits would have a significant impact on individuals and stressed the need for longer-term parking. Kaz Yung expressed concern about the reduction of the parking limit from four to two hours and mentioned a community member's concerns regarding the need for more than two hours for certain activities.

Under Standing Order 22.16, Mike Fisher, Chair of the Petone Community Board, exercised his speaking rights to participate in the discussion on the matter.

The Head of Transport elaborated on the report. He advised that:

- a more comprehensive review of parking in Petone was planned for early 2025.
- there were no plans to change the current layout of mobility parks and loading zones between Britannia and Cuba Streets. The focus would be on reviewing existing parking and the introduction of paid parking.
- the relocation of the mobility park at the Jackson Street turn-off from Cuba Street and the need for loading zone parks would be assessed in early 2025.

In response to questions from members, the Head of Transport advised that:

- the mobility parking space was set as P120 to maintain consistency throughout Petone.

- having parking with different time limits could complicate the pay-by-plate system, as it may not recognise the various limits and would require investigation.
- paid parking was not available at other libraries in Hutt City.
- P120 parking was common outside libraries in the city.
- the calculation from Petone paid parking was \$80,000 - \$90,000 per annum. There were 50 car parks in Peel Carpark, and the officers' recommendations align with decisions made as part of the Long Term Plan (LTP) 2024/34 process.

In response to questions from members, the Director of Economy and Development advised that:

- Council was waiting for final funding details from Waka Kotahi for the three-year National Land Transport Plan period. Due to this, Council could not yet determine if ring-fencing revenue from Petone paid parking was feasible. He hoped to provide an update on funding to the Infrastructure and Regulatory Committee meeting on 21 November 2024.
- the revenue calculations for the LTP were based on a specific number of paid car parks. If the Subcommittee decided to decrease the number of paid parks, it would require recalculations and a review of the LTP.
- officers aimed to ensure consistency with P120 parking across the area. He also mentioned free on-street parking around the Petone Library area for individuals requiring a more extended stay.

Cr Mitchell asked that officers provide further information, including revenue impacts and the number of free car parks at other Hutt City libraries, to the Council meeting on 1 October 2024.

RECOMMENDED: (Cr Shaw/Cr Dyer)	Minute No. TSC 24403
<i>“That the Subcommittee recommends that Council:</i>	
(1) <i>receives and notes the information;</i>	
(2) <i>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;</i>	
(3) <i>approves the following changes along Jackson Street, Petone between:</i>	
<ul style="list-style-type: none"> a) <i>Hutt Road and Te Puni Street: convert all existing P30 and P120 parking spaces to 6x P120 paid parking spaces;</i> b) <i>Te Puni and Gear Streets: convert all existing unrestricted parking spaces;</i> 	

- P60; P15 and P120 parking spaces to 40x P120 paid parking spaces;*
- c) Gear and Fitzherbert Streets: convert all existing P60; P30; P10 to 31x P120 paid parking spaces and convert the existing P5 loading zone to the P10 loading zone;*
 - d) Fitzherbert and Nelson Streets: convert all existing P60 parking spaces to 38x P120 paid parking spaces;*
 - e) Nelson and Britannia Streets: 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 and Buick Streets: convert all existing P60 parking spaces to 38x P120 paid parking spaces;*
 - g) Buick and Bolton Streets: convert all existing P60 parking spaces to 20x P120 paid parking spaces; and*
 - h) Bolton and Cuba Streets: convert all existing P30 and P60 parking spaces to 37x P120 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;*
 - (10) notes that the changes will take effect from 1 October 2024;*
 - (11) asks officers to present information about options for additional free parking for Petone Library visitors to Council on 1 October 2024; and*
 - (12) asks officers to explore the option of retaining Peel Carpark at 54 Richmond Street, Petone, at a P240 time-limited parking (paid parking) and provide feedback to Council on 1 October 2024."*

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

The Head of Transport elaborated on the report.

In response to questions from members, the Traffic Engineering Manager advised that the time limit for the mobility park was P120. He agreed to update the current sign to accurately reflect this. The Head of Transport confirmed that without the "At All Times" notice, the park was only enforceable until 6:00pm, after which it became unrestricted.

Cr Parkin asked that his disability be recorded in the minutes.

Cr Barratt asked that her work in the disability sector be recorded in the minutes.

Cr Dyer wanted the duration and 'At All Times' signage updated on all mobility car parks in Hutt City.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 24404

"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 P120 '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."*

c) Proposed Time Limited Parking - High Street, Boulcott

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Barratt)	Minute No. TSC 24405
<i>"That the Subcommittee recommends that Council:</i>	
<i>(1) receives and notes the information;</i>	
<i>(2) approves the installation of a new parking configuration on High Street, Boulcott:</i>	
<i>a) one P10 (At All Times) parking space outside property 667 High Street, Boulcott;</i>	
<i>b) four unrestricted parking spaces outside property 659 High Street, Boulcott; and</i>	
<i>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;</i>	
<i>(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</i>	
<i>(4) notes that this matter will take effect once the traffic control devices indicate the recommended restrictions that evidence the restrictions have been installed."</i>	

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

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Parkin)	Minute No. TSC 24406
<i>"That the Subcommittee recommends that Council:</i>	
<i>(1) receives and notes the report;</i>	
<i>(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;</i>	
<i>(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</i>	
<i>(4) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this resolution have been installed."</i>	

e) Proposed Parking Configuration - Wainuiomata High School

The Head of Transport elaborated on the report.

In response to questions from members, the Head of Transport explained that enforcement officers allowed a six-minute grace period before issuing tickets, which was longer than the current P5 limit. The Traffic Engineering Manager also stated that more space was required for buses and that Council aimed to avoid conflicting with the nearby Metlink bus stop. The Head of Transport advised that if Wainuiomata High School needed to use the bus stop outside of the time limit, the school would notify Council's Enforcement team, who would then place cones and inform Council's Engineering team.

RECOMMENDED: (Cr Shaw/Cr Mitchell)	Minute No. TSC 24407
<i>"That the Subcommittee recommends that Council:</i>	
<i>(1) receives and notes the information;</i>	
<i>(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);</i>	
<i>(3) approves the change of the existing P5 parking spaces to 8x P10 parking spaces (8.15am - 9.15am and 2.45pm - 3.45pm, School Days Only) between properties 71 and 77 Parkway, Wainuiomata;</i>	
<i>(4) approves the installation of new Broken Yellow Lines 'No Stopping At All Times' outside 60 Parkway, Wainuiomata (Wainuiomata High School);</i>	
<i>(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);</i>	
<i>(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;</i>	
<i>(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</i>	
<i>(8) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this resolution have been installed."</i>	

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

The Head of Transport elaborated on the report. He pointed out an error on page 58 of the agenda, paragraph 11, highlighting that it should read x2 P10 car parks on Everest Avenue.

In response to questions from members, the Project Manager – Naenae advised that:

- holding a meeting with Hillary Court residents and businesses before the pool opening to gather their opinions on the changing circumstances regarding parking considerations for local businesses.
- there were different restrictions for parking electric vehicles (EV): some allowed parking up to P120, even if the vehicle was fully charged. In contrast, others required immediate departure once the vehicle was charged. The Traffic Engineering Manager added that if non-EVs were intended to use the EV-designated parking spaces, the Council’s Parking team would need to be consulted. The Head of Transport stated that members must consider the potential implications for other exclusive EV parking spots in the region.
- the current agreement with Meridian included supplying Council with two charging stations serving four car parks. The infrastructure was already in place, and initially, installing one charging station for two parks, with plans to add the other later, would result in additional costs.
- it was possible to relocate the EV parking to the other end of the car park, but this would involve additional costs.
- he hoped the Locky Dock station could be installed before the pool opening. He said it could be installed along Everest Avenue, between the car park and reception.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 24408

“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."*

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

The Head of Transport elaborated on the report.

In response to a question from a member, the Traffic Engineering Manager advised that the disability sector had not been consulted because this was an existing mobility park.

Cr Barratt asked that officers consult with the disability sector in the future. She agreed to provide the contact details to Council's Transport team.

RECOMMENDED: (Cr Shaw/Cr Barratt)

Minute No. TSC 24409

"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."*

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

The Head of Transport elaborated on the report.

In response to questions from members, the Traffic Engineering Manager clarified that the painted diamond on page 113 of the agenda served as a warning for an approaching crossing. He added that while diamonds were not obligatory, there were no specific traffic guidelines for installing warning signs for motorists approaching a crossing. He agreed to consult with Waka Kotahi for advice on other crossing warning signs.

In response to a question from a member, the Traffic Engineering Manager explained that the Give Way signs on the shared cycleway were installed to increase cyclists' awareness.

Cr Dyer foreshadowed his intention to add an additional recommendation to extend parking restrictions outside 1 Rainey Grove.

RECOMMENDED: (Cr Shaw/Cr Mitchell)	Minute No. TSC 24410
<i>“That the Subcommittee recommends that Council:</i>	
<i>(1) receives and notes the report;</i>	
<i>(2) formalise the following changes along the entire section of the Beltway Cycleway between High Street (Taitā Drive) and Waterloo Road:</i>	
<ul style="list-style-type: none"> <li data-bbox="387 1131 1434 1176"><i>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;</i> <li data-bbox="387 1176 1434 1220"><i>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;</i> <li data-bbox="387 1220 1434 1265"><i>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;</i> <li data-bbox="387 1265 1434 1310"><i>d) the Dual Lane Crossing outside 1353 High Street, attached as sheet 2 of Appendix 1 to the report;</i> <li data-bbox="387 1310 1434 1355"><i>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;</i> <li data-bbox="387 1355 1434 1400"><i>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 and 1326 High Streets, attached as sheet 4 of Appendix 1 to the report;</i> <li data-bbox="387 1400 1434 1444"><i>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;</i> 	

- h) *the installation of BYLs – ‘No Stopping At All Times’ parking restrictions between 1308 High and 1296 High Streets, 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 and 1280 High Streets, 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 and 1268 High Streets, 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 and 1252 High Streets, 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 and 1234 High Streets, 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 the intersection of Macky and High Streets, attached as sheet 15 of Appendix 1 to the report;*
- q) *the installation of BYLs – ‘No Stopping At All Times’ parking restrictions opposite 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 and 1142 High Streets, 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 and 1134 High Streets, 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 and 1104 High Streets, 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 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 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 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 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 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 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 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 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 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 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 a 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 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 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 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 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 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 o 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 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 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 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 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 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 115 Oxford Terrace through to Epuni Station Bus Stop, attached as sheets 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 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 78 Oxford Terrace close to the Bus Stop, attached as sheet 43 of Appendix 1 to the report;*
 - cc) the extension of BYLs – ‘No Stopping At All Times’ parking restrictions outside 1 Rainey Grove to the opposite side of the cycleway, attached as sheet 19 of Appendix 1; and*
- (4) notes that these parking restrictions will take effect once the appropriate road markings have been approved.”*

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

Speaking under public comment, **Doug Brown** believed that the proposed Broken Yellow Lines (BYLs) were unnecessary. He pointed out that Waka Kotahi required a width of three metres in a 50km zone, while Orongorongo Terrace was already four metres wide. Doug Brown suggested that if BYLs were to be installed, they should be placed on the outbound lane side of the road.

In response to a question from a member, Doug Brown said that placing BYLs on both sides of the road would inconvenience local residents. He recommended placing BYLs on the outbound side only, which was grassy, since residents parked on the inbound side where their homes were located.

The Head of Transport elaborated on the report.

In response to questions from members, the Traffic Engineering Manager explained that large vehicles parking on the proposed BYLs section of the road made it hard for emergency services to get through. He noted that the original plan was to have BYLs on one side of the road, except for a five-metre stretch where the road narrowed. He confirmed that having BYLs on one side of the road met the emergency management standard of a 2.5-metre traffic clearance. He added that for vehicles parked on both sides of the road, this clearance could not be maintained. He agreed to consult with emergency services to determine if BYLs were needed on both sides of the road.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 24411

"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 opposite 11 Orongorongo Terrace, Wainuiomata, attached as Appendix 1 to the report;*
- (3) asks officers to seek advice from emergency services as to whether BYLs outside 11 Orongorongo Terrace, Wainuiomata would be beneficial;*
- (4) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in the report; and*
- (5) notes that these parking restrictions will take effect once the appropriate road markings have been installed."*

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

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Barratt)	Minute No. TSC 24412
<i>"That the Subcommittee recommends that Council:</i>	
(1) <i>receives and notes the information;</i>	
(2) <i>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;</i>	
(3) <i>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</i>	
(4) <i>notes that these parking restrictions will take effect once the appropriate road markings have been installed."</i>	

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

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Parkin)	Minute No. TSC 24413
<i>"That the Subcommittee recommends that Council:</i>	
(1) <i>receives and notes the information;</i>	
(2) <i>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;</i>	
(3) <i>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</i>	
(4) <i>notes that these parking restrictions will take effect once the appropriate road markings have been installed."</i>	

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

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Dyer)	Minute No. TSC 24414
<i>"That the Subcommittee recommends that Council:</i>	
(1) <i>receives and notes the information;</i>	
(2) <i>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;</i>	
(3) <i>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</i>	
(4) <i>notes that these parking restrictions will take effect once the appropriate road markings have been installed."</i>	

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

Cr Parkin asked for a report for the upcoming meeting regarding the time limits of all mobility parks in Lower Hutt.

RESOLVED: (Cr Shaw/Cr Dyer)

Minute No. TSC 24415

"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."*

8. QUESTIONS

There were no questions.

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

There being no further business, the Chair declared the meeting closed at 4.14pm.

N Shaw
CHAIR

CONFIRMED as a true and correct record
Dated this 1st day of October 2024



**NEED FOR BETTER SIGNAGE BOTH DIRECTIONS.
CARS REVERSING FROM DRIVEWAYS.
MANY VEHICLES COMING AND GOING FROM
THE THREE RETIREMENT FACILITIES.**



**NARROW SECTIONS WITH
LIMITED VISIBILITY FOR RESIDENTS OR SERVICE VEHICLES
EXITING DRIVEWAYS. NEED TO SLOW DOWN.**



WHERE IS IT SAFE TO CROSS?

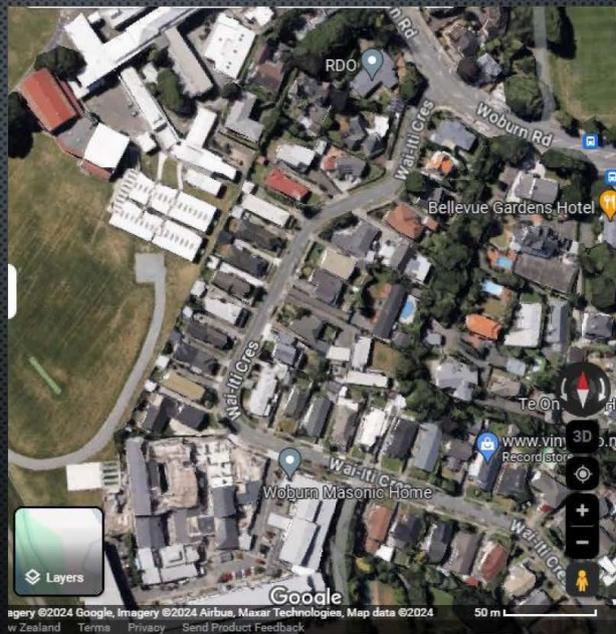


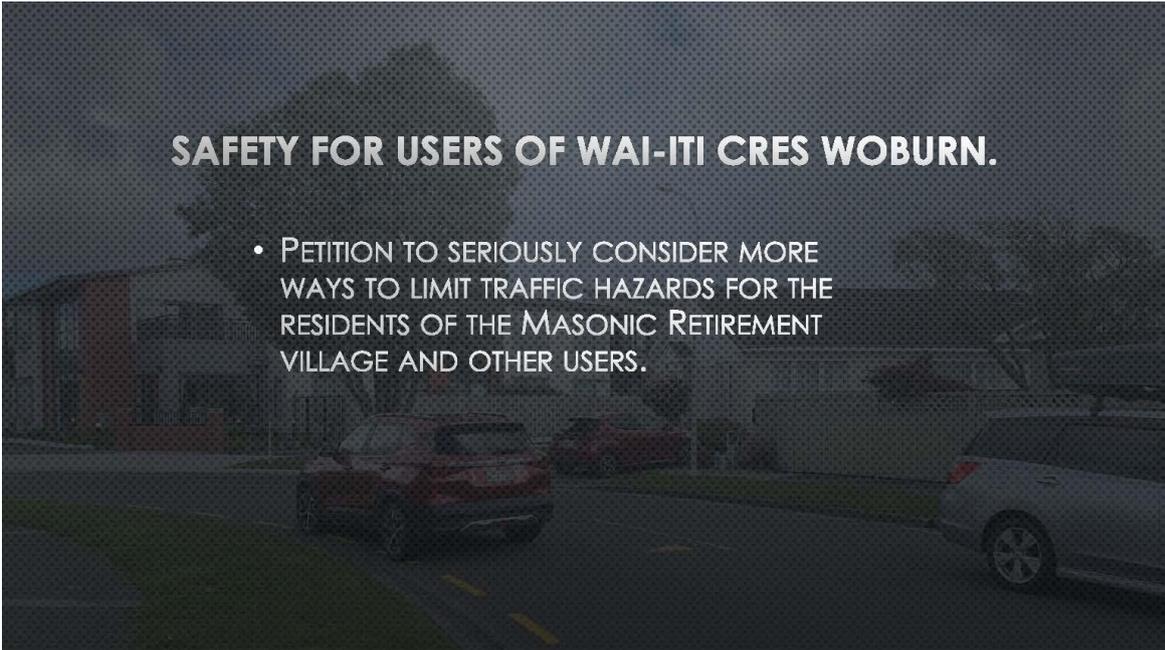
**USERS INCLUDE
STUDENTS
ELDERLY
DISABLED
RESIDENTS
DELIVERIES**



SOME HAZARDS

Map showing Wai-iti Cres which curves south from Woburn Rd.





SAFETY FOR USERS OF WAI-ITI CRES WOBURN.

- PETITION TO SERIOUSLY CONSIDER MORE WAYS TO LIMIT TRAFFIC HAZARDS FOR THE RESIDENTS OF THE MASONIC RETIREMENT VILLAGE AND OTHER USERS.

THANK YOU

50 RESIDENTS ASK FOR YOUR HELP.

SUBMITTERS OF THE WOBURN MASONIC APARTMENTS.

20 AUGUST 2024.