



## 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](http://www.huttcity.govt.nz)

#### Have your say

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

## KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

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

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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

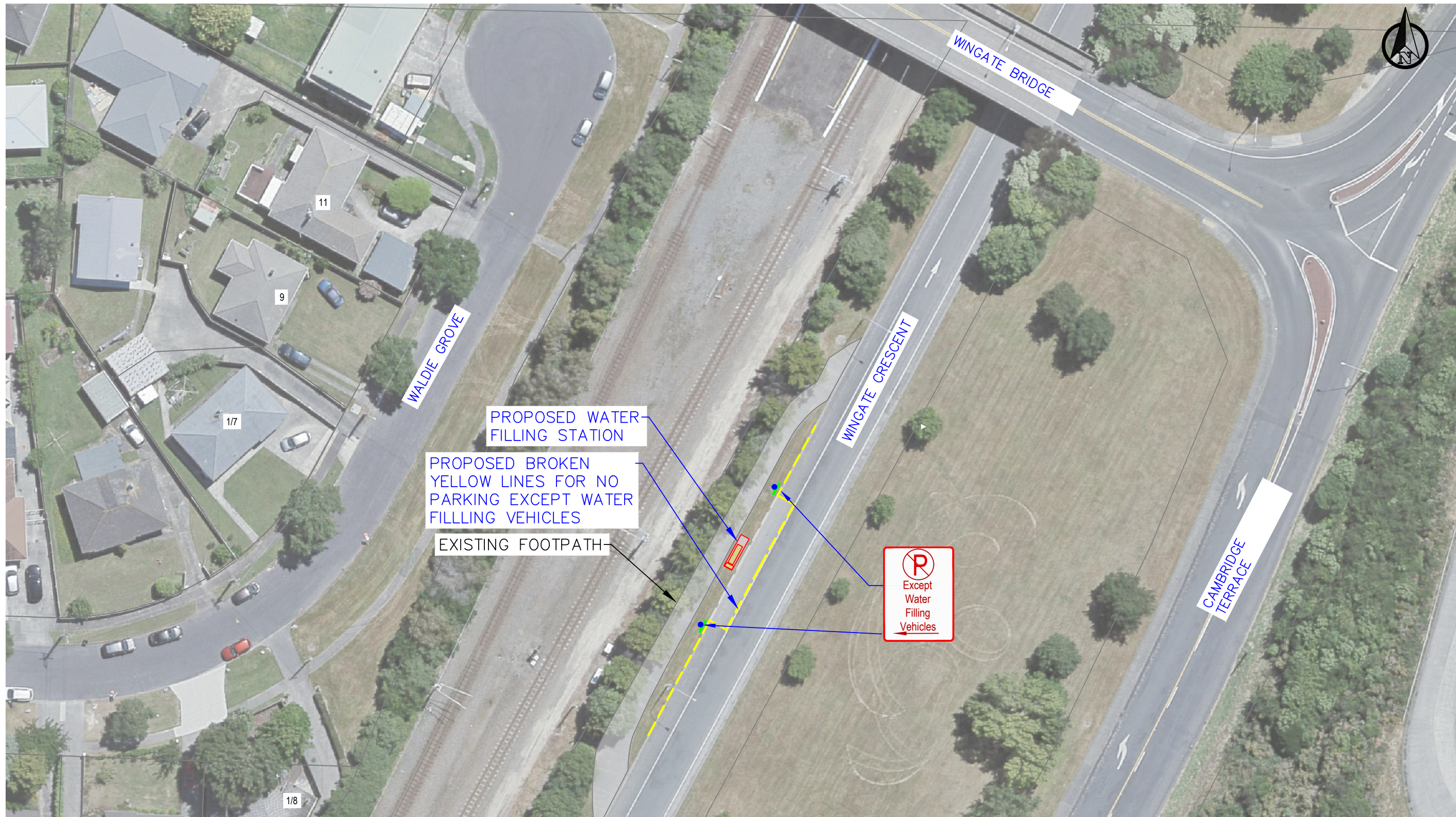
**Author:** Jojo Varghese  
Traffic Engineer

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

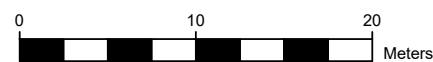
**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





EGEND	
	BOUNDARY LINES
	NO PARKING EXCEPT AUTHORISED PARKING
	BROKEN YELLOW LINES
	NEW POLE/SIGN



SCALE 1:400 @ A3

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



PROJECT	TR07 – 2025
SHEET	AUTHORISED PARKING ONLY – PROPOSAL WINGATE CRESCENT, NAENAE
PROJECT REF.	TR07 – 2025

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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.

<p><b>What</b> We are proposing</p>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<p><b>Why</b> We are proposing the change</p>	<ul style="list-style-type: none"> <li>Hutt City Council (HCC) received a request from Wellington Water (WA) to install parking restrictions in Wingate Crescent.</li> <li>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.</li> <li>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.</li> <li>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).</li> <li>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.</li> <li>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.</li> </ul>

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



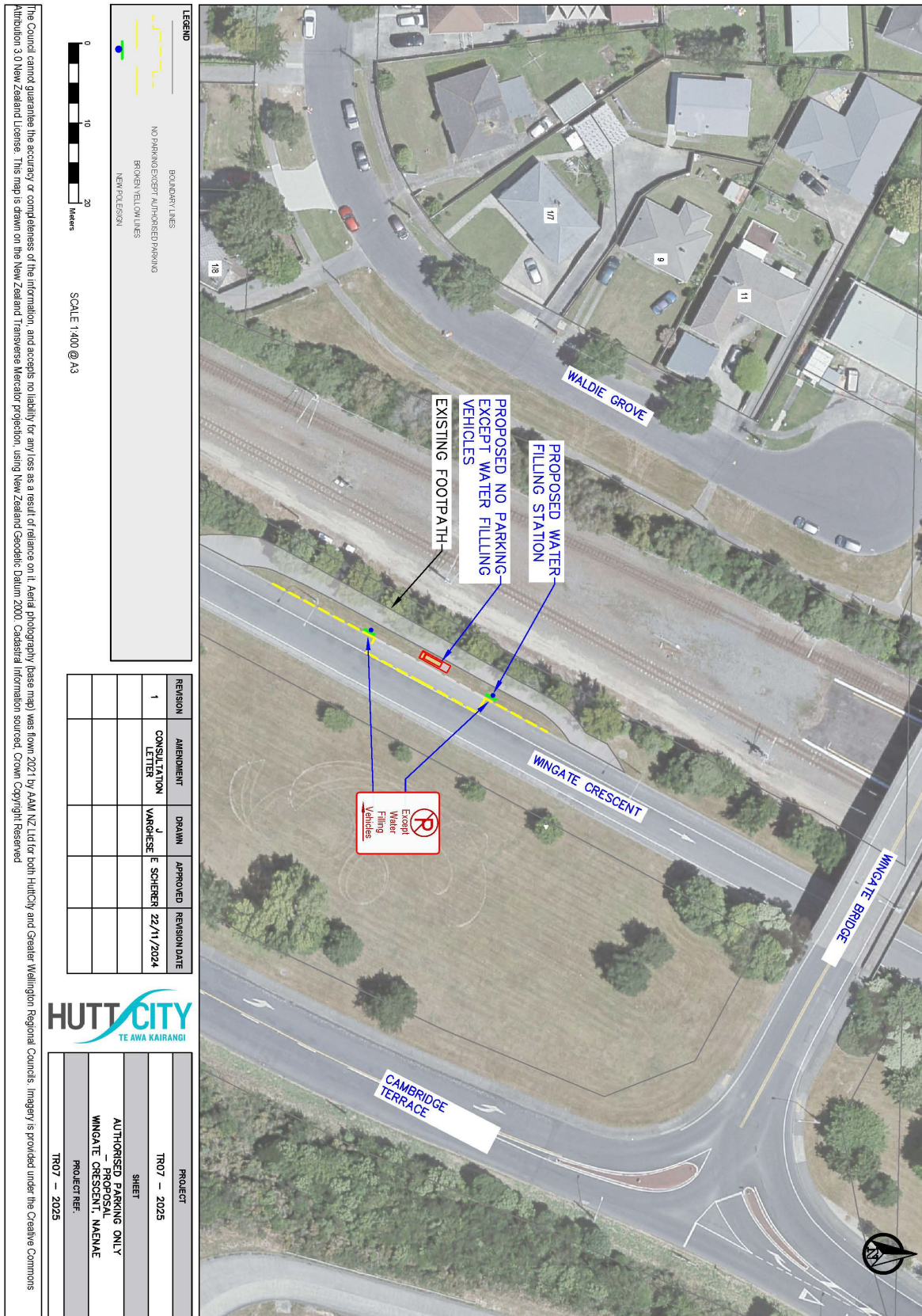
/huttcitycouncil

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"> <li>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.</li> <li>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."</li> </ul>
<b>Where</b> The changes are proposed	<ul style="list-style-type: none"> <li>The changes are proposed in Wingate Crescent, Naenae as per attached plans.</li> </ul>
<b>Impact</b> Will the change achieve	<ul style="list-style-type: none"> <li>The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for authorized users.</li> <li>The changes support the efficient use of the filling station by commercial water tankers.</li> <li>Net parking impact: No parking loss</li> </ul>
<b>Have your say</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz</li> <li><b>Please note, if you are giving feedback, please submit it before 5:00pm on Monday 09<sup>th</sup> December 2024.</b></li> </ul>
<b>Next steps</b>	<ul style="list-style-type: none"> <li>Submissions will be reviewed, and a recommendation will be made by Council Officers</li> <li>The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 20<sup>th</sup> February 2025.</li> <li>If approved, the proposed changes will be installed within 3 months following the approval date.</li> </ul>



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

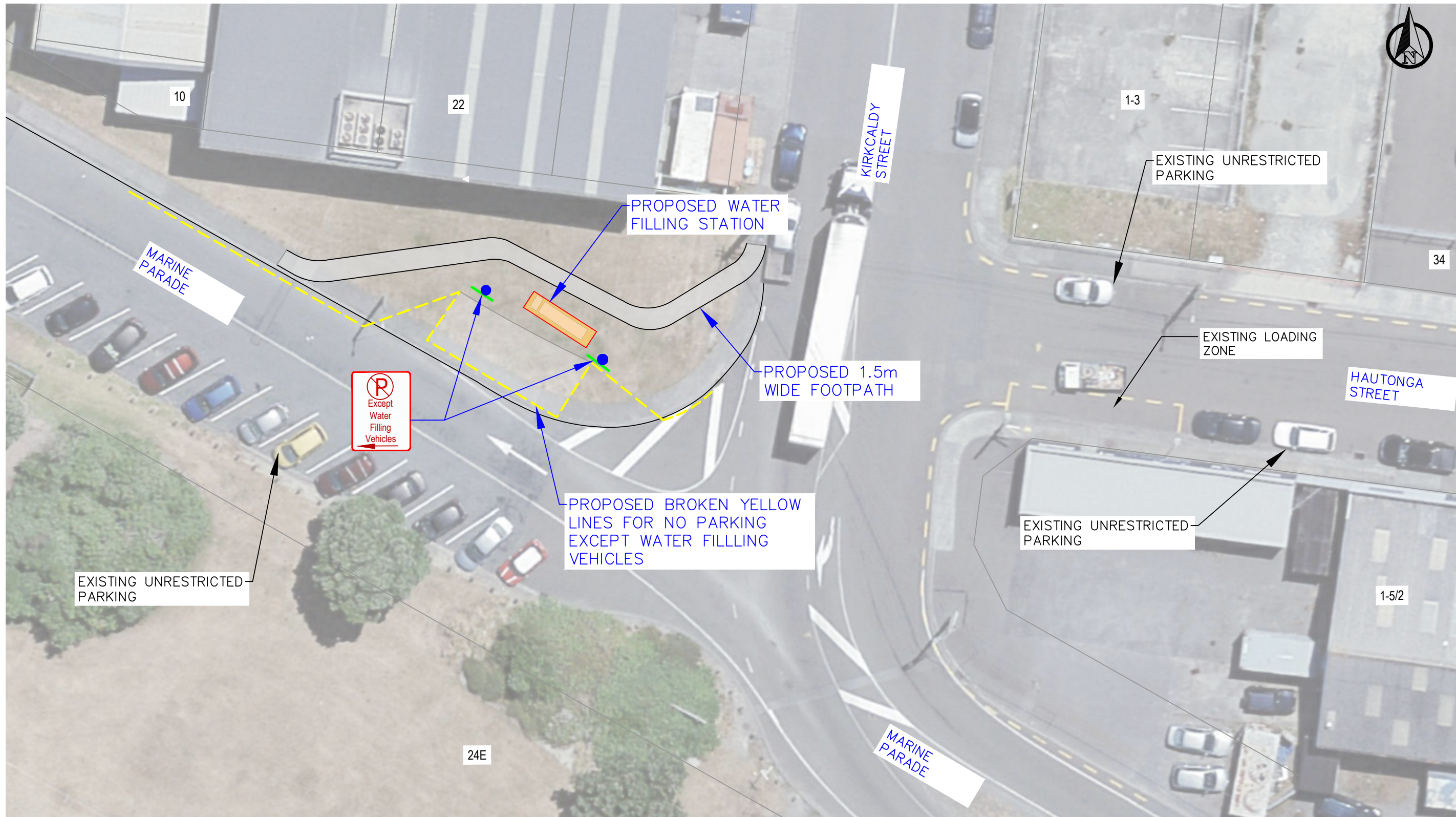
No.	Title	Page
1↓	Appendix 1: Proposed Authorised Parking - Marine Parade/Kirkcaldy Street Plan	19
2↓	Appendix 2: Proposed Authorised Parking - Marine Parade/Kirkcaldy Street Consultation Letter	20

**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



EGEND	
	BOUNDARY LINES
	NO PARKING EXCEPT AUTHORISED PARKING
	BROKEN YELLOW LINES
	NEW POLE/SIGN



SCALE 1:250 @ A3

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



<b>PROJECT</b>
TR05 – 2025
<b>SHEET</b>
AUTHORISED PARKING ONLY – PROPOSAL MARINE PARADE AND KIRKCALDY STREET INTERSECTION
<b>PROJECT REF.</b>
TR05 – 2025

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26 November 2024

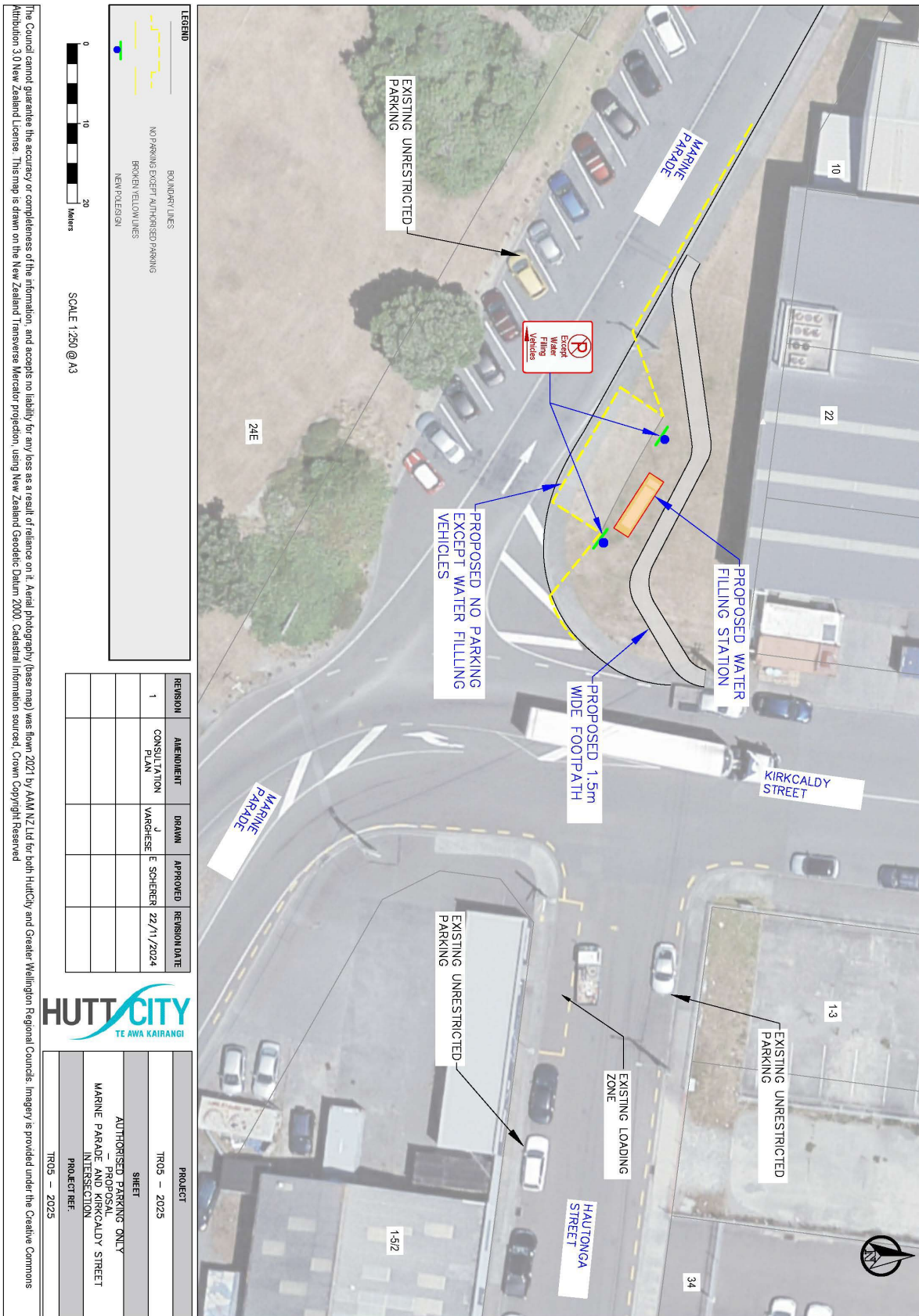
PROPOSED CHANGES IN YOUR AREA

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.

<p><b>What</b> We are proposing</p>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<p><b>Why</b> We are proposing the change</p>	<ul style="list-style-type: none"> <li>Hutt City Council (HCC) received a request from Wellington Water (WA) to install parking restrictions in the corner of Marine Parade and Kirkcaldy Street.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>

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



23 January 2025

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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









24 January 2025

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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

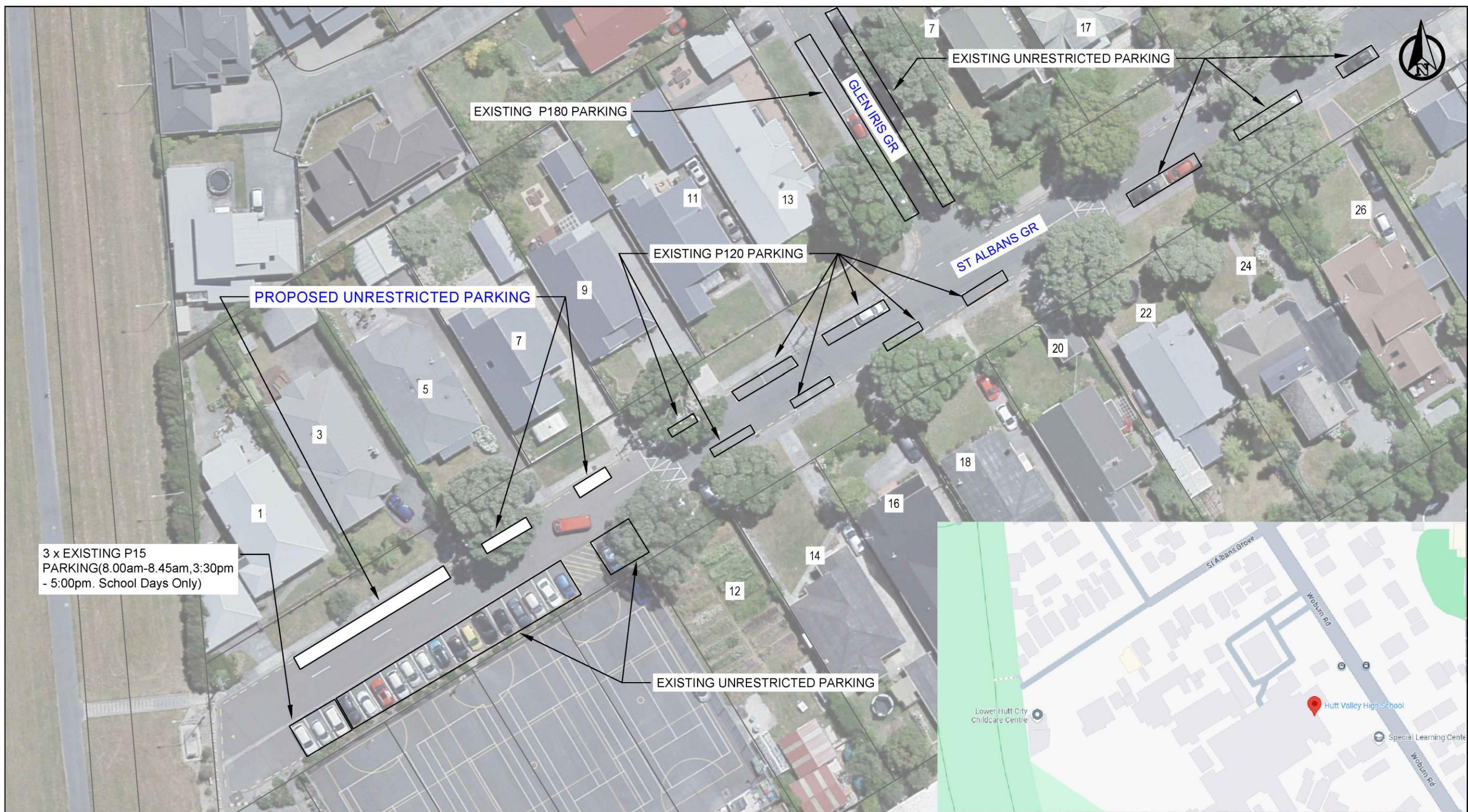
**Author:** Rogan Murugadhas, Traffic Engineer

**Reviewed By:** Evandro Scherer, Transport Engineering Manager

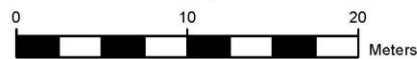
**Reviewed By:** Paul Hewitt, Head of Transport

**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

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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











24 January 2025

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**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**

<b>No.</b>	<b>Title</b>	<b>Page</b>
<a href="#">1</a>	Appendix 1: Proposed Time Limited Parking - William Street Plan	48
<a href="#">2</a>	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











24 January 2025

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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
<a href="#">1</a>	Appendix 1: Proposed Time Limited Parking - Britannia Street, Petone	55
<a href="#">2</a>	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











24 January 2025

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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**

<b>No.</b>	<b>Title</b>	<b>Page</b>
<a href="#">1</a>	Appendix 1: Proposed Time Limited Parking - Hutt Road and Nevis Street	63
<a href="#">2</a>	Appendix 2: Proposed Time Limited Parking - Hutt Road and Nevis Street Consultation Letter	64

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**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development











24 January 2025

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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
<a href="#">1</a>	Appendix 1: Proposed Parking Restrictions on Cambridge Terrace (between Treadwell Street and Vogel Street)- Plan	70
<a href="#">2</a>	Appendix 2: Proposed Parking Restrictions on Cambridge Terrace (between Treadwell Street and Vogel Street)- Consultation Letter	71

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**Reviewed By:** Paul Hewitt, Head of Transport

**Approved By:** Jon Kingsbury, Director Economy & Development











24 January 2025

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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 <a href="#">↓</a>	Appendix 1: Proposed Parking Restrictions on the Service Lane in Front of Matai Park, The Strand, Wainuiomata - Amended Plan	78
2 <a href="#">↓</a>	Appendix 2: Proposed Parking Restrictions on the Service Lane in Front of Matai Park, The Strand, Wainuiomata - Consultation Plan	79
3 <a href="#">↓</a>	Appendix 3: Proposed Parking Restrictions on the Service Lane in Front of Matai Park, The Strand, Wainuiomata Consultation Letter	80

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Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development











**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
<a href="#">1</a>	Appendix1 - Traffic Subcommittee Work Programme 2025	85
<a href="#">2</a>	Appendix 2 - Traffic Resolution dashboard	86

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