



KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

30 October 2024

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

Thursday 7 November 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 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 7 November 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
Tīhei 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. PRESENTATION**Process for the implementation of Broken Yellow Lines (BYLs) in safety settings delegation**

A verbal update will be provided by Council's Head of Transport and Traffic Engineering Manager.

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 - 10 December 2024**

- a) Proposed Mobility Parking Restriction - The Esplanade Carpark, Petone

Report No. TSC2024/5/302 by the Traffic Engineer 6

CHAIR'S RECOMMENDATION:

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

- b) Proposed Time Limited Parking - Gear Street and Petone Avenue, Petone

Report No. TSC2024/5/303 by the Traffic Engineer 14

CHAIR'S RECOMMENDATION:

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

- c) Proposed Time Limited Parking - Matuhi Street, Tirohanga (Raphael House Rudolf Steiner School)

Report No. TSC2024/5/304 by the Roading Engineer 23

CHAIR'S RECOMMENDATION:

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

- d) Broken Yellow Lines - No Stopping At All Times, Taine Street - Tocker Street Service Lane, Taitā

Report No. TSC2024/5/305 by the Roading Engineer 30

CHAIR'S RECOMMENDATION:

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

- e) Broken Yellow Lines - No Stopping At All Times - Farmer Crescent Service Lane, Taitā

Report No. TSC2024/5/306 by the Roading Engineer 37

CHAIR'S RECOMMENDATION:

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

7. **MARU STREETS FOR PEOPLE**

Report No. TSC2024/4/217 by the Project Manager 44

CHAIR'S RECOMMENDATION:

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

8. **INFORMATION ITEM**

Traffic Subcommittee Forward Programme 2025 and Status Update of Approved Traffic Resolutions

Memorandum dated 14 October 2024 by the Democracy Advisor 63

CHAIR'S RECOMMENDATION:

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

9. **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.

10. **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 mārīre.	

Vanessa Gilmour
DEMOCRACY ADVISOR

20 September 2024

Report no: TSC2024/5/302

Proposed Mobility Parking Restriction - The Esplanade Carpark, Petone

Purpose of Report

1. The purpose of this report is to seek approval for a new parking configuration at The Esplanade Carpark, Petone, Lower Hutt.
2. It is proposed to convert 3x P120 parking spaces into 2x P120 'At All Times' mobility parking spaces. The selected location provides the most appropriate mobility access point to the Great Harbour Way/ Te Aranui O Pokene walkway.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of 3x P120 parking spaces into 2x P120 'At All Times' mobility parking at the Esplanade Carpark, Petone, 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

3. Officers received a request from a member of the public to improve accessibility at The Esplanade Carpark, Petone. The requester, a wheelchair user, reported that the lack of mobility parking makes it difficult to access the walkway and reserve.

4. The current configuration of the carpark includes a mix of P120 and unrestricted parking spaces. Following an assessment by Council engineers, it was identified that there is no designated mobility parking space in the carpark.
5. To improve safety and accessibility for mobility users and address the identified issues, Council engineers initially proposed converting 2x P120 parking spaces into 1x P120 'At All Times' mobility parking. During consultation feedback was received from CCS Disability which influenced the decision to propose converting 3x P120 parking spaces into 2x P120 'At All Times' mobility parking spaces.

Discussion

6. Council engineers have assessed the site and recommend converting 3x P120 spaces into 2x P120 'At All Times' mobility parking spaces. The selected location is the closest access point to the walkway, providing convenient access for wheelchair users.
7. As part of the mobility parking installation, some of the existing timber bollards in The Esplanade Carpark will be removed to allow wheelchair users safe access to the footpath.
8. The proposed P120 time-limited parking is consistent with time restrictions in this block of parking and will ensure adequate parking turnover and accessibility for all mobility users, while maintaining compliance with parking regulations.
9. This proposal addresses a lack of mobility parking and improving accessibility for wheelchair users at this location. As future works are planned along The Esplanade and this corridor, other potential changes to the carpark have not been included in the scope of this proposal.

Options

10. 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.
11. Officers recommend option (b) above, as the proposed restrictions will better serve the community's needs. These changes are expected to improve accessibility and safety for mobility users, while also enhancing parking turnover.

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 was conducted from 27 August 2024 to 10 September 2024. 36 letters were distributed to nearby businesses and stationary vehicles parked in The Esplanade Carpark. The consultation covered a catchment area with an approximate 100m radius from the proposed site.
15. No feedback was received following the distribution of these letters.
16. Consultation for the proposal also included the CCS Disability Association and other stakeholders, including a disability advocate. Communication with these groups took place via email on 11 September 2024.
17. Feedback was received from the CCS Disability Association in support of the proposed changes, with a minor request for an additional mobility parking space to be considered. Following discussions between officers and CCS, the plans were amended to include an additional mobility parking space, ensuring compliance with parking standards.
18. A copy of the consultation letter is attached as Appendix 2 to the report.
19. The Petone Community Board at its meeting on 21 October 2024 endorsed the recommendations.

Legal Considerations

20. 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

21. 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 - The Esplanade, Petone Carpark Amended Plan	10
2	Appendix 2 - The Esplanade, Petone Carpark Consultation Letter	11

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

03 October 2024

Report no: TSC2024/5/303

Proposed Time Limited Parking - Gear Street and Petone Avenue, Petone

Purpose of Report

1. The purpose of the report is to seek approval for a new parking configuration on Gear Street and Petone Avenue, Petone. The changes include:
 - a) Installation of 1x additional P15 parking space outside 10-14 Gear Street, Petone;
 - b) Conversion of the redundant motorcycle parking and the existing Broken Yellow Lines (BYLs) into 3x new P60 parking spaces outside of 20 Gear Street, Petone;
 - c) Conversion of the redundant vehicle crossing into 2x P60 parking spaces outside of 20 Gear Street, Petone;
 - d) Conversion of the redundant BYLs/vehicle crossing into 2x new P120 parking spaces opposite 6 Petone Avenue, Petone.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 1x additional P15 (Monday to Friday, 8am to 6pm) parking space outside 10-14 Gear Street, Petone, attached as Appendix 1 to the report;
- (3) approves the conversion of the redundant motorcycle parking and the existing Broken Yellow Lines (BYLs) into 3x new P60 (Monday to Friday, 8am to 6pm) parking spaces outside 20 Gear Street, Petone, as attached in Appendix 1 to the report;
- (4) approves the conversion of the redundant vehicle crossing into 2x P60 (Monday to Friday, 8am to 6pm) parking spaces outside 20 Gear Street Petone, as attached in Appendix 1 to the report;
- (5) approves the conversion of the redundant BYLs/vehicle crossing into 2x P120 (Monday to Friday, 8am to 6pm) parking spaces opposite 6 Petone Avenue Petone, as attached in 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 this recommendation; and
- (7) 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. Officers received a request from a local business on Gear Street to convert the unused motorcycle parking outside Gear Street Union into time-limited parking. Due to low occupancy of the motorcycle parking, parking officers frequently receive reports of illegal parking, as drivers often use the space for vehicles.
3. The existing parking configuration of Gear Street is varied, reflecting the mix of businesses and residential units in the area. The existing parking includes P15, P30, P60, P120 and unrestricted parking options.
4. Council engineers have assessed the parking configuration on Gear Street and confirmed there is no demand for the motorcycle parking. Opportunities were also identified to create new parking spaces, specifically outside 20 Gear Street, where a driveway no longer exists, and on Petone Avenue (opposite 6 Petone Avenue), where BYLs were previously installed due to a now-removed driveway.
5. To address the issues and improve parking availability for both businesses and the public, Council engineers recommend a new parking configuration along Gear Street and Petone Avenue as an alternative solution to enhance community wellbeing, attached as Appendix 1 to the report.

6. The proposed key changes are outside property 20 Gear Street. Officers engaged directly with this business to understand their needs, particularly regarding the conversion of unused parking spaces. The business was highly supportive of adding more parking for their customers. While there were discussions to convert some BYLs to 1xP60 at 20 Gear Street (opposite 14), the business did not support this change, as they use the space for service needs (e.g rubbish collection).

Discussion

7. Due to the lack of demand for motorcycle parking, officers support converting the existing motorcycle parking to a 1x P60 parking space. The recommendation for a P60 parking space aligns with the existing parking configuration outside 20 Gear Street.
8. Given that some businesses along Gear Street operate at night, Council engineers initially considered implementing parking restrictions during evening hours. However, considering the presence of residential units nearby and that night parking is not a significant issue, the recommendation is to apply the changes during standard business hours (Monday to Friday, 8am to 6pm) to maintain a balanced approach for all users and retain consistent hours with other uncharged time restricted parking.
9. These changes will address community needs, reduce the demand for parking enforcement, and increase parking turnover in the area.

Options

10. 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.
11. 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, and enhance parking turnover.
12. Options (a) and (c) are not recommended, as they are unlikely to effectively address parking demand and may negatively impact local businesses.

Climate Change Impact and Considerations

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

15. Consultation was conducted from 26 August 2024 to 10 September 2024, covering a catchment area with an appropriate 100m radius from the proposed site. The consultation letter is attached as Appendix 2 to the report.
16. A total of 33 consultation letters were distributed to residents and businesses around Gear Street and Petone Avenue. Letters were also placed on parked cars in the proposed area. One feedback submission was received from a business owner, who opposed the proposal.
17. The business owner opposing the proposal suggested that Council convert the BYLs in front of 11 Gear Street into a parking space. However, officers did not consider this feedback viable, as removing the BYLs would compromise traffic flow, encourage double parking and increase the need for enforcement.
18. The business owner who opposed the proposal also raised concerns about the implementation of P30 parking spaces. Council's initial proposal, part of an October 2017 resolution, aimed to formalise 3x P30 spaces outside 10 Gear Street. However, according to the business owner, the previous decision at that time was to keep the parking unrestricted. The feedback was verified as accurate, and based on this, an amended plan has been developed, removing the 3x P30 parking spaces.
19. Since the consultation was closed, officers have received a follow up email from a local business regarding limited parking spaces available to their customers. In the email there was a form with support from their customers who could not find parking spaces near the business. The business, located at property 10 Gear Street also raised concerns about legally parked vehicles restricting trucks manoeuvring from their loading.
20. The Transport Engineering team contacted the business directly via email to clarify and understand their concerns. Following discussions, a vehicle tracking test was conducted using a large rigid truck from the loading zone. The results confirmed that trucks can safely exit the business, provided no vehicles are parked on BYLs. This information has been shared with the business. In response to concerns about a lack of P15 spaces for customers, the plans were amended to include an additional P15 parking space by converting one of the existing unrestricted parking spaces.
21. On 21 October 2024, the Petone Community Board endorsed the recommendations at its meeting.

Legal Considerations

22. 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

23. 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 - Gear Street Petone - Proposed time limited parking	19
2	Appendix 2 - Gear Street - Consultation letter	20

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

13 September 2024

Report no: TSC2024/5/304

Proposed Time Limited Parking - Matuhi Street, Tirohanga (Raphael House Rudolf Steiner School)

Purpose of Report

1. The purpose of this report is to seek approval for the installation of 3x P10 parking spaces (Monday to Friday, 8:15-9:15am and 2:45-3:45pm / school days only), outside property 27 Matuhi Street, Tirohanga.
2. The changes are to improve parking availability during school pick-up and drop-off hours at Raphael House Rudolf Steiner School.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 3x P10 parking spaces (Monday to Friday, 8:15-9:15am and 2:45-3:45pm / School days only) outside property 27 Matuhi Street, Tirohanga, 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

3. Officers received a request from Raphael House Rudolf Steiner School to install time-limited parking restrictions outside property 27 Matuhi Street, Tirohanga, where the school is located.
4. The current parking configuration outside property 27 Matuhi Street operates as unrestricted parking, causing difficulties for caregivers dropping off or picking up children at the school.

Discussion

5. Council engineers have undertaken an assessment of the road. Following discussions with the school, it agreed on the installation of 3x P10 parking spaces during school pick-up and drop-off hours. Outside these hours, parking will remain unrestricted.
6. The inclusion of time-limited parking is proposed to balance parking needs of the area through enabling unrestricted parking outside school drop-off and pick-up times.

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 encourage parking turnover for caregivers at the school.

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. Before consultation, officers directly engaged with the Deputy Principal of Raphael House Rudolf Steiner School, who supported the installation of the three parking spaces for use during school pick-up and drop-off hours.
12. Consultation was conducted from 28 August to 11 September 2024, covering 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 30 letters were distributed to property owners, including the school.
14. No feedback was received.

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: Consultation Plan	26
2	Appendix 2: Consultation Letter	27

Author: Arun Joy
Roading Engineer

Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

26 September 2024

Report no: TSC2024/5/305

Broken Yellow Lines - No Stopping At All Times, Taine Street - Tocker Street Service Lane, Taitā

Purpose of Report

1. The purpose of this report is to seek approval for the installation of proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' roadmarkings at the cul-de-sac on the Service Lane of Taine and Tocker Streets in Taitā.
2. The BYLs start outside 14 Taine Street, extending by 30m to the back of 18 Tocker Street.

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 at the cul-de-sac on the Service Lane of Taine and Tocker Streets attached as Appendix 1 to the report;
- (3) notes the BYLs start outside 14 Taine Street, extending by 30m, to the back of 18 Tocker Street, Taitā;
- (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.

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

Background

3. Officers received a request from Council's Parking Enforcement team, a business owner of Taine Street and Waste Management regarding vehicle accessibility issues due to parked vehicles at the end of the cul-de-sac. The key issues are primarily associated with vehicle turning and maneuvering at the cul-de-sac.
4. Council engineers assessed the road by conducting a site visit, followed by a vehicle tracking check. The results indicated that parked vehicles in the cul-de-sac on the Service Lane caused an issue for turning vehicles between 14 Taine and 18 Tocker Streets.
5. To improve vehicle accessibility and overall safety, Council engineers propose the installation of BYLs in the cul-de-sac turning area, where vehicle access has been identified as a concern.

Options

6. 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.
7. Officers recommend option (b), as the proposed changes will improve road safety for the community.
8. Options (a) and (c) are not recommended, as they do not improve road user safety or vehicle accessibility.

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 28 August 2024 to 11 September 2024. A total of 32 letters were distributed to residential properties, businesses and parked vehicles in the proposed area. The consultation covered a catchment area with an approximate radius of 100m radius from the proposed site. The consultation letter is attached as Appendix 2 to the report.
12. No feedback was received.

Legal Considerations

13. 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

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

Appendices

No.	Title	Page
1	Appendix 1: Consultation Plan	33
2	Appendix 2: Consultation Letter	34

Author: Arun Joy
Roading Engineer

Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

26 September 2024

Report no: TSC2024/5/306

Broken Yellow Lines - No Stopping At All Times - Farmer Crescent Service Lane, Taitā

Purpose of Report

1. The purpose of this report is to seek approval for the installation of proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' roadmarking around the cul-de-sac, located between 48C and 56 Farmer Crescent Service Lane, Taitā.

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' around the cul-de-sac, between 48C and 56 Farmer Crescent Service Lane, Taitā, as attached as Appendix 1 to the report;
- (3) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in the report; and
- (4) notes that these parking restrictions will take effect once the appropriate road markings have been installed.

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

Background

2. Officers received requests from Farmer Crescent Service Lane residents to improve vehicle accessibility and manoeuvring at the cul-de-sac of the road. The issues reported by the residents are primarily associated with large vehicles, such as Waste Management trucks, which are unable to access the road safely.

3. The existing configuration of the cul-de-sac includes approximately 4x unrestricted parking spaces. As parking demand is not considered critical along Farmer Crescent, the impact on parking availability is expected to be minimal with this proposal.
4. Council engineers have conducted an assessment of the road and identified that the width is narrow, approximately 5 metres. When vehicles are parked around the cul-de-sac, Waste Management and Emergency Services are unable to turn safely, as confirmed by vehicle tracking checks.
5. To improve road safety and address the issues described above, Council engineers propose installing a section of BYLs between properties 48C and 56 Farmer Crescent Service Lane, Taitā.

Discussion

6. The engineering investigation revealed that the turning area at the end of the cul-de-sac is essential for the manoeuvring of large vehicles, particularly rubbish collection trucks. When vehicles are parked in this area, it becomes difficult for these service providers to safely manoeuvre.
7. To mitigate potential crash risks, address vehicle accessibility issues and improve road safety, Council is proposing the installation of BYLs at the cul-de-sac turning area, where vehicle accessibility has been identified as a significant issue.

Options

8. 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.
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 this will not improve road user safety or accessibility 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 26 August 2024 to 10 September 2024. The public consultation covered a catchment area with an approximate radius of 100 metres from the proposed site. The consultation letter is attached as Appendix 2 to the report.
14. A total of 22 letters were distributed to the directly affected residential properties and vehicles parked in the area.
15. No feedback was received.

Legal Considerations

16. 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

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

Appendices

No.	Title	Page
1	Appendix 1: Consultation Plan	40
2	Appendix 2: Consultation Letter	41

Author: Arun Joy
Roading Engineer

Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

10 July 2024

Report no: TSC2024/4/217

Maru Streets for People

Purpose of Report

1. The purpose of this report is to provide an update on the Maru Streets for People project.

Recommendation

That the Subcommittee receives and notes the report.

Background

2. In 2022, Council identified streets outside schools between Parkway and Wainuiomata Road were congested, and the area required changes to encourage a mode shift to ease the traffic congestion.
3. Following the 2022 Setting of Speed Limits Rule, where speeds outside every school in the country needed to be reduced, the speed limits in this area were reduced to 30kph. Following this change in speed limit, further speed calming interventions were required to ensure safer and complying speeds.
4. In 2022, New Zealand Transport Agency (NZTA) Waka Kotahi invited all Councils nationwide to apply for the "Streets for People" (SFP) programme, offering 90% funding assistance from central government compared to 51% for standard projects. Since Council had already identified potential safety and accessibility improvements for this area, the project was able to proceed with enhanced central government funding.
5. The project was part of the SFP programme with Council installing semi-permanent roading improvements i.e. paint and rubber only. Large permanent changes such as footpath widening have not been implemented. This means, if new changes require modifying, these could be done easily and with less cost to ratepayers.
6. The project covers a neighbourhood with three schools accessed by narrow local streets. The three schools generate a high volume of traffic and parking demand, creating traffic congestion and accessibility issues.

Discussion

7. Following public engagement at the beginning of the project, the project's focus was to deliver safety and accessibility improvements for children in the local area.
8. Residents expressed concerns about safety risks when allowing their child to walk or cycle through the area to school. This project improved safety by installing speed calming devices (raised pedestrian courtesy crossings, chicanes and kerb extensions). This project has reduced the average speed from 52kph to 31kph on Totara Street, and residents have expressed gratitude of how it feels safer to access and leave their driveways now.
9. New assets installed through the final construction stage include:
 - a) speed calming devices (including raised courtesy crossings, chicanes and kerb extensions);
 - b) accessibility improvements for active transport (such as pram ramps and raised courtesy crossings);
 - c) urban developments (such as road art, planter boxes, and seating); and
 - d) parking restrictions (i.e., from Konini Street to adjacent streets, parking on the south side of Konini Street is restricted during peak traffic periods).
10. Assets that have become progressively more permanent through multiple iterations over the course of the project:
 - a) during a one-week trial in May 2023, AstroTurf was glued to the road and orange cones were installed to narrow traffic lanes;
 - b) in January 2024, painted pavement markings, glued in plastic bollards and rubber raised courtesy crossings were added;
 - c) all new assets installed through the SFP programme are semi-permanent; meaning that they can be removed without damaging the original road infrastructure. The aim of this approach is to construct permanent versions of these semi-permanent assets in the long term (following monitoring and reviews subject to positive feedback from the community).
11. Since the construction works in February 2024, the project team has made the following changes based on community feedback:
 - a) additional no parking line markings next to raised pedestrian courtesy crossings on Totara Street and Karamu Crescent, Wainuiomata;
 - b) bollards within chicanes on Totara Street, Wainuiomata have been shifted to reduce the tightness of the chicanes; and
 - c) additional restricted parking signs along Konini Street, Wainuiomata.
12. The assets installed through Maru SFP will be in place and monitored for two years after which a decision will be requested on whether to make the changes permanent or to remove to installed assets. Maintenance costs over this two-year period are absorbed into existing Transport budgets.

13. In the six months since the completion of installation 15 bollards have been damaged by traffic. Based on this rate of damage it is estimated to cost \$4,800 per year to maintain the bollards.

Options

14. There are no options as this report is for noting only.

Climate Change Impact and Considerations

15. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
16. The project encourages a shift of transport from private vehicle to active transport, as it restricts parking and improves safety and accessibility.

Consultation

17. The project team has consulted with the local community at various stages throughout the project, the Monitoring and Evaluation Summary is attached as Appendix 2 to the report.
18. Feedback from the local community summarised as follows:
- a) **removable bollards:** When initially installed, the bollards were easily removed by spinning the bollards out of the screws, leading to some being stolen and discarded on private property. In May 2024, the project team resolved this by securing the bollards with adhesive;
 - b) **waste of money:** A small minority (approximately one in twenty) objected to the project, claiming it was a waste of money. In response, feedback highlighted that the project received significant additional funding from central government, which minimised the financial impact on local ratepayers. Additionally, it was noted that the area's traffic issues are increasing and becoming unsustainable;
 - c) **changes make it more dangerous:** The changes implemented have successfully reduced traffic speeds and decreased pedestrian exposure when crossing the road. Importantly, visibility between vehicles and pedestrians has not been compromised. While the new features may take time for local users to adjust, speed surveys indicate that the changes have led to safer driving speeds;
 - d) **access:** residents have reported finding it easier to enter and exit their driveways on Konini Street, Wainuiomata, following the installation of parking restrictions on the south side;
 - e) **traffic:** residents on Totara Street, Wainuiomata, have praised the project, noting that traffic is now quieter and moving at slower speeds; and
 - f) **user experience:** Following the project changes, 41% of students reported feeling safe, compared to 32% of students feeling who still felt unsafe.
19. Communication and engagement efforts have included social media, public surveys and door knocking. Throughout the project, the team has observed growing community support, with positive feedback received from residents regarding the work undertaken.

20. This report was discussed at the Wainuiomata Community Board (the Board) at its meeting on 23 October 2024. The Board raised concerns about flexible hit sticks being damaged and looking untidy as well as the dead plants in the planters. The Board noted that action needed to be taken by Council to make improvements to the existing disrepair.

Legal Considerations

21. There are no legal considerations.

Financial Considerations

22. The project received additional funding from central government funding, with 90% provided by NZTA Waka Kotahi, compared to the usual 51% for standard transport projects.

Appendices

No.	Title	Page
1	Appendix 1 - Maru Streets for People – Site Photos	48
2	Appendix 2 - Monitoring and Evaluation Summary - Maru Streets for People	53

Author: Andrew Rowe
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Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

TO: Chair and Members
Traffic Subcommittee



FROM: Vanessa Gilmour

DATE: 14 October 2024

SUBJECT: TRAFFIC SUBCOMMITTEE FORWARD PROGRAMME
2025 AND STATUS UPDATE OF APPROVED TRAFFIC
RESOLUTIONS

Purpose of Memorandum

1. To provide the Traffic Subcommittee (the subcommittee) with a forward programme of work planned for the subcommittee for 2025.
2. To update the subcommittee on approved traffic resolutions.

Recommendations

That the Subcommittee:

- (1) receives and notes the Forward Programme for 2025 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 2025 provides a planning tool for both members and officers to co-ordinate programmes of work for the year. The forward programme is attached as Appendix 1 to the memorandum.
5. The status update of approved traffic resolutions was requested by members at a previous subcommittee meeting. The status update of approved traffic resolutions is attached as Appendix 2 to the memorandum.

Forward Programme

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

Appendices

No.	Title	Page
1↓	Appendix 1 - Traffic Subcommittee work programme	65
2↓	Appendix 2 - Traffic Resolution dashboard	66

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Traffic Subcommittee Work Programme 2025

Description	Team	Cycle 1 20 Feb 2025	Cycle 2 24 Apr 2025	Cycle 3 19 Jun 2025	Cycle 4 28 Aug 2025	Pending
Subcommittee Work Programme and Work Matrix/ Dashboard	Democracy/ Advisor Transport	✓	✓	✓	✓	
Proposed Time Limited parking <i>(as required)</i>	Transport	✓	✓	✓	✓	
Proposed Mobility Parking <i>(as required)</i>	Transport	✓	✓	✓	✓	
Broken Yellow Lines (BYLs) No Stopping At All Times <i>(update of completed works only)</i>	Transport	✓	✓	✓	✓	
Wellington Water Filling Station Parking – <i>Marine Parade, Petone</i>	Transport	✓				
Milne Crescent, Taitā - <i>As Built Plans (Roadmarkings)</i>	Transport	✓				
Wayfinding update	Transport	✓				
Conversion of mobility parking restrictions from P120 to apply 'At All Times' (citywide)	Transport		✓			
Petone Parking update	Transport			✓		
Wellington Water Filling Station Parking – <i>Waiu Street, Wainuiomata and Wingate Crescent, Naenae</i>	Transport			✓		
Ad-hoc Bus Stops Improvements <i>(as required)</i>	Transport					✓
Pedestrian Crossings <i>(as required)</i>	Transport					✓
Maru Streets for People	Transport					✓

