



KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

15 April 2025

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

Thursday 24 April 2025 commencing at 2:00 pm

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

Membership

	Cr N Shaw (Chair)
	Cr B Dyer (Deputy Chair)
Cr G Barratt	Cr A Mitchell
Cr C Parkin	Cr G Tupou
Cr J Briggs (Alternate)	Cr K Brown (alternate)
Deputy Mayor T Lewis (Alternate)	

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

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

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

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

PURPOSE:

The Komiti Iti Ara Waka | Traffic Subcommittee has primary responsibility for considering and making **recommendations to Council** on traffic matters and considering any traffic matters referred to it by Council.

For the avoidance of doubt, “traffic” includes parking, and excludes temporary road closures under clause 11(e) of the Tenth Schedule of the LGA 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965.

DETERMINE:

The Komiti Iti Ara Waka | Traffic Subcommittee has the authority to:

- Do all things necessary to hear, consider and make **recommendations to Council** on any traffic-related matter.
- Regulate its own processes and proceedings to achieve its purpose and objective.
- Provide options for the consideration of Council.

The Chair will have the authority to refer any traffic matter to:

- A Community Board; or
- The Komiti Hanganga | Infrastructure and Regulatory Committee; or
- Council.

DELEGATED AUTHORITY:

The Komiti Iti Ara Waka | Traffic Subcommittee will have delegated authority to carry out activities within its terms of reference.

HUTT CITY COUNCIL

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt on
Thursday 24 April 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 - 29 May 2025

- a) Proposed Mobility Parking Restriction - Te Puni Street, Petone (Outside Te Puni Urupa Cemetery)

Report No. TSC2025/2/82 by the Traffic Engineer

6

CHAIR'S RECOMMENDATION:

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

- b) Proposed Time Limited Parking - 223 The Esplanade, Petone

Report No. TSC2025/2/83 by the Traffic Engineer 14

CHAIR'S RECOMMENDATION:

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

- c) Proposed Time Limited Parking - Durham Crescent, Fairfield (Outside Epuni Kindergarten)

Report No. TSC2025/2/84 by the Traffic Engineer 21

CHAIR'S RECOMMENDATION:

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

- d) Proposed Time Limited Parking - Alicetown Playcentre Parking, Victoria Street, Alicetown

Report No. TSC2025/2/85 by the Traffic Engineer 29

CHAIR'S RECOMMENDATION:

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

- e) Broken Yellow Lines - No Stopping At All Times - between 22 and 26 City View Grove, Harbour View

Report No. TSC2025/2/86 by the Traffic Engineer 36

CHAIR'S RECOMMENDATION:

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

- f) Broken Yellow Lines - No Stopping At All Times between 162 and 168 Normandale Road, Normandale

Report No. TSC2025/2/87 by the Traffic Engineer 43

CHAIR'S RECOMMENDATION:

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

- g) Proposal to streamline consultation process for parking and traffic restrictions under delegated authority

Report No. TSC2025/2/88 by the Transport Engineering Manager 50

CHAIR'S RECOMMENDATION:

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

6. INFORMATION ITEM

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

Memorandum dated 2 April 2025 by the Democracy Advisor 55

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

Vanessa Gilmour
DEMOCRACY ADVISOR

07 March 2025

Report no: TSC2025/2/82

Proposed Mobility Parking Restriction - Te Puni Street, Petone (Outside Te Puni Urupa Cemetery)

Purpose of Report

1. The purpose of this report is to seek approval for a proposed parking configuration change on Te Puni Street, Petone, Lower Hutt. The proposed change include:
 - a) Conversion of 1x P30 parking space outside 6 Te Puni Street into 1x P60 Mobility Parking Only 'At All Times' space.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of 1x existing P30 parking space into 1x P60 Mobility Parking Only 'At All Times' space outside 6 Te Puni Street, Petone, as show in Appendix 1 to the report;
- (3) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described above; and
- (4) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions that evidence the 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's Urban Development team is developing the Pito One Landings Project which is part of Long Term Plan's Petone 2040 programme. This project involves a series of small-scale urban design initiatives in the suburb of Petone. During engagement the Pito One Steering group and Mana Whenua requested a mobility parking space at 6 Te Puni Street.

3. Analysis of the area by the project team showed there was no dedicated mobility parking space, which limits accessibility to Te Puni Urupā. This lack of provision may also affect nearby businesses, as their customers could face similar accessibility challenges.
4. Where the project is being developed, the existing parking configuration includes three P30 parking spaces and two unrestricted parking spaces. Council engineers propose converting 1x existing P30 parking spaces to 1x P60 Mobility Parking Only 'At All Times' space.
5. The mobility parking is being proposed to have a time limit of 60-minutes. This reflects the average duration of visits to the cemetery and is intended to balance accessibility with availability.

Discussion

6. The selected location for the mobility parking space is the closest practical access point to the cemetery, providing convenient and safe access for mobility users, including those with wheelchairs.
7. The proposed P60 time-limited parking is consistent with other time restrictions along this section of Te Puni Street. It is considered sufficient to accommodate cemetery visits, including funerals, while supporting overall parking turnover and compliance.
8. As part of the proposed mobility parking installation, the ground level will be raised to match the adjacent footpath. This will provide a flush transition and enable safer, step-free access from the parking space to the footpath.

Options

9. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed changes to the time restrictions, as detailed in this report and shown in Appendix 1 attached to the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
10. Officers recommend option (b) above, as the proposed restrictions are expected to better serve the community's needs. These changes will improve accessibility and safety for mobility users, while also supporting appropriate parking turnover in the area.

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. Prior to public consultation, Council's Urban Development team engaged with the Pito One Project Steering Group as part of the project's planning process.
14. A request for mobility parking near Te Puni Urupā was raised by the Steering Group on 25 March 2024. Since then, the proposed improvements have been presented at subsequent Steering Group meetings, with feedback incorporated into the design. The proposal was also discussed with Kāhui Mana Whenua (Mana Whenua delegates) and Te Puni Urupā Trustees. The improvements address feedback provided by the groups.
15. Following the meeting with the Pito One Project Steering Group, the plans were prepared, and consultation began.
16. The public consultation was undertaken from 4 March to 18 March 2025. A total of 20 letters were delivered to nearby businesses and vehicles parked in the area. The consultation covered a catchment area with an approximate 100m radius of the proposed site.
17. The proposal was also made available on Council's website from 4 March 2025.
18. Public consultation was carried out with CCS Disability Action Wellington and Wesley Community Action. This engagement was facilitated through Council's representative for disability groups. CCS Disability Action provided a positive response, recommending that Council update its public information regarding mobility parking time allowances, and also suggested an increase in the number of mobility spaces to accommodate an ageing population. No feedback was received from Wesley Community Action.
19. One public submission was received opposing the proposal.
20. The submission expressed concern over a perceived loss of parking spaces and the potential impact on local businesses. The submitter believed that the kerb extension and relocation of parking would reduce overall availability. However, following site assessments and a review of the design, Council engineers confirmed that there would be no net loss of parking, with the exception of the conversion of one space to mobility parking. The proposed kerb build-out will occupy an area already subject to existing 'No Stopping' restrictions (BYLs). Officers are confident the proposed changes will improve accessibility without reducing overall parking provision.
21. The Petone Community Board at its meeting on 14 April 2025 endorsed the recommendations.
22. A copy of the consultation letter is attached as Appendix 2 to the report.

Legal Considerations

23. 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

24. The cost for the installation will be allocated from the Long Term Plan's Petone 2040 programme budget and Signs/Road Marking budget for the 2024/25 financial year.

Appendices

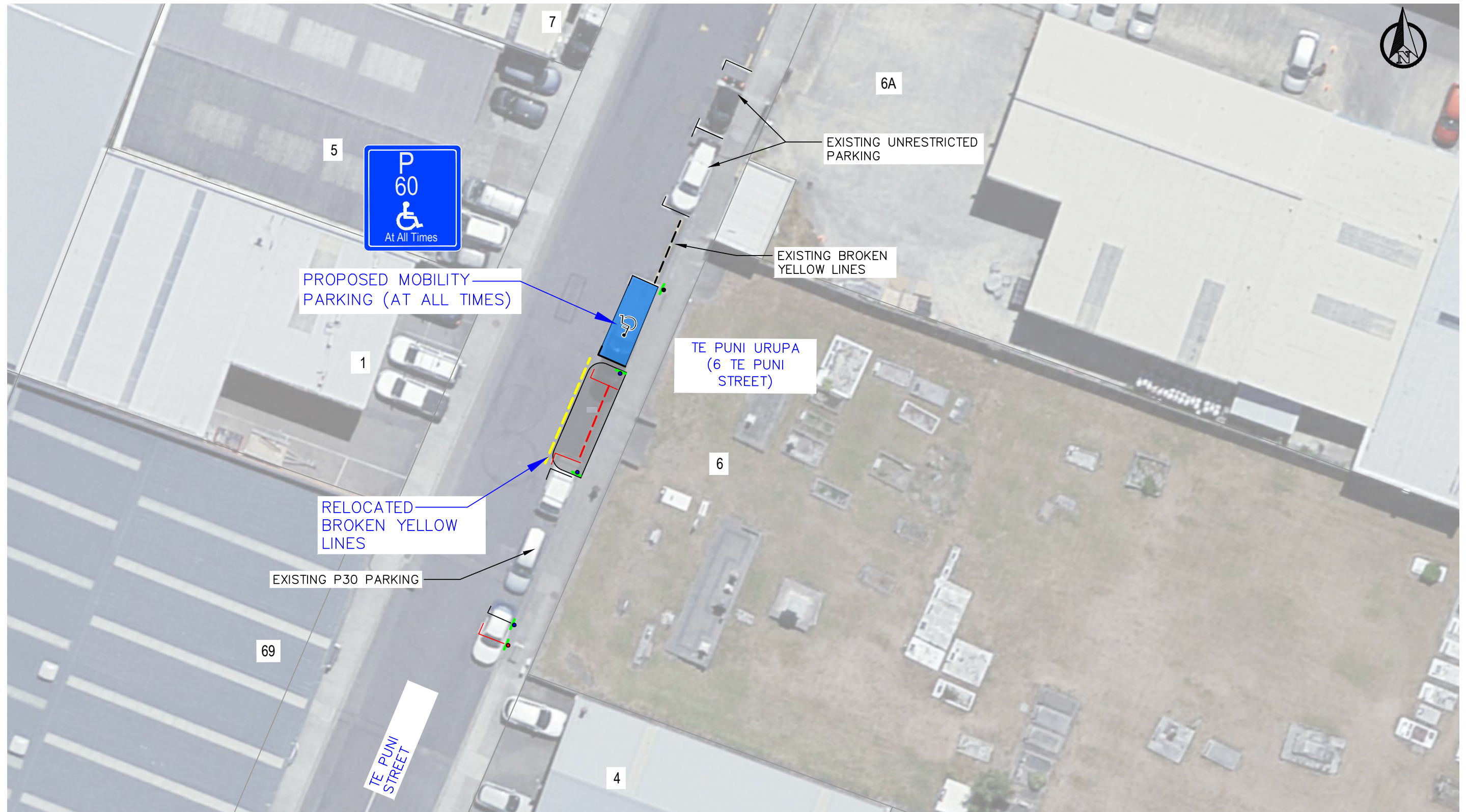
No.	Title	Page
1 ↓	Appendix 1 - Te Puni Street, Petone Plan	10
2 ↓	Appendix 2 - Te Puni Street, Petone Consultation Letter	11

Author: Jojo Varghese
Traffic Engineer

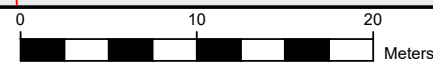
Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Lucie Desrosiers
Head of Urban Development



LEGEND	
	BOUNDARY LINES
	EXISTING BROKEN YELLOW LINES
	NEW BROKEN YELLOW LINES
	NEW L-BAR WHITE PARKING LINES
	REMOVE L-BAR WHITE PARKING LINES
	NEW MOBILITY PARKING
	NEW POLE/SIGN
	EXISTING POLE/SIGN
	REMOVE EXISTING POLE/SIGN



SCALE 1: 250 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	J VARGHESE	E SCHERER	14/02/2025



PROJECT
TR24 – 2025
SHEET
PARKING CONFIGURATION – PROPOSAL 6 TE PUNI STREET
PROJECT REF.
TR24 – 2025

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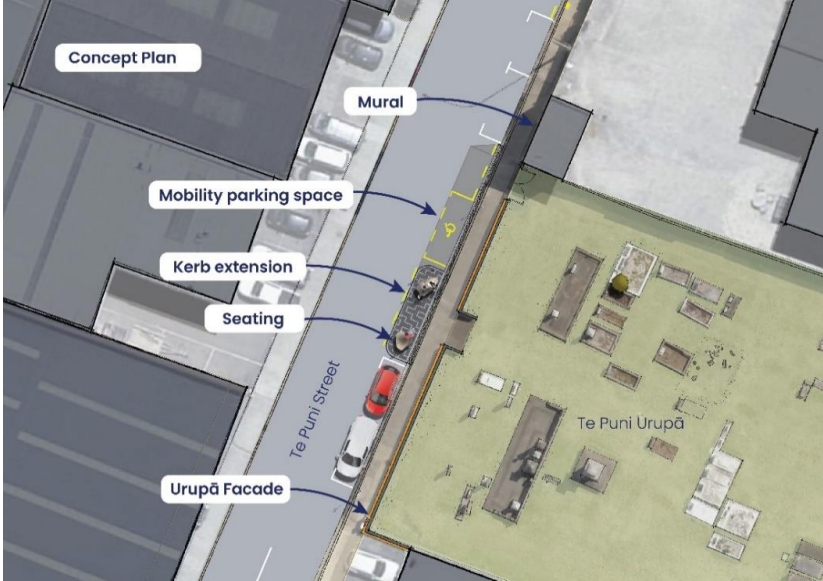


4 March 2025

Kia ora,

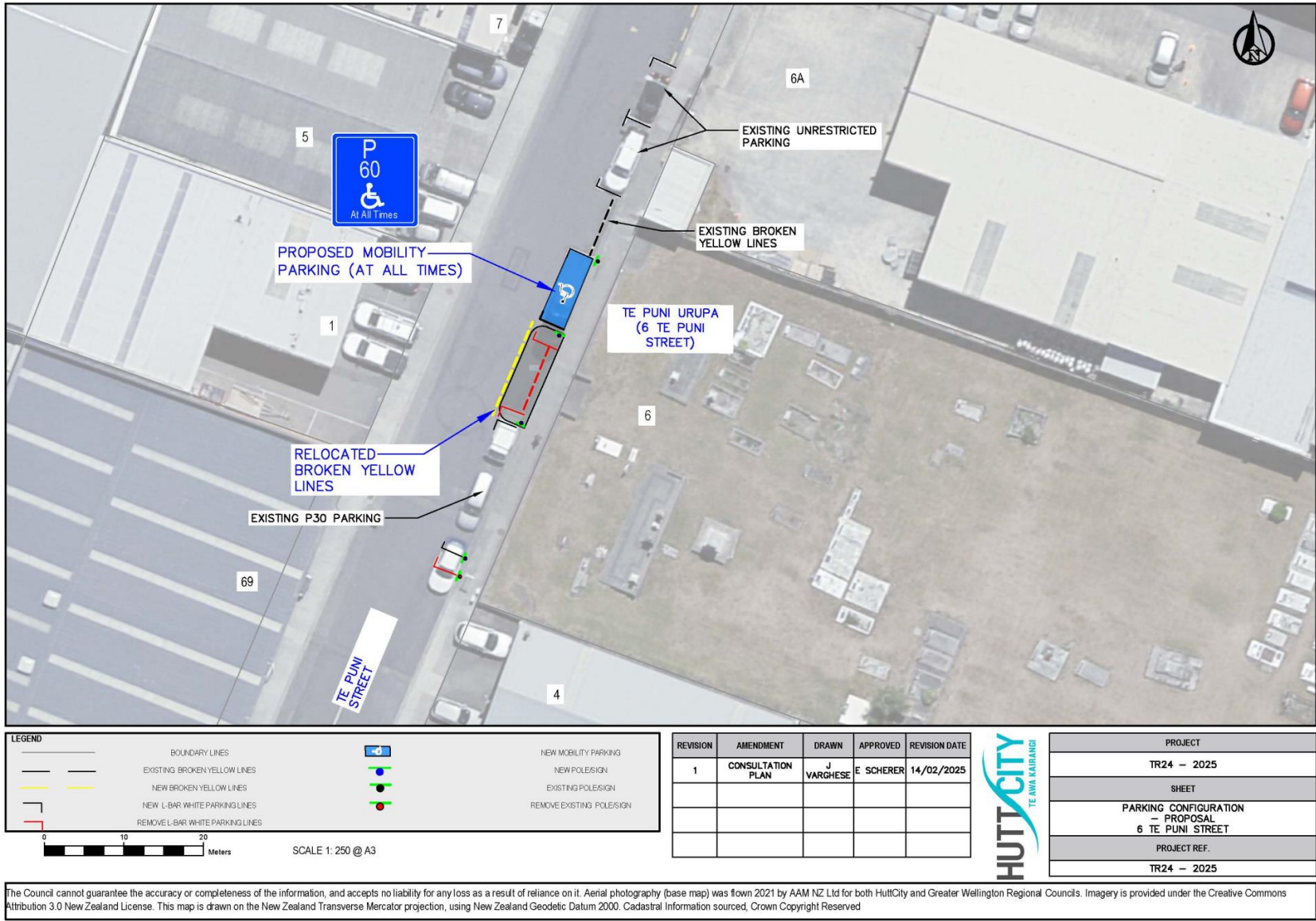
Proposed changes along Te Puni Street

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're proposing to install 1xP60 Mobility Parking (At All Times), No Stopping At All Times (BYLs) and a new kerb extension outside property no. 6 Te Puni Street (Te Puni Urupā), Petone.
Why	<p>The proposed changes on Te Puni Street are for the Pito One Pā Landing project, part of the Long Term Plan's Petone 2040 programme which provides funding for small scale urban design projects in the suburb.</p> <p>The Pito One Pā Landing project aims to:</p> <ul style="list-style-type: none"> • Improve the quality of the street in front of Te Puni Urupā. • Reveal the hidden history of the area. • Support the tikanga (Māori customary practices) and use of the urupā. • Enhance the accessibility to Te Puni Urupā. <p>You can find out more about this project at hutt.city/landings</p>  <ul style="list-style-type: none"> • As part of the project, Hutt City Council received a request to convert one existing P30 restricted parking (Standard Hours) space into a new



	<p>P60 Mobility Parking (At All Times) space outside property no 6 Te Puni Street, Petone.</p> <ul style="list-style-type: none"> • Council engineers have assessed the site and found that the current parking situation does not include designated facilities for pedestrians with mobility impairments to park their vehicles. • Council engineers recommend converting one of the existing P30 restricted parking spaces to a P60 restricted mobility parking space. This will address the lack of mobility facilities in the area and improve accessibility to Te Puni Urupā. • It is recommended that the proposed mobility parking space is 'At All Times' rather than the standard business hours. • The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where	The changes are proposed outside 6 Te Puni Street, as per attached plans.
Impact	<ul style="list-style-type: none"> • Pedestrian Impact: Improves accessibility and safety for mobility users. • Net parking impact: The proposal will result in a net loss of zero parking spaces. Where the kerb build out is been proposed, drivers are currently unable to park as there are broken yellow lines at the entrance of Te Puni Urupā. Where the mobility parking space is proposed, there will be a conversion of the vehicle class type (standard parking to mobility). Therefore, the mobility parking space will result on zero net parking loss.
Have your say	<p>If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz with the subject 'TR Submission + New Parking layout proposal, Te Puni Street, Petone'</p> <p>Please note, if you are giving feedback, please submit it before 5:00pm on 18 March 2025.</p>
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 24 April 2025. • If approved, the proposed changes are expected to be installed within 3 months following the approval date.



28 March 2025

Report no: TSC2025/2/83

Proposed Time Limited Parking - 223 The Esplanade, Petone

Purpose of Report

1. The purpose of this report is to seek approval for a new parking configuration outside 223 The Esplanade, Petone, Lower Hutt. The proposed changes include: Conversion of 2x existing unrestricted parking spaces to P60 time-restricted parking spaces (Monday to Friday, 8am to 6pm, standard business hours).

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of 2x existing unrestricted parking spaces to P60 time-restricted parking (Monday to Friday, 8am to 6pm) outside 223 The Esplanade, Petone, as outlined in Appendix 1 to the report;
- (3) rescinds any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described in this recommendation; and
- (4) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions that evidence the 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 a business owner operating an art gallery at 223 The Esplanade. The request sought consideration for short-term parking to better accommodate customers. Currently, there are 2x unrestricted parking spaces outside the business, which are primarily used by local residents.

3. Council engineers engaged directly with this business owner to understand their parking needs. Following discussions, a joint agreement was reached to propose the conversion of 2x unrestricted parking spaces to P60 (Monday to Friday, 8am to 6pm, standard business hours) to better accommodate customer access.
4. The business owner was highly supportive of the proposed time-limited parking for their customers. Officers also found the request reasonable, as there are currently no time-limited parking spaces available in the vicinity. To balance parking needs, the proposed P60 restrictions will apply only during business hours, allowing residents to park outside these hours.

Discussion

5. Council engineers assessed the site and observed that vehicles are typically parked for extended periods outside the art gallery. The lack of turnover creates parking challenges, which may discourage customers from visiting the business.
6. Council engineers considered the presence of nearby residential units and the existing challenges with night-time parking. To maintain a balanced approach for all users and ensure consistency with other uncharged time-restricted parking, it is recommended that the P60 restriction apply only during standard business hours (Monday to Friday, 8am to 6pm).
7. The proposed parking restrictions will better accommodate the business needs by increasing parking turnover and improving customer access, ultimately benefiting the business.

Options

8. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed changes to the time restrictions above and as shown in Appendix 1 to the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
9. Officers recommend option (b) above, as the proposed restrictions will better serve the community's needs. These changes are expected to benefit the business, improve parking availability for staff and residents, and enhance parking turnover in the area.

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. Consultation was conducted from 21 February 2025 to 7 March 2025, covering a catchment area with an approximate 100m radius from the proposed site.
13. A total of 59 letters were delivered to affected businesses, residential properties, and vehicles parked in the area.
14. Two submissions were received, one in support and one against the proposal.
15. The negative feedback centered on concerns about the loss of residential parking and the idea of businesses influencing parking configuration for their benefit. However, Council engineers assessed the parking demand in the area and found that most properties have their own parking spaces. The proposed changes will not result in a significant loss of parking, as residents will still have access to on-street parking outside business hours.
16. A copy of the consultation letter is attached as Appendix 2 to this report.
17. The Petone Community Board at its meeting on 14 April 2025 endorsed the recommendations.

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 of 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 - The Esplanade Plan	17
2 ↗	Appendix 2: Proposed Time Limited Parking - The Esplanade Consultation Letter	18

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 P60 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		

01020

Meters

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	18/02/2025

HUTT CITY

TE AWA KAIRANGI

PROJECT

TR22 – 2025

SHEET

TIME LIMITED PARKING – PROPOSAL
223 THE ESPLANADE, PETONE

PROJECT REF.

TR22 – 2025

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21 February 2025

PROPOSED CHANGES IN YOUR AREA

Kia Ora

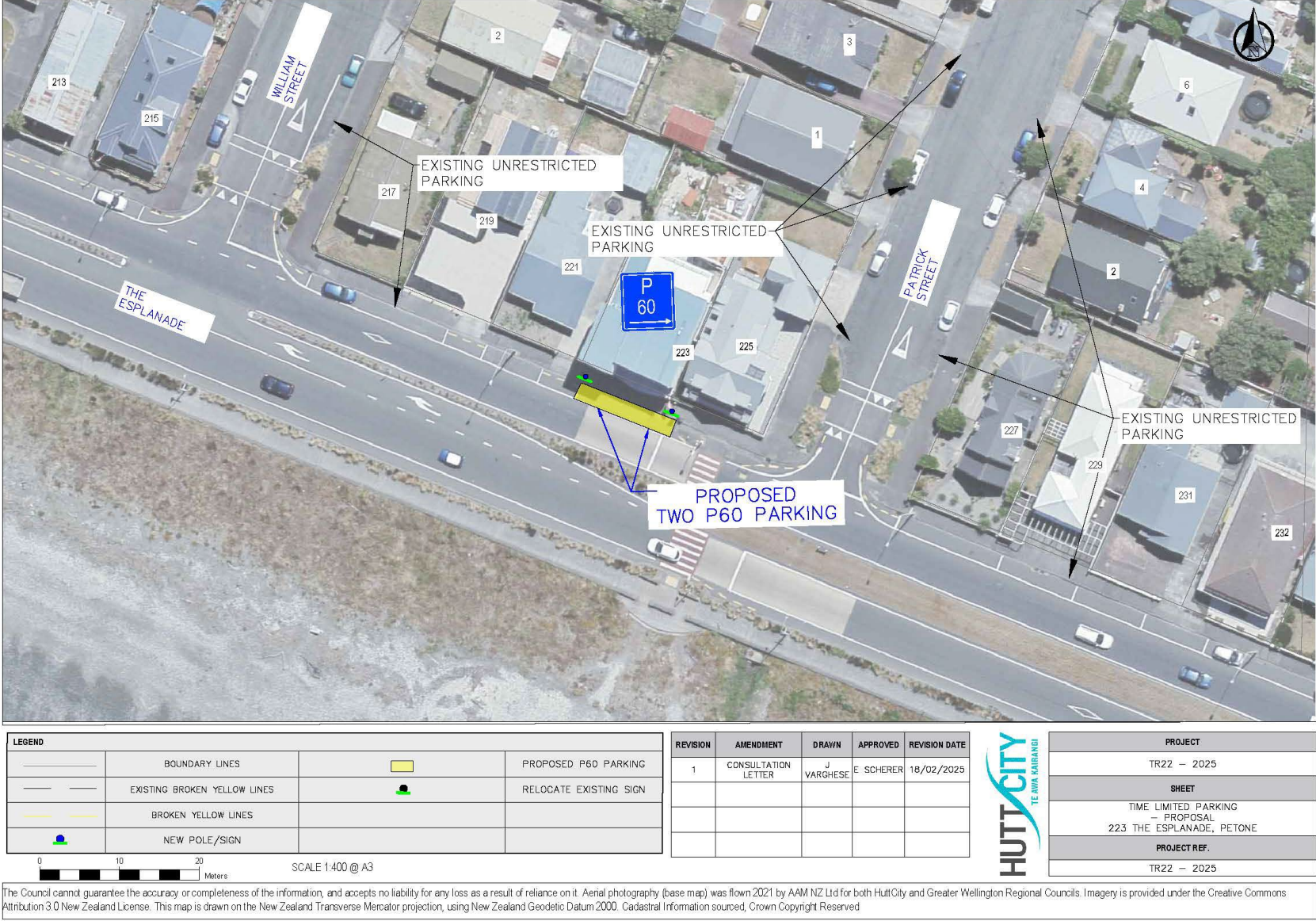
This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

What we are proposing	<ul style="list-style-type: none"> Convert 2x unrestricted parking spaces onto 2xP60 parking spaces outside property no. 223 The Esplanade, Petone.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) received a request from a local business who owns an Art Gallery for HCC to convert 2x existing unrestricted parking spaces outside their business at no.223 The Esplanade into a time-limited parking. Council engineers assessed the site and found vehicles can park in the existing parking spaces for an unlimited time which may hinder genuine customers coming to shop and recommended converting the existing unrestricted parking into 2xP60. Council engineers initially considered parking restrictions on weekends, however, provided that there are some residential units in the vicinity, the recommendation was to keep the changes during standard business hours (8am to 6pm), so residents can park unrestricted outside these hours. The proposed parking restrictions will better suit the needs of these businesses and allow a higher parking turnover & customer visit thereby benefiting the business. 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 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 outside property no. 223 The Esplanade, Petone as per attached plans.
What Will the change achieve	<ul style="list-style-type: none"> Net parking impact: no loss of parking spaces The impact will be positive deterring vehicles from parking long term in these spaces and freeing up parking for genuine customers looking to shop at the business. Economic growth for local businesses.
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 us at TRSubmission@huttcity.govt.nz with the title: TR Submission + Time-Limited Parking Proposal, The Esplanade, Petone.



	<ul style="list-style-type: none">• Please note, if you are giving feedback, please submit it before 5:00pm on Friday 7th March 2025
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 24th April 2025• If approved, the proposed changes will be installed within 3 months following the approval date.



28 March 2025

Report no: TSC2025/2/84

Proposed Time Limited Parking - Durham Crescent, Fairfield (Outside Epuni Kindergarten)

Purpose of Report

1. This report seeks approval for a new parking arrangement on Durham Crescent, Fairfield. The proposed changes, primarily outside Epuni Kindergarten, include:
 - a) the installation of one P10 parking space (Monday to Friday, 8:30am-3:30pm) outside 50 Durham Crescent;
 - b) the relocation of the existing mobility parking from 48a Durham Crescent to 50 Durham Crescent; and
 - c) the conversion of the existing mobility parking outside 48a Durham Crescent to unrestricted parking.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the conversion of the existing unrestricted parking into one P10 parking spaces (Monday to Friday, 8:30am-3:30pm) outside 50 Durham Crescent, Fairfield, as shown in Appendix 1 of this report;
- (3) approves the relocation of the existing mobility parking space outside from 48a Durham Crescent to 50 Durham Crescent, Fairfield, as show in Appendix 1 of this report;
- (4) approves the conversion of the existing mobility parking space to unrestricted parking outside 48a Durham Crescent, Fairfield, as show in Appendix 1 to this report;
- (5) notes that the relocation of the Mobility Parking space will continue to have the same operating hours as the existing configuration (8.30am to 3.30pm on kindergarten days only);
- (6) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described above; and
- (7) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this recommendation have been installed.

For the reason that 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 Epuni Kindergarten to install time-limited parking restrictions outside 50 Durham Crescent, Fairfield.
3. The issue raised is that increased housing intensification has impacted parking availability for Epuni Kindergarten, particularly during drop-off and pick-up times (8.30am and 3.30pm). Under the current parking configuration, vehicles can park outside 50 Durham Crescent for unlimited hours, making it difficult for parents to find suitable parking when dropping off and picking up their children.
4. Council engineers have assessed the site and recommend converting one unrestricted parking space into a P10 parking space to facilitate drop-offs and pick-ups for Epuni Kindergarten. Outside the designated operating hours (Monday to Friday, 8:30am-3:30pm), the parking space will remain unrestricted, allowing residents of the nearby housing developments to use it.

Discussion

5. During a site visit, Council engineers identified irregularities with the existing mobility parking outside 48A Durham Crescent. Observations showed that its current location obstructs access to the property's driveway. To address this issue, officers recommend relocating the mobility parking space to 50 Durham Crescent, directly outside the Epuni Kindergarten.
6. The relocation of the mobility parking space will improve accessibility for wheelchair users during pick-up and drop-off hours at Epuni Kindergarten. Typically, Council officers recommend mobility parking restrictions to operate 'At All Times'.
7. Due to high parking demand in the area officers propose that the mobility parking restrictions operate from 8:30am-3:30pm on Kindergarten Days. This aligns with the existing parking arrangement outside 48a Durham Crescent.
8. Prior to public consultation, Council officers engaged directly with Epuni Kindergarten staff to discuss the recommended proposal. The staff expressed support for the proposed changes.

Options

9. 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 this report; or
 - c) make further amendments as the Subcommittee deems appropriate for recommendation to Council.
10. Officers recommend option (b) as it will deliver better outcomes for Epuni Kindergarten and promote parking turnover for the parents during drop-off and pick-up times.

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. Prior to consultation, officers discussed the options with Epuni Kindergarten staff, who supported the installation of 1x P10 parking space for parents to use during pick-up and drop-off times.
14. Consultation was conducted from 21 February to 7 March 2025, covering a catchment area with an approximate radius of 100m from the proposed site. The consultation letter is attached as Appendix 2 to this report.
15. A total of 35 letters were distributed to property owners, including Epuni Kindergarten, which shared the plans with families of the students. Additionally, letters were placed on cars parked around the proposed site.
16. One response was received which was from Epuni Kindergarten regarding the proposed P10 parking installation outside 50 Durham Crescent. The feedback recommended reducing the standard P10 hours from 8:00am-6:00pm to 8:30am-3:30pm. In response, officers revised the plan and sent it back to the kindergarten, which has expressed support for the amended proposal.

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

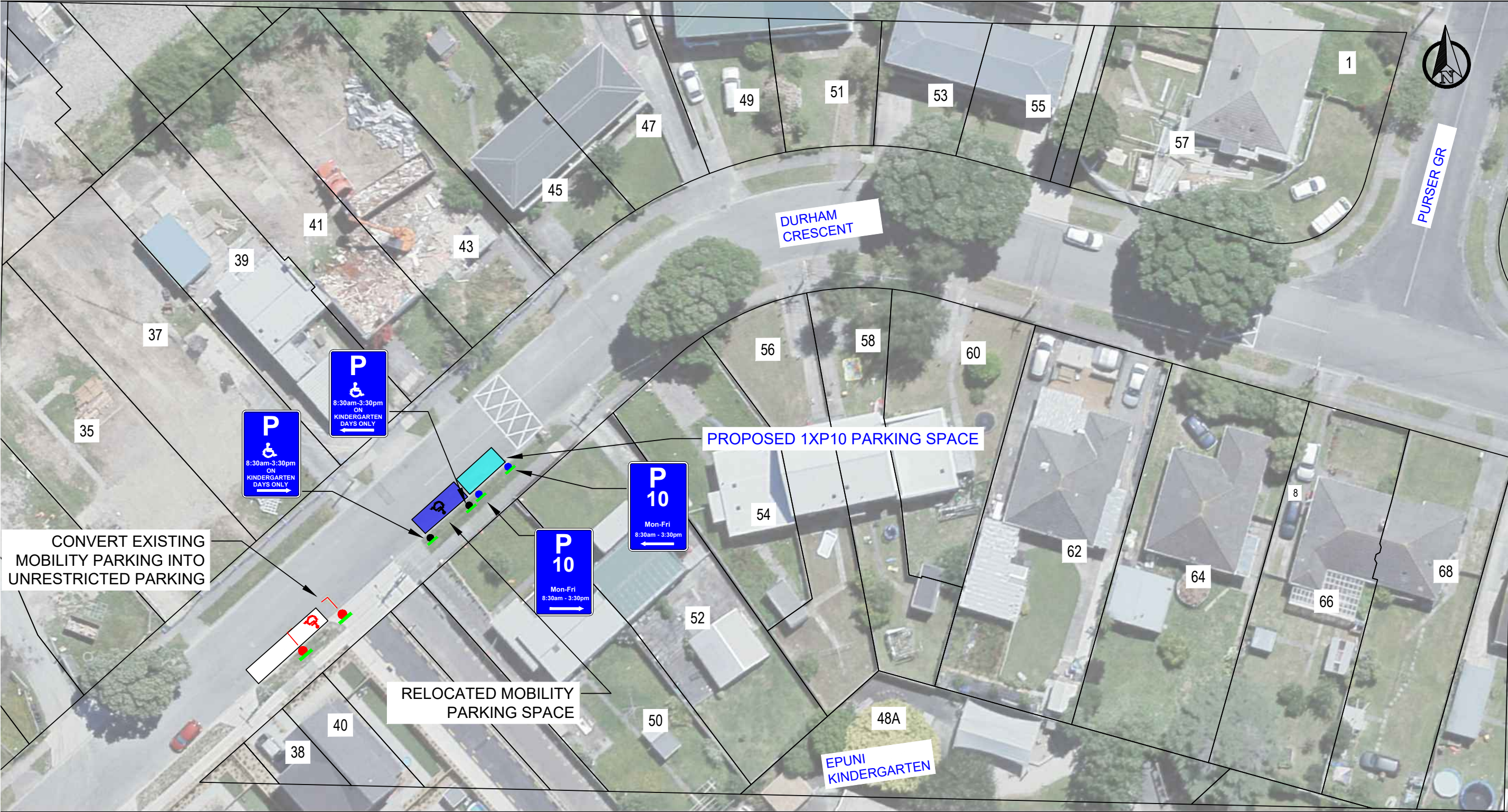
No.	Title	Page
1 ↓	Appendix 1: Proposed Time Limited Parking - Durham Crescent, Fairfield - Plan	25
2 ↓	Appendix 2: Consultation Letter	26

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



EGEND

	UNRESTRICTED PARKING		PROPOSED P10 PARKING		RELOCATE POLE/SIGNS
	RELOCATED MOBILITY PARKING		REMOVE/RELOCATE POLE/SIGNS		NEW POLE/SIGNS

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	R MURUGADHAS	E SCHERER	14/02/2025
2	AMENDMENT	R MURUGADHAS	E SCHERER	7/03/2025

PROJECT
TR21 - 2025
SHEET
PROPOSED P10 PARKING - PROPOSAL DURHAM CRESCENT
PROJECT REF.
TR21- 2025

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21 February 2025

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 1 x P10 (Mon-Fri, standard hours only) parking restriction outside property no. 50 Durham Crescent (Epuni Kindergarten), Fairfield. Relocate existing mobility parking outside 48A Durham Crescent to 50 Durham Crescent, Fairfield.
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 50 Durham Crescent (Epuni Kindergarten), Durham Crescent. The request was received from the Epuni Kindergarten. As per current parking configuration and recent new housing development, drivers can park outside 50 Durham Crescent for unlimited hours, and this is causing an issue for the parents dropping off and picking up the kids from the kindergarten. Council engineers have assessed this site and are recommending converting one unrestricted parking space to P10(Mon-Fri – 8.00am to 6pm standards hours only) parking spaces for parents to pick up and drop off kids at the kindergarten. Outside the standard hours, parking will remain unrestricted. During the site visit, Council engineers have found irregularities with the existing mobility parking outside 48A Durham Crescent and are recommending relocating it outside 50 Durham Crescent. The mobility parking relocation will provide better accessibility needs for wheelchair users during pick up and drop off hours. Provided that the mobility parking space is for the exclusive use of users of Epuni Kindergarten, parking will remain unrestricted outside of the standard hours. 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 50 and 48A Durham Crescent, Fairfield 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 kindergarten times. Pedestrian Impact: Improves accessibility and safety for mobility users.

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Private bag 31-912, Lower Hutt 5040



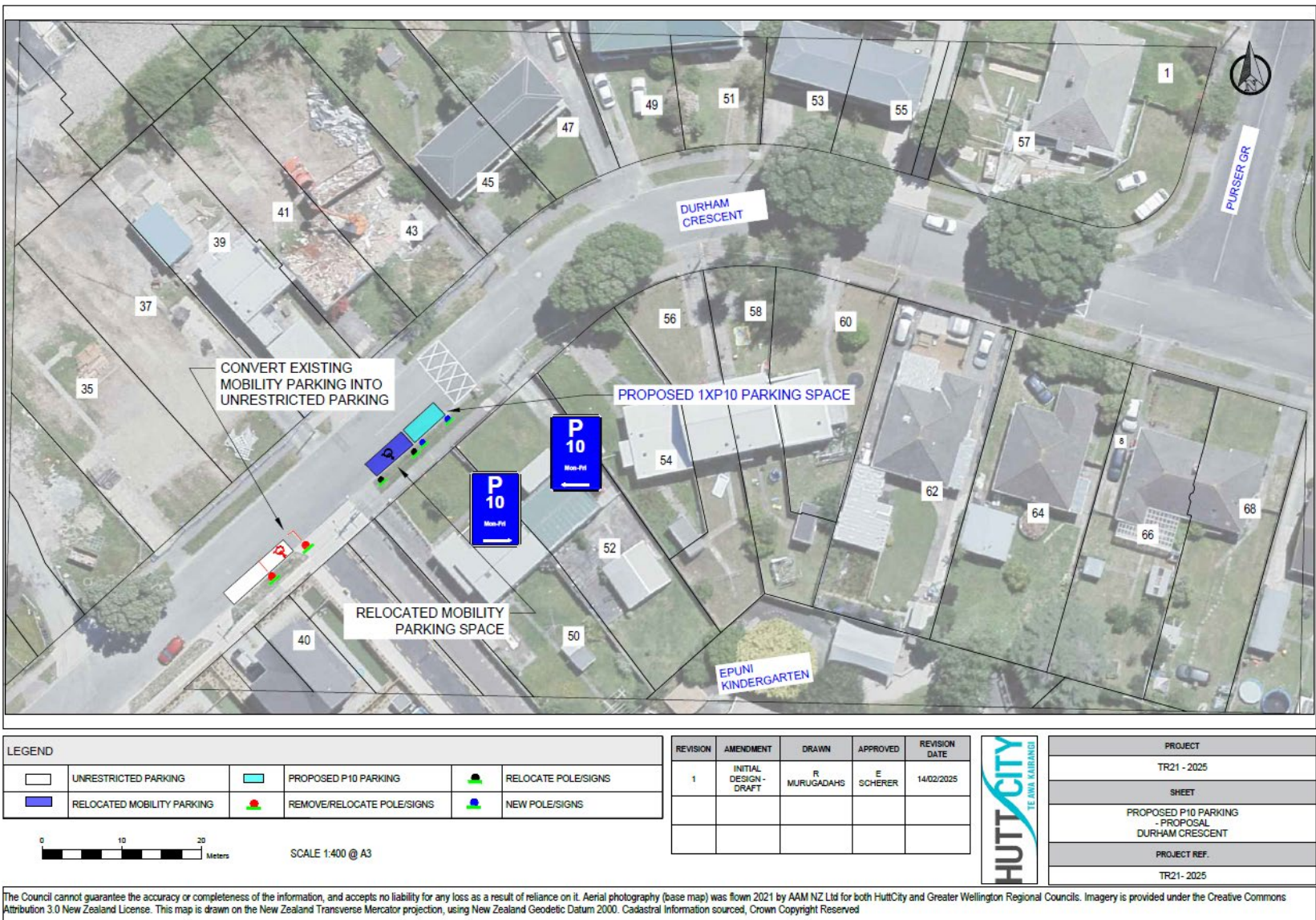
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	<ul style="list-style-type: none"> • The changes support School wellbeing and Health & Safety from their parked cars. • Net parking impact: one parking space to be converted from unlimited to P10 (standard hours only).
Have your say	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, you can do so by emailing us at TRSubmission@huttcity.govt.nz with the title: • TRSubmission + P10 Pick up and Drop off, Durham Crescent • Please note, if you are giving feedback, please submit it before 5:00pm on Friday 7th March 2025.
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 24th April 2025. • If approved, the proposed changes will be installed within 3 months following the approval date.



21 March 2025

Report no: TSC2025/2/85

Proposed Time Limited Parking - Alicetown Playcentre Parking, Victoria Street, Alicetown

Purpose of Report

1. This report seeks approval for parking changes in the Alicetown Playcentre car park, Victoria Street, Alicetown. The proposed changes aim to improve parking availability for those using the facility.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the report;
- (2) approves the conversion of seven existing P120 parking spaces to P180 time-limited parking spaces in the Alicetown Playcentre car park, Victoria Street, Alicetown, as shown in Appendix 1 of this report;
- (3) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described above; and
- (4) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this resolution have been installed.

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

Background

2. Council officers received a request from Alicetown Playcentre to improve long-term parking availability at the car park opposite 64 Victoria Street.
3. The existing parking configuration at the Victoria Street car park is limited to P120 restrictions, which operate "At All Times". These parking spaces were originally installed to support the needs of Alicetown Playcentre and general users of the park. However, feedback from Alicetown Playcentre indicates that their group activities often run for approximately three hours, making the P120 restrictions unsuitable for attendees.

4. Under the current parking arrangement, the time limit is insufficient for visitors, many of whom are accompanied by young children, requiring them to vacate their parking space and relocate to other areas.

Discussion

5. Council officers propose converting seven existing P120 time-limited parking spaces to P180 within the Victoria Street car park. On-street parking on Victoria Street and Te Mome Road will remain unrestricted for general road users.
6. Early engagement was conducted with Alicetown Playcentre, which has expressed support for the proposal.

Options

7. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed time restrictions as outlined in the report and shown in Appendix 1 attached to this report; or
 - c) make further amendments as the Subcommittee deems appropriate for recommendation to Council.

Officers recommend option (b) to meet the needs of the Alicetown Playcentre and encourage parking turnover for attendees and the public.

Climate Change Impact and Considerations

8. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
9. 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

10. Consultation was conducted from 21 February to 7 March 2025, covering a catchment area with an approximate 100m radius from the proposed site. The consultation letter is attached as Appendix 2 to this report.
11. A total of 25 letters were distributed to property owners, including the Playcentre, which shared the plans with families of the students. Additionally, letters were placed on vehicles parked around the proposed site.
12. One response was received from the Alicetown Playcentre, expressing full support for the proposed changes.

Legal Considerations

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

Financial Considerations

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

Appendices

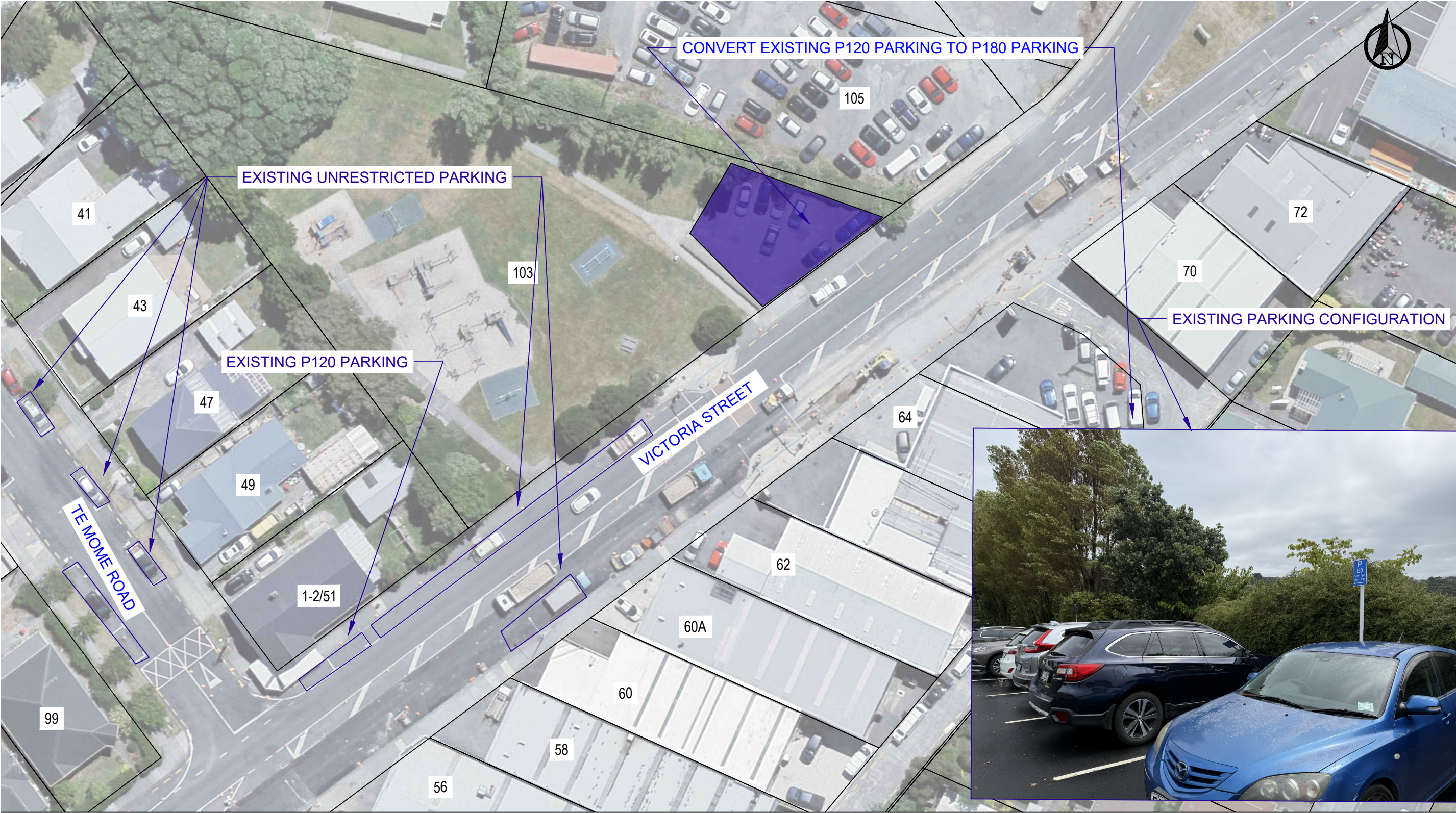
No.	Title	Page
1	Appendix 1: Proposed Time Limited Parking- Alicetown Playcentre, Victoria Street -Plan	32
2	Appendix 2: Consultation Letter	33

Author: Rogan Murugadhas
Traffic Engineer

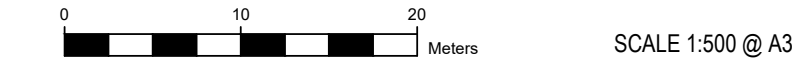
Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



EGEND	
	BOUNDARY LINES
	PROPOSED P180 PARKING



REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	R MURUGADHAS	E SCHERER	13/02/2025



PROJECT
TR22 - 2025
SHEET
PROPOSED P180 PARKING - PROPOSAL ALICETOWN PLAYCENTRE , VICTORIA STREET
PROJECT REF.
TR22 - 2025

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21 February 2025

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 7x existing P120 time onto P180 time limited parking at the Alicetown Playcentre car park area, Victoria Street, Alicetown
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received a request from Alicetown Playcentre for Council to improve their long-term parking needs at the car parking facility, opposite 64 Victoria Street. The existing parking configuration at the carpark is limited to P120 "At All Times". These parking spaces were originally installed to support the needs for Alicetown Play Centre and users of the park. However, based on the feedback received by Alicetown Playcentre, when they run workshops that take approximately 3 hours. With existing parking arrangement, the time is not adequate as their visitors (some of them elderly); they need to vacate from the parking space and park in other areas. Based on the playcentre needs, Council engineers conducted a parking study. The results indicated that there are already parking restrictions (P120) on Alicetown playcentre car parking are "At All Times". Converting these parking spaces to P180 time limited parking spaces will help mitigate the parking issues described by Alicetown Playcentre and balance the need for parking for all the attendees of the playcentre and the general public. Council officers are proposing to convert the existing 7x P120 time limited parking spaces onto P180 within the carpark facility. On street parking (i.e.: Victoria Street and Te Moma Road) will remain unrestricted for road users. An early engagement has been conducted with the Playcentre, who 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 Alicetown playcentre, Victoria Street as per the appended plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves the parking hours for the playcentre attendees 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.

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



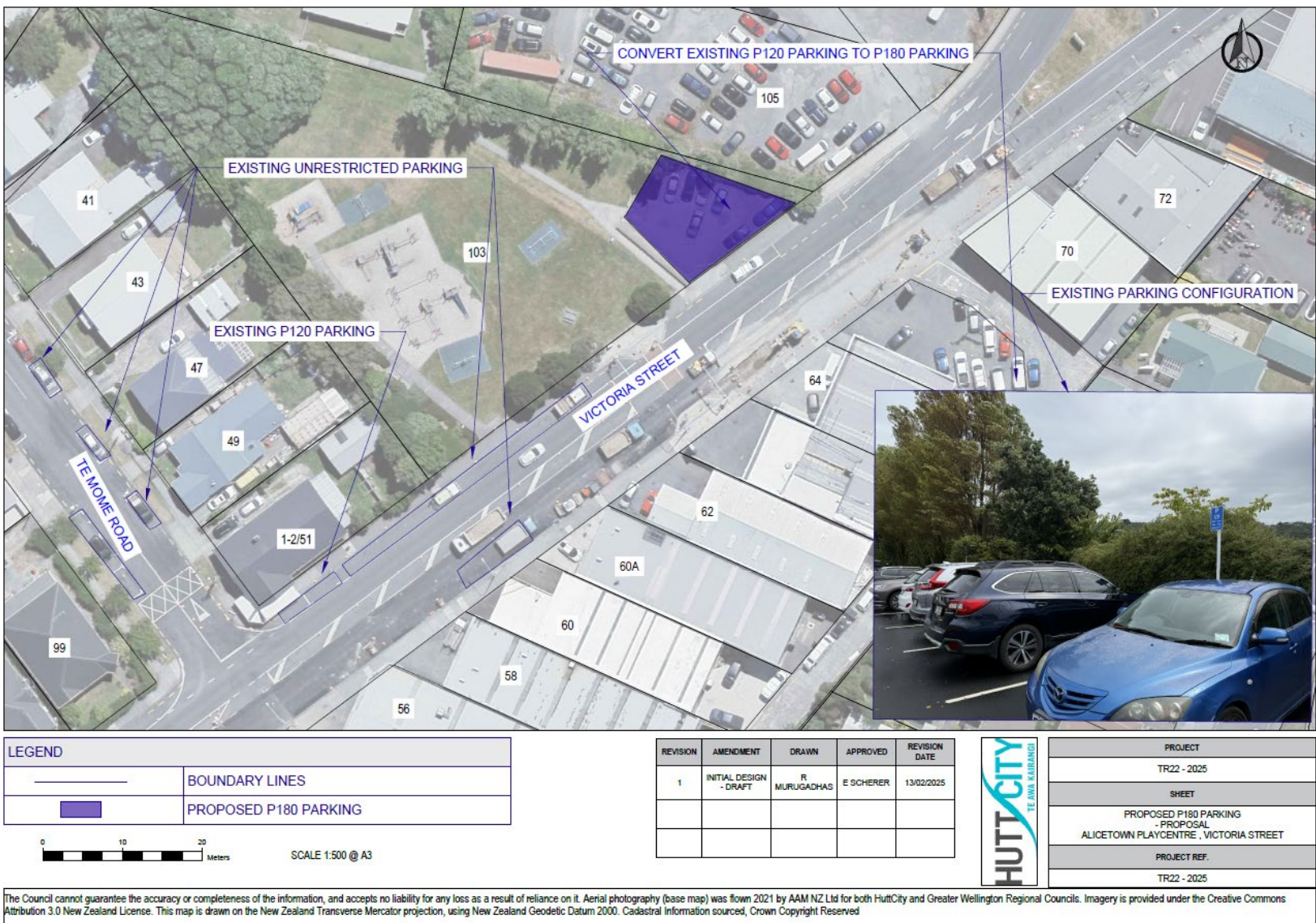
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www.huttcity.govt.nz

▲ 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 us at TRSubmission@huttcity.govt.nz with the title:• TR Submission + P180 Proposal, Alicetown Playcentre• Please note, if you are giving feedback, please submit it before 5:00pm on Friday 7th March 2025
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 24th April 2025• If approved, the proposed changes will be installed within 3 months following the approval date.



Report no: TSC2025/2/86

Broken Yellow Lines - No Stopping At All Times - between 22 and 26 City View Grove, Harbour View

Purpose of Report

1. The purpose of this report is to seek approval for the installation of proposed Broken Yellow Lines (BYLs) - 'No Stopping At All Times' road markings around the cul-de-sac, between properties 22 and 26 City View Grove, Harbour View.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' around the cul-de-sac, between properties 22 and 26 City View Grove, Harbour View, as shown in Appendix 1 attached to this report;
- (3) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in the report; and
- (4) notes that these parking restrictions will take effect once the appropriate road markings have been installed.

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

Background

2. Council received a request from Waste Management (WM) regarding vehicle accessibility issues caused by parked vehicles at the end of the cul-de-sac. The primary concern is the difficulty vehicles face when turning and maneuvering within the cul-de-sac.
3. The cul-de-sac currently includes approximately 4x unrestricted parking spaces. As parking demand along City View Grove is low, with most residents having off-street parking, the impact of this proposal on overall parking availability is expected to be minimal.

4. Council engineers conducted a site visit and a vehicle tracking assessment. The results indicated that WM trucks face significant difficulties in turning when vehicles are parked between properties 22 and 26 City View Grove.

Discussion

5. The engineering investigation confirmed that the turning area at the end of the cul-de-sac is essential for the maneuvering of large vehicles, particularly rubbish collection trucks. When vehicles are parked in this area, it becomes difficult for service providers to manoeuvre safely.
6. To mitigate the risk of potential crashes, Council engineers propose installing 40m of BYLs in the cul-de-sac turning area. These BYLs align with both safety considerations and the operational needs of Waste Management, which supports the proposal.

Options

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

Climate Change Impact and Considerations

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

Consultation

11. Consultation was conducted from 21 February 2025 to 7 March 2025. A total of 36 letters were delivered to directly affected residential properties and vehicles parked in the area. The consultation covered a catchment area with an approximate 100m radius from the proposed site.
12. Two submissions were received, both in support of the proposal.
13. A copy of the consultation letter is attached as Appendix 2 to this report.

Legal Considerations

14. 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

15. 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: City View Grove Consultation Plan	39
2 ↓	Appendix 2: City View Grove Consultation Letter	40

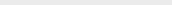


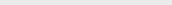

Author: Jojo Varghese
Traffic Engineer

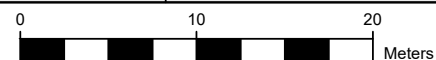
Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND			
	BOUNDARY LINES		RELOCATE EXISTING SIGN
	EXISTING BROKEN YELLOW LINES		
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	14/02/2020



PROJECT
TR25 – 2025
SHEET
NO STOPPING AT ALL TIMES MARKINGS – PROPOSAL CITY VIEW GROVE, HARBOUR VIEW
PROJECT REF.
TR25 – 2025

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21 February 2025

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 Broken Yellow Line (BYLs) restrictions between properties no.22 and 26 City View Grove, Harbour View.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received a request from the Waste Management (WM) team regarding vehicle accessibility issues in the cul-de-sac area. The key issues are associated with vehicle turning and manoeuvring. Waste Management trucks and emergency vehicles have experienced issues with the turning area at the end of the road (cul-de-sac). With parked vehicles in the cul-de-sac area, manoeuvring for WM trucks is difficult, putting them at a crash risk involving parked vehicles. HCC engineers have visited the site and undertaken a vehicle tracking check. The result indicated that parked vehicles outside properties no.22 and 26 City View Grove are unsuitable for Waste Management and emergency service access. To mitigate vehicle accessibility issues and improve overall road safety, HCC is proposing Broken Yellow Lines (BYLs) where safety is considered a major issue. These BYLs align with safety and Waste Management needs, who are in support 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 the City View Grove, Harbour View as per the attached plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and ensures a more efficient traffic flow. Improves accessibility for waste management and emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side. Improves accessibility for vehicles to enter and exit their driveways as well as manoeuvring around cul-de-sac. The proposal results in a net loss of 3 parking spaces.
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 with the title: TR Submission + Broken Yellow Lines proposal, City View Grove

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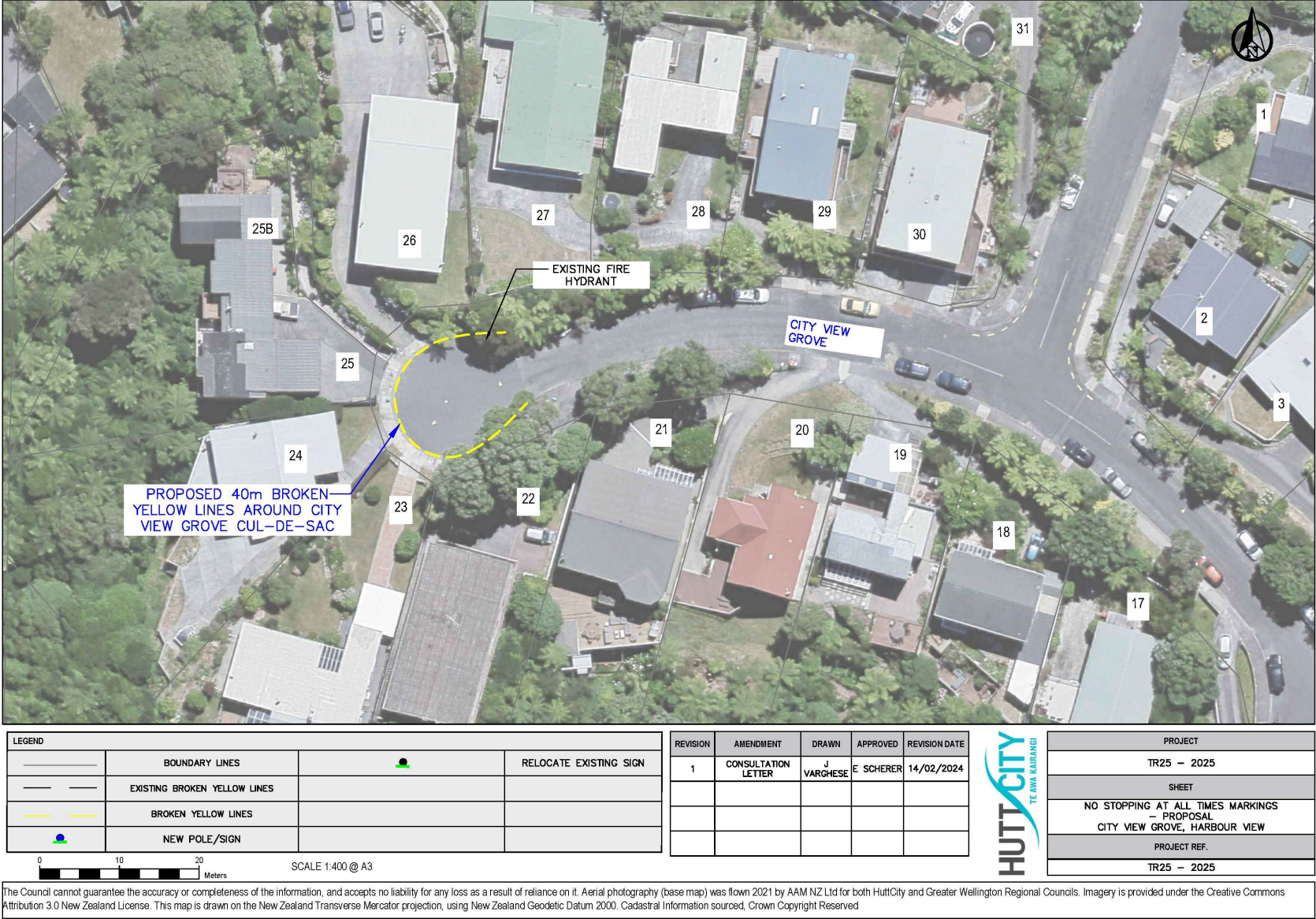
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	<ul style="list-style-type: none">• Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 7th March 2025.
Next steps	<ul style="list-style-type: none">• Submissions will be reviewed, and a recommendation will be made by Council Officers• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 24th April 2025.• If approved, the proposed changes will be installed within 3 months following the approval date.



21 March 2025

Report no: TSC2025/2/87

Broken Yellow Lines - No Stopping At All Times between 162 and 168 Normandale Road, Normandale

Purpose of Report

1. The purpose of this report is to seek approval for the proposed installation of Broken Yellow Lines (BYLs) 'No Stopping At All Times' parking restrictions on Normandale Road, between properties 162 and 168, Normandale.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the proposed installation of Broken Yellow Lines (BYLs) 'No Stopping At All Times' parking restrictions on Normandale Road, between properties 162 and 168, as shown in Appendix 1 attached to the report;
- (3) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described in this recommendation; and
- (4) notes that these parking restrictions will take effect once the appropriate road markings 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 safety concerns from residents of Normandale Road relating to vehicle accessibility. The road is narrow and not well suited to on-street parking.
3. Increased traffic volumes, driven in part by housing intensification, have resulted in vehicles being parked partially or fully on the footpath. This obstructs pedestrian access and forces people to walk on the road, increasing their risk of harm. Parked vehicles may also restrict access for emergency services.

4. To address these issues and improve overall road safety, Council officers are proposing the installation of BYLs in locations where accessibility has been identified as significant.

Discussion

5. Normandale Road is classified as a local road with generally low traffic volumes. While parking demand is relatively low due to most properties having off-street parking, any on-street parking significantly compromises safety due to the road's limited width and visibility.
6. A site visit undertaken by Council engineers confirmed that the carriageway is approximately 4.5m wide. This narrow width means that parked vehicles may obstruct access for Fire and Emergency services vehicles during an emergency.
7. To address these concerns, Council officers propose the installation of BYLs from the intersection of Normandale Road and Poto Road through to the entrance of the new housing development at 166 Normandale Road. The BYLs are recommended on both sides of the road. On the western side, a steep bank makes parking unsuitable, while on the eastern side, a narrow footpath increases the likelihood of parked vehicles obstructing pedestrian access.

Options

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

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. Consultation was undertaken from 21 February 2025 to 7 March 2025. A total of 34 letters were delivered to directly affected residential properties and to vehicles parked in the area. The consultation covered properties within an approximate 100m radius of the proposed installation.

13. Two responses were received. However, the feedback did not directly relate to the proposed parking restriction changes.
14. One resident raised concerns regarding the quality and width of the existing footpath, noting that it is unsuitable for pedestrians. A condition assessment will be undertaken on the footpath in the coming months and any work will be assessed against other priorities and funding availability.
15. Another resident expressed concern about a perceived increase in vehicle speeds. However, due to the narrowness of Normandale Road, officers consider it unlikely that vehicles can travel at significantly higher speeds.
16. A copy of the consultation letter is attached as Appendix 2 to this report.

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: Normandale Road Consultation Plan	46
2	Appendix 2: Normandale Road Consultation Letter	47

Author: Jojo Varghese
Traffic Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND

	BOUNDARY LINES		RELOCATE EXISTING SIGN
	EXISTING BROKEN YELLOW LINES		
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		

01020

Meters

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	22/08/2024

HUTT CITY

TE AWA KAIRANGI

PROJECT

TR23 – 2025

SHEET

NO STOPPING AT ALL TIMES MARKINGS – PROPOSAL
NORMANDALE ROAD, NORMANDALE

PROJECT REF.

TR23 – 2025

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21 February 2025

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 Stopping, At All Times (BYLs) restrictions between properties no.162 and 166 Normandale Road.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received a several requests from some residents of Normandale Road regarding vehicle accessibility due to obstruction caused by parked vehicles at the Normandale Road. Normandale Road is a local road with low traffic volumes; however, with an increased number of parked vehicles due to new developments, residents reported that the road is narrow (approx. 4.5m wide), and they have experienced some issues accessing the road due to the parked vehicles. Provided that the road is narrow, in case of Emergency, Fire Emergency trucks will not be able to access the road. 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. Officers propose BYLs from the intersection of Normandale Road with Poto Road to the entrance of the new housing development. The BYLs are proposed on both sides: on the western side, a steep bank makes parking unsuitable, while on the eastern side, a narrow footpath presents a risk of vehicles obstructing pedestrian access. 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 the Normandale Road as per the attached plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and a more efficient traffic flow. Improves accessibility for emergency vehicles to travel through the street with minimum obstructions by parked vehicles at the intersection. Pedestrian impact – This will result in an improvement for pedestrians as there will be enough space to walk on the footpath. The proposal will result in a net loss of 20 parking spaces. However, in accordance with the New Zealand Road Code, drivers must not park in a way that obstructs other

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Private bag 31-912, Lower Hutt 5040



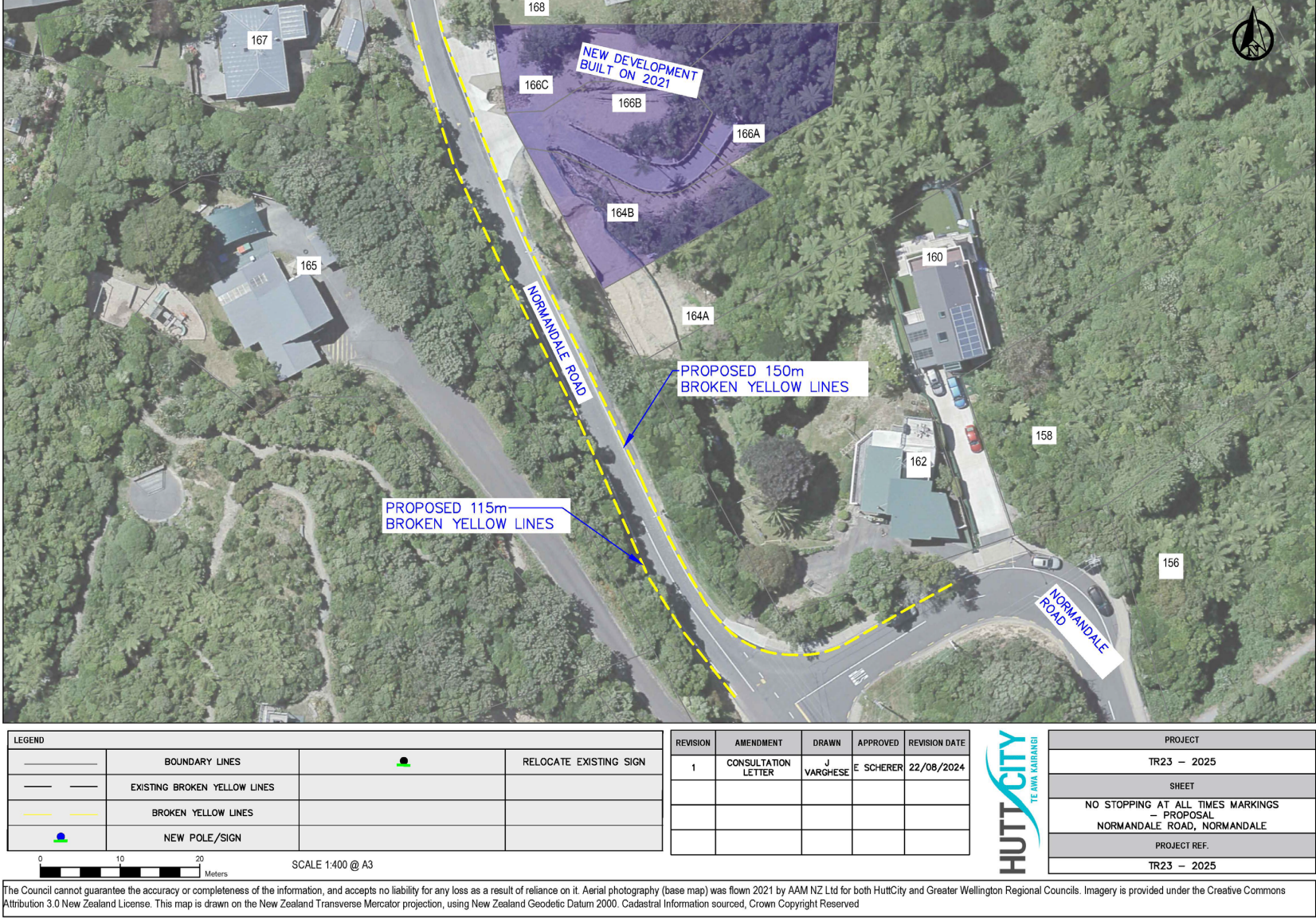
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▲ The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

	<p>road users, including pedestrians. Therefore, the loss of these spaces is not considered significant.</p> <ul style="list-style-type: none"> Officers also note that all properties along Normandale Road have their own parking spaces. This means that the parking loss will not directly impact house owners.
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 us at TRSubmission@huttcity.govt.nz with the title: TR Submission + Broken Yellow Lines proposal, Normandale Road. Please note, if you are giving feedback, please submit it before 5:00pm on Friday 7th March 2025
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 24th April 2025 If approved, the proposed changes will be installed within 3 months following the approval date.



Report no: TSC2025/2/88

Proposal to streamline consultation process for parking and traffic restrictions under delegated authority

Purpose of Report

1. This report seeks approval for a new consultation process that allows officers to consult only with directly affected residents when implementing parking restrictions in accordance with specific provisions under the following sections of the Land Transport (User Rule) 2004:
 - a) Section 4.1: Giving way where vehicles are controlled by stop sign or give-way sign
 - b) Section 6.3: Parking close to corners, bends, etc.
 - c) Section 6.9: Obstructing vehicle entrances and exits.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information;
- (2) approves the proposed consultation process for implementing restrictions where changes align with sections 4.1, 6.3 and 6.9 of the Land Transport (Road User) Rule 2004, under the delegated authority process; and
- (3) notes that this approach supports the Hutt City Council Traffic Bylaw 2017 and is consistent with the Land Transport (Road User) Rule 2004 as well as delegations approved by the Chief Executive in January 2025 (refer to page 37 of [Hutt City Council's Delegations Register](#))

Background

2. In January 2025, the Chief Executive delegated authority to some Council officers to exercise certain functions under the Land Transport Rule 2004.
3. The delegation was signed off under Clauses 32, 32A, and 32B of Schedule 7 of the Local Government Act 2002 (LGA 2002).

4. Under the functions, the Director of Economy and Development; or the Head of Transport; or the Transport Engineering Manager; or the Maintenance and Renewals Manager can sign off requests for the implementation of certain signs and road markings without having to go through the process of Traffic Resolution.
5. Following this delegation, officers have identified an opportunity to streamline the consultation process in cases where proposed parking or traffic restrictions align with specific provisions of the Land Transport Rule, particularly sections 4.1, 6.3, and 6.9.
6. Section 4.1 of the Land Transport (Road User) Rule 2004 refers to “Giving way where vehicles are controlled by stop sign or give-way sign”. It states that:
 - (1) *A driver approaching or entering a place where the vehicles moving in the direction in which the driver is travelling are controlled by a stop sign must:*
 - a) *Stop his or her vehicle before entering the path of any possible vehicle flow at such a position as to be able to ascertain whether the way is clear for the driver to proceed; and*
 - b) *Give way to any vehicles that are approaching or crossing the place and that are not controlled by a stop sign.*
 - (2) *A driver approaching or entering a place where the vehicles moving in the direction in which the driver is travelling are controlled by a give-way sign must give way to any vehicles that are approaching or crossing the place and that are not controlled by either a stop sign or a give-way sign.*
 - (3) *A driver approaching a section of road suitable for travel in only 1 direction and controlled by a one-way give-way sign at or near the section must give way to vehicles on or approaching the section.*
7. Section 6.3 refers to “Parking close to corners, bends, etc”. It states that:
 - (1) *A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.*
 - (2) *A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.*

8. Section 6.9 of the Land Transport Rule (2004) relates to “Obstructing vehicle entrances and exits”. It states:
- (1) *A driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.*
 - (2) *For the purposes of this clause, a vehicle parked alongside any part of a kerb crossing provided for a driveway or within 1 m of the prolongation of the side of a driveway must be regarded as obstructing entry or exit.*
 - (3) *Nothing in subclause (1) or subclause (2) applies to a bus that has stopped at an authorised bus stop, or a light rail vehicle that has stopped at a light rail vehicle stop, for the purpose of picking up or dropping off passengers.*
9. As the Land Transport Rule defines where parking is illegal, Council officers propose introducing a targeted consultation requirement for proposed restrictions to the network under sections 4.1, 6.3, and 6.9 of the Land Transport Rule.
10. Officers propose that the following restrictions could be implemented under the proposed Delegated Authority:
- a) Installation of Give Way or Stop Controls: in accordance with section 4.1 of the Land Transport Rule.

These traffic controls address situations where there is significant risk associated with the absence of priority at intersections. In the event of a crash, the consequences could be serious or fatal.
 - b) Broken Yellow Lines (BYLs) ‘No Stopping At All Times’ within 6m of intersections and around bends, as per section 6.3 of the rule.

In these cases, illegal parking can restrict visibility or physically prevent emergency services (eg. Fire and Ambulance) from safely navigating turns or responding in a timely manner.
 - c) Parking across vehicle entrances or exits in accordance with section 6.9 of the Rule.

Restrictions in these areas help to prevent obstructions and ensure residents can access their properties safely and reliably. This is particularly important in situations where emergency access may be required.

Discussion

11. Under the current traffic decision making process, implementing restrictions can take up to six months from the time a request is lodged. This extended timeframe is largely due to the extensive consultation requirements and the administrative effort involved in preparing and progressing a traffic recommendation, which places significant demands on Council resources.

12. As part of the traffic decision making process, Council officers typically consult with all residents within a 100m radius of the proposed sites. However, officers have observed that when changes are clearly aligned with the Land Transport Rule, particularly sections 4.1, 6.3, and 6.9, there is generally strong public acceptance. This indicates a low level of consultation risk, especially when the changes are aimed at improving road safety and ensuring legal compliance.
13. Given the clarity of the Land Transport Rule, the low likelihood of public opposition, and the potential for significant safety improvements, Council officers are seeking approval for a streamlined consultation process that will reduce implementation timeframes and enhance network safety.
14. Under the proposed delegated authority process, officers anticipate streamlining the six-month timeframe to 12 weeks, following the steps outlined below:
 - Week 1: Public request is received
 - Weeks 2–6: Engineering investigation
 - Week 6: Consultation with directly affected residents (ie those with restrictions proposed directly outside their properties)
 - Week 7: Plans shared with relevant Community Boards (if applicable)
 - Weeks 8 -12: Plans forwarded to contractors for implementation
15. Through this proposed approach, consultation would be limited to directly affected residents. If any opposition is received, the matter would revert to the traffic decision making process, including wider public consultation and formal reporting.
16. A list of sites acted under delegated authority would be reported to the relevant Community Board and Traffic Subcommittee for information at the next meeting following the implementation of any restrictions.

Options

17. The options are to:
 - a) retain the existing consultation requirements, with no further changes to the current Traffic Resolution process;
 - b) approve the streamlined consultation requirement that enables officers to consult only with directly affected residents when implementing parking restrictions in accordance with sections 4.1, 6.3 and 6.9 of the Land Transport (Road User) Rule.
 - c) make amendments to the proposed approach as the Subcommittee sees appropriate, for recommendations to Council.

18. Council officers recommend option (b), as the proposed changes would allow officers to respond more proactively to safety issues, streamline implementation timeframes, and maintain alignment with legal obligations under the Land Transport Rule and existing delegated authority.

Consultation

19. Council officers verbally presented the proposed Delegated Authority consultation process to Petone, Eastbourne and Wainuiomata Community Boards in August 2024.
20. All Community Boards expressed support of the proposed process change, recognising its potential to improve efficiency while maintaining engagement with directly affected residents.

Legal Considerations

21. Clauses 32, 32A, and 32B of Schedule 7 of the Local Government Act 2002 (LGA 2002) permits the delegation of responsibilities, duties or powers for the purposes of efficiency and effectiveness in the conduct of a local authority's business.
22. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and consistent with the requirements of the Land Transport (Road User) Rule 2004, specifically sections 4.1, 6.3, and 6.9.

Financial Considerations

23. There are no direct costs associated with implementing the proposed consultation process. However, by streamlining the approach, Council officers anticipate more efficient use of staff resources, resulting in time and cost savings over the longer term.

Appendices

There are no appendices for this report.

Author: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

TO: Chair and Members
Traffic Subcommittee



FROM: Vanessa Gilmour

DATE: 02 April 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 requires the subcommittee to consider and make recommendations to Council on traffic matters and considering any traffic matters referred to it by Council.
4. The forward programme for 2025 provides a planning tool for both members and officers to co-ordinate programmes of work for the year. The forward programme is attached as Appendix 1 to the memorandum.
5. The status update of approved traffic resolutions was requested by members at a previous subcommittee meeting. The status update of approved traffic resolutions is attached as Appendix 2 to the memorandum.

Forward Programme

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

Appendices

No.	Title	Page
1	Appendix 1 - Traffic Subcommittee Work Programme 2025	57
2	Appendix 2 - Traffic Resolution Dashboard	58

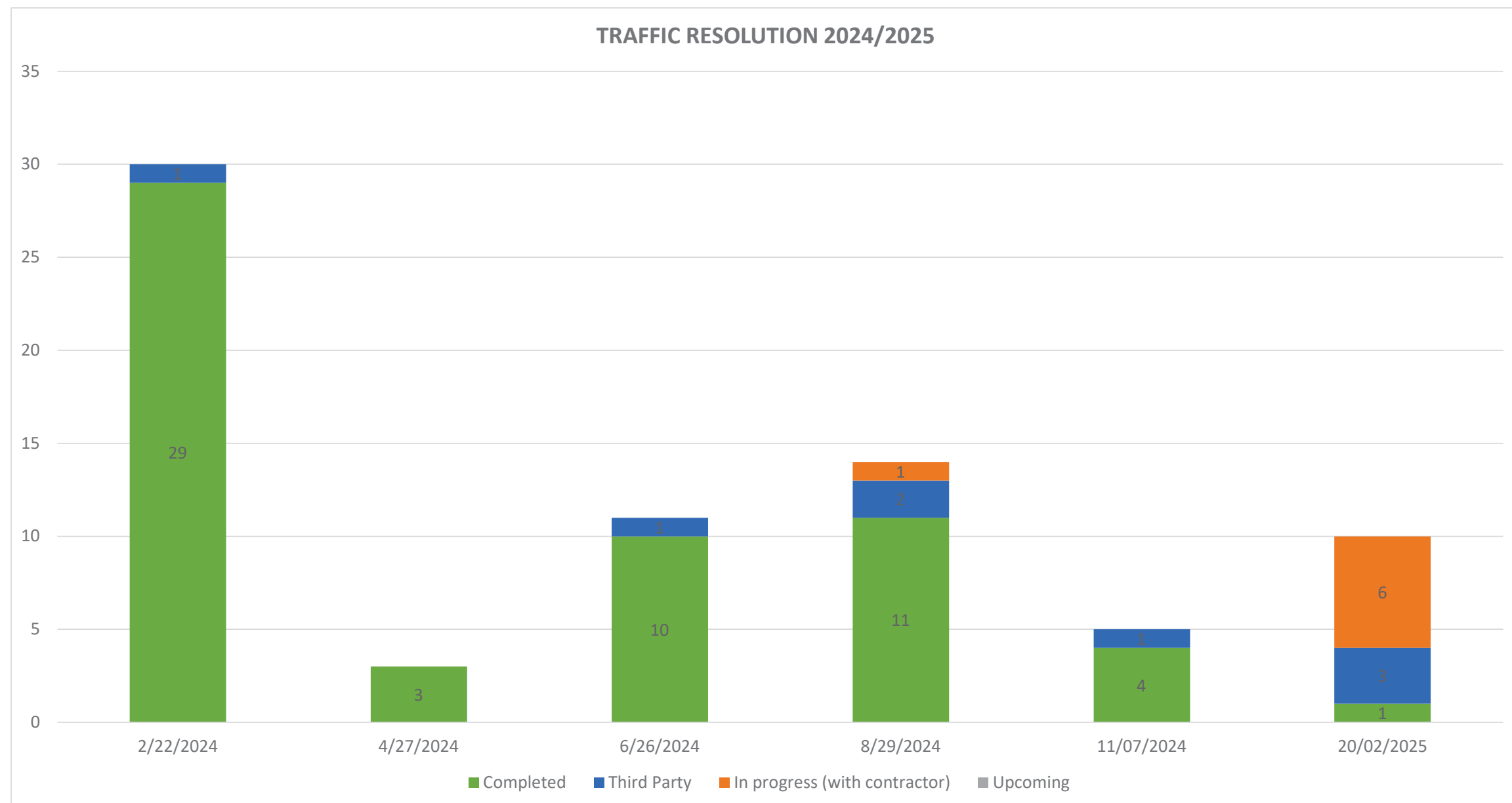
Author: Vanessa Gilmour
Democracy Advisor

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 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	✓		
Approach for standardising mobility signage	Transport	✓		
Ad-hoc Bus Stops Improvements (<i>as required</i>)	Transport			✓
Pedestrian Crossings (<i>as required</i>)	Transport			✓
Maru Streets for People	Transport			✓



TR name	Financial year	Restriction Type	Community Board	TR Approval date	TR status	Restrictions	Comments
Proposed Bus stop Improvements - Route 110	2025	Bus Stop	Others	22/02/2024	Third Party	Bus Stop	GWRC - 4x Bus stops
Proposed No Stopping (At All Times) Parking Restriction - Oxford Terrace Intersections (Mitchell and Copeland Streets)	2024	No Stopping(BYL)	Others	26/06/2024	Third Party	BYL'S	Project Delivery
Proposed Time Restricted Parking -Wainuiomata	2024	P10	Wainuiomata	29/08/2024	Third Party	Time Restricted (P10,P30,etc)	Related School development project
Proposed Time Restricted Parking - Naenae Pool	2024	P120,P10,P120	Others	29/08/2024	Third Party	Time Restricted (P10,P30,etc)	Urban Development
Proposed Changes along Beltway Cycleway Corridor	2024		Others	29/08/2024	In progress(with contractor)	BYL'S	
Proposed Mobility Parking Restriction - The Esplanade Carpark	2024	Mobility Parking	Petone	7/11/2024	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Project Delivery
Proposed Authorised Parking - Wingate Crescent, Naenae	2025	Authorised Parking	Others	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Marine Parade/ Kirkcaldy Street	2025	Authorised Parking	Petone	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Waiu Street, Wainuiomata	2025	Authorised Parking	Wainuiomata	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Unrestricted Parking - St Albans Grove, Woburn (Hutt Valley High School)	2025	Unrestricted	Others	20/02/2025	In progress(with contractor)	Unrestricted	Road markings done, signs ordered
Proposed Time Limited Parking - Hardy Street, Waterloo (Waterloo School)	2025	P10	Others	20/02/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	Road markings done, signs ordered
Proposed Time Limited Parking - William Street, Petone (Wilford Primary School)	2025	P10	Petone	20/02/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	Road markings done, signs ordered
Proposed Time Limited Parking - Hutt Road and Nevis Street	2025	P15	Petone	20/02/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	Road markings done, signs ordered
Proposed Parking Restrictions on Cambridge Terrace (between Treadwell Street and Vogel Street)	2025	P15	Others	20/02/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	Road markings done, signs ordered
Proposed Parking Restrictions on the Service Lane in front of Matai Park, The Strand, Wainuiomata	2025	No Stopping(BYL)	Wainuiomata	20/02/2025	In progress(with contractor)	BYL'S	Road markings done, signs ordered