



KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

13 February 2025

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

Thursday 20 February 2025 commencing at 2:00 pm

The meeting will be livestreamed on Council's YouTube page.

Membership

Cr N Shaw (Chair)
Cr G Barratt
Cr C Parkin

Cr B Dyer (Deputy Chair)
Cr A Mitchell
Cr G Tupou

Cr J Briggs (Alternate)
Deputy Mayor T Lewis (Alternate)

Cr K Brown (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 20 February 2025 commencing at 2:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Whakataka te hau ki te uru
Whakataka te hau ki te
tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
E hī ake ana te atakura
He tio, he huka, he hau hū
Tihei mauri ora

Cease the winds from the west
Cease the winds from the south
Let the breeze blow over the land
Let the breeze blow over the ocean
Let the red-tipped dawn come with
a sharpened air.
A touch of frost, a promise of a
glorious day.

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

Generally up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

4. 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

**5. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI
COUNCIL - 25 March 2025**

a) Proposed Authorised Parking - Wingate Crescent, Naenae

Report No. TSC2025/1/24 by the Traffic Engineer

7

CHAIR'S RECOMMENDATION:

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

- b) Proposed Authorised Parking - Marine Parade/ Kirkcaldy Street,
Petone

Report No. TSC2025/1/18 by the Traffic Engineer 15

CHAIR'S RECOMMENDATION:

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

- c) Proposed Authorised Parking - Waiu Street, Wainuiomata

Report No. TSC2025/1/22 by the Traffic Engineer 23

CHAIR'S RECOMMENDATION:

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

- d) Proposed Unrestricted Parking - St Albans Grove, Woburn (Hutt
Valley High School)

Report No. TSC2025/1/23 by the Traffic Engineer 31

CHAIR'S RECOMMENDATION:

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

- e) Proposed Time Limited Parking - Hardy Street, Waterloo (Waterloo
School)

Report No. TSC2025/1/21 by the Traffic Engineer 38

CHAIR'S RECOMMENDATION:

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

- f) Proposed Time Limited Parking - William Street, Petone (Wilford
Primary School)

Report No. TSC2025/1/15 by the Traffic Engineer 45

CHAIR'S RECOMMENDATION:

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

- g) Proposed Time Limited Parking - Britannia Street, Petone (Sacred
Heart School)

Report No. TSC2025/1/16 by the Traffic Engineer 52

CHAIR'S RECOMMENDATION:

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

- h) Proposed Time Limited Parking - Hutt Road and Nevis Street, Petone
Report No. TSC2025/1/17 by the Traffic Engineer 59

CHAIR'S RECOMMENDATION:

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

- i) Proposed Parking Restrictions on Cambridge Terrace (between
Treadwell Street and Vogel Street)

Report No. TSC2025/1/19 by the Roding Engineer 67

CHAIR'S RECOMMENDATION:

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

- j) Proposed Parking Restrictions on the Service Lane in front of Matai
Park, The Strand, Wainuiomata

Report No. TSC2025/1/20 by the Roding Engineer 74

CHAIR'S RECOMMENDATION:

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

6. INFORMATION ITEM

**Traffic Subcommittee Work Programme 2025 and Status Update of
Approved Traffic Resolutions**

Memorandum dated 1 February 2025 by the Democracy Advisor 83

CHAIR'S RECOMMENDATION:

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

7. 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.

8. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

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

Vanessa Gilmour
DEMOCRACY ADVISOR

24 January 2025

Report no: TSC2025/1/24

Proposed Authorised Parking - Wingate Crescent, Naenae

Purpose of Report

1. This report seeks approval to install parking restrictions on Wingate Crescent, Naenae. The proposed changes include:
 - a) 1x 'No Parking Except Water Filling Vehicles (At All Times)' restriction for the new bulk water filling station located approximately 60m south of the Wingate Bridge on Wingate Crescent; and
 - b) sections of Broken Yellow Lines (BYLs) to facilitate safer manoeuvring for vehicles filling at the water station.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 1x 'No Parking Except Water Filling Vehicles (At All Times)' restriction for the new bulk water filling station located approximately 60m south of the Wingate Bridge on Wingate Crescent, Naenae, outlined in Appendix 1 to the report;
- (3) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' approximately 60 metres south of the Wingate Bridge on Wingate Crescent, outlined in Appendix 1 to the report;
- (4) rescinds any previous resolutions related traffic controls made under any bylaw to the extent that they conflict with the traffic controls outlined in this recommendation; and
- (5) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions have been installed.

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

Background

2. Council received a request from Wellington Water Limited (WWL) to install parking restrictions on Wingate Crescent, Naenae.
3. WWL is installing a new bulk water tanker filling station on Wingate Crescent to reduce the risk of public health issues caused by backflow or contamination. Given the importance of this to the community, parking for water tankers must be available at all times.
4. These stations will be used by commercial water users, such as tanker operators, to extract water for domestic supply or for purposes such as dust suppression, road construction, and weed spraying. Tanker operators will park beside the filling station and access it using a swipe card.
5. The filling stations have been strategically placed in three locations in Lower Hutt to ensure they are accessible within a travel time of 15 minutes.
6. The sites for each water filling stations were carefully chosen by WWL based on several factors, such as adequate water pressure for tankers without adversely affecting other customers, prioritising non-residential areas, and avoiding sites that could disrupt road users. Other key considerations included minimising pavement work, providing safe pedestrian pathways, and ensuring minimal impact on high-demand parking areas.
7. The existing parking configuration in this area is unrestricted, allowing vehicles to park long-term in these spaces.

Discussion

8. Council engineers have assessed the road. It was identified that there is an existing unrestricted parking available in Wingate Crescent, and this may cause an issue for the tank operators to park alongside the water filling station.
9. There is no safety issue associated with the footpath at this location, as there is an existing footpath behind the filling station, allowing pedestrians to walk safely without needing to navigate around a tanker vehicle.
10. To improve road safety and operations and address the issues described above, Council officers propose changing the existing unrestricted parking space to authorised parking for tanker operators to use at all times. This approach is consistent with practices adopted by other Road Controlling Authorities (RCAs).
11. In addition to the designated parking for water filling vehicles, sections of BYLs are included in the scope of the works to ensure drivers have clear visibility when a truck is filling at the station.
12. The proposed authorised parking space will result in a loss of parking to enable access for water tankers. The tapers at this location have been designed to accommodate both the water tanker and its trailer, ensuring safe and efficient manoeuvring of the larger vehicle.

Options

13. The options are to:

- a) retain the existing parking configuration, with no further changes;
- b) approve the proposed time restriction changes outlined above and as shown in Appendix 1 of the report; or
- c) make amendments as the subcommittee deems appropriate for recommendation to Council.

14. Officers recommend option (b) above, as the proposed restrictions will better serve business needs. These changes are expected to benefit businesses and improve parking availability for commercial water tankers in the area.

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 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

17. The consultation was conducted from 26 November 2024 to 9 December 2024. A total of 27 letters were delivered to directly affected residents and businesses within a catchment area of approximately 100m from the proposed site.
18. One submission was received, and the response was in favour of the proposal.
19. A copy of the consultation letter is attached as Appendix 2 to the report.

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 installation cost will be covered by the Hutt City Council budget allocated for Wellington Water projects in the 2024/25 financial year.

Appendices

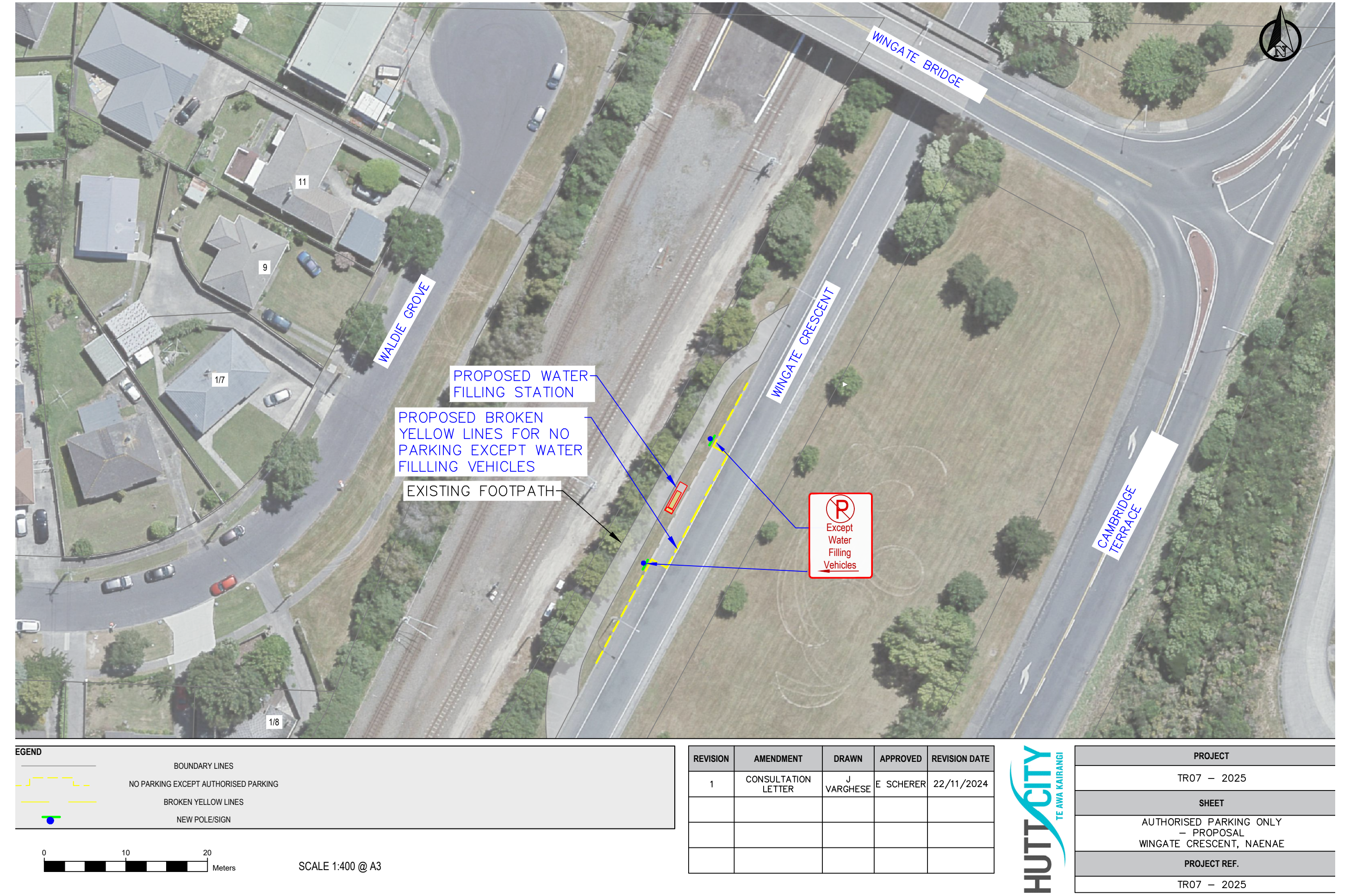
No.	Title	Page
1 ↓	Appendix 1: Proposed Authorised Parking - Wingate Crescent Consultation Plan	11
2 ↓	Appendix 2: Proposed Authorised Parking - Wingate Crescent Consultation Letter	12

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



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



26 November 2024

PROPOSED CHANGES IN YOUR AREA

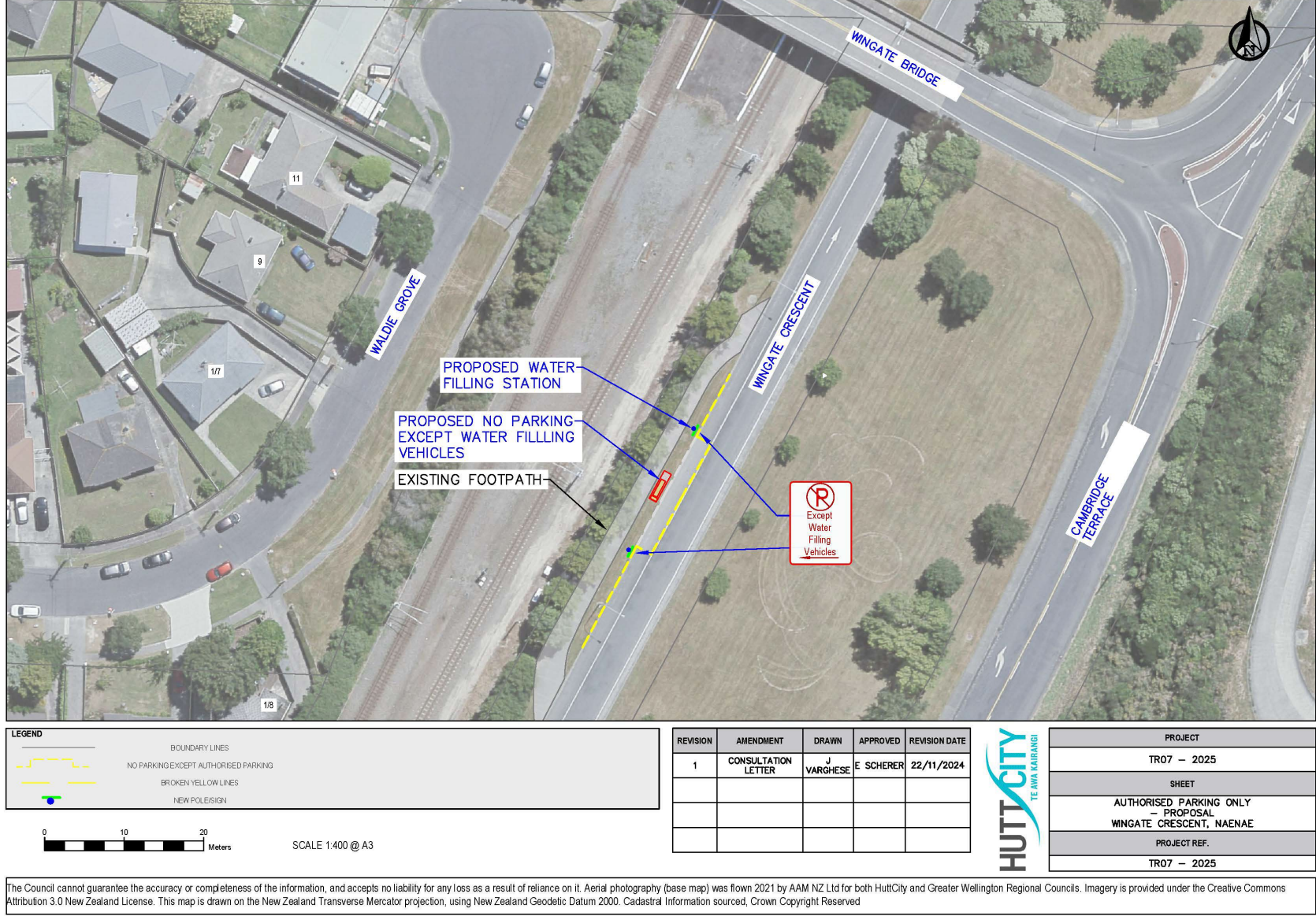
Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Install No Parking Except Water Filling Vehicles (At All Times) restriction for the new bulk water filling station in Wingate Crescent (approximately 60m south of Wingate Bridge), Naenae.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request from Wellington Water (WA) to install parking restrictions in Wingate Crescent. Wellington Water is installing a new bulk water tanker filling stations in Wingate Crescent to reduce the risk to public health from the backflow of contaminants. These stations will be used by commercial water users, such as tanker operators to extract water for domestic supply or other purposes like dust suppression, road construction, and weed spraying. As per current parking restrictions, drivers can park in Wingate Crescent for unlimited hours, and this will cause an issue for the tank operators to park beside the water filling station. Council engineers have assessed this site and are recommending changing existing unrestricted parking space to an authorised parking spaces only to the tank operators to operate at all times. This approach is consistent with other Road Controlling Authority's (RCA). The filling stations are strategically selected in three locations in Hutt City to ensure that the stations are accessible within approximately 15 minutes of traveling time. The sites for each water filling stations were carefully chosen based on several factors such as adequate water pressure for tankers without adversely affecting other customers, prioritizing non-residential areas, and avoiding sites that could disrupt road users. Other key considerations included minimizing pavement work, providing safe pathways for pedestrians and minimal impact on high-demand parking areas.



	<ul style="list-style-type: none"> The designated authorised parking space and tapers are longer than other sites as it is to accommodate both the water tanker and its trailer to ensure safe and efficient manoeuvring for the larger vehicle. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed in Wingate Crescent, Naenae as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for authorized users. The changes support the efficient use of the filling station by commercial water tankers. Net parking impact: No parking loss
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Monday 09th December 2024.
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2025. If approved, the proposed changes will be installed within 3 months following the approval date.



24 January 2025

Report no: TSC2025/1/18

Proposed Authorised Parking - Marine Parade/ Kirkcaldy Street, Petone

Purpose of Report

1. This report seeks approval to install designated parking for water filling vehicles at the corner of Marine Parade and Kirkcaldy Street, Petone. The proposed changes include:
 - a) 1x 'No Parking Except Water Filling Vehicles (At All Times)' restriction for the new bulk water filling station; and
 - b) sections of Broken Yellow Lines (BYLs) to facilitate safer maneuvering for vehicles parked in the angled parking area opposite the water filling station.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 1x 'No Parking Except Water Filling Vehicles (At All Times)' restriction for the new bulk water filling station located at the corner of Marine Parade and Kirkcaldy Street, Petone, as outlined in Appendix 1 to the report;
- (3) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' at the corner of Marine Parade and Kirkcaldy Street, Petone as outlined in Appendix 1 to the report;
- (4) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls outlined in this recommendation; and
- (5) notes that the changes will take effect once the traffic control devices indicating the recommended restrictions have been installed.

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

Background

2. Council received a request from Wellington Water Limited (WWL) to install parking restrictions at the corner of Marine Parade and Kirkcaldy Street, Petone.
3. WWL is installing a new bulk water tanker filling station at the corner of Marine Parade and Kirkcaldy Street to reduce the risk of public health issues caused by backflow contaminants. Given the importance of this to the community, parking must always be available to water tankers.
4. These stations will be used by commercial water users, such as tanker operators, to extract water for domestic supply or for purposes such as dust suppression, road construction and weed spraying.
5. The filling stations have been strategically placed in three locations in Lower Hutt to ensure they are accessible within a travel time of 15 minutes. Tanker operators will park alongside the filling station and access it using a swipe card.
6. The sites for each water filling station were carefully selected based on several factors, including adequate water pressure for tankers without adversely affecting other customers, prioritising non-residential areas and avoiding locations that could disrupt road users. Other key considerations included minimising pavement work, providing safe pedestrian pathways, and minimising the impact on high-demand parking areas.
7. The existing parking configuration in this area operates as unrestricted, allowing vehicles to park long-term in these spaces.

Discussion

8. Council engineers have assessed the road and identified an existing footpath at the corner of Marine Parade and Kirkcaldy Street, that will cause an issue for tank operators parking beside the water filling station.
9. The safety issue associated with the footpath was discussed with WWL. As a result, WWL agreed to construct a new footpath behind the filling station, allowing pedestrians to walk safely without needing to navigate around a tanker vehicle.
10. The proposal for hardstanding for tanker parking and the new footpath behind the filling station will be presented to the Infrastructure and Regulatory Committee at its meeting on 13 March 2025.
11. To improve road safety and operations and address the issues described above, Council officers propose changing the existing unrestricted parking space to authorised parking for tanker operators at all times. This approach is consistent with practices in other Councils.

12. In addition to the designated parking for water filling vehicles, sections of BYLs are included to ensure clear visibility for drivers approaching the Marine Parade and Kirkcaldy Street intersection when a truck is filling at the station, as well as to allow safe exits from the angled parking area opposite the station, attached as Appendix 1 to the report.

Options

13. The options are to:

- a) retain the existing parking configuration, with no further changes;
- b) approve the proposed time restrictions changes outlined above and shown in Appendix 1 to the report; or
- c) make amendments as the Subcommittee sees appropriate for recommendation to Council.

14. Officers recommend option (b) above, as the proposed restrictions will better serve the business needs. These changes are expected to benefit businesses and improve parking for commercial water tankers in the area.

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 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

17. Consultation was held from 26 November 2024 to 9 December 2024. A total of 24 letters were delivered to directly affected residents and businesses within a catchment area of approximately 100m from the proposed site.
18. No feedback was received.
19. A copy of the consultation letter is attached as Appendix 2 to the report.
20. The Petone Community Board at its meeting on 10 February 2025 endorsed the recommendations contained in the report.

Legal Considerations

21. 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

22. The installation cost will be funded from the Hutt City Council budget allocated for Wellington Water projects in the 2024/25 financial year.

Appendices

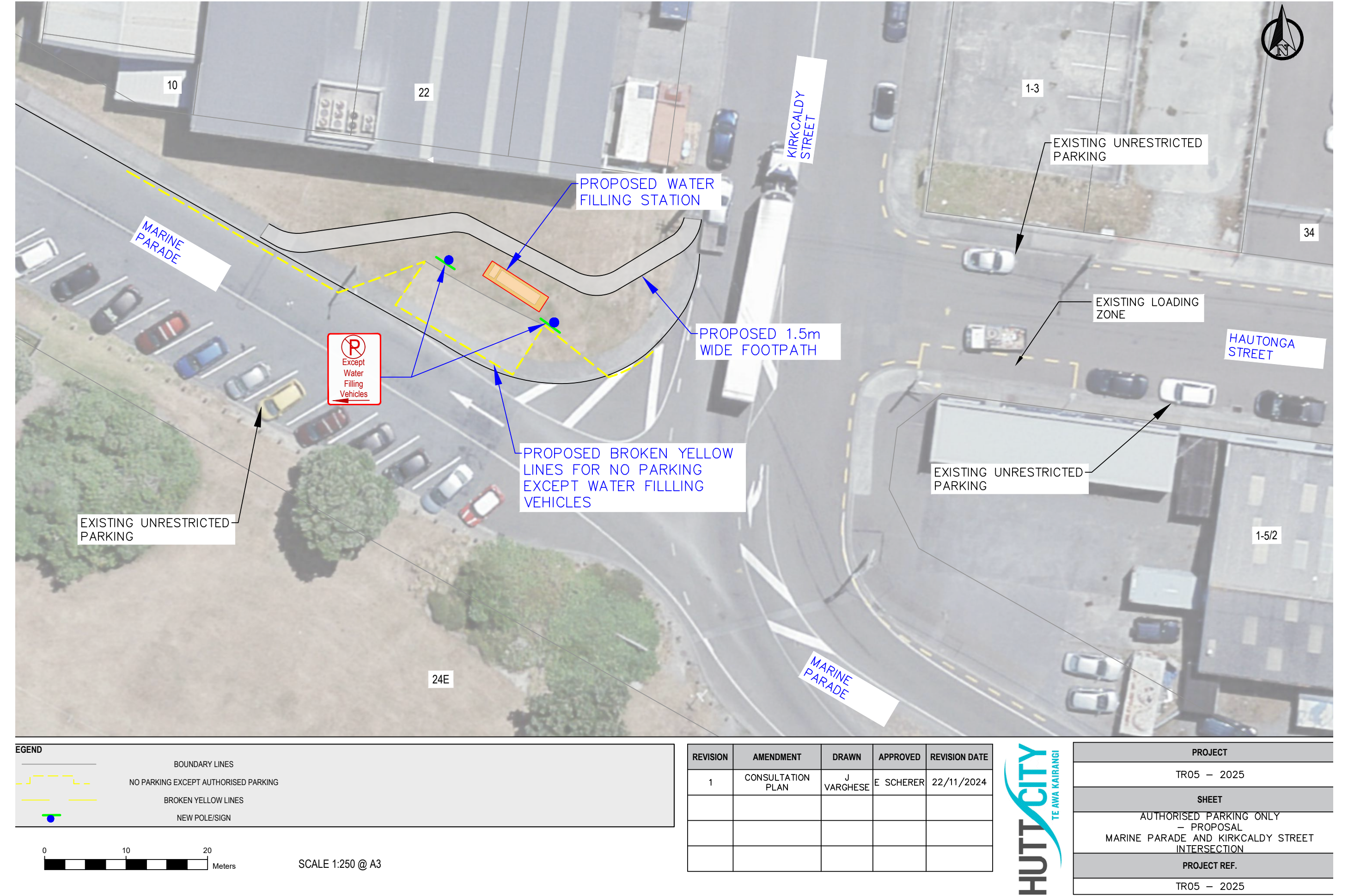
No.	Title	Page
1 ↓	Appendix 1: Proposed Authorised Parking - Marine Parade/Kirkcaldy Street Plan	19
2 ↓	Appendix 2: Proposed Authorised Parking - Marine Parade/Kirkcaldy Street Consultation Letter	20

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



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



26 November 2024

PROPOSED CHANGES IN YOUR AREA

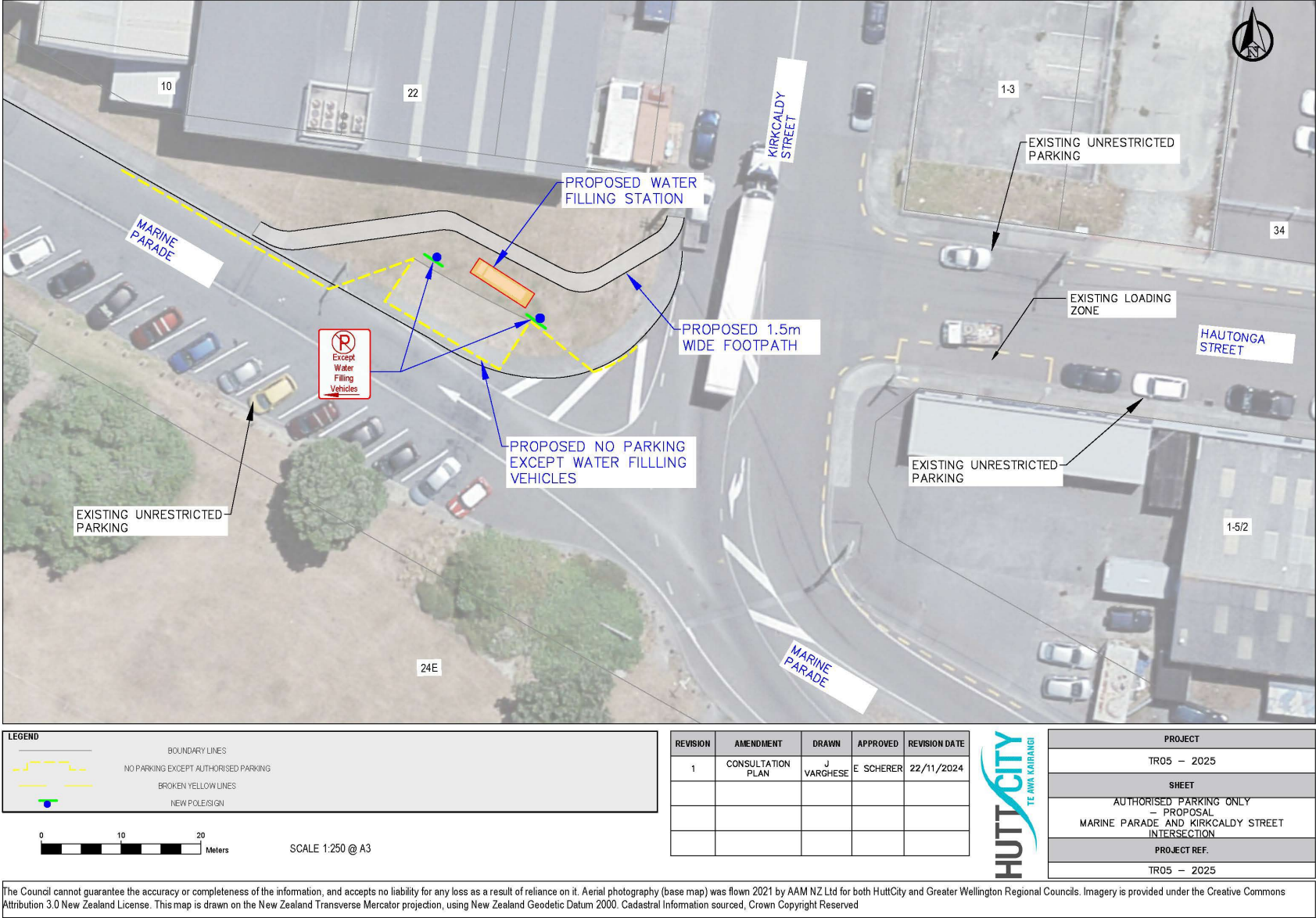
Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Install No Parking Except Water Filling Vehicles (At All Times) restriction for the new bulk water filling station located in the corner of Marine Parade and Kirkcaldy Street.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request from Wellington Water (WA) to install parking restrictions in the corner of Marine Parade and Kirkcaldy Street. Wellington Water is installing a new bulk water tanker filling stations located in the corner of Marine Parade and Kirkcaldy Street to reduce the risk to public health from the backflow of contaminants. These stations will be used by commercial water users, such as tanker operators to extract water for domestic supply or other purposes like dust suppression, road construction, and weed spraying. Currently, there is a footpath in the corner of Marine Parade and Kirkcaldy Street, and this will cause an issue for the tank operators to park beside the water filling station. Hence, WA are proposing to install a new alternative footpath adjacent to the existing footpath allowing safe passage to the pedestrians. Council engineers have assessed this site and are recommending changing existing unrestricted parking space to an authorised parking spaces only to the tank operators to operate at all times. This approach is consistent with other Road Controlling Authorities. The filling stations are strategically selected in three locations in Hutt City to ensure that the stations are accessible within approximately 15 minutes of traveling time. The sites for each water filling stations were carefully chosen based on several factors such as adequate water pressure for tankers without adversely affecting other customers, prioritizing non-residential areas, and avoiding sites that could disrupt road users. Other key considerations included minimizing pavement work, providing safe pathways for pedestrians and minimal impact on high-demand parking areas.



	<ul style="list-style-type: none"> The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed in the corner of Marine Parade and Kirkcaldy Street as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for authorized users. The changes support the efficient use of the filling station by commercial water tankers. Net parking impact: No parking loss
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Monday 09th December 2024.
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers. The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2024. If approved, the proposed changes will be installed within 3 months following the approval date.



23 January 2025

Report no: TSC2025/1/22

Proposed Authorised Parking - Waiu Street, Wainuiomata

Purpose of Report

1. This report seeks approval to install parking restrictions on Waiu Street, Wainuiomata. The proposed changes include:
 - a) 1x 'No Parking Except Water Filling Vehicles (At All Times)' restriction for the new bulk water filling station located outside 21 Waiu Street, Wainuiomata; and
 - b) sections of Broken Yellow Lines (BYLs) to facilitate safer manoeuvring for vehicles filling at the water station.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 1x 'No Parking Except Water Filling Vehicles (At All Times)' restriction for the new bulk water filling station located outside 21 Waiu Street, Wainuiomata, outlined in Appendix 1 to the report;
- (3) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' outside 21 Waiu Street, Wainuiomata, outlined in Appendix 1 to the report;
- (4) rescinds any previous resolutions related to traffic controls made under any bylaw to the extent that they conflict with the traffic controls outlined in this recommendation; and
- (5) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions have been installed.

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

Background

2. Council received a request from Wellington Water Limited (WWL) to install parking restrictions on Waiu Street, Wainuiomata.
3. WWL is installing a new bulk water tanker filling station outside 21 Waiu Street to reduce the risk of public health issues caused by backflow contaminants. Given the importance of this to the community, parking for water tankers must be available at all times.
4. These stations will be used by commercial water users, such as tanker operators, to extract water for domestic supply or for other purposes such as dust suppression, road construction, and weed spraying.
5. The filling stations have been strategically placed in three locations in Lower Hutt to ensure they are accessible within a travel time of 15 minutes. Tanker operators will park beside the filling station and access it using a swipe card.
6. The sites for each water filling station were carefully chosen based on several factors, such as adequate water pressure for tankers without adversely affecting other customers, prioritising non-residential areas, and avoiding locations that could disrupt road users. Other key considerations included minimising pavement work, providing safe pedestrian pathways, and minimising the impact on high-demand parking areas.
7. The existing parking configuration in this area is unrestricted, allowing vehicles to park long-term in these spaces.

Discussion

8. Council engineers have assessed the area and identified an existing footpath outside 21 Waiu Street, Wainuiomata, which will create issues for tanker operators parking beside the water filling station.
9. The safety issue associated with the footpath was discussed with WWL. As a result, they agreed to construct a new footpath behind the filling station, allowing pedestrians to walk safely without needing to navigate a tanker vehicle.
10. The proposal for the new footpath behind the filling station will be presented to the Infrastructure & Regulatory Committee at its meeting on 13 March 2025.
11. To improve road safety and mitigate the issues described above, officers propose changing the existing unrestricted parking space to authorised parking for tanker operators to use 'At All Times'. This approach is consistent with other Road Controlling Authorities (RCA).
12. In addition to the designated parking for water filling vehicles, sections of BYLs are included in the scope of the works to ensure drivers have clear visibility when a truck is filling at the station.

Options

13. The options are to:

- a) retain the existing parking configuration, with no further changes;
- b) approve the proposed time restriction changes outlined above and shown in Appendix 1 to the report; or
- c) make amendments as the Subcommittee deems appropriate for recommendation to Council.

14. Officers recommend option (b) above, as the proposed restrictions will better serve business needs. These changes are expected to benefit businesses and improve parking for commercial water tankers in the area.

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 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

17. Consultation was conducted from 26 November 2024 to 9 December 2024. A total of 34 letters were delivered to directly affected residents and businesses within a catchment area of approximately 100m radius of the proposed site.
18. No submissions have been received.
19. A copy of the consultation letter is included as Appendix 2 to the report.
20. The Wainuiomata Community Board at its meeting on 12 February 2025 endorsed the recommendations contained in the report.

Legal Considerations

21. 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

22. The installation cost will be covered by the Hutt City Council budget allocated for Wellington Water projects in the 2024/25 financial year.

Appendices

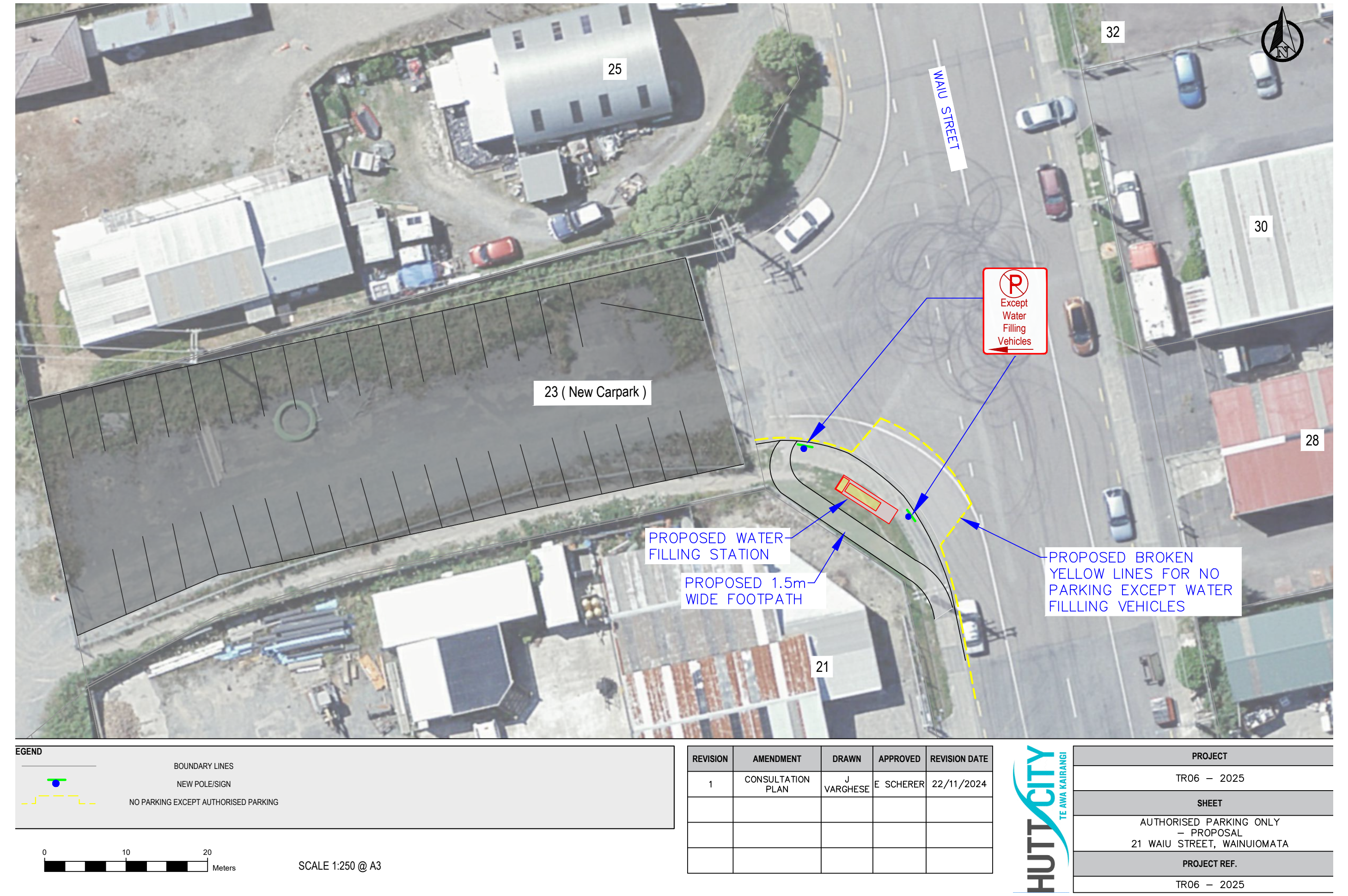
No.	Title	Page
1 ↓	Appendix 1 - Proposed Authorised Parking - Waiu Street Consultation Plan	27
2 ↓	Appendix 2: Proposed Authorised Parking - Waiu Street Consultation Letter	28

Author: Jojo Varghese
Traffic Engineer

Author: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



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



26 November 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Install No Parking Except Water Filling Vehicles (At All Times) restriction for the new bulk water filling station outside property no. 21 Waiu Street, Wainuiomata.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request from Wellington Water (WA) to install parking restrictions outside no.21 Waiu Street. Wellington Water is installing a new bulk water tanker filling stations outside property no. 21 Waiu Street to reduce the risk to public health from the backflow of contaminants. These stations will be used by commercial water users, such as tanker operators to extract water for domestic supply or other purposes like dust suppression, road construction, and weed spraying. As per current parking restrictions, drivers can park outside no.21 Waiu Street for unlimited hours, and this will cause an issue for the tank operators to park beside the water filling station. Council engineers have assessed this site and are recommending changing existing unrestricted parking space to an authorised parking spaces only to the tank operators to operate at all times. This approach is consistent with other Road Controlling Authorities. The filling stations are strategically selected in three locations in Hutt City to ensure that the stations are accessible within approximately 15 minutes of traveling time. The sites for each water filling stations were carefully chosen based on several factors such as adequate water pressure for tankers without adversely affecting other customers, prioritizing non-residential areas, and avoiding sites that could disrupt road users. Other key considerations included minimizing pavement work, providing safe pathways for pedestrians and minimal impact on high-demand parking areas. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside property no. 21 Waiu Street, Wainuiomata as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for authorized users. The changes support the efficient use of the filling station by commercial water tankers. Net parking impact: No parking loss

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



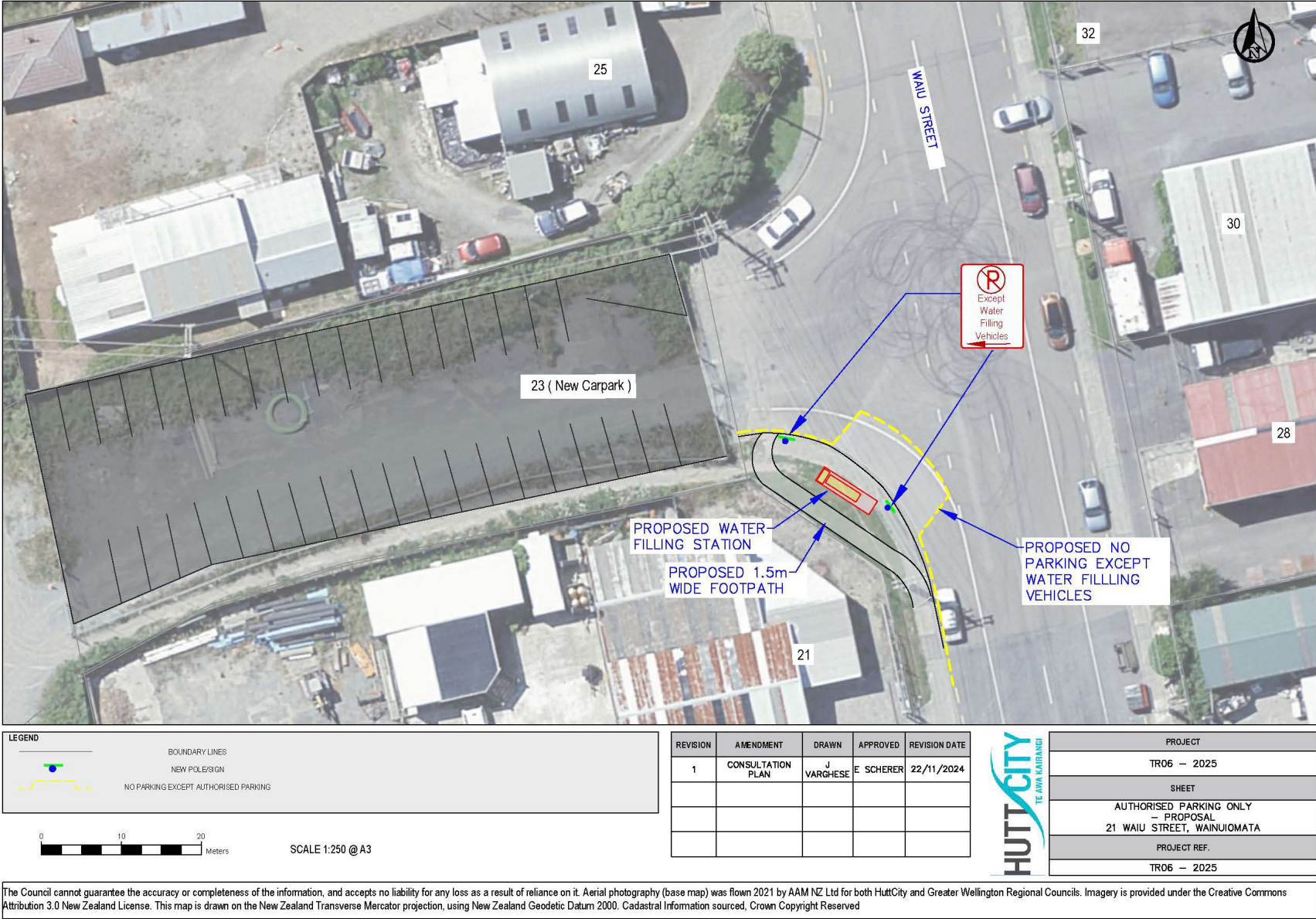
/huttcitycouncil

0800 488 824

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

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

Have your say	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz• Please note, if you are giving feedback, please submit it before 5:00pm on Monday 09th December 2024.
Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2024.• If approved, the proposed changes will be installed within 3 months following the approval date.



24 January 2025

Report no: TSC2025/1/23

Proposed Unrestricted Parking - St Albans Grove, Woburn (Hutt Valley High School)

Purpose of Report

1. This report seeks approval for the conversion of 6x P120 (standard hours) parking spaces to 6x unrestricted parking spaces, between properties 1 and 7 St Albans Grove, Woburn.
2. The changes aim to improve parking availability for nearby Hutt Valley High School staff as well as the general public.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of 6x P120 (standard hours) parking spaces to 6x unrestricted parking spaces between properties 1 and 7 St Albans Grove, Woburn, outlined in Appendix 1 attached to the report;
- (3) rescinds any previous resolutions related to traffic controls made under any bylaw to the extent that they conflict with the traffic controls outlined in this recommendation; and
- (4) notes that this matter will take effect once the traffic control devices indicating the restrictions outlined 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. Council officers received a request from Hutt Valley High School for improved long-term parking in the surrounding area of the school.

4. The current parking configuration around the school consists of P120 'At All Times' spaces, which were originally installed to meet the school's needs. However, the school has reported that with ongoing building work at the school this parking arrangement does not provide staff with enough time to relocate their vehicles during peak class hours. Additionally, alternative parking options are located too far from the school, causing inconvenience for staff.

Discussion

5. Based on the school's needs, Council engineers conducted a parking study in the area. The results showed that P120 'At All Times' parking restrictions are already in place on St Albans Grove. Converting these spaces to unrestricted parking will help address the issues raised by Hutt Valley High School staff and better balance parking needs for both school users and local residents.
6. To improve parking, Council officers propose converting 6x P120 parking spaces on St Albans Grove to unrestricted parking.
7. The school was informed that parking turnover may pose a challenge for their staff. Therefore, the school will need to discuss early start arrangements with its staff.

Options

8. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed amendments to the time restrictions outlined above and shown in Appendix 1 of the report; or
 - c) make further amendments as the subcommittee deems appropriate for recommendation to Council.
9. Officers recommend option (b) as it will provide better outcomes for the community and encourage parking turnover for school staff.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's [Climate Change Considerations Guide](#).
11. 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

12. Before consultation, officers directly engaged with the Principal of Hutt Valley High School, who supported the installation of unrestricted parking spaces.

13. Consultation was conducted from 26 November to 10 December 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.
14. A total of 30 letters were distributed to property owners, including the school, which shared the plans with students' parents.
15. We received five submissions, two in support of the proposal and three opposing it. The main concerns raised by residents were the lack of parking for visitors and the belief that most parking spaces would be used by the school. Residents also noted that the school has nearby parking spaces it could utilise.
16. In response, Council officers have amended the plan to make changes solely to the western side of St Albans Grove, as outlined in Appendix 1 of the report, to address the needs of all stakeholders. The revised proposal includes six unrestricted parking spaces on the western side. On the eastern side of the road, the parking next to the school's sports court will remain unrestricted, while the parking outside residents' properties will remain P120 time restricted.
17. The amended plan was sent to the Principal of the school, with a justification of the changes made. The school has expressed no concerns with the updated plans.

Legal Considerations

18. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

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

Appendices

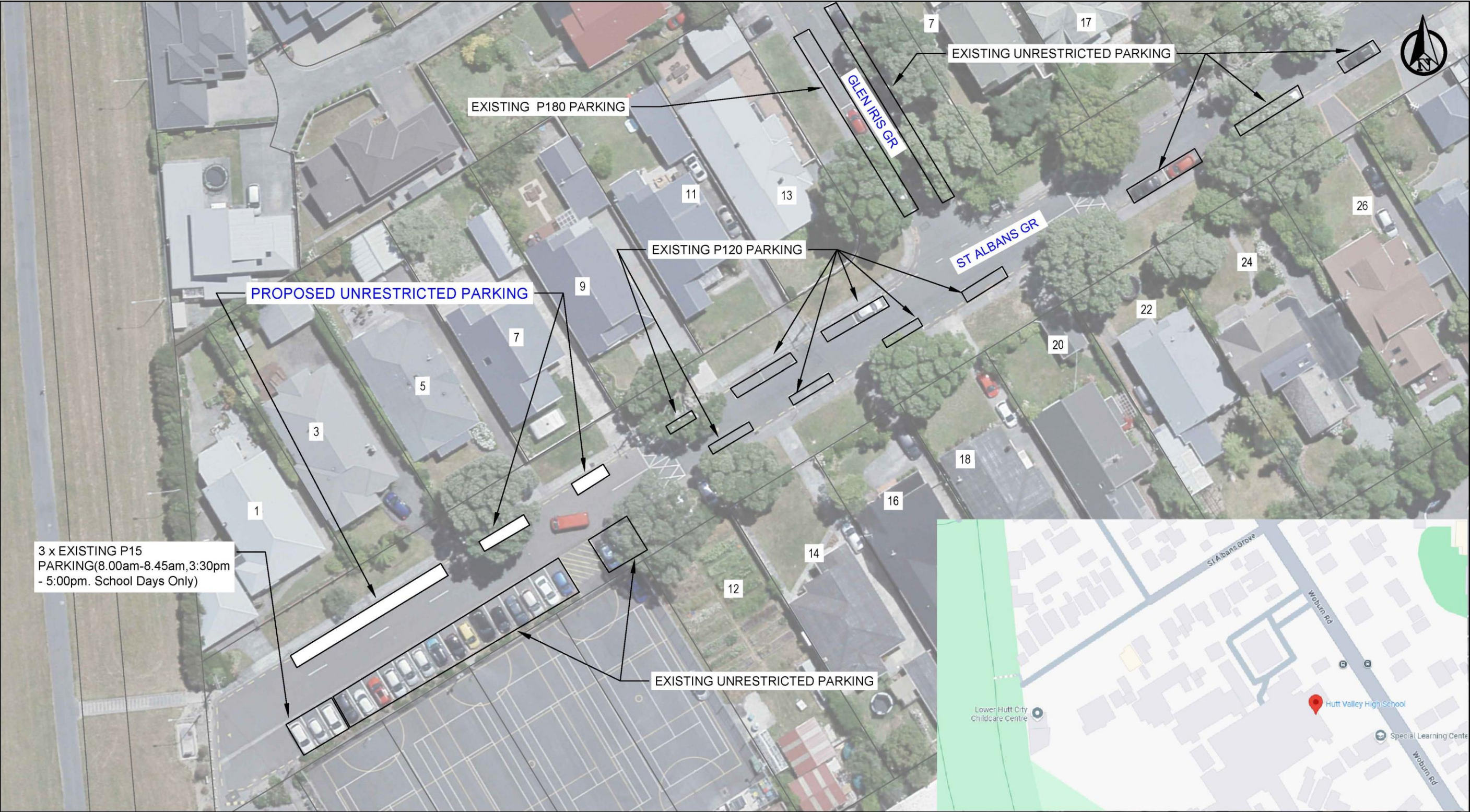
No.	Title	Page
1 ↓	Appendix 1: Proposed Unrestricted Parking - St Albans Grove, Woburn (Hutt Valley High School) - Plan	34
2 ↓	Appendix 2: Consultation Letter	35

Author: Rogan Murugadhas, Traffic Engineer

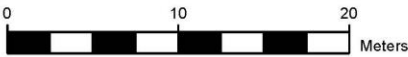
Reviewed By: Evandro Scherer, Transport Engineering Manager

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development



LEGEND			
	BOUNDARY LINES		
	PROPOSED UNRESTRICTED PARKING		



SCALE 1:500 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	R MURUGADHAS	E SCHERER	21/11/2024
2	AMENDMENT	R MURUGADHAS	E SCHERER	12/12/2024



PROJECT
TR13 - 2025
SHEET
PROPOSED UNRESTRICTED PARKING - ST ALBANS GR
PROJECT REF.
TR13 - 2025

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons Attribution 3.0 New Zealand License. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000. Cadastral Information sourced, Crown Copyright Reserved



26 November 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

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

What we are proposing	<ul style="list-style-type: none"> Converting 15xP120 to unrestricted parking spaces between properties no.1 and 20, St Albans Grove, Woburn.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received a request from Hutt Valley High School for the Council to improve long-term parking in the surrounding area of the school. The existing parking configuration around the school is limited to P120 "At All Times". These parking spaces were previously installed for the school needs, however, the school reported that it doesn't allow staff members enough time to relocate their vehicles during peak class hours. By vacating the parking space, the alternative parking spaces are distant from the school, and this causes inconvenience to staffs. Based on the school needs, Council engineers undertook a parking study. The results indicated that there are already parking restrictions (P120) on St Albans Grove "At All Times". Converting these parking spaces to unrestricted parking spaces will help mitigate the parking issues described by staff from Hutt Valley High School and balance the need for parking for both school users and residents of the area. To improve parking, Council officers are proposing to convert 15 x P120 parking spaces on St Albans Grove to unrestricted parking along St Albans Grove. An early engagement has been conducted with the school management, and they are supportive of the proposal. The proposed restrictions align with the council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed at St Albans Grove, Woburn as per the appended plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves the parking hours for staff as well as the general public. The proposal results in a net loss of zero parking spaces.
Notes	<ul style="list-style-type: none"> Alternate off-street parking is readily available in the vicinity.
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 10th December 2024

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



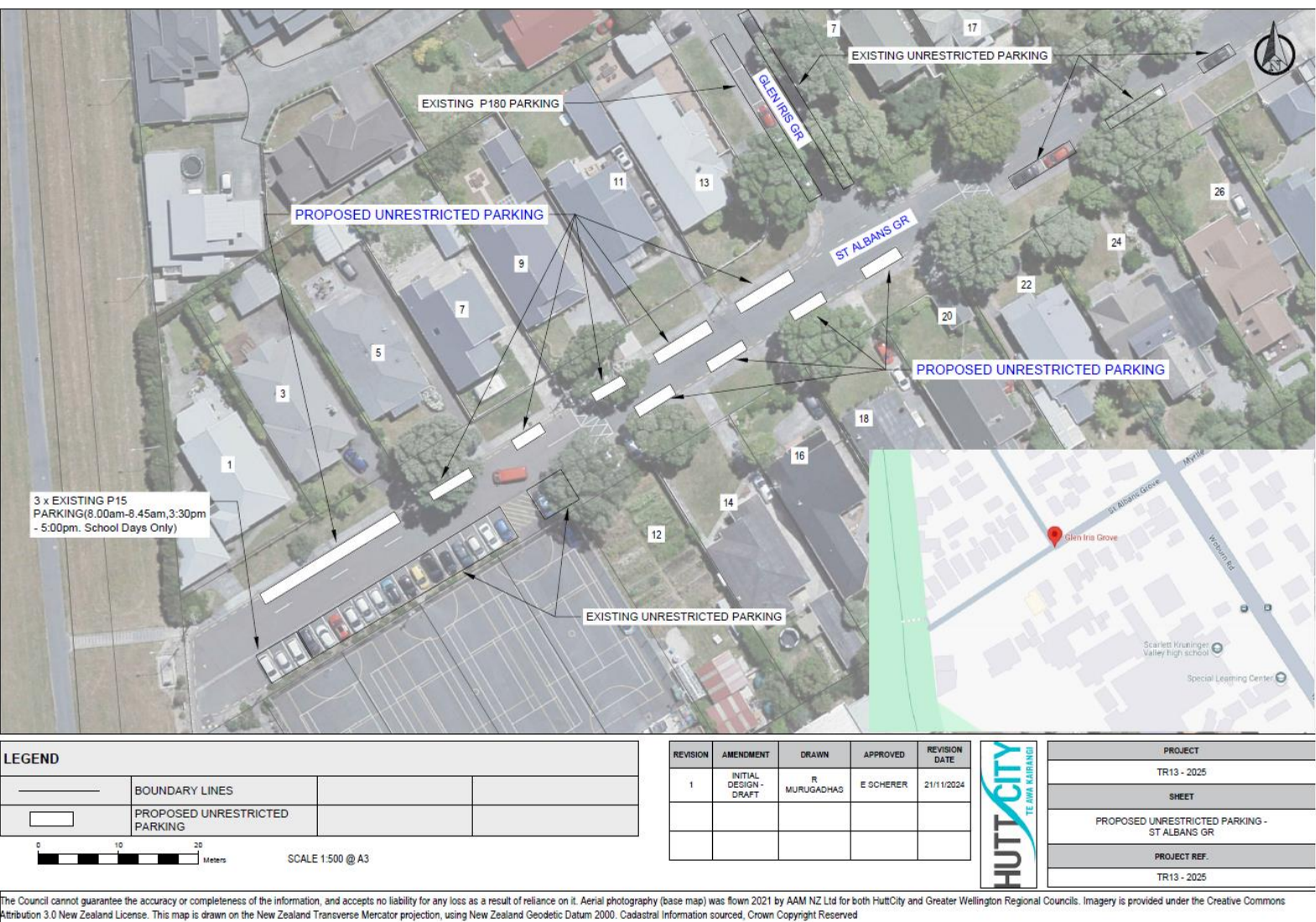
/huttcitycouncil

0800 488 824

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

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

Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2025• If approved, the proposed changes will be installed within 3 months following the approval date.
-------------------	---



St Albans Grove. Woburn Consultation letter / 24 November 2024/ Version 1.2

P.3

24 January 2025

Report no: TSC2025/1/21

Proposed Time Limited Parking - Hardy Street, Waterloo (Waterloo School)

Purpose of Report

1. This report seeks approval for parking changes on Hardy Street, Waterloo that will improve parking availability during school pick-up and drop-off hours at Waterloo School. The proposal includes:
 - a) the installation of 2x P10 parking spaces (Monday to Friday, 8:15-9:15am and 2:45-3:45pm, School Days only) outside 27 Hardy Street;
 - b) the conversion of 7x existing P5 parking spaces to P10 parking spaces (Monday to Friday, 8:15-9:15am and 2:45-3:45pm, School Days only) to outside 26 Hardy Street; and
 - c) the installation of proposed Broken Yellow Lines (BYLs) with 'No Stopping At All Times' road markings outside 30 Hardy Street.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of the existing clearway into 2x P10 parking spaces (Monday to Friday, 8:15-9:15am and 2:45-3:45pm, School Days only) outside property 27 Hardy Street, Waterloo; as shown in Appendix 1 of the report;
- (3) approves the conversion of 7x existing P5 parking spaces to P10 parking spaces (Monday to Friday, 8:15-9:15am and 2:45-3:45pm, School Days only) outside 26 Hardy Street, Waterloo, as shown in Appendix 1 of the report;
- (4) approves the conversion of the existing clearway into Broken Yellow Lines (BYLs) with 'No Stopping At All Times' parking restrictions outside 30 Hardy Street, Waterloo, as shown in Appendix 1 of the report;
- (5) 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
- (6) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this resolution have been installed.

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

Background

2. Council officers received a request from Waterloo School to increase the number of parking spaces available for the school. The request proposed that Council introduce parking restrictions outside 27 Hardy Street, Waterloo, directly opposite the school.
3. Currently, parking restrictions prohibit drivers from parking outside 27 Hardy Street during school hours. A 'Clear Way' sign was installed at this location to maintain visibility for the kea crossing. However, Council engineers have reviewed the area and found that the 'Clear Way' signs are ineffective, leading to traffic issues during school hours.
4. During school hours, parents frequently park illegally in the 'Clear Way' area, requiring regular enforcement by parking officers. While maintaining the 'Clear Way' area offers some benefits, Council engineers observed that vehicle speeds are low during school hours and the kea crossing is patrolled. They concluded that removing the 'Clear Way' area outside 27 Hardy Street would improve parking availability without compromising the safety of school children.

Discussion

5. Council engineers recommend converting the 'Clear Way' area outside 27 Hardy Street to 2x P10 parking spaces during morning and afternoon peak pick-up and drop-off times. Outside these proposed hours, parking will remain unrestricted.
6. Furthermore, Council officers have identified that the existing P5 parking restrictions outside 26 Hardy Street no longer meet Council's current standards. It is recommended that these P5 spaces be converted to P10 parking during morning and afternoon peak times to better facilitate school drop-offs and pick-ups. This change will also support parking officers in managing and monitoring the area more effectively.
7. Prior to public consultation, Council officers engaged directly with the school to discuss the most suitable locations for the proposed P10 parking spaces. The school expressed support for the changes being presented.

Options

8. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed amendments to the time restrictions as outlined above and shown in Appendix 1 attached to the report; or
 - c) make further amendments as the subcommittee deems appropriate for recommendations to Council.
9. Officers recommend option (b) as it will deliver better outcomes for the community and promote parking turnover for caregivers at the school.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
11. 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

12. Before consultation, officers discussed options with the Principal of Waterloo School, who supported the installation of three additional parking spaces for use during school pick-up and drop-off hours.
13. Consultation was conducted from 26 November to 10 December 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.
14. A total of 55 letters were distributed to property owners, including the school, which shared the plans with families of the students.
15. The consultation letter included converting the 'Clear Way' area outside 30 Hardy Street to P10 parking. This proposal was amended to the installation of broken yellow lines at this location based on feedback received.
16. One negative submission was received which raised concerns about the proposed installation of P10 parking outside 30 Hardy Street. The submission emphasised that the existing 'Clear Way' at this location provides safe access to the school driveway and the nearby property. In response, officers have revised the plan and are now proposing the installation of BYLs, as these markings are more effective from an enforcement perspective.

Legal Considerations

17. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

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

Appendices

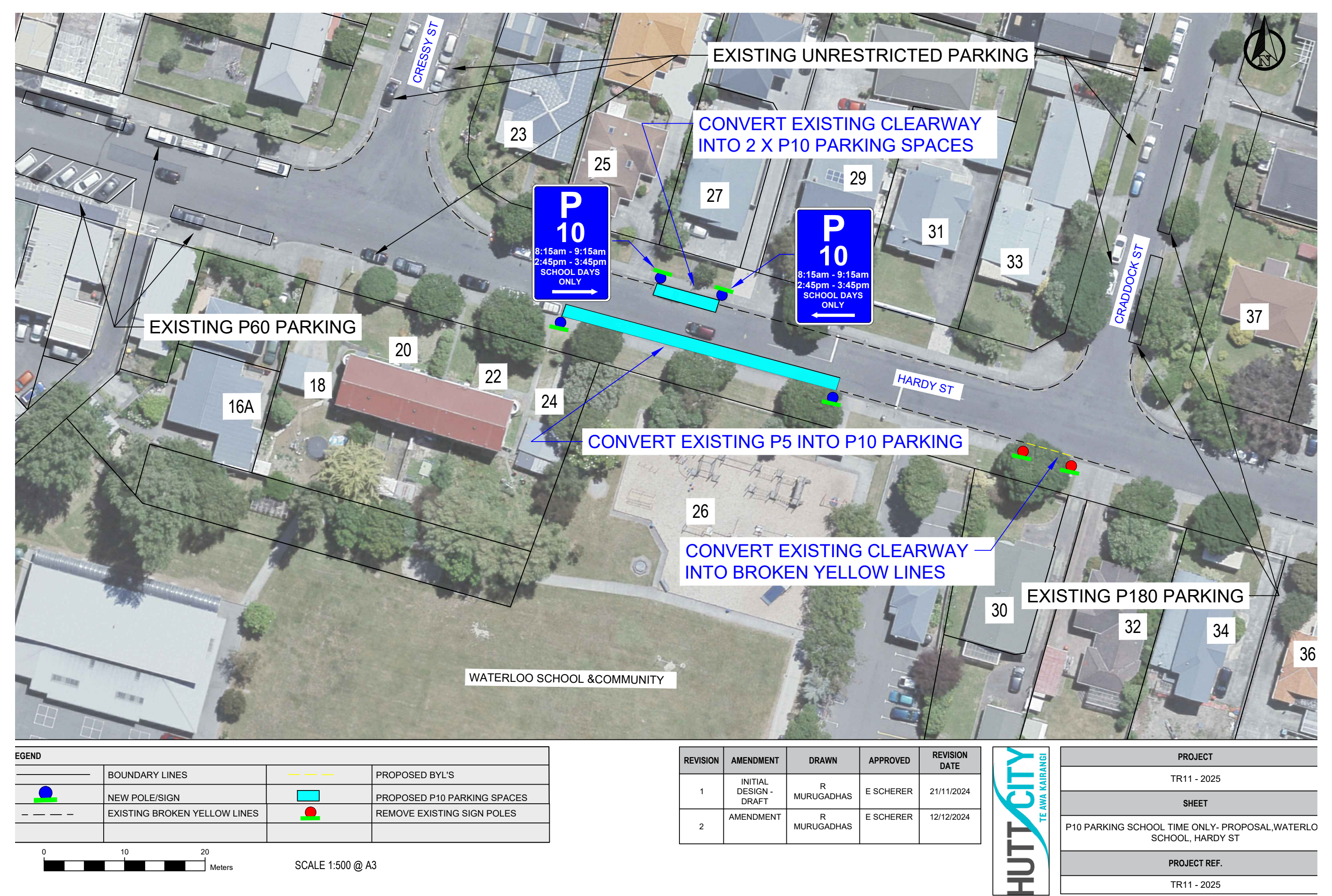
No.	Title	Page
1 ↓	Appendix 1: Proposed Time Limited Parking - Hardy Street, Waterloo - Plan	41
2 ↓	Appendix 2: Consultation Letter	42

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



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



26 November 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Install 3x new P10 (between 8.15 - 9.15am & 2.45am- 3.45pm, School Days only) parking restrictions outside property no. 27 Hardy Street (Waterloo School & Community) and 30 Hardy Street, Waterloo. Convert 7x Existing P5 parking restrictions outside 26 Hardy Street to P10 (between 8.15 -9.15am & 2.45am - 3.45pm, School Days only) parking spaces.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request to install time-limited parking restrictions outside 27 and 30 Hardy Street. The request was received from the Waterloo School. As per current parking restrictions, drivers can park outside 27 Hardy Street for unlimited hours outside the school pickup and drop off times and no parking during the school pickup and drop off times. This is causing an issue for the parents dropping off and picking up the kids from the school. The capacity of the school is for nearly 600 students, with limited parking within their carpark. Provided the high number of students, the need for parking spaces at pick-up/drop-off hours has to be higher than other schools. 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. In addition to this, Council officers have also found out that the existing P5 restrictions outside 26 Hardy Street in no longer with Council's standards. Officers recommend converting it 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. An early engagement has been conducted with the school management, and they are supportive of the proposal. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside 27 Hardy Street, 26 Hardy Street and 30 Hardy Street, Waterloo (Waterloo School) as per attached plans.

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



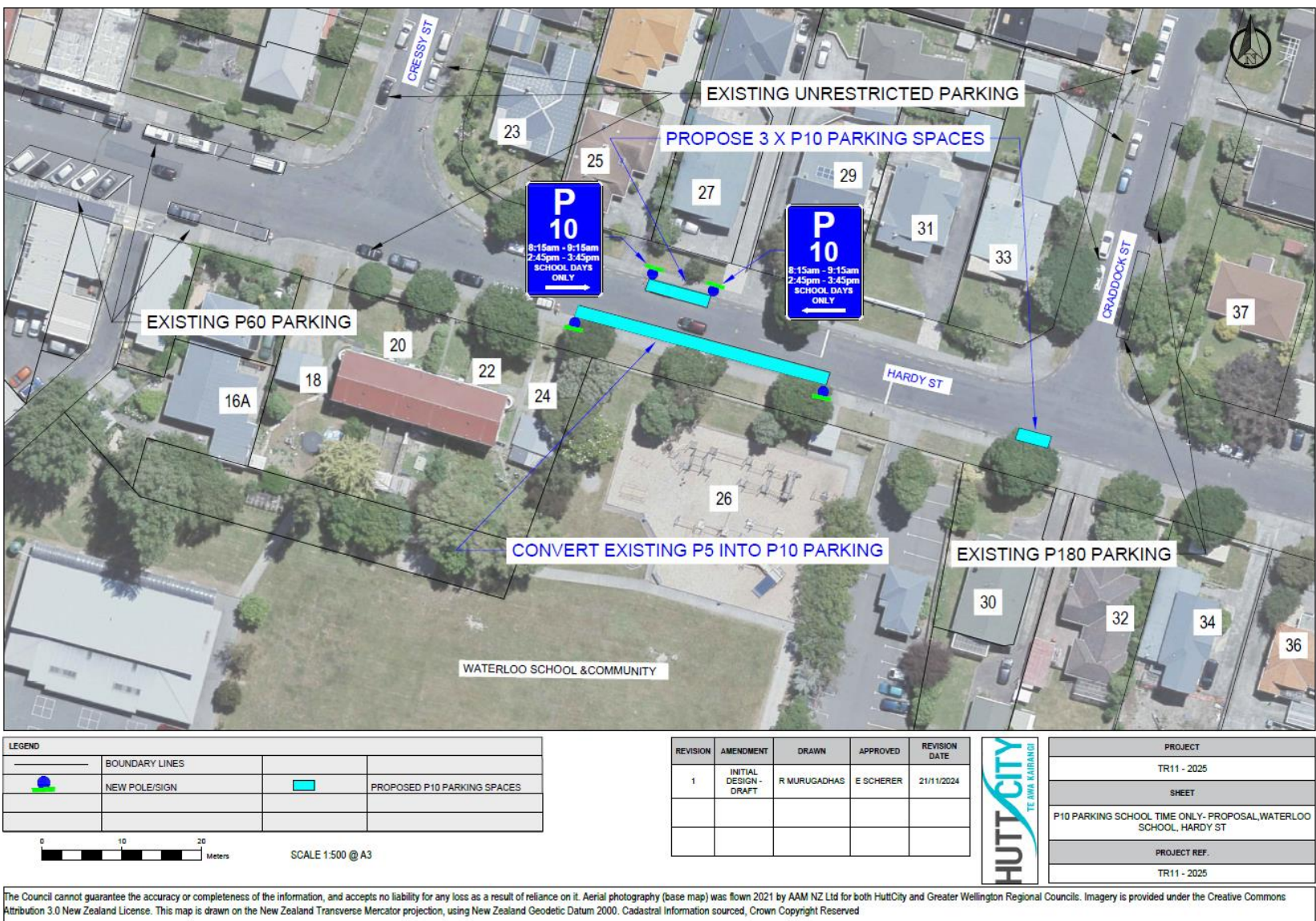
/huttcitycouncil

0800 488 824

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

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

Impact Will the change achieve	<ul style="list-style-type: none"> • The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for the parents to pick up and drop off kids during morning and evening peak times. • The changes support School wellbeing and Health & Safety from their parked cars. • Net parking impact: two parking spaces to be converted from unlimited to P10 (8:15am- 9:15am and 2:45pm- 3:45pm).
Have your say	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz • Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 10^h December 2024.
Next steps	<ul style="list-style-type: none"> • Submissions will be reviewed, and a recommendation will be made by Council Officers • The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20^h February 2024 • If approved, the proposed changes will be installed within 3 months following the approval date.



Waterloo School, Hardy Street Consultation letter / 25 November 2024 / Version 1.2

24 January 2025

Report no: TSC2025/1/15

Proposed Time Limited Parking - William Street, Petone (Wilford Primary School)

Purpose of Report

1. This report seeks approval for the installation of 4x P10 parking spaces (Monday to Friday, 8:15am-9:15am and 2:45pm-3:45pm / School Days only), outside 100A William Street (Wilford Primary School), Petone.
2. The proposal also includes the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' restrictions - outside the driveway of Wilford Primary School, located at 100A William Street, Petone.
3. The changes aim to improve parking availability during school pick-up and drop-off times at Wilford Primary School.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 4x P10 parking spaces (Monday to Friday, 8:15am-9:15am and 2:45pm-3:45pm, school days only), outside 100A William Street, Petone, outlined in Appendix 1 attached to the report;
- (3) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' outside 100A William Street, Petone, outlined in Appendix 1 attached to the report;
- (4) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this recommendation; and
- (5) notes that the changes will take effect once the traffic control devices indicating the recommended restrictions have been installed.

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

Background

4. Council received a request from Wilford Primary School to install time-limited parking restrictions outside 100A William Street, Petone.
5. The current parking configuration outside 100A William Street is unrestricted. During school hours, parking often reaches capacity, making it difficult for parents to drop off or pick up their children from the school.

Discussion

6. Council engineers have assessed the location and following discussions with the school, agreed to install 4x P10 parking spaces during school pick-up and drop-off times. Outside these times, parking will remain unrestricted.
7. The proposed time-limited parking aims to balance the area's parking needs by enabling unrestricted parking outside school drop-off and pick-up times.
8. In addition to the changes outlined above, Council officers have included BYLs outside the school's main driveway. Observations indicate that parents often park illegally at this driveway and the BYLs will help mitigate this issue.

Options

9. The options are to:
 - a) retain the existing parking configuration with no further changes;
 - b) approve the proposed time restrictions as outlined above and shown in Appendix 1 of the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
10. Officers recommend option (b) as it will provide better outcomes for the community and encourage parking turnover for school parents.

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. 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

13. Before consultation, officers consulted with the Principal of Wilford Primary School, who supported the installation of four parking spaces for use during school pick-up and drop-off times.

14. Consultation was undertaken from 26 November 2024 to 9 December 2024, covering a catchment area with an approximate 100m radius from the proposed site. The consultation letter is attached as Appendix 2 to the report.
15. A total of 47 letters were distributed to property owners, including Wilford Primary School, which shared the plans with the parents of its students.
16. One response was received from Wilford Primary School, which was in favour of the proposal. In its response, it highlighted that the proposal would improve parking accessibility for parents and enhance safety for children commuting to and from school. Parents also expressed strong support for the introduction of 10-minute parking spaces.
17. The Petone Community Board at its meeting on 10 February 2025 endorsed the recommendations contained in the report.

Legal Considerations

18. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

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

Appendices

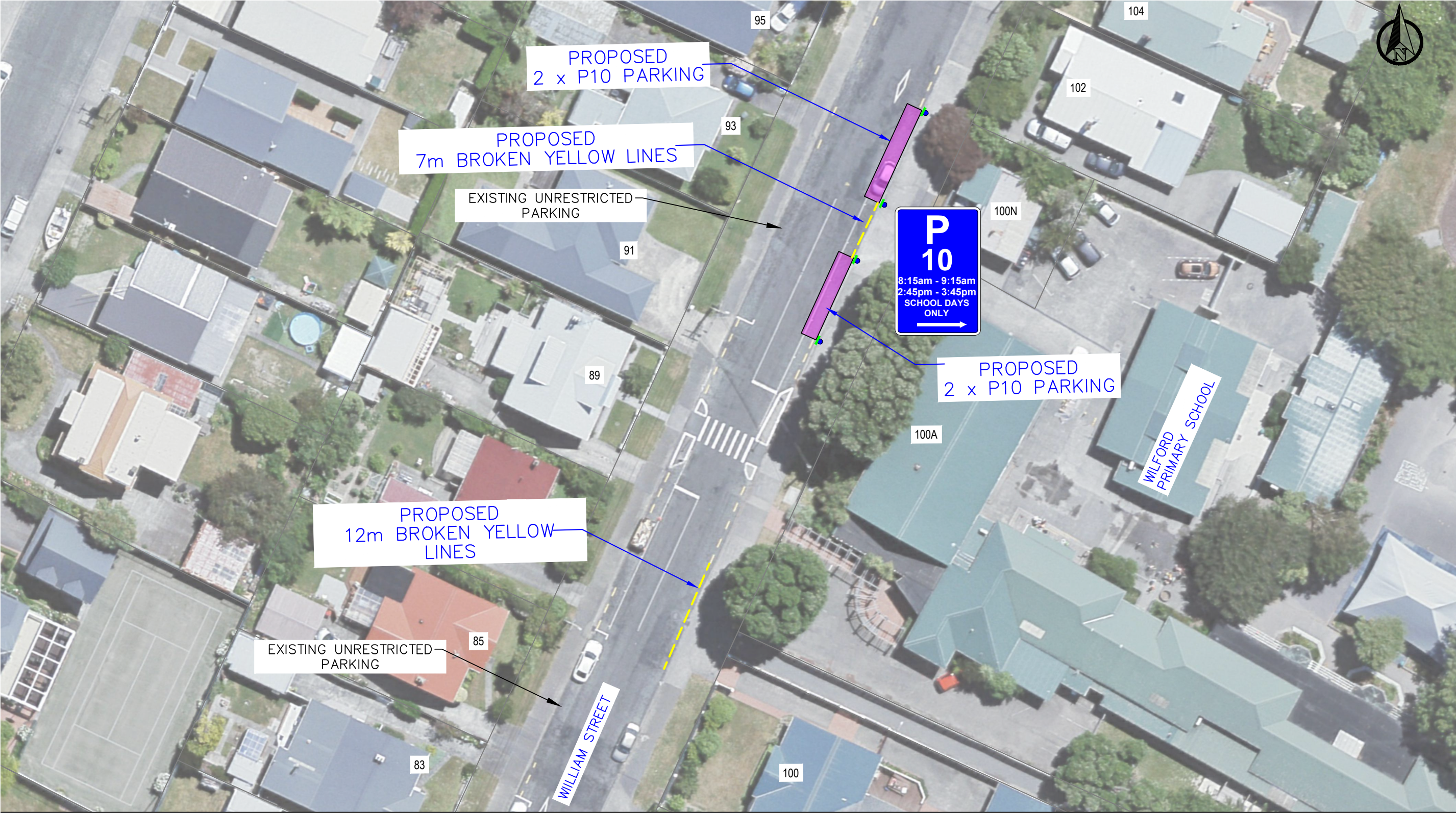
No.	Title	Page
1	Appendix 1: Proposed Time Limited Parking - William Street Plan	48
2	Appendix 2: Proposed Time Limited Parking - William Street Consultation Letter	49

Author: Jojo Varghese
Traffic Engineer

Author: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Lucie Desrosiers
Acting Director Economy and Development



LEGEND			
	BOUNDARY LINES		PROPOSED P10 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	22/11/2024

TE AWA KAIRANGI

PROJECT
TR10 – 2025
SHEET
TIME RESTRICTED PARKING FOR SCHOOL DAYS ONLY – PROPOSAL WILLIAM STREET
PROJECT REF.
TR10 – 2025

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



26 November 2024

PROPOSED CHANGES IN YOUR AREA

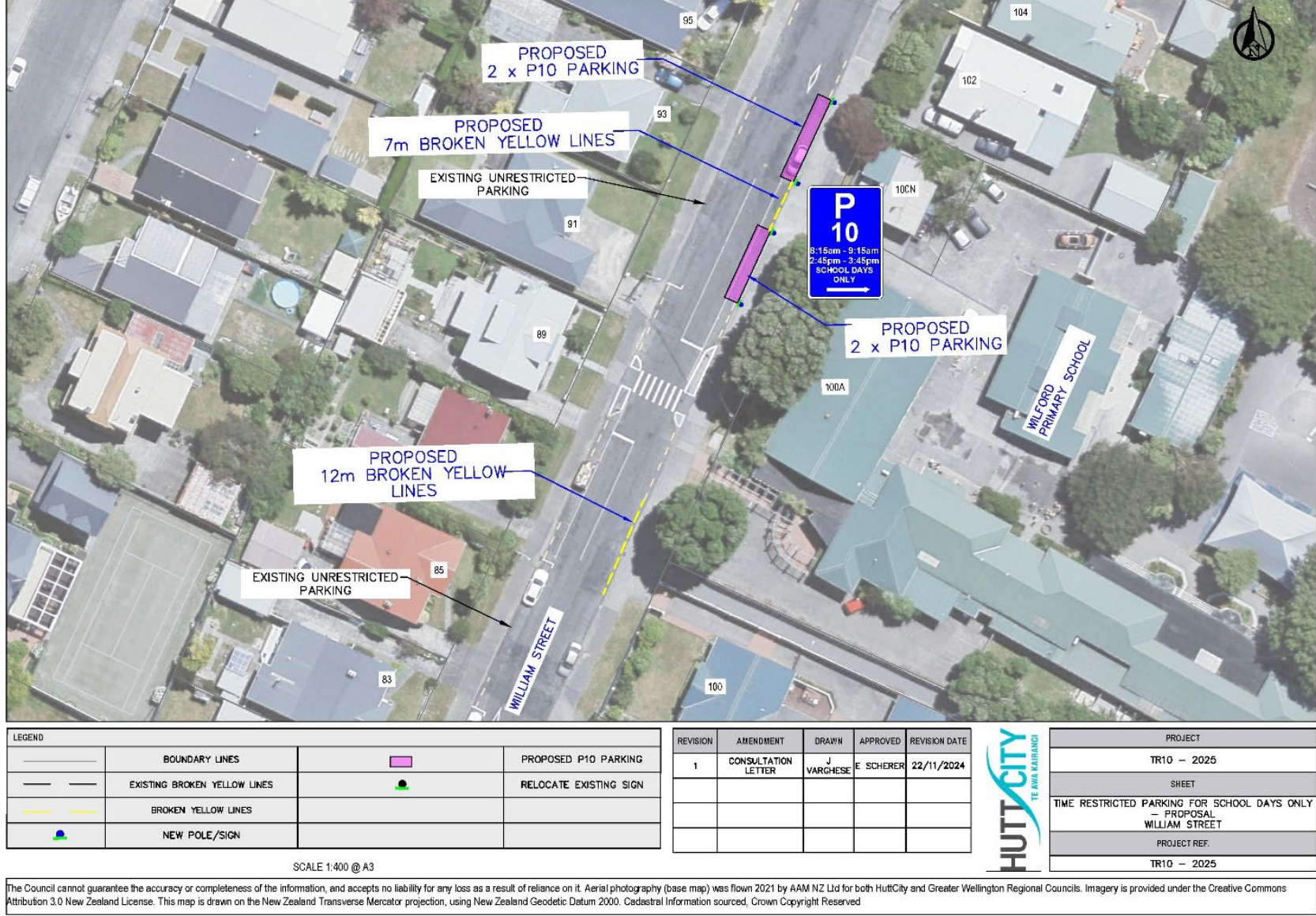
Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Install 4 x P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm, School Days only) parking restrictions outside property no. 100A William Street (Wilford Primary School), Petone.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request to install time-limited parking restrictions outside Wilford Primary School. The request was received from the Wilford Primary School. As per current parking configuration, drivers can park outside 100A William 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 four 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. To mitigate driveway obstructions, HCC engineers are proposing Broken Yellow Lines (BYLs) in front of school's driveways where vehicle accessibility can be a potential issue. The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> The changes are proposed outside 100A William Street, Petone (Wilford Primary School) as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for the parents to pick up and drop off kids during morning and evening peak times. The changes support School wellbeing and Health & Safety from their parked cars. Net parking impact: four parking spaces to be converted from unlimited to P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm).



Have your say	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz• Please note, if you are giving feedback, please submit it before 5:00pm on Monday 09th December 2024.
Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2024• If approved, the proposed changes will be installed within 3 months following the approval date.



24 January 2025

Report no: TSC2025/1/16

Proposed Time Limited Parking - Britannia Street, Petone (Sacred Heart School)

Purpose of Report

1. This report seeks approval for the installation of 3x P10 parking spaces (Monday to Friday, 8:15am-9:15am and 2:45pm-3:45pm, school days only), outside 33 Britannia Street (Sacred Heart School), Petone.
2. The changes are to improve parking availability at Sacred Heart School during school pick-up and drop-off times.

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, 8:15am-9:15am and 2:45pm-3:45pm, school days only), outside 33 Britannia Street (Sacred Heart School), Petone, outlined in Appendix 1 attached to the report;
- (3) rescinds any previous resolutions related to traffic controls made under any bylaw to the extent that they conflict with the traffic controls outlined in this recommendation; and
- (4) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions have been installed.

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

Background

3. Council received a request from Sacred Heart School to install time-limited parking restrictions outside the school at 33 Britannia Street, Petone.
4. The existing parking configuration outside 33 Britannia Street is unrestricted, with no designated pick-up/drop-off parking spaces.

5. The existing parking arrangements make it difficult for parents to drop off or pick up their children as there has been an increase of parking in the vicinity of the school. To address this issue, Council officers propose installing 3x P10 parking spaces.

Discussion

6. Council engineers assessed the road and following discussions with the school, agreed to install 3x P10 parking spaces during school pick-up and drop-off times. Outside these times, parking will remain unrestricted.
7. The implementation of time-limited parking is proposed to balance the area's parking needs by allowing unrestricted parking outside school drop-off and pick-up times.

Options

8. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed time restriction changes outlined and shown in Appendix 1 of the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
9. Officers recommend option (b) as it will provide better outcomes for the community and encourage parking turnover for parents at the school.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
11. 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

12. Prior to consultation, officers discussed options with the Principal of Sacred Heart School who supported the installation of three parking spaces for use during school pick-up and drop-off times.
13. Consultation was conducted from 26 November 2024 to 9 December 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.
14. A total of 69 letters were distributed to property owners, including the school. Council officers asked the principal to engage with parents to provide feedback on the proposed changes.
15. Three submissions were received: two submissions were in support of the proposed parking changes, and one agreed with the need for drop off/pick up parking, but raised concerns.

16. The concern was the loss of parking spaces for nearby residents. The resident expressed concerns about increased congestion on the street due to the new development at 55 Britannia Street and parents parking for over an hour before pick-up, often close to driveways. However, following a subsequent site visit, Council engineers remain confident that the proposed time restrictions will create available spaces in the designated P10 parking for parents, thereby reducing the likelihood of congestion and minimising parking disputes.
17. The Petone Community Board at its meeting on 10 February 2025 endorsed the recommendations contained in the report.

Legal Considerations

18. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

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

Appendices

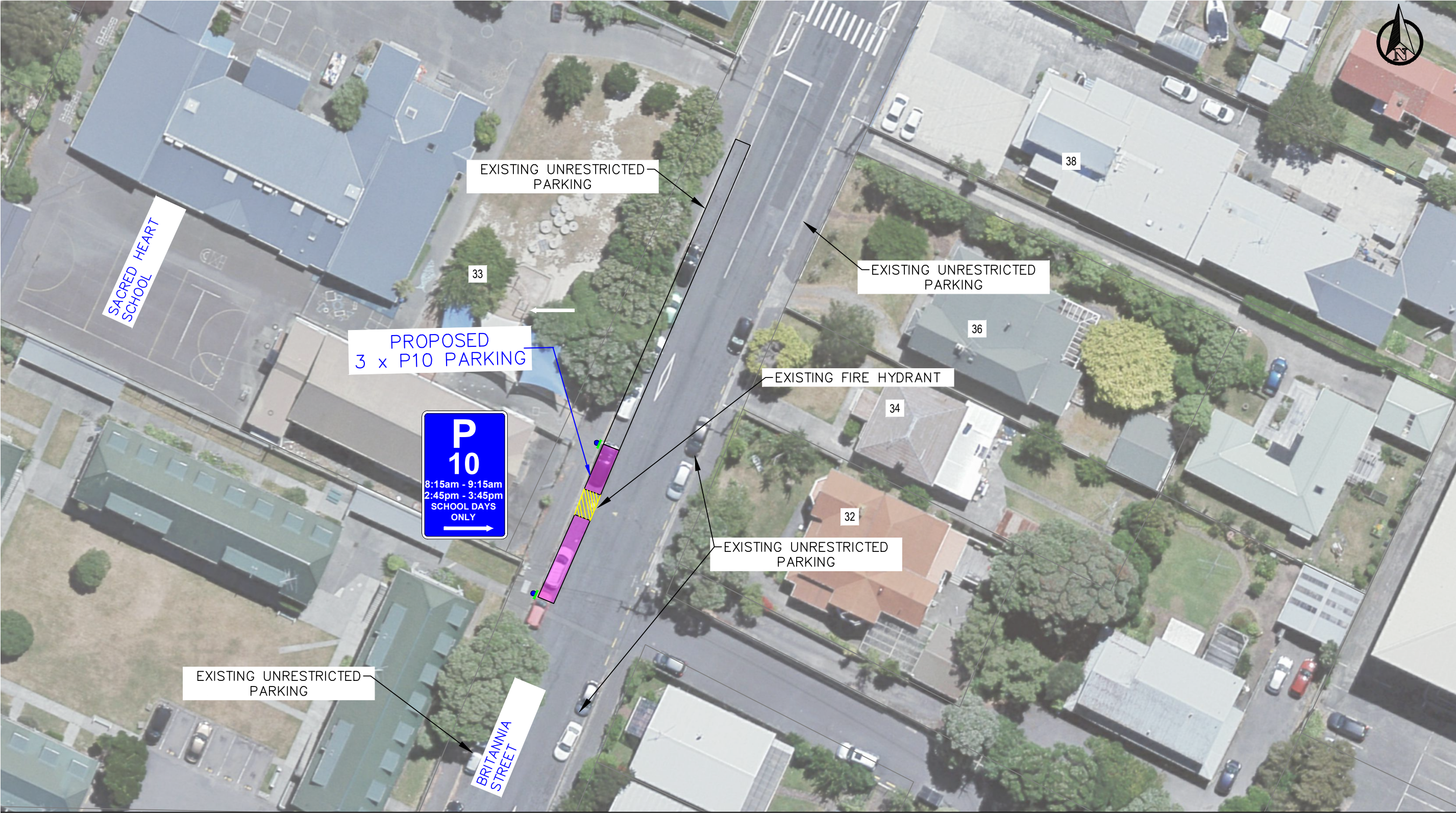
No.	Title	Page
1	Appendix 1: Proposed Time Limited Parking - Britannia Street, Petone	55
2	Appendix 2: Proposed Time Limited Parking - Britannia Street Consultation Letter	56

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



LEGEND			
	BOUNDARY LINES		PROPOSED P10 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	22/11/2024



PROJECT
TR09 – 2025
SHEET
TIME RESTRICTED PARKING FOR SCHOOL DAYS ON – PROPOSAL BRITANNIA STREET
PROJECT REF.
TR09 – 2025

Hutt City 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 Attribution-NonCommercial-ShareAlike license.



26 November 2024

PROPOSED CHANGES IN YOUR AREA

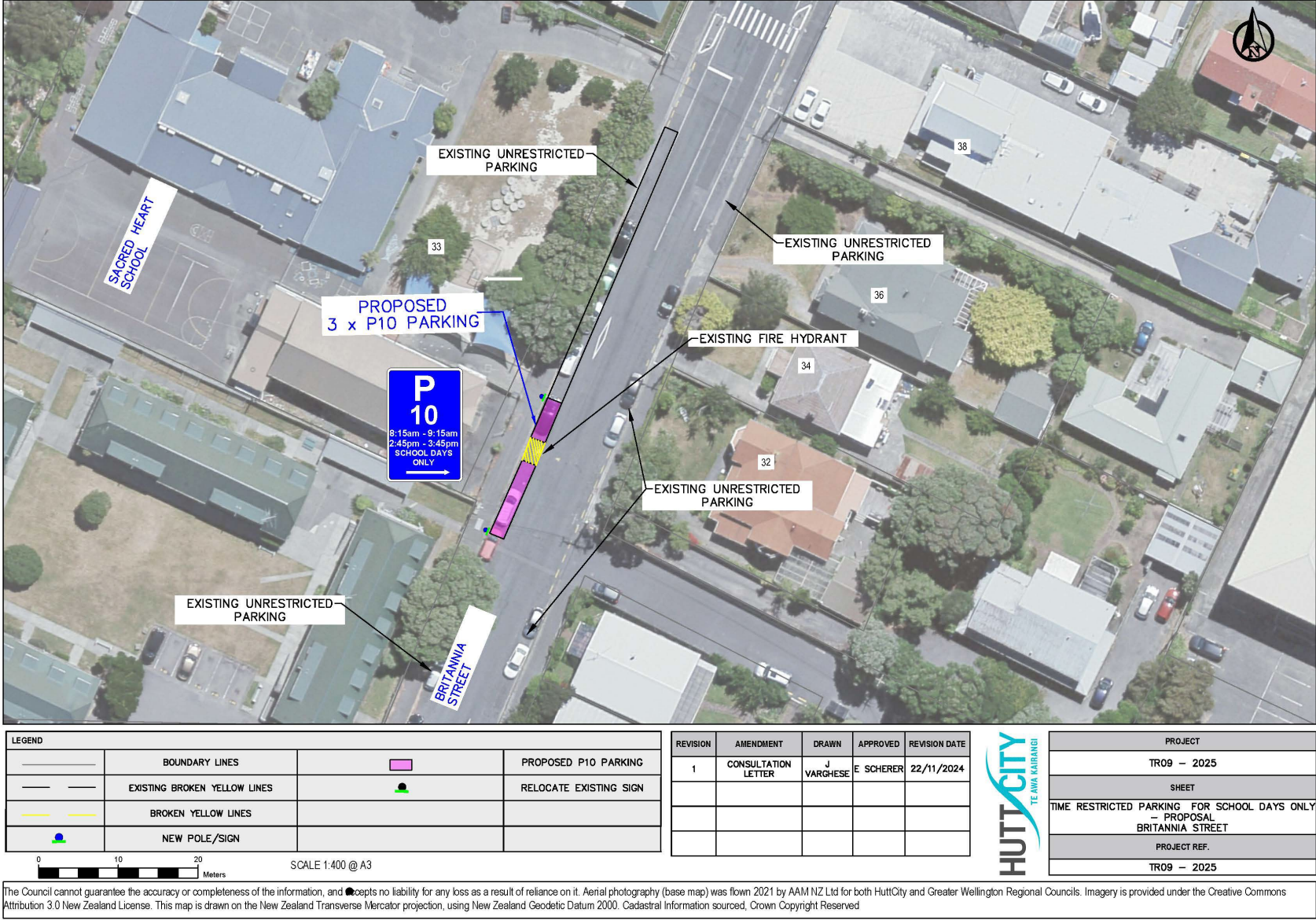
Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Install 3 x P10 (between 8.15am - 9.15am and 2.45am - 3.45pm, School Days only) parking restrictions outside property no. 33 Britannia Street (Sacred Heart School), Petone.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request to install time-limited parking restrictions outside Sacred Heart School. The request was received from the Sacred Heart School. As per current parking configuration, drivers can park outside 33 Britannia 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	<ul style="list-style-type: none"> The changes are proposed outside 33 Britannia Street, Petone (Sacred Heart School) as per attached plans.
Impact Will the change achieve	<ul style="list-style-type: none"> The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for the parents to pick up and drop off kids during morning and evening peak times. The changes support School wellbeing and Health & Safety from their parked cars. Net parking impact: three parking spaces to be converted from unlimited to P10 (between 8.15am - 9.15am and 2.45am - 3.45pm).
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Monday 09th December 2024.



Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2025.• If approved, the proposed changes will be installed within 3 months following the approval date.
-------------------	--



24 January 2025

Report no: TSC2025/1/17

Proposed Time Limited Parking - Hutt Road and Nevis Street, Petone

Purpose of Report

1. This report seeks approval for a new parking configuration on Hutt Road and Nevis Street, Petone. The proposed changes include:
 - a) installation of 2x additional P30 parking spaces outside 52 Hutt Road, Petone;
 - b) conversion of 2x existing P30 parking spaces (standard business hours, Monday to Friday, 8am to 6pm) to operate "At All Times" outside 56 Hutt Road, Petone;
 - c) addition of 3x P30 ('At Other Times') restrictions to the existing 3x P15 restrictions (Monday to Friday, 7am to 10am and 2pm to 5pm) outside 32 Nevis Street, Petone; and
 - d) formalisation of the existing Broken Yellow Lines (BYLs) included in the scope of the proposal along Hutt Road and Nevis Street, Petone, attached as Appendix 1 to the report.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of 2x P30 parking spaces to operate “At All Times” outside 52 Hutt Road, Petone, outlined in Appendix 1 to the report;
- (3) approves the conversion of 2x existing P30 parking spaces (standard business hours, Monday to Friday, 8am to 6pm) to operate “At All Times” outside 56 Hutt Road, Petone, outlined in Appendix 1 to the report;
- (4) approves the addition of 3x P30 parking spaces (‘At Other Times’) restrictions to the existing 3x P15 parking restrictions (Monday to Friday, 7am to 10am and 2pm to 5pm) outside 32 Nevis Street, Petone, outlined in Appendix 1 to the report;
- (5) approves the formalisation of Broken Yellow Lines (BYLs) – ‘No Stopping At All Times’ along Hutt Road and Nevis Street, Petone, outlined in Appendix 1 to the report;
- (6) rescinds any previous resolutions related to traffic controls made under any bylaw to the extent that they conflict with the traffic controls outlined in this recommendation; and
- (7) notes that this matter will take effect once the traffic control devices indicating the restrictions outlined in this resolution have been installed.

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

Background

2. Council received a request from Council’s Parking Services team following repeated incidents of vehicles parking over BYLs and on the footpath outside 56 Hutt Road, where a supermarket operates. The supermarket owner also submitted requests regarding the same issue.
3. The existing parking configuration on Hutt Road and Nevis Street is a mix of unrestricted, P15 and P30 spaces during standard business hours. However, many of these restrictions do not accommodate the needs of businesses, especially those operating at night and on weekends.
4. Under the existing parking configuration, Council’s parking officers have faced difficulties enforcing restrictions outside standard business hours. As customer numbers for nearby businesses have increased over the years, so too has parking demand, leading to an increase in illegal practices such as parking on footpaths.
5. Council engineers have consulted with Council’s Parking Services team to identify ways to mitigate the existing issues. It was determined that a key reason for illegal parking is the lack of short-term parking availability. Additionally, discussions revealed that some existing BYLs lack corresponding Traffic Resolutions, further complicating enforcement efforts.

6. Council engineers have assessed the parking configuration on Hutt Road and Nevis Street and confirmed a demand for short-term parking. Opportunities were also identified to create new parking spaces, specifically outside 52 Hutt Road, where an unrestricted parking space currently exists, and on Nevis Street outside 32 Nevis Street, where time restrictions apply during standard business hours.
7. To address the issues and improve parking availability for both businesses and the public, Council engineers recommend a new parking configuration along Hutt Road and Nevis Street as an alternative solution to support business needs, as outlined in Appendix 1 attached to the report.

Discussion

8. Given that some businesses along Hutt Road operate at night, Council engineers recommended that the parking restrictions operate 'At All Times' to accommodate shops, such as the food market that remain open late.
9. During the investigation, Council engineers identified irregularities with the existing BYLs outside 52 Hutt Road and recommend formalising them.
10. These changes aim to address community needs, reduce the demand for parking enforcement, and increase parking turnover in the area.

Options

11. The options are to:
 - a) retain the existing parking configuration with no further changes;
 - b) approve the proposed time restriction changes outlined above and shown in Appendix 1 to the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
12. 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 availability for staff and residents, and enhance parking turnover.

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 November 2024 to 9 December 2024, covering a catchment area with an appropriate 100m radius from the proposed site.

16. A total of 40 consultation letters were distributed to residents and businesses around Hutt Road and Nevis Street, with additional letters placed on parked cars in the proposed area.
17. No submissions were received for this proposal.
18. The Petone Community Board at its meeting on 10 February 2025 endorsed the recommendations contained in the report.
19. The consultation letter is attached as Appendix 2 to the report.

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

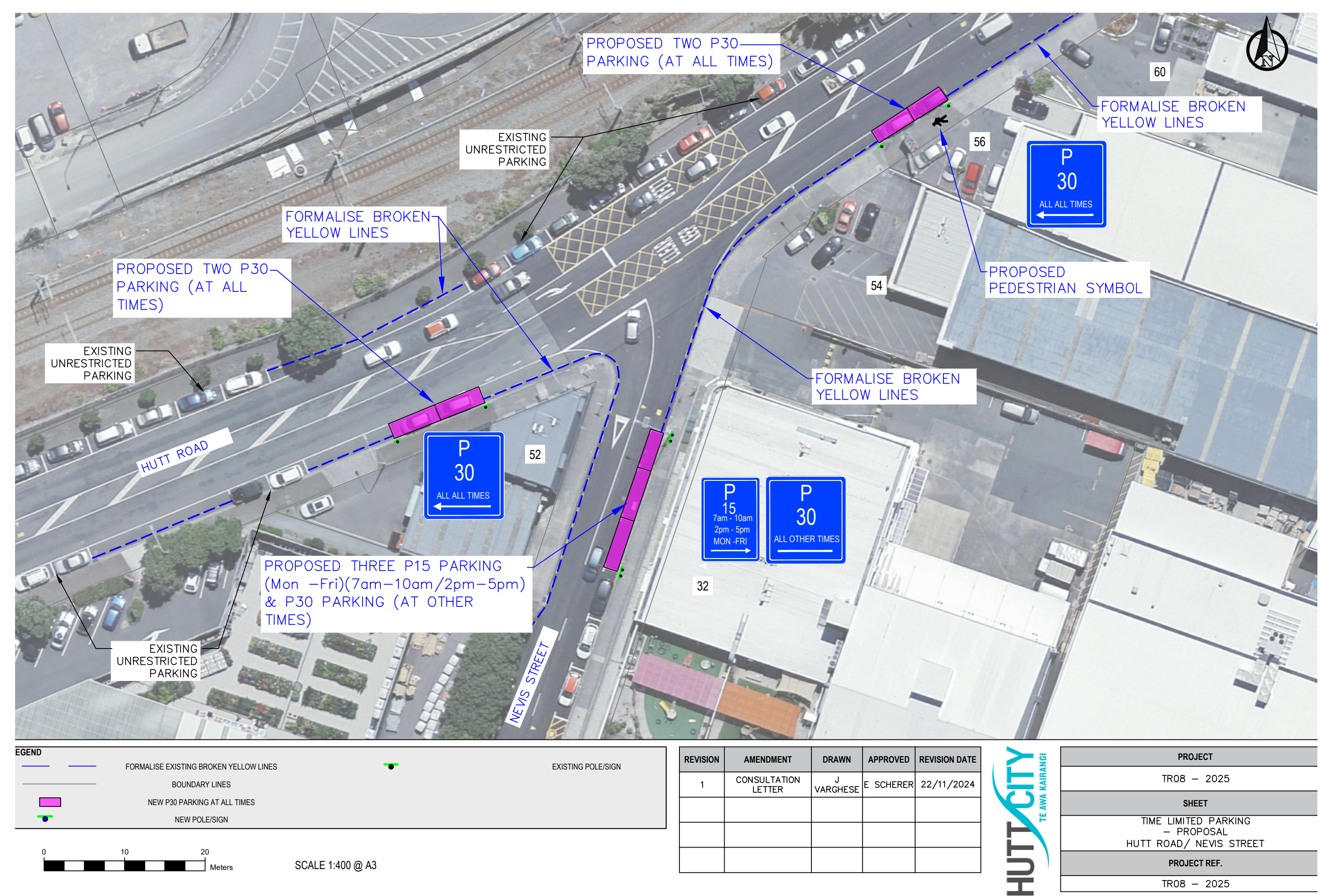
No.	Title	Page
1	Appendix 1: Proposed Time Limited Parking - Hutt Road and Nevis Street	63
2	Appendix 2: Proposed Time Limited Parking - Hutt Road and Nevis Street Consultation Letter	64

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



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



26 November 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> Hutt Road and Nevis Street new parking layout: 4 x P30 new parking spaces outside property no.52 and 56 Hutt Road and 3 xP30 (At Other Times) parking spaces outside property no. 32 Nevis Street.
Why We are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request to have additional parking outside 52 and 56 Hutt Road and on Nevis Street, near the intersection with Hutt Road. The request came from the HCC parking team due to repeated illegal parking over broken yellow lines and on the footpath outside business no.56 Hutt Road where a food shop operates. There were also requests from local businesses regarding the same issue. Council engineers have discussed with the Parking team on the reasons for the illegal practice. It was found out that one of the main reasons for the illegal parking was the lack of short-term parking availability. Following discussions with the Parking team, Council engineers recommend the following changes outside property no.52 and 56 Hutt Road and outside no. 32 Nevis Street: <ul style="list-style-type: none"> ✓ Converting the existing 2 x P30 parking spaces (standard business hours, Monday-Friday, 8am to 6pm) outside no. 56 Hutt Road to operate "At All Times". ✓ Installing 2 x P30 (At All Times) new parking spaces outside no. 52 Hutt Road; and; ✓ Adding to the existing 3xP15 (Monday-Friday, 7am to 10am & 2pm to 5pm) the restriction for these spaces to operate as P30 (At Other Times) outside no. 32 Nevis Street. The parking restrictions are proposed to operate 'At All Times' for the reasons that some shops (e.g.: food market) that open until late hours. During the investigation, Council engineers also found irregularities with the existing broken yellow lines outside no. 52 Hutt Road and recommend formalising them. These changes will address community needs, allow 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	<ul style="list-style-type: none"> The changes are proposed outside property no.52 and 56 Hutt Road and outside no. 32 Nevis Street as per attached plans.

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



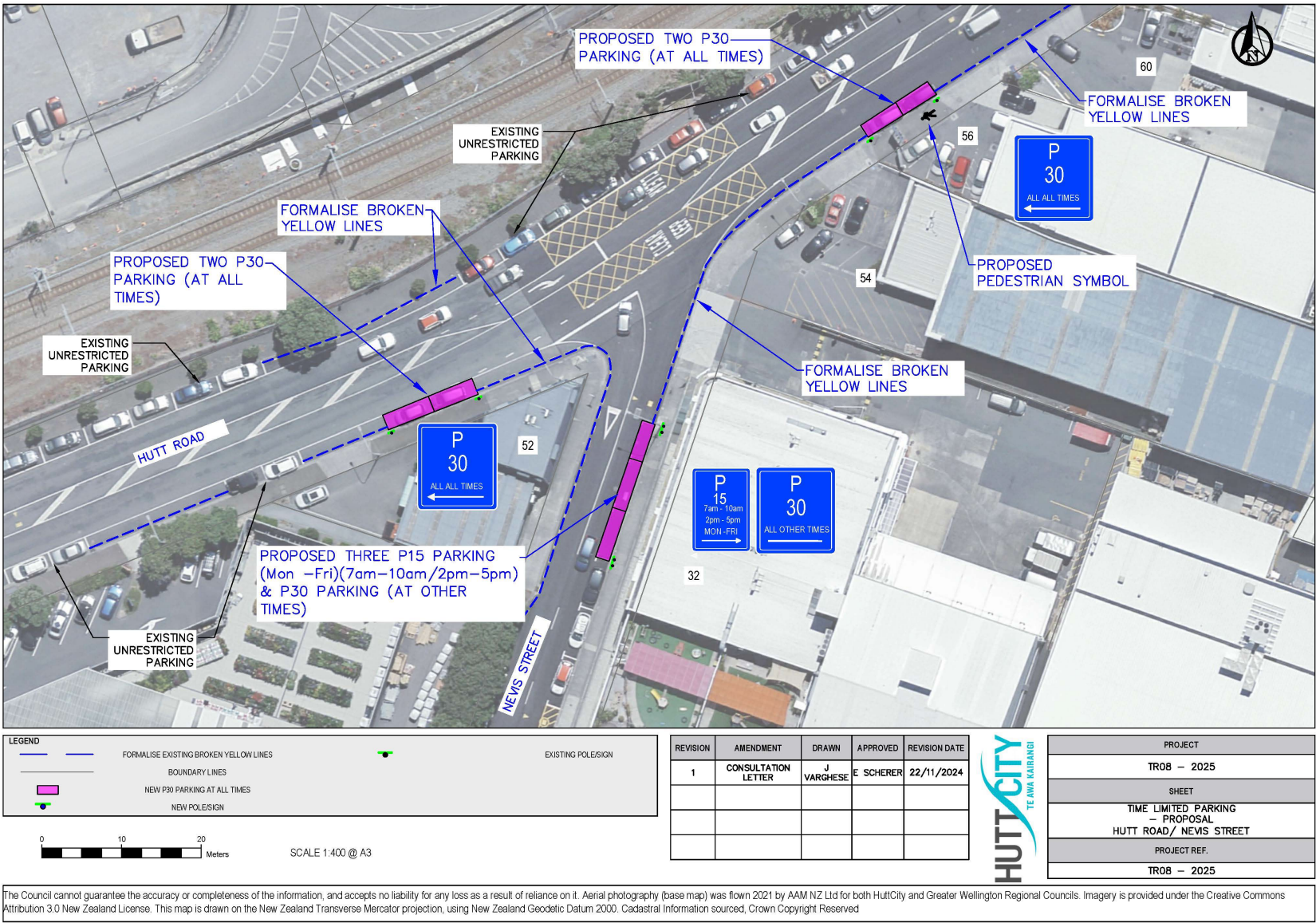
/huttcitycouncil

0800 488 824

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

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

Impact Will the change achieve	<ul style="list-style-type: none">• Improves the parking hours for customers as well as the public.• The proposed changes will result in 2 additional parking spaces: 2 x P30 (At all times), 3 x P30 (At other times), 2 x P30 (At all times)
Have your say	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz• Please note, if you are giving feedback, please submit it before 5:00pm on Sunday 09th December 2024.
Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers.• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2025.• If approved, the proposed changes will be installed within 3 months following the approval date.



24 January 2025

Report no: TSC2025/1/19

Proposed Parking Restrictions on Cambridge Terrace (between Treadwell Street and Vogel Street)

Purpose of Report

1. This report seeks approval for changes to existing parking restrictions for the on-street parking spaces on Cambridge Terrace (between Treadwell Street and Vogel Street), near the Naenae Train Station underpass.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of the existing 3x Taxi Stands into 1x Bus Layover 'At All Times' outside 339 Cambridge Terrace, as shown in Appendix 1 of the report;
- (3) approves the conversion of the existing 3x Taxi Stands into 3x P15 (Monday to Friday, 8am to 6pm) opposite 341 Cambridge Terrace, as shown in Appendix 1 of the report;
- (4) approves the formalisation of the existing P15 Mobility Parking to operate 'At All Times' outside 341 Cambridge Terrace;
- (5) 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
- (6) 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. Council received a request from Metlink for a designated bus layover area near the Naenae Station underpass to comply with New Zealand legislation, which mandates that bus drivers take regular rest breaks at suitable locations with access to toilet facilities and proximity to their routes.
3. Council officers drafted a new layout proposal, which was discussed with Greater Wellington Regional Council (GWRC) and Metlink representatives. The proposal included converting 3x Taxi Stands into 1x Bus Layover 'At All Times' outside 339 Cambridge Terrace and converting 3x Taxi Stands into 3x P15 spaces (Monday to Friday, 8am to 6pm) opposite 341 Cambridge Terrace.
4. To improve accessibility needs, the proposal also includes formalising the existing P15 Mobility Parking spaces outside 341 Cambridge Terrace (Naenae Library) to operate 'At All Times'.

Discussion

5. Following the request, Council's Transport team meet with Metlink representatives, a local Councillor and staff from the Naenae Library. During the on-site meeting, it was observed that the current taxi stand had low occupancy, making the proposed change reasonable and justifiable.
6. It was noted that the existing mobility parking outside Naenae Library has a time limit of P15 (standard hours). Council officers have included this space in the proposal to operate 'At All Times'. Allowing these spaces to operate 'At All Times' reduces ambiguity and minimises the risk of unauthorised use during non-enforcement periods.

Options

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

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
11. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

Consultation

12. Before initiating the consultation process, Council officers shared the proposed plans with key stakeholders, including Metlink, GWRC, Hutt City Taxis and the Eastern Ward Councillor. As no objections were raised, the formal consultation process commenced.
13. Consultation was conducted from 28 November 2024 to 13 December 2024, covering a catchment area with an approximate radius of 100 metres from the proposed site. The consultation letter is included as Appendix 2 of the report.
14. A total of 48 letters were distributed to directly affected residential properties, businesses and vehicles parked in the area. Council also sent emails to stakeholders involved in the preliminary discussions.
15. During the consultation process, one submission was received in support of the proposal. However, after the consultation period closed, a Metlink representative raised concerns.
16. The Metlink representative's feedback was partially supportive of the proposal. They suggested that Council separate the bus stop and layover area by installing a taxi stand in the middle (outside 339 Cambridge Terrace) to prevent passenger confusion about the layover area.
17. Council engineers did not support Metlink's suggestion. Placing a taxi stand between the bus stop and layover would create traffic movement issues, as taxi drivers would need to manoeuvre around buses to access or exit the stand. Additionally, Metlink's proposal would result in two separate taxi stands, potentially causing confusion for passengers about where to flag taxis.

Legal Considerations

18. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

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

Appendices

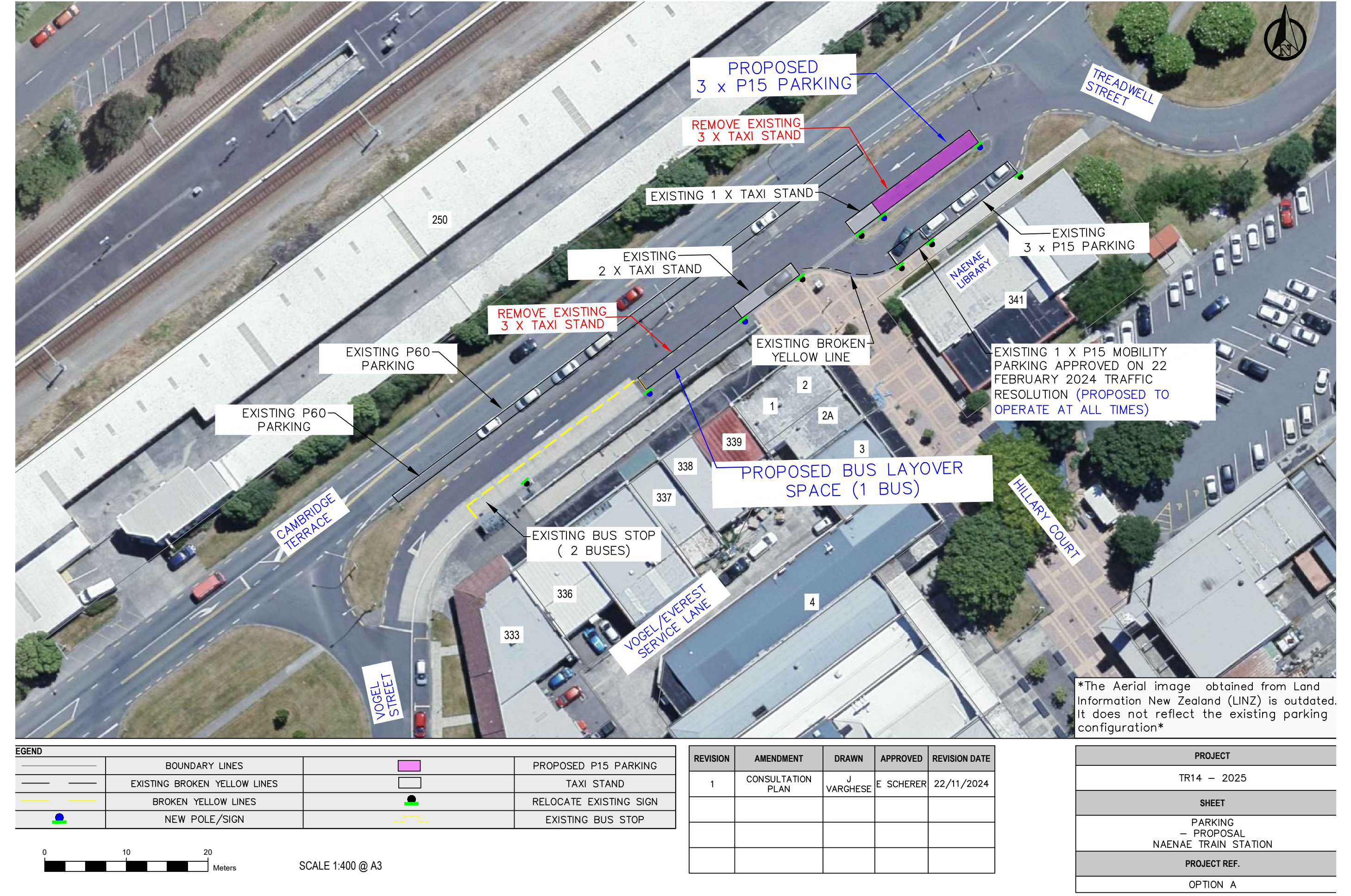
No.	Title	Page
1	Appendix 1: Proposed Parking Restrictions on Cambridge Terrace (between Treadwell Street and Vogel Street)- Plan	70
2	Appendix 2: Proposed Parking Restrictions on Cambridge Terrace (between Treadwell Street and Vogel Street)- Consultation Letter	71

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



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



28 November 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

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

What We are proposing	<ul style="list-style-type: none"> • New parking layout outside Naenae Train Station: Convert 3x Taxi Stands onto 1x Bus Layover 'At All Times' outside 339 Cambridge Terrace & Convert 3x Taxi Stands onto 3x P15 (Monday to Friday, 8am to 6pm) opposite 331 Cambridge Terrace. • Formalise the existing P15 Mobility Parking to operate 'At All Times' outside 331 Cambridge Terrace.
Why We are proposing the change	<ul style="list-style-type: none"> • Hutt City Council (HCC) has received a request from Metlink regarding the need for a designated <i>bus layover</i> area outside Naenae Station. This is to ensure compliance with NZ legislation, which requires bus drivers to have regular rest breaks at suitable locations with access to toilet facilities and close proximity to their routes. • Following the request, the HCC Transport team meet with Metlink representatives; a Local Councillor, and Naenae Library. At the on-site meeting it was observed that the current Taxi Stand has low occupancy. Therefore, the request for the change is justifiable. • A new layout proposal was draft by HCC officers and presented to Greater Wellington Regional Council (GWRC) and Metlink representatives. It was discussed to convert 3x Taxi Stands onto 1x Bus Layover 'At All Times' outside 339 Cambridge Terrace & Convert 3x Taxi Stands onto 3x P15 (Monday to Friday, 8am to 6pm) opposite 331 Cambridge Terrace. GWRC and Metlink were supportive of the changes. • To improve accessibility, the proposal also included formalising the existing P15 Mobility Parking outside 341 Cambridge Terrace (Naenae Library) to operate 'At All Times'. • The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where The changes are proposed	<ul style="list-style-type: none"> • The changes are proposed outside 339 Cambridge Terrace and opposite 331 Cambridge Terrace.

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



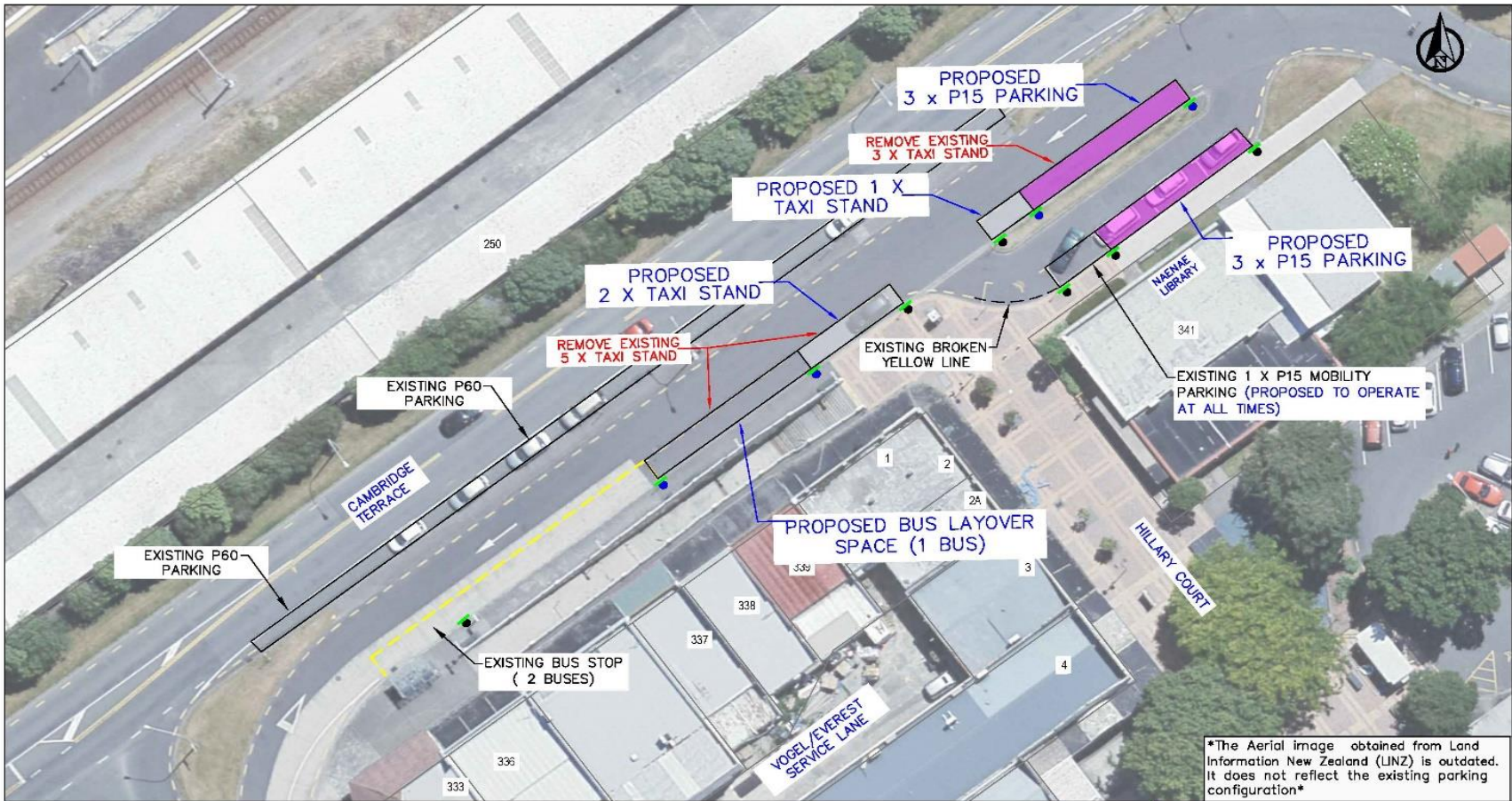
/huttcitycouncil

0800 488 824

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

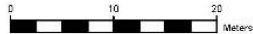
▲ The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

Impact Will the change achieve	<ul style="list-style-type: none"> Improved bus layover facilities may help reduce bus idling in unsuitable areas, potentially improving traffic flow around the train station. The P15 parking may increase turnover, benefiting nearby businesses with more frequent customer visits. The formalisation of mobility parking and accessible bus layover areas directly benefits vulnerable users and public transport operators.
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing Council at TRsubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Friday 13 December 2024.
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20th February 2025. If approved, the proposed changes will be installed within 3 months following the approval date.



The Aerial image obtained from Land Information New Zealand (LINZ) is outdated. It does not reflect the existing parking configuration

LEGEND			
	BOUNDARY LINES		PROPOSED P15 PARKING
	EXISTING BROKEN YELLOW LINES		BUS LAYOVER AREA
	BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	NEW POLE/SIGN		EXISTING BUS STOP



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	J VARGHESE	E SCHERER	22/11/2024



PROJECT
TR14 - 2025
SHEET
PARKING - PROPOSAL NAENAE TRAIN STATION
PROJECT REF.
OPTION A

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons Attribution 3.0 New Zealand License. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000. Cadastral Information sourced, Crown Copyright Reserved

24 January 2025

Report no: TSC2025/1/20

Proposed Parking Restrictions on the Service Lane in front of Matai Park, The Strand, Wainuiomata

Purpose of Report

1. This report seeks approval for the installation of proposed Broken Yellow Lines (BYLs) 'No Stopping At All Times' road markings on the Strand, Wainuiomata and on the Service Lane near the Matai Park housing development on the Strand, Wainuiomata. This section of the road is located approximately 230m west of the intersection of Fitzherbert Road and The Strand.
2. In addition to the BYLs, officers propose to formalise the existing mobility parking spaces on the Service Lane in front of the new housing development at Matai Park on The Strand, Wainuiomata.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of Broken Yellow Lines (BYLs) – 'No Stopping At All Times' parking restrictions on The Strand, Wainuiomata, outlined in Appendix 1 attached to the report;
- (3) approves the installation of BYLs – 'No Stopping At All Times' parking restrictions on the Service Lane near the Matai Park housing development on The Strand, Wainuiomata, outlined in Appendix 1 attached to the report;
- (4) approves the formalisation of the existing mobility parking spaces to operate at 'At All Times' on the Service Lane near the Matai Park housing development on The Strand, Wainuiomata, outlined in Appendix 1 attached to the report;
- (5) rescinds any previous resolutions related to traffic controls made under any bylaw to the extent that they conflict with the traffic controls outlined in the report; and

- (6) notes that these parking restrictions will take effect once the required road markings have been installed.

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

Background

3. Council received requests from residents of the Matai Park housing development regarding vehicle accessibility and parking manoeuvrability issues caused by vehicles parked along the Service Lane near the Matai Park housing development.
4. The existing parking arrangement of the Service Lane consists of 19x angled and 2x mobility parking spaces. For drivers to manoeuvre safely from the angled parking, the space opposite must remain clear.
5. Vehicle tracking checks conducted by Council engineers have shown that the space opposite the angled parking is unsafe for manoeuvring. Additionally, it was identified that the narrow carriageway prevents emergency services from safely accessing the housing development in case of an emergency.
6. The section of road on The Strand is narrow, becomes inaccessible when vehicles park on both sides and becomes congested when vehicles park on one side of the road.
7. To mitigate vehicle accessibility issues and improve overall road safety, officers propose installing BYLs in areas where vehicle accessibility has been identified as a significant concern.
8. The existing mobility parking space was installed by the developer, however, Council officers noted that there is no current Traffic Resolution for this parking space. Therefore, it is proposed to formalise the existing mobility parking to operate 'At All Times.'

Discussion

9. An engineering investigation found that parked vehicles in the Service Lane obstruct traffic, leaving insufficient space for safe transit and for entering or exiting driveways – particularly for larger vehicles like Waste Management trucks and emergency service vehicles. When vehicles are parked in this area, it becomes difficult for these service providers to manoeuvre safely.
10. To mitigate potential crashes, address vehicle accessibility issues and improve road safety, officers propose installing BYLs on the Service Lane and the Strand, in areas where accessibility has been identified as a significant issue, outlined in Appendix 1 attached to the report.
11. Officers reviewed the initial consultation plan, attached as Appendix 2 to the report, and subsequently incorporated BYLs along The Strand to enhance continuity, as outlined in the amended plan attached as Appendix 1 to the report.

12. Taking into account the existing resident and visitor parking provisions within the development, there are off-street parking spaces available, which will help mitigate the parking loss resulting from this proposal.
13. Additionally, it was noted that two mobility parking spaces were installed as part of the new development but have not yet been formalised. Therefore, officers have included them in the scope of the proposal. These mobility parking spaces will operate 'At All Times.'

Options

14. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed changes to the parking restrictions; as outlined in Appendix 1 to the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
15. Officers recommend option (b), as the proposed changes will enhance road safety for the community.

Climate Change Impact and Considerations

16. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
17. 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

18. Consultation was conducted from 28 November 2024 to 12 December 2024, covering a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 3 to the report.
19. A total of 112 letters were distributed to directly affected residential properties, businesses and vehicles parked in the area.
20. One feedback submission was received, and it was in support of the proposal.
21. The Wainuiomata Community Board at its meeting on 12 February 2025 endorsed the recommendations contained in the report.

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

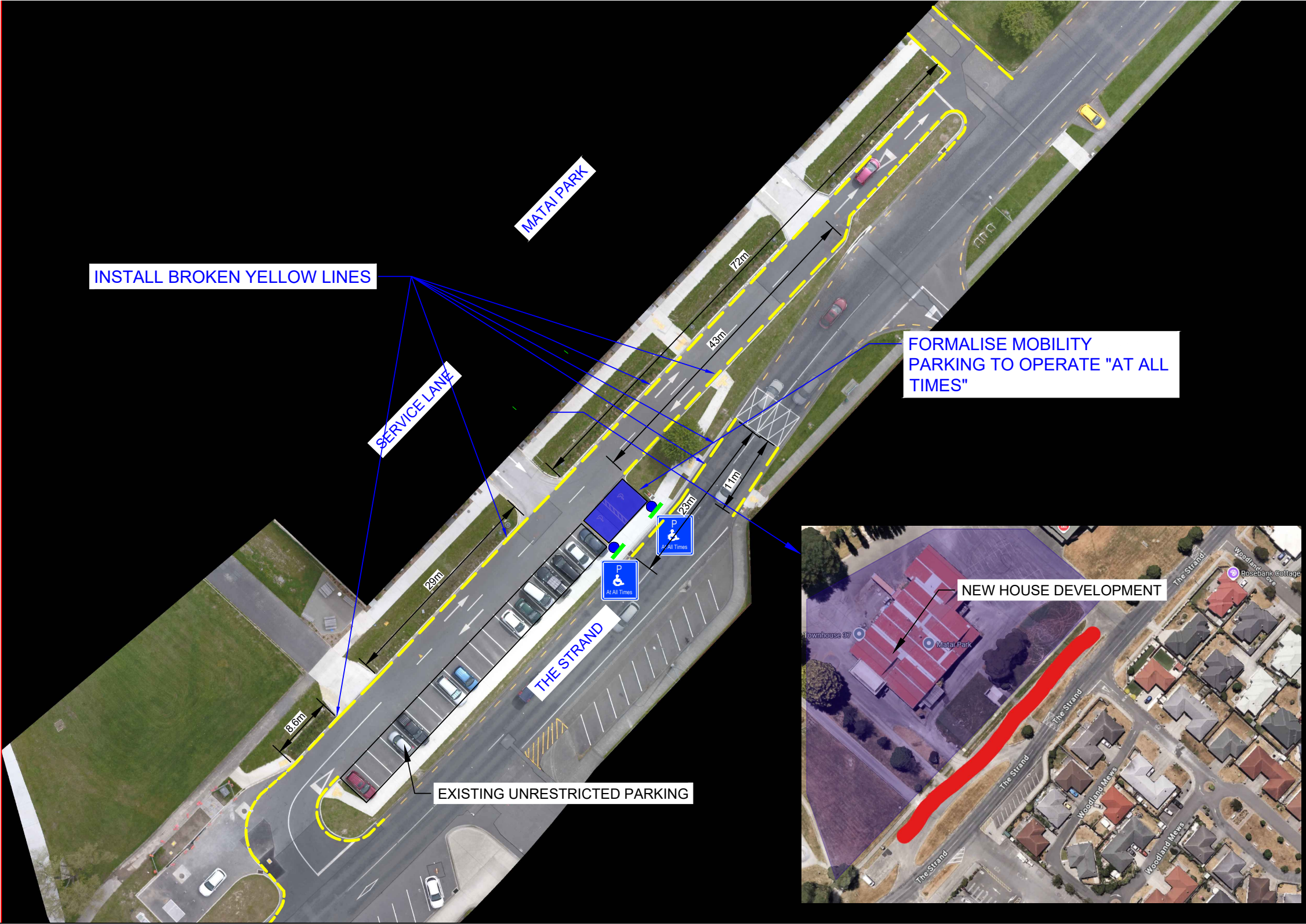
Appendices

No.	Title	Page
1 ↓	Appendix 1: Proposed Parking Restrictions on the Service Lane in Front of Matai Park, The Strand, Wainuiomata - Amended Plan	78
2 ↓	Appendix 2: Proposed Parking Restrictions on the Service Lane in Front of Matai Park, The Strand, Wainuiomata - Consultation Plan	79
3 ↓	Appendix 3: Proposed Parking Restrictions on the Service Lane in Front of Matai Park, The Strand, Wainuiomata Consultation Letter	80

Author: Arun Joy
Roading Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



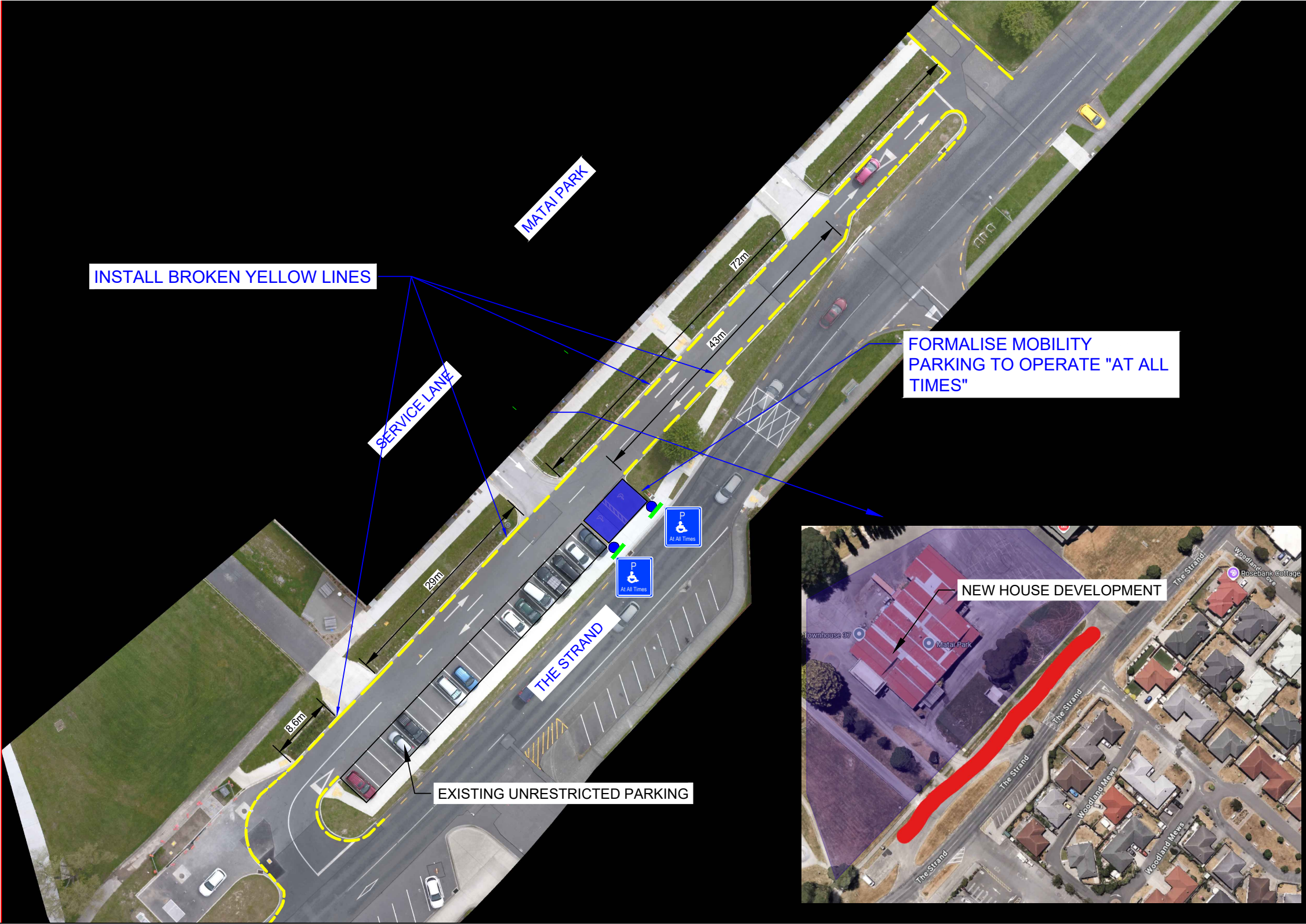
EGEND			
	BROKEN YELLOW LINES		FORMALISE MOBILITY PARKING
	NEW POLE/SIGN		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A JOY	E SCHERER	22/11/2024
2	AMENDMENT	A JOY	E SCHERER	14/01/2025



PROJECT
TR15 - 2025
SHEET
FORMALISING THE PARKING LOT-BROKEN YELLOW LINES,MOBILITY PARKING SPACES- THE STRAND
PROJECT REF.
TR15 - 2025

Our 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 Attribution-NonCommercial-ShareAlike license.



EGEND			
	BROKEN YELLOW LINES		FORMALISE MOBILITY PARKING
	NEW POLE/SIGN		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A JOY	E SCHERER	22/11/2024

PROJECT
TR15 - 2025
SHEET
FORMALISING THE PARKING LOT-BROKEN YELLOW LINES,MOBILITY PARKING SPACES- THE STRAND
PROJECT REF.
TR15 - 2025

Our 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 Attribution-NonCommercial-ShareAlike license.



28 November 2024

PROPOSED CHANGES IN YOUR AREA

Kia Ora

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

What we are proposing	<ul style="list-style-type: none"> Install BYLs (No Stopping, At All Times) road markings and formalise the existing mobility parking spaces in the service lane in front of the new developments at 11 The Strand, Wainuiomata.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received a request from residents regarding vehicle accessibility issues caused by cars parking in the service lane and illegal use of mobility parking spaces. Due to new developments in the area, this issue is ongoing and requires parking officers to enforce regulations at various times of the day. When vehicles park along the service lane, it becomes difficult to access the angle parking area. Additionally, parked vehicles in the service lane leave insufficient space for vehicles to safely transit through, enter, or exit driveways—particularly for larger vehicles such as waste management trucks and emergency service vehicles. HCC engineers have visited the site and conducted a vehicle tracking analysis. The results indicated that vehicles parked in the service lane create the hazards described above. Additionally, it was noted that two mobility parking spaces were installed as part of the new development but have not yet been formalised. Therefore, Council officers have included these spaces in the proposal for formalisation. The mobility parking spaces will operate At All Times. 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. HCC is proposing that mobility parking spaces operate at all times. People with disabilities may require parking access at any time, regardless of standard business hours or time-specific restrictions. By having mobility parking spaces available at all times, individuals with mobility challenges can confidently plan their trips without worrying about time-based restrictions or availability issues. Additionally, allowing these spaces to operate at all times reduces ambiguity and minimises the risk of unauthorised use during non-enforced periods. The proposed restrictions align with the council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where the changes are proposed	<ul style="list-style-type: none"> The proposed changes are along the service lane in front of the new developments at 11 The Strand, Wainuiomata, as shown in the attached plan.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and a more efficient traffic flow. Improves accessibility for Waste Management and emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side. Improves accessibility for vehicles to enter and exit their driveways as well as manoeuvring along the service lane.

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



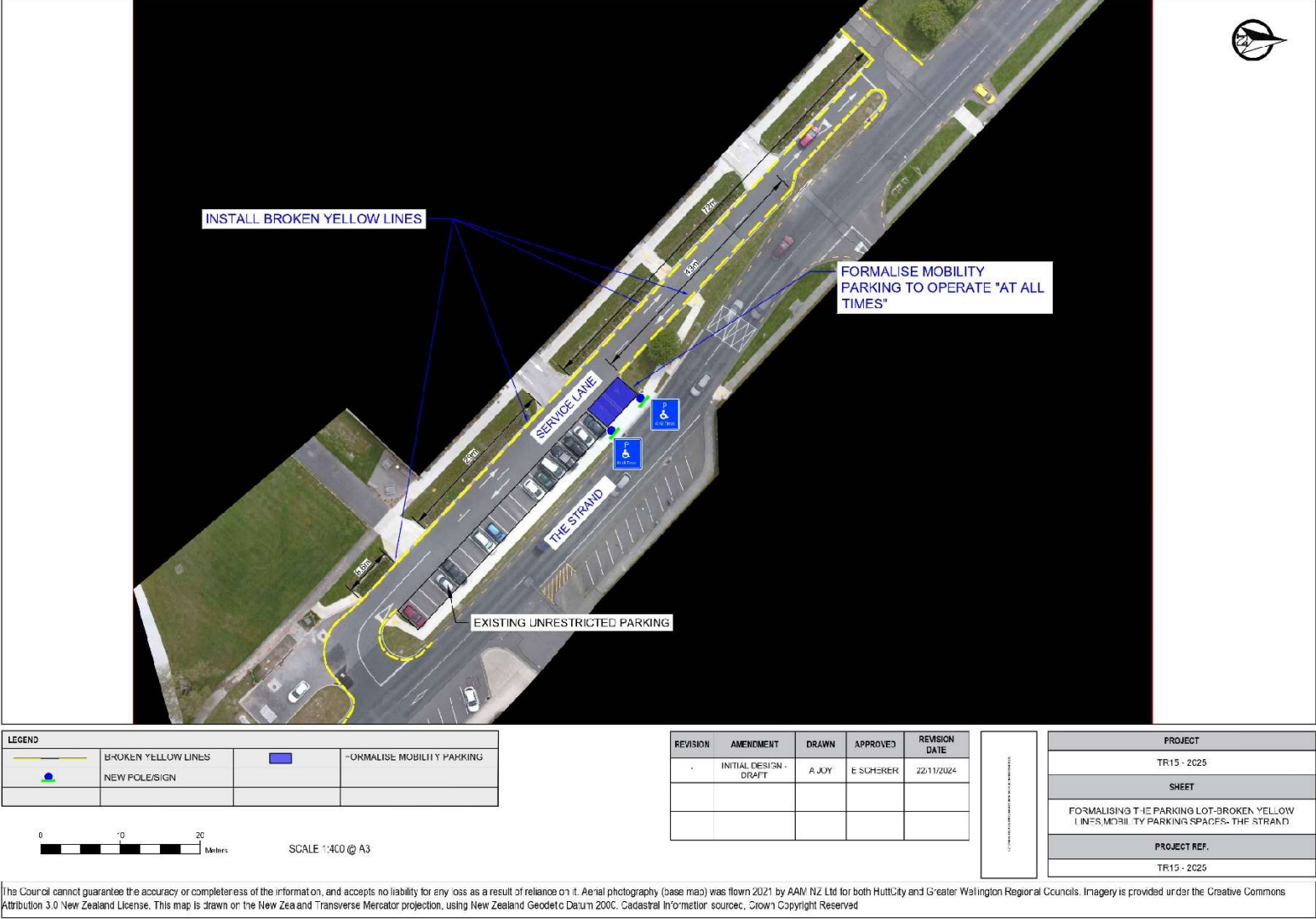
/huttcitycouncil

0800 488 824

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

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

	<ul style="list-style-type: none"> The proposal results in a net loss of 5 parking spaces (this count excludes illegal parking, such as over fire hydrants or driveways).
Notes	<ul style="list-style-type: none"> Alternate on-street parking is readily available in the vicinity while majority of residents has on-street parking in the vicinity of the proposed change on parked vehicles on both the side
Have your say	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz Please note, if you are giving feedback, please submit it before 5:00pm on Thursday 12 December 2024
Next steps	<ul style="list-style-type: none"> Submissions will be reviewed, and a recommendation will be made by Council Officers. The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20 February 2025. If approved, the proposed changes will be installed within 3 months following the approval date.



TO: Chair and Members
Traffic Subcommittee



FROM: Vanessa Gilmour

DATE: 01 February 2025

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 require the subcommittee to consider and make recommendations to Council on traffic matters and any traffic matters referred to 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	Appendix1 - Traffic Subcommittee Work Programme 2025	85
2	Appendix 2 - Traffic Resolution dashboard	86

Author: Vanessa Gilmour
Democracy Advisor

Reviewed By: Kate Glanville
Senior Democracy Advisor

Approved By: Kathryn Stannard
Head of Democratic Services

Komiti Iti Ara Waka | Traffic Subcommittee
Work Programme 2025

Description	Team	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 – as required</i>)	Transport	✓	✓	✓	
Conversion of mobility parking restrictions from P120 to apply 'At All Times' (citywide)	Transport	✓			
Milne Crescent, Taitā - <i>As Built Plans (Roadmarkings)</i>	Transport	✓			
Petone Parking update	Transport		✓		
Ad-hoc Bus Stops Improvements (<i>as required</i>)	Transport				✓
Pedestrian Crossings (<i>as required</i>)	Transport				✓
Maru Streets for People	Transport				✓

