

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 A Mitchell Cr G Tupou

Cr G Barratt Cr C Parkin

Cr J Briggs (Alternate) Deputy Mayor T Lewis (Alternate) Cr K Brown (alternate)

For the dates and times of Council Meetings please visit <u>www.huttcity.govt.nz</u>

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. <u>APOLOGIES</u>

No apologies have been received.

3. <u>PUBLIC COMMENT</u>

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**

<u>Process for the implementation of Broken Yellow Lines (BYLs) in safety</u> <u>settings delegation</u>

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

5. <u>CONFLICT OF INTEREST DECLARATIONS</u>

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. <u>RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI</u> <u>COUNCIL - 10 December 2024</u>

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

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

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

23

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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

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 Engineer30

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

CHAIR'S RECOMMENDATION:

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

8. <u>INFORMATION ITEM</u>

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

Memorandum dated 14 October 2024 by the Democracy Advisor

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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! Unuhia! Unuhia i te uru-tapu-nui Kia wātea, kia māmā Te ngākau, te tinana, te wairua i te ara takatū Koia rā e Rongo whakairihia ake ki runga Kia wātea, kia wātea! Ae rā, kua wātea! Hau, pai mārire. Release us from the supreme sacredness of our tasks To be clear and free in heart, body and soul in our continuing journey Oh Rongo, raise these words up high so that we be cleansed and be free, Yes indeed, we are free! Good and peaceful

Vanessa Gilmour DEMOCRACY ADVISOR

HUTTCITY Traffic Subcommittee

20 September 2024

Report no: TSC2024/5/302

Proposed Mobility Parking Restriction - The Esplanade Carpark, Petone

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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.
- 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

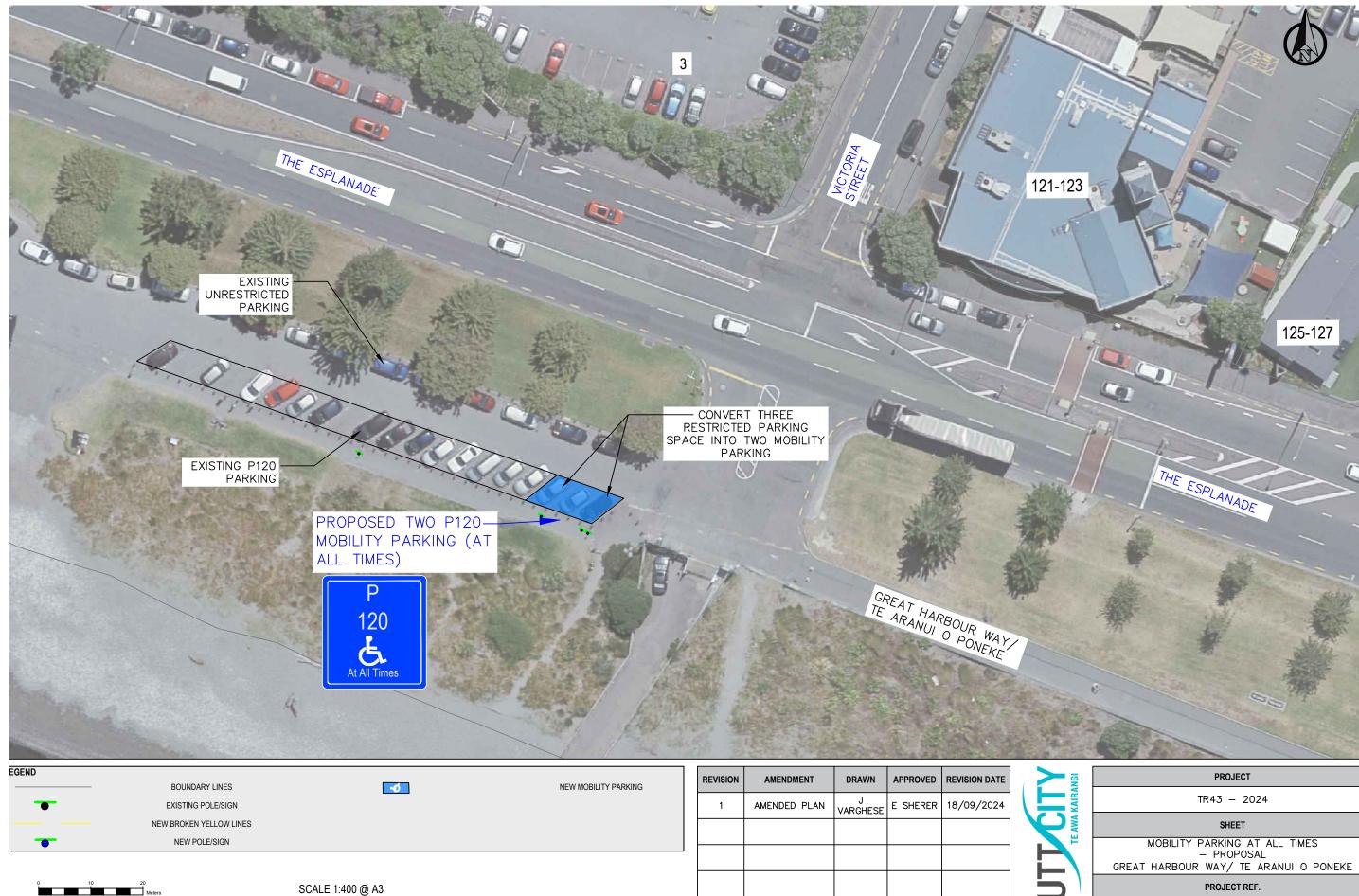
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Author: Jojo Varghese Traffic Engineer

Reviewed By: Evandro Scherer Transport Engineering Manager

Reviewed By: Paul Hewitt Head of Transport

Approved By: Jon Kingsbury Director Economy & Development



e 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

Appendix 1 - The Esplanade, Petone Carpark Amended Plan

TR43 – 2024





26 August 2024

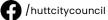
PROPOSED CHANGES IN YOUR AREA

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	Install 1x P120 Mobility Parking (At All Times) on The Esplanade Carpark
We are proposing	(approximately 40m south of the intersection of Victoria Street with The Esplanade), Petone.
Why We are proposing the change	 Hutt City Council (HCC) received a request from a resident, who is a wheelchair user, to improve accessibility at The Esplanade Carpark. Following the request, Council engineers have assessed the site and identified that the current parking configuration is composed of unrestricted parking spaces, with no designated facilities for wheelchair users. To provide accessibility and promote parking turnover Council engineers are proposing mobility parking at the entrance of the Great Harbour Way/Te Aranui-O-Poneke shared path. This location ensures convenient access for those with mobility needs. To ensure parking turnover and accessibility for all mobility users, Council is proposing parking restrictions with a time limit of Pl20 (At All Times). Provided that Council has major plans to upgrade The Esplanade, no additional changes (other than the mobility parking) have been included as part of this proposal at this stage. The intent of this proposal is to provide interim parking changes for wheelchair users. 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	• The changes are proposed in The Esplanade Carpark as per attached plans.
Impact Will the change achieve	 Pedestrian Impact: Improves accessibility and safety for mobility users. Net parking impact: The proposed changes will result in one parking losses to provide one new mobility parking space.
Have your say	 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 10 September 2024.

rivate bag 31-912, Lower Hutt 5040



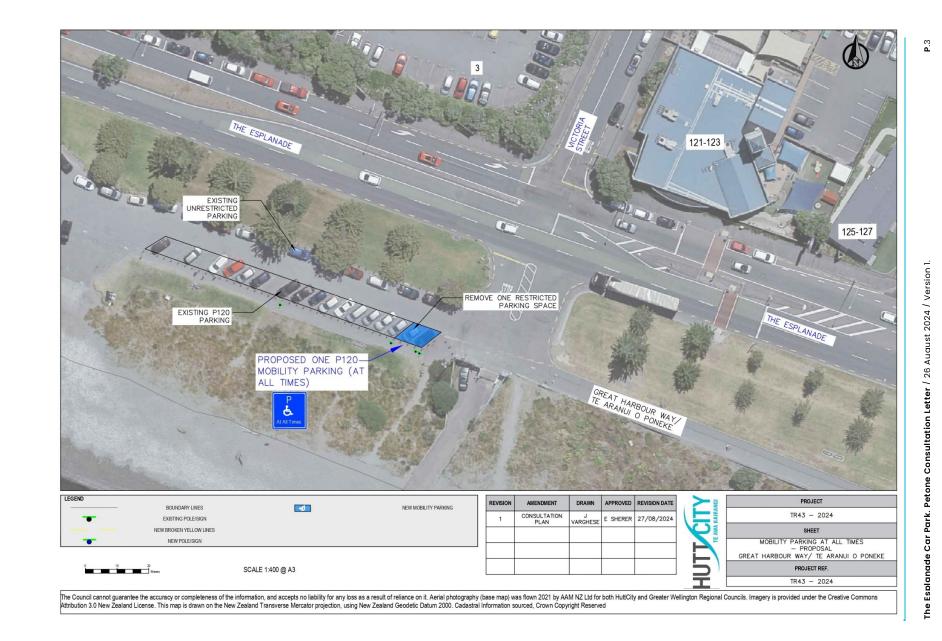
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The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

Next steps	 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 7th November 2024. If approved, the proposed changes will be installed within 3 months following the approval date.
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The Esplanade Car Park. Petone Consultation Letter / 26 August 2024 / Version 1.



Appendix 2 - The Esplanade, Petone Carpark Consultation Letter

HUTTCITY Traffic Subcommittee

03 October 2024

Page 14

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

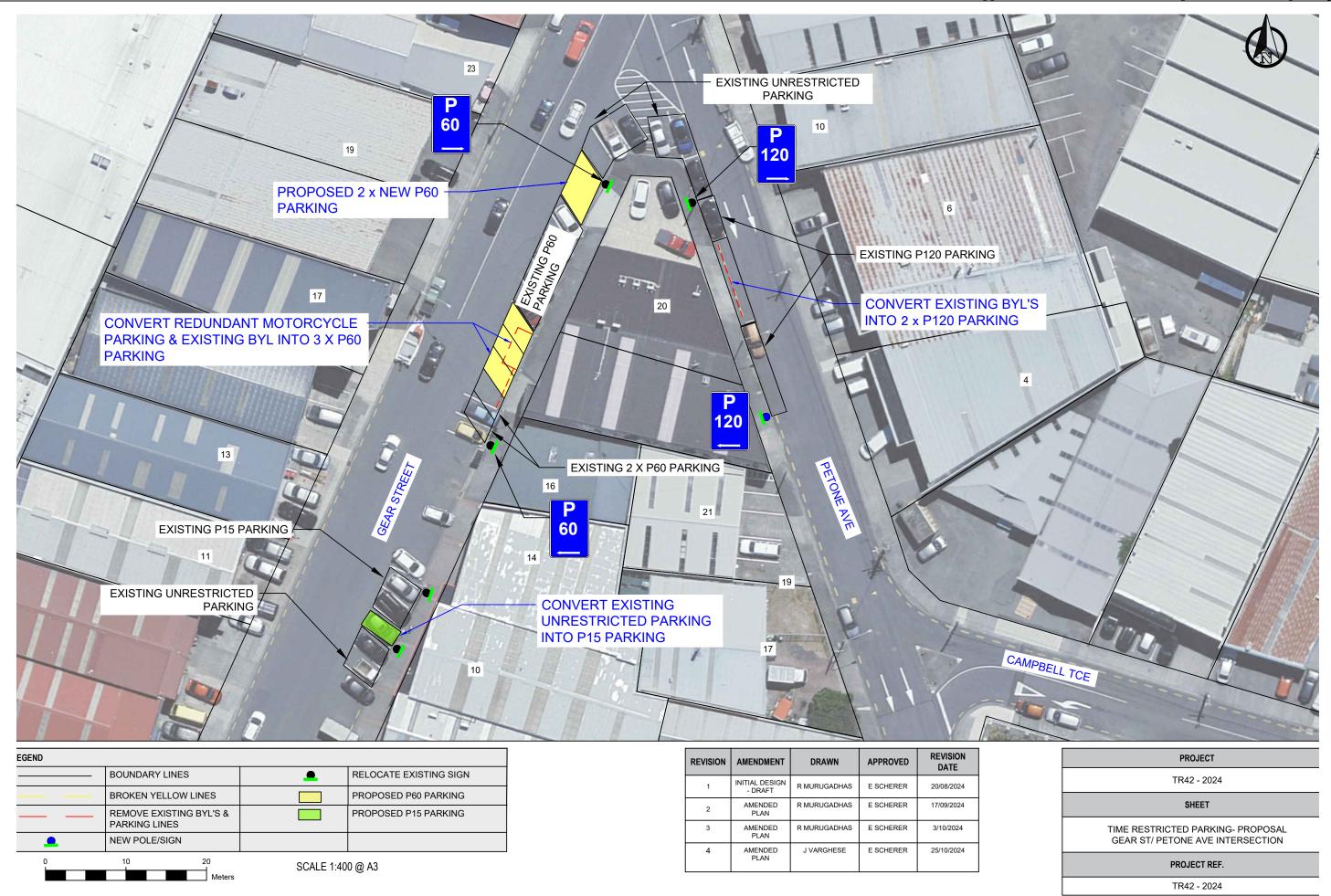
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Author: Rogan Murugadhas Traffic Engineer

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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Appendix 1 - Gear Street Petone - Proposed time limited parking





26 August 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	Gear Street and Petone Avenue new parking layout: 3xP60 new parking spaces	
We are proposing	outside property no.20 Gear Street (Gear Street Union) and 2xP120 new parking	
	spaces outside property no. 6 Petone Avenue.	
Why We are proposing the change	 spaces outside property no. 6 Petone Avenue. Hutt City Council (HCC) received a request to convert the redundant motorcycle parking outside Gear Street Union on Gear Street into time-limited parking. The request came from the HCC parking team due to repeated illegal parking at the current layout and requests from local businesses for these changes. Council engineers assessed the site and recommended the following changes outside property no.20 (Gear Street Union) Gear Street and outside no. 6 Petone Avenue: Converting the redundant motorcycle parking to 1x P60 parking space outside no.20 Gear Street; Installing 2x P60 parking spaces at the redundant vehicle crossing outside no. 20 Gear Street; and Installing 2x new P120 parking spaces opposite to property no. 6 Petone Avenue at the redundant vehicle crossing. During the investigation, Council engineers also found irregularities with the existing time-restricted parking outside 10 Gear Street and recommend formalising it as P30 parking. 	
	 Council engineers initially considered applying nighttime parking restrictions, however, provided that there are some residential units in the vicinity, the recommendation was to keep the changes during standard business hours (8am to 6pm), so residents can park unrestricted outside these hours. These changes will address community needs, reduce the need for parking enforcement, and increase parking turnover in the area. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A liveable and thriving city – supporting place-making, amenity, and economic growth". 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 outside Gear Street Union, Gear Street and opposite to property No 6 on Petone Avenue as per attached plans.	

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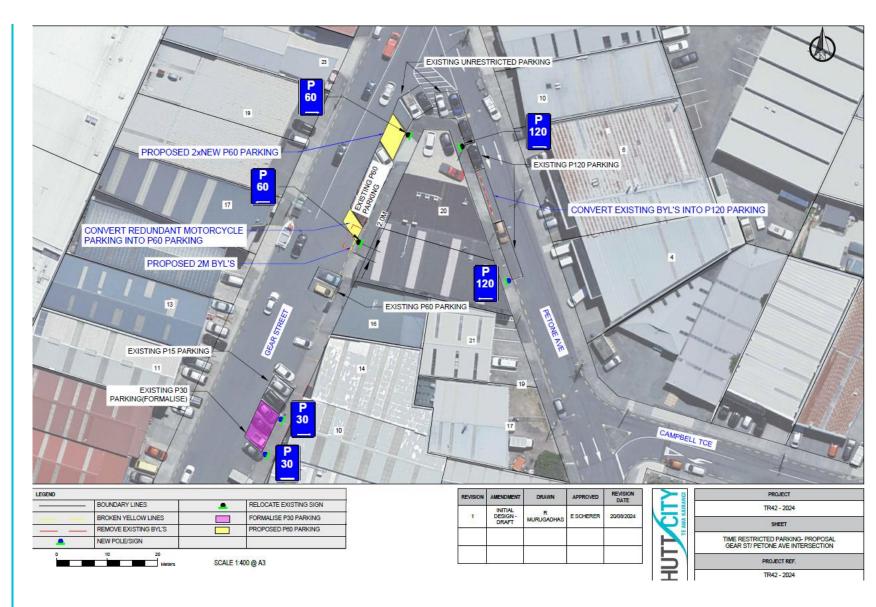
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The changes are proposed	
Impact Will the change achieve	 Improves the parking hours for staff as well as the public. The proposed changes will result in 5 additional parking spaces: 3 x P60, 2 x P120.
Have your say	 If you would like to provide us 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 10 September 2024.
Next steps	 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 7th November 2024. If approved, the proposed changes will be installed within 3 months following the approval date.

Gear St Consultation Letter / 27 August 2024 / Version 1.

P.2



Gear St Consultation Letter / 27 August 2024 / Version 1.

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HUTTCITY Traffic Subcommittee

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 <u>Climate Change Considerations Guide</u>.
- 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

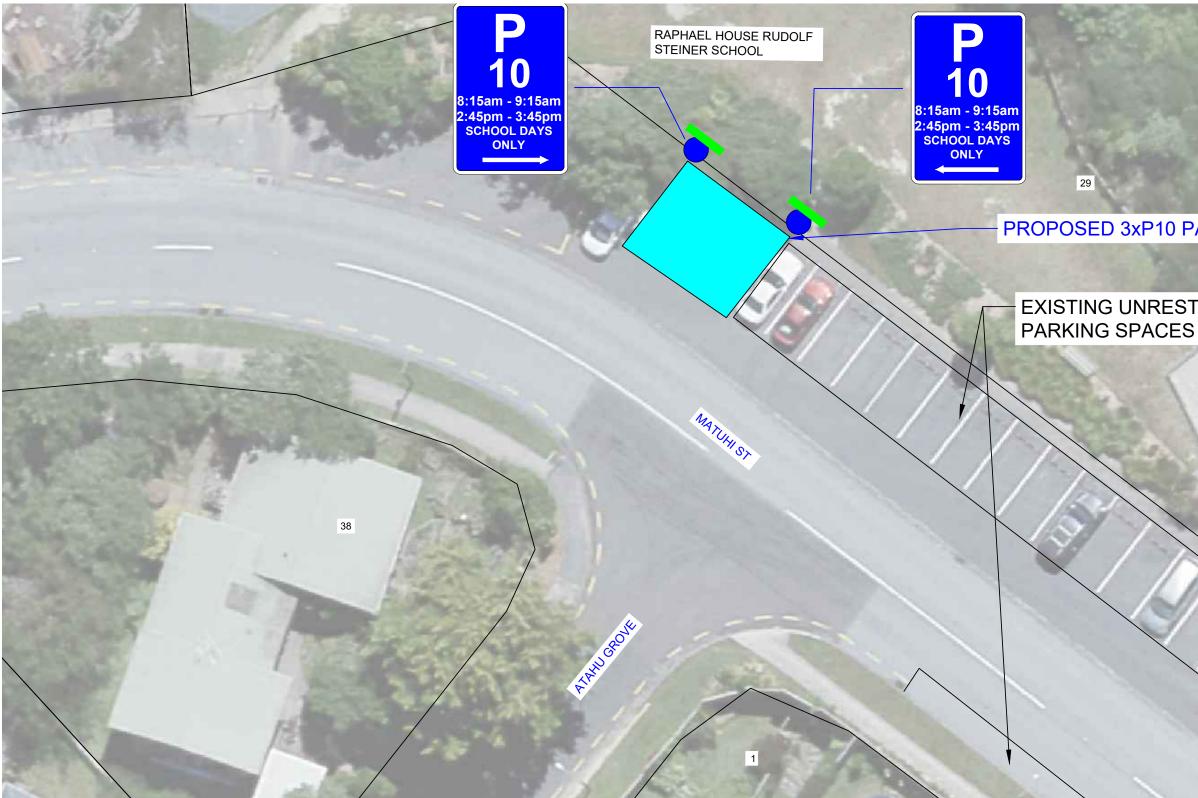
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2 <u>₽</u>	Appendix 2: Consultation Letter	27

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



EGEND			
	BOUNDARY LINES		
	NEW POLE/SIGN		PROPOSED P10 PARKING SPACES
0	10 20 Meters	SCALE 1:400 @ A	3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A JOY	E SCHERER	20/08/2024

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PROPOSED 3xP10 PARKING SPACES

EXISTING UNRESTRICTED



TR36 - 2024

SHEET

P10 PARKING SCHOOL TIME ONLY- PROPOSAL, RAPHAEL HOUSE RUDOLF STEINER SCHOOL, MATUHI ST

PROJECT REF.

TR36 - 2024





28 August 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	 Install P10 (8.15 to 9.15am & 2.45am to 3.45pm, School Days only) parking restrictions outside property no. 27 Matuhi Street, Tirohanga. 		
We are proposing Why We are proposing the change	 Hutt City Council (HCC) received a request to install time-limited parking restrictions outside 27 Matuhi Street. The request was received from the Raphael Rudolf Steiner School. As per current parking restrictions, drivers can park outside 27 Matuhi Street for unlimited hours and this is causing an issue for the parents dropping off and picking up the kids from the school. Council engineers have assessed this site and are recommending converting three unrestricted parking spaces to P10 parking spaces during morning and afternoon peak times for parents to pick up and drop off kids at the school. Outside the proposed 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." 		
Where The changes are proposed	 The changes are proposed outside 27 Matuhi Street, Tirohanga (Raphael Rudolf Steiner School) as per attached plans. 		
Impact Will the change achieve	 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. The changes support School wellbeing and Heath & Safety from their parked cars. Net parking impact: three parking spaces to be converted from unlimited to P10 (8:15am- 9:15am and 2:45pm- 3:45pm). 		
Have your say	 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 Wednesday 11th September 2024. 		

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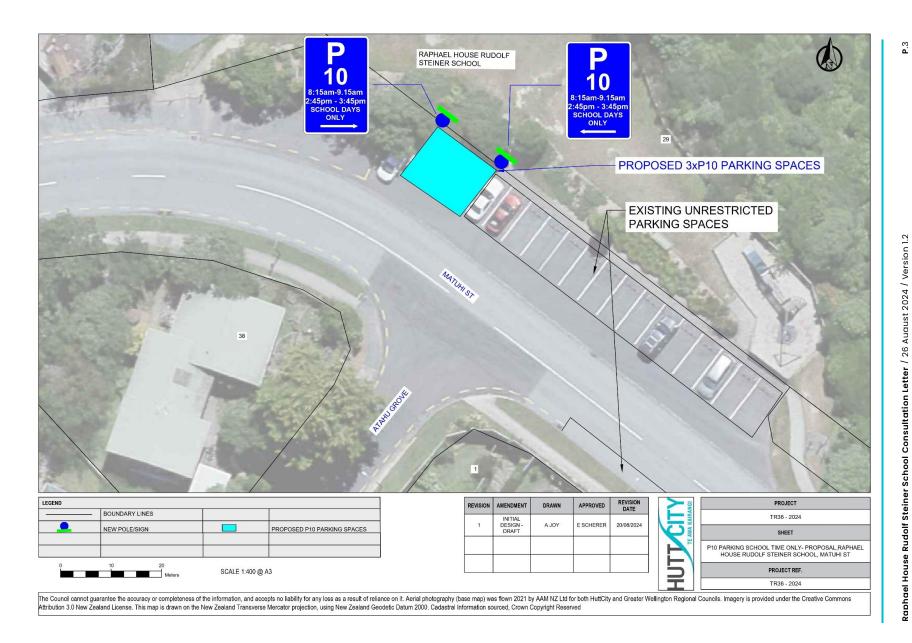
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Next steps	 Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 07th November 2024
	 If approved, the proposed changes will be installed within 3 months following the approval date.

Raphael House Rudolf Steiner School Consultation Letter / 26 August 2024 / Version 1.2



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HUTTCITY Traffic Subcommittee

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 culde-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 <u>Climate Change Considerations Guide</u>.
- 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

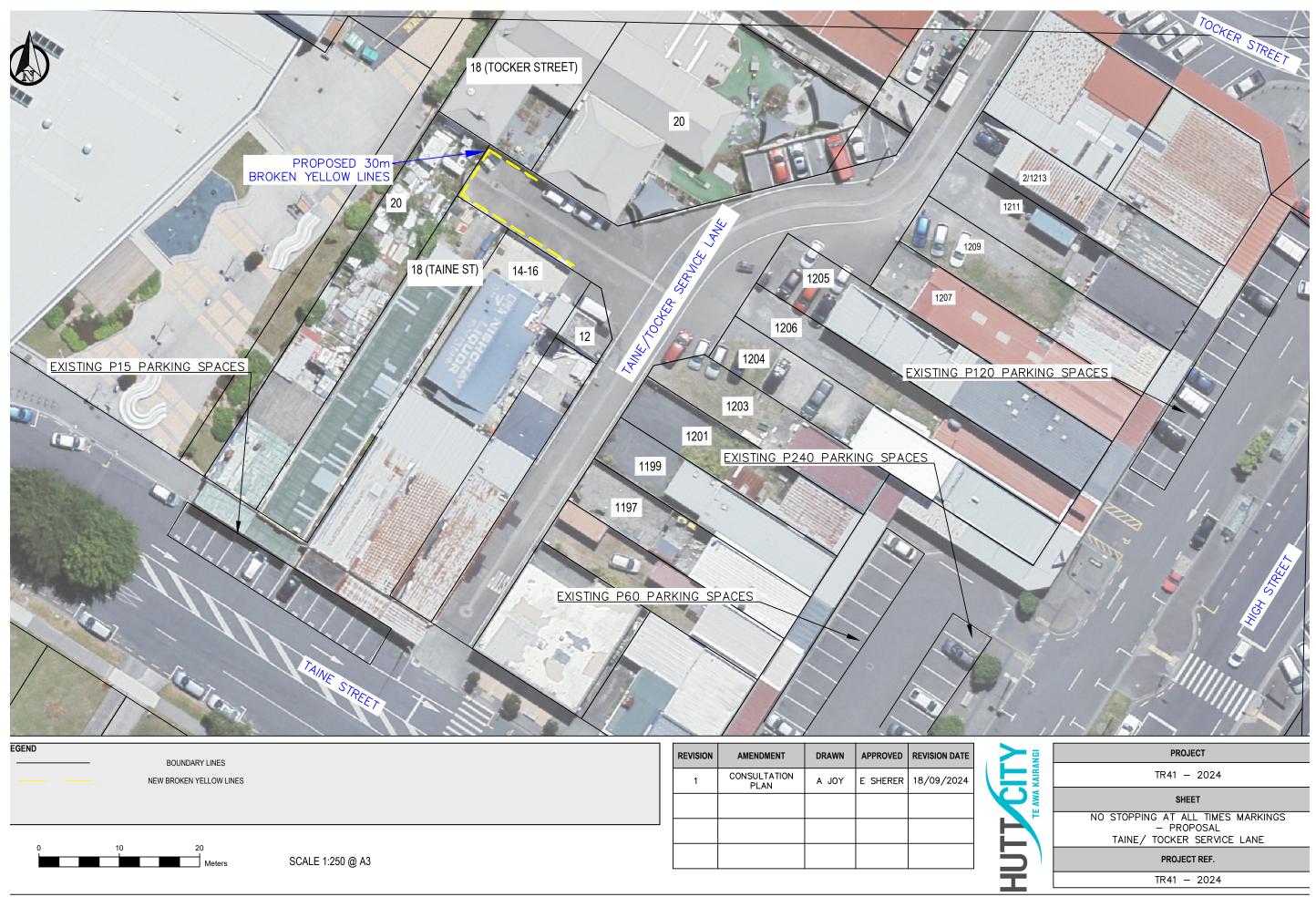
No.	Title	Page
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Author: Arun Joy Roading Engineer

Reviewed By: Evandro Scherer Transport Engineering Manager

Reviewed By: Paul Hewitt Head of Transport

Approved By: Jon Kingsbury Director Economy & Development



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28 August 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 Why we are proposing the change	 Install BYLs 'No Stopping, At All Times' roadmarkings between properties no.14 and 18 Tocker Street Service Lane, Taita. Hutt City Council (HCC) has received a request from the Parking Enforcement team and shop owner from 18 Taine Street regarding vehicle accessibility issues at the end of the road (cul-de-sac). The key issues are mostly associated with vehicle turning and manoeuvring. Waste Management and delivery trucks have also experienced issues with the turning area at the cul-de-sac. When vehicles park in the turning area, there is a risk of crashes involving rubbish collection vehicles. HCC engineers have visited the site and have undertaken a vehicle tracking check, the result indicated that parked vehicles outside between properties no.14 and 18 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 (BYLs) 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	 The changes are proposed between properties no.14 and 18 Tocker Street Service Lane, Taita.
What Will the change achieve	 The proposal results in a net loss of 3 parking spaces (this excludes points where it is illegal to park, i.e.: over fire hydrants or driveways). Improves accessibility for Waste Management vehicles to travel through the street with minimum obstructions by parked vehicles on both the sides. Improves accessibility for vehicles to enter and exit their driveways as well as manoeuvring around cul-de-sac.
Notes	 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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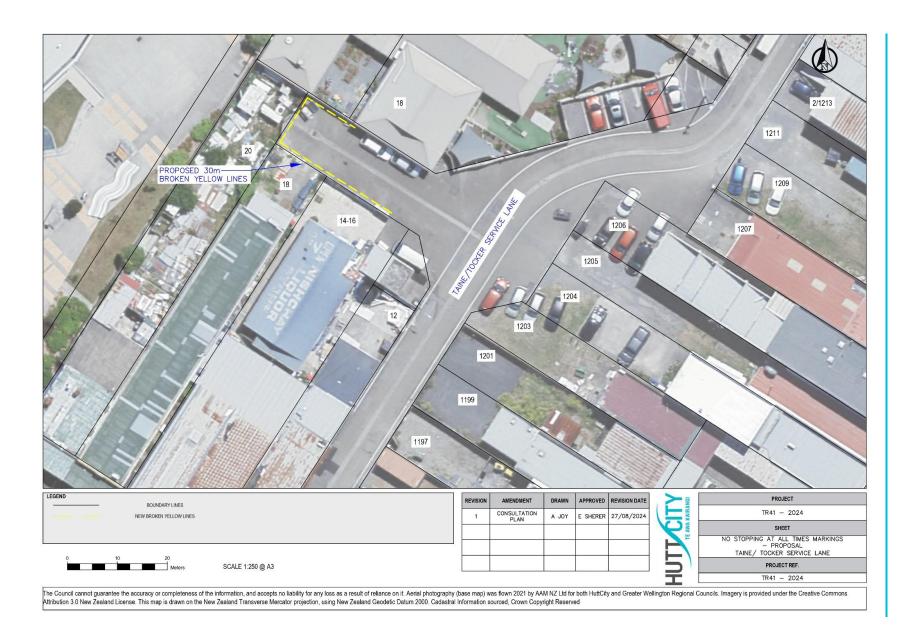
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Have your say	 If you would like to provide us with specific feedback, you can do so by emailing <u>TRSubmission@huttcity.govt.nz</u> Please note, if you are giving feedback, please submit it before 5:00pm on Wednesday 11th September 2024
Next steps	 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 07 November 2024 If approved, the proposed changes will be installed within 3 months following the approval date.

Taine Tocker Service Lane Consultation Letter / 26 August 2024/ Version 1.2





P.3

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

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HUTTCITY Traffic Subcommittee

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 culde-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 <u>Climate Change Considerations Guide</u>.
- 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

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2 <u>↓</u>	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



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Appendix 1: Consultation Plan





26 August 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	Install BYLs 'No Stopping, At All Times' roadmarkings between property no.48C and
we are	 Install BYLS No Stopping, At All Times Toadmarkings between property no.48C and 56 Farmers Crescent Service Lane, Taita.
proposing	
Why we are proposing the change	 Hutt City Council (HCC) has received a request from the Parking Enforcement team and residents regarding vehicle accessibility issues in the turning area (cul-de-sac), at the end of the road. When a vehicle is parked around the cul-de-sac area, vehicle turning and manoeuvring is difficult for large vehicles, particularly for Waste Management trucks. With parked vehicles in the cul-de-sac area, there is a risk of a crash between parked vehicles and truck turning. HCC engineers have visited the site and have undertaken a vehicle tracking check. The result indicated that parked vehicles outside between properties no.48 and 56 can create the hazards described above. 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 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	• The changes are proposed around the turning area (cul-de-sac) at the end of Farmers Crescent Service Lane, Taita as per the appended plans.
What Will the change achieve	 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 the cul-de-sac. The proposal results in a net loss of 2 parking spaces (this count excludes illegal parking, such as over fire hydrants or driveways).
Notes	 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	 If you would like to provide us with specific feedback, you can do so by emailing <u>TRSubmission@huttcity.govt.nz</u> Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 10 September 2024

30 Laings Road, Lower Hutt

'rivate bag 31-912, Lower Hutt 5040

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ouncil 0800 488 824

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

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Next steps	 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 07 November 2024 If approved, the proposed changes will be installed within 3 months following the approval date.
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Farmer Crescent Service Lane Consultation Letter / 26 August 2024/ Version 1.2



Farmer Crescent Service Lane Consultation Letter / 26 Auaust 2024/ Version 1.2

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

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HUTTCITY Traffic Subcommittee

10 July 2024

Report no: TSC2024/4/217

Maru Streets for People

44

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 semipermanent 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 semipermanent; 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 <u>Climate Change Considerations Guide</u>.
- 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

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1 <u>.</u>	Appendix 1 - Maru Streets for People - Site Photos	48
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Author: Andrew Rowe Project Manager

Reviewed By: Paul Hewitt Head of Transport

Approved By: Jon Kingsbury Director Economy & Development



Maru Streets for People – Site Photos













JUNE 2024

Maru Streets for People

Te Awa Kairangi **Hutt City Council Evaluation Report Summary**



Streets for People



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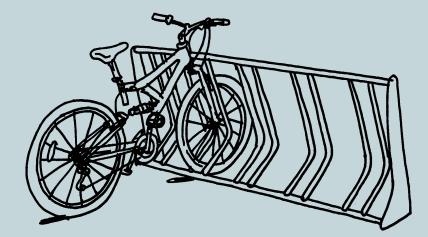
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Executive Summary

The findings of this report indicate that there are mixed experiences and feelings of the new changes in the project area. School surveys found that students felt safer after the recent changes and speed data showed the majority of speeds in the project area had decreased. Students also identify issues in the changes which are reflected in the community survey. The community survey showed that feelings of safety had decreased since the survey was conducted prior to the recent changes and over half of the respondents found it difficult to travel in the project area after the recent changes.



This report is the post-change report which follows changes to streets in Wainuiomata to make it feel safer, more inviting and accessible for people to walk, skate, scooter and bike through the area. This report follows a pre-change report which was conducted in March 2023. Due to the number of schools in the project area student safety was and improved connection was a key focus area. Analysis of the community survey and student feedback revealed significant differences in experience and feelings of safety for these two groups.





Students feeling safer

Overall students were more positive about the street changes than those who responded in the wider community survey and felt that they were safer travelling to school with the changes in place (68% average across all areas). Students appreciated the new road art, plants and colours but had some concerns about the bollards.



Frustrated drivers

A large majority of participants felt that the changes had made driving in the area more difficult and less safe. This resulted in many wanting amendments to the designs or interventions removed entirely. 51% of survey respondents found it difficult to travel through the area after the changes.



Vehicle tube counts

There has been a decrease in speed and volume of motor vehicles using Totara Street from the pre-change data. Motor vehicle speed and volume at Konini Street are slightly higher than the pre-change data. This could be due to the removal of car parking on one side of the road. Motor vehicle speed and volume at Rata Street mostly decreased, however North/Eastbound mean and 85th percentile speed remained the same.

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Project context and objectives Maru Streets for People

This project aims to make the network between the Wainuiomata town centre, local schools and Te Hikoi Ararewa (Wainuiomata hill shared path) safer and more accessible for people to use active forms of transport such as walking, cycling or scootering on their daily journeys. This project also links to the recent changes in speed limits outside schools as well as concerns from residents about congestion in the area.

The Maru Streets for People project is within the Hutt City Council's Integrated Transport Strategy. The following three objectives include a specific school focus:

- Creating a connected and safe travel network that makes it more attractive for people to cycle, walk or use the bus.

Create people-focussed, livable streets around key hubs and local centres.

This is the evaluation summary report for the Maru School Connections project. The full version of this report is available on the Maru project page (https://hutt.city/wainuistreets). This report follows an initial benchmark report which informed the physical changes to the street's design.

Project Methodology

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Survey



School Vehicle worksheet counts surveys

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Research Limitations

Survey data is not representative of the Wainuiomata population and any interpretation of the results should consider this. The comparative analysis utilises a different sample within the same community.

Due to the survey data collection method and restricted tracing ability, FOLKL were unable to assure all fraudulent survey responses were removed from the final data set.



Appendix 2 - Monitoring and Evaluation Summary - Maru Streets for People

Overall themes Community safety perceptions

The wider community generally disliked the changes, whereas students felt that the area had become safer.

Analysis of the community survey and student feedback revealed significant differences in experience and feelings of safety for these two groups. Students identified issues within the design along with suggestions for improvements, however they were mostly positive about the changes made and overall felt safer because of them. The respondents of the community survey felt the changes had made it more difficult to travel in the area and many called for designs to be changed or interventions to be removed.





Students feeling safer

Overall students were more positive about the street changes than those who responded in the wider community survey and felt that they were safer travelling to school with the changes in place (68% average across all areas).

Similar to community sentiment, bollards were a concern to some students who felt that bollards increased the possibility of car accidents as well as reduced space for motor vehicles. Some students felt that the bollards contributed to improved safety in the area by encouraging drivers to be more cautious on the roads.



Frustrated drivers

A large majority of participants felt that the changes had made driving in the area more difficult and less safe. This resulted in many wanting amendments to the designs or interventions removed entirely. Many respondents felt that the changes have negatively impacted the experience of drivers.

Survey respondents had concerns about bollards, chicanes and road tightening design features. Many felt that the changes had contributed to increased traffic congestion causing difficulty moving through the area, and poor visibility.

Motor vehicle speeds decreased in Totara Street and Rata Street which may reflect the negative experiences described by respondents of slower moving traffic. However, speed and volume on Konini Street slightly increased.



Road safety education

Perceptions of safety were greatly influenced by the idea that safety is an individual's responsibility. Many respondents felt that the lack of safety in the area was due to student's lack of road safety education.

Many respondents suggested that safety would improve if road safety education was prioritised rather than design features on the road.

Drivers felt that students crossed the road in unsafe ways and the changes had exacerbated this issue.

If there is a road safety education programme, there seems to be a lack of awareness within the community.

Source: FOLKL Research, Community Survey, HCC Research Student worksheets, Team Traffic tube counts.

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Community Survey Evaluation scores

Safety by classification

- \rightarrow Respondents were relatively split on safety by classification which indicated the wider community is unsure about the impact of the interventions.
- \rightarrow In the previous survey, 66% of people felt safe when traveling through the project area. This is lower than the current survey average of 37% across all types of transportation.

Student safety

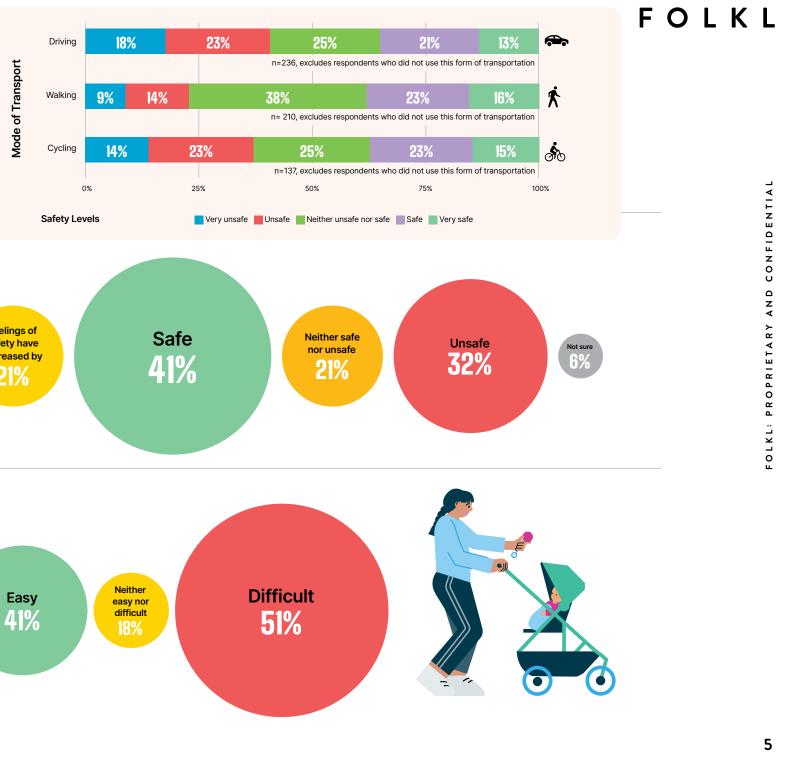
- \rightarrow 41% of people felt that students were safe when going to and from school. This is a 21% decrease from the previous survey.
- \rightarrow The new design features were frequently described as causing driver frustration due to increased congestion and visual distractions.
- \rightarrow High vehicle speeds were identified as a key safety concern and many felt the current design features did not support the reduction of vehicle speeds. Tube counts indicated that vehicle speed decreased at Totara and Rata Street, however vehicle speed at Konini street slightly increased.
- → Students themselves reported feeling safer travelling to school after the recent changes.

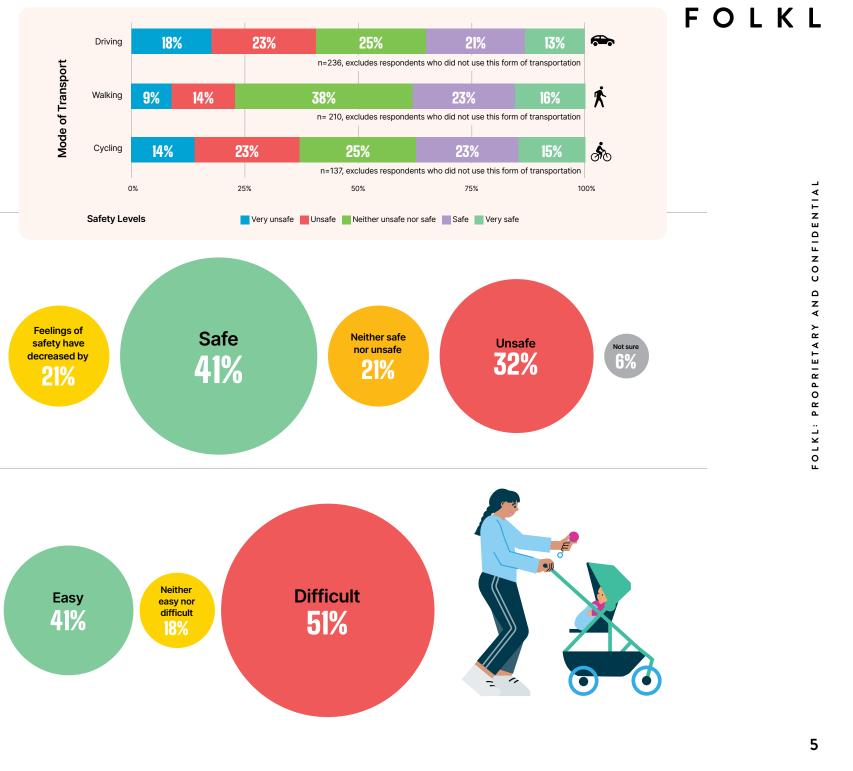
Travelling through the area

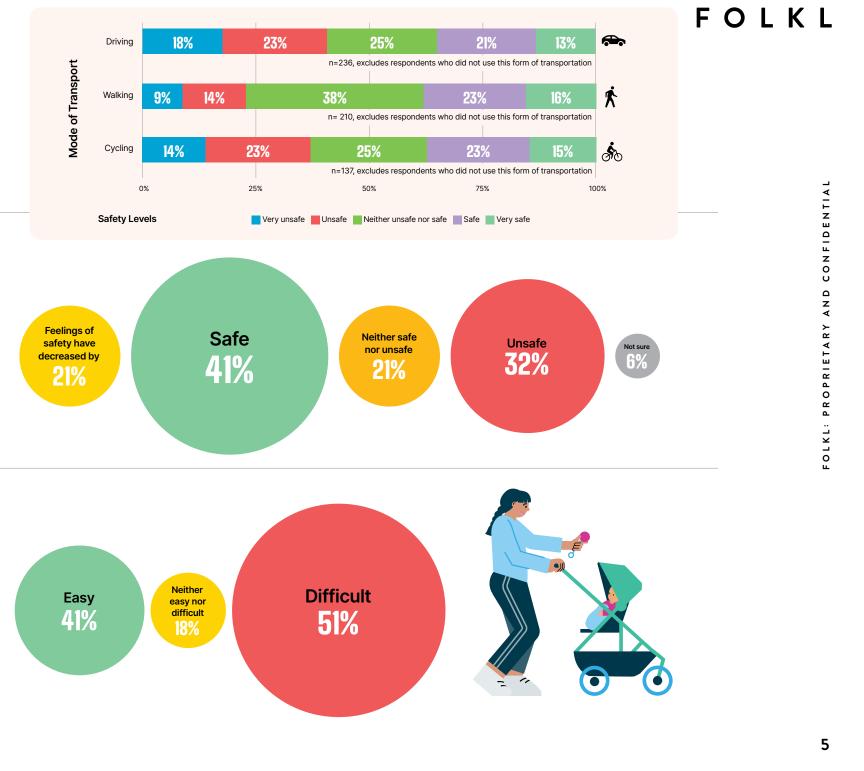
- \rightarrow 51% of survey respondents found it difficult to travel through the project area after the changes and 31% find it easy.
- \rightarrow Respondents expressed a general feeling that there was a lack of space for all users as a result of new changes. Changes specifically referenced were bollards, chicanes and intersection tightening.
- \rightarrow The lack of visibility caused by the increase in congestion was safety concern for respondents.
- \rightarrow Difficulty turning and navigating intersections was a concern, in particular for heavy vehicles.

There was no comparative data for this question from the pre-change report.

Source: Community Survey & Door-knocking survey, n:244







Community survey Sound bites

"All this has done has made people's life harder. What ever happened to teaching your child to cross a road properly?" "It has made it safer for walking or cycling but more dangerous for cars using the area."

"I appreciate some of the changes, especially the reduced parking. But I feel the black bollards are much more of a hazard than a safety improvement."

"The time of day I travel in the area makes it difficult, but slightly less difficult than before the change."

"This area is so busy and full of children - they are on bikes, throwing balls, in large groups. The kids tend to play chicken with the cars. Now that the street moves faster, the risk for their safety has increased."

"Drivers attention taken away from pedestrian because of the obstacles."



Source: Community Survey & Door-knocking survey, n:244

Door-knocking surveys

This data represents the 24 door-knocking survey responses only

Summary

Door-knocking was conducted by Hutt City Council team members at residences in the project area.

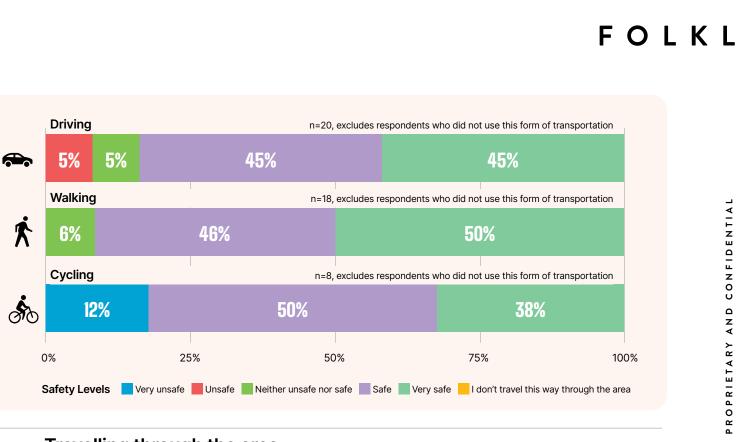
Door-knocking respondents were mostly positive about the changes in the area. In regards to student safety many felt that safety had improved.

Some felt that there was a lack of space in the area which made it difficult to travel through the area. Others felt traffic flow had improved. Some respondents suggested that improved signage would improve the area's usability.

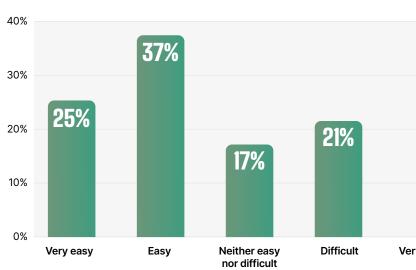
Some suggestions for improvements and further comments were to make changes with more permanent material, this was in regards to the speed bumps and bollards. Some suggested that bollards should be removed.

Safety by classification

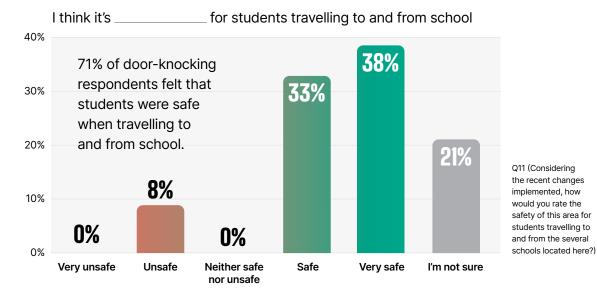
- → 90% of door-knocking respondents who said they drove in the area felt it was safe.
- → 94% of door-knocking respondents who said they walked in the area felt it was safe.
- → 88% of door-knocking respondents who said they cycled in the area felt it was safe.



Travelling through the area



Student safety



Source: Door-knocking Survey, n:24



of door-knocking respondents felt it was easy to travel in the area.

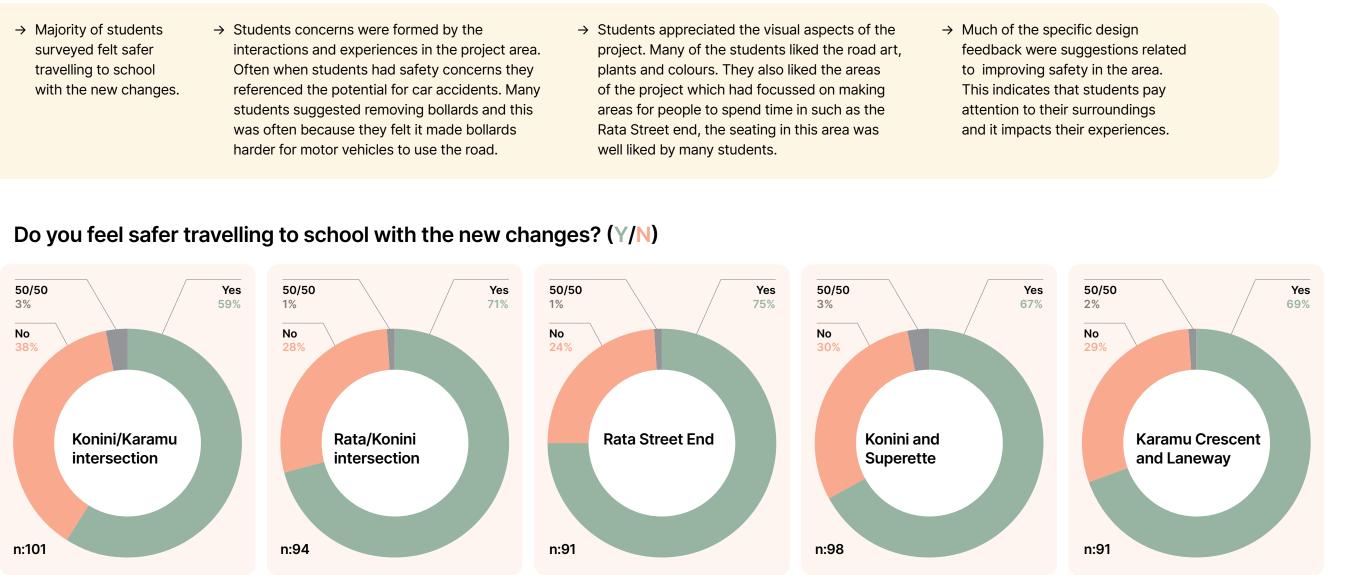
Very difficult

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School Worksheet Analysis Overview of Findings

- surveyed felt safer travelling to school
- Often when students had safety concerns they students suggested removing bollards and this was often because they felt it made bollards harder for motor vehicles to use the road.
- plants and colours. They also liked the areas of the project which had focussed on making areas for people to spend time in such as the Rata Street end, the seating in this area was well liked by many students.



Not all of the students that completed the worksheet answered this question.

Source: HCC Research Student worksheets



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School worksheet Sound bites

"Likes the cones because it makes it safer but would put less of them."

"Likes how it's safer for cars and young people, blue areas much safer for us."

"Likes that there are no cars bumping into each other."

"Like seeing less cars and it's a safe area, would make the protection stronger and add a lane to it."

"Don't like how the poles get in the way and there might be more crashes."

"Likes poles because it makes cars double check if kids are crossing but change them to a different material."

"Plants in the way when biking through here."

"Thinks it's beautiful, loves the colours and pattern, whoever designed it is an amazing designer, it's a relaxing place to sit, talk, sing and easily go to school."



Source: HCC Research Student Worksheets

Quantitative Motor vehicle volumes and speeds

Totara Street Motor vehicle speed and	Direction 2023 Volume (Daily average)		2024 Volume (Daily average)	دری) 2023 Mean speed	
volume at Totara Street is lower in comparison to the pre-change data.	Eastbound (towards Rata St) Westbound (towards Parkway)	273 256	231 232	43.1 km/h 42.5 km/h	
Konini Street Motor vehicle speed and volume	Direction	2023 Volume (Daily average)	2024 Volume (Daily average)	د 2023 Mean speed	
at Konini Street is slightly higher than the pre-change data. North/West bound traffic volume decreased by 5.8%.	South/Eastbound (towards Rata St) North/Westbound (towards Parkway)	539 413	553 389	30.4 km/h 32.5 km/h	
Rata Street Motor vehicle speed and volume	Direction	2023 Volume (Daily average)	2024 Volume (Daily average)	دری 2023 Mean speed	
at Rata Street mostly decreased, however North/Eastbound	North/Eastbound (towards Konini St)	563	531	33.1 km/h	
mean and 85th percentile speed remained the same.	South/Westbound (towards Wainuiomata Rd)	669	652	31.4 km/h	

Source: FOLKL Research. Source: Team Traffic tube count.

speed remained the same.

FOLKL



2024 Mean speed

26.2 km/h

21 km/h

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2024 Mean speed

32.1 km/h

32.9 km/h

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2024 Mean speed

33 km/h

31.2 km/h

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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.

MEMORANDUM

Appendices

No.	Title	Page
1 <u>.</u>	1. Appendix 1 - Traffic Subcommittee work programme	
2 <u>↓</u>	Appendix 2 - Traffic Resolution dashboard	66

Author: Vanessa Gilmour

Democracy Advisor

Reviewed By: Kate Glanville Senior Democracy Advisor

Approved By: Kathryn Stannard Head of Democratic Services

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	~	V	~	V	
Proposed Time Limited parking (as required)	Transport	1	1	~	✓	
Proposed Mobility Parking (as required)	Transport	~	~	~	√	
Broken Yellow Lines (BYLs) No Stopping At All Times (update of completed works only)	Transport	~	~	~	✓	
Wellington Water Filling Station Parking – Marine Parade, Petone	Transport	~				
Milne Crescent, Taitā - As Built Plans (Roadmarkings)	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 – Waiu Street, Wainuiomata and Wingate Crescent, Naenae	Transport			~		
Ad-hoc Bus Stops Improvements (as required)	Transport					✓
Pedestrian Crossings (as required)	Transport					~
Maru Streets for People	Transport					✓

2024* 19 8 2023* 3 (and prior) 0 10 20 30 50 60 70 40 80

TRAFFIC RESOLUTION BACKLOG

Completed With contractors III Incomplete

*Calendar year

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