



POARI HAPORI O PITO-ONE PETONE COMMUNITY BOARD

30 May 2025

Order Paper for the meeting to be held in the
Korokoro School, 79 Korokoro Road, Korokoro, Lower Hutt,
on:

Monday 9 June 2025 commencing at 6:30 pm

Membership

Mike Fisher (Chair)
Sheree Freeman
Semi Kuresa
Deputy Mayor Tui Lewis

Karen Yung (Deputy Chair)
Mike Henderson
Matt Roberts

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www.huttcity.govt.nz

COMMUNITY BOARDS – FUNCTIONS AND DELEGATIONS



This document records the delegation of Council functions, responsibilities, duties, and powers to Community Boards.

The Community Boards have been established under section 49 of the Local Government Act 2002 to represent, and act as an advocate for, the interests of their community.

The delegations are expressed in general terms. The delegations shall be exercised with proper regard for the Council's strategic direction, policies, plans, Standing Orders and its interpretation of its statutory obligations. The delegations are to be read together with the following propositions.

These delegations are based on the following principles:

- Issues relevant to a specific community should be decided as closely as possible to that community. Where an issue has city-wide implications, ie any effects of the decision cross a ward or community boundary or have consequences for the city as a whole, the matter will be decided by Council after seeking a recommendation from the relevant Community Board or (any ambiguity around the interpretation of "city-wide" will be determined by the Mayor and Chief Executive in consultation with the relevant Chair);
- Efficient decision-making should be paramount;
- Conflicts of interest should be avoided and risks minimised;
- To ensure processes are free from bias and pre-determination Community Boards should not adjudicate on issues on which they have advocated or wish to advocate to Council;
- Community Boards should proactively and constructively engage with residents on local matters that affect the community they represent and raise with Council issues raised with them by their community and advocate on behalf of their community.

These delegations:

- (a) do not delegate any function, duty or power which a statute (for example section 53(3) and clause 32(1) of Schedule 7 of the Local Government Act 2002) prohibits from being delegated;
- (b) are subject to and do not affect any delegation which the Council has already made or subsequently makes to any other committee, Council officer or other member of staff;
- (c) are subject to any other statutory requirements that may apply to a particular delegation;
- (d) are subject to any notice issued by the Council, from time to time, to a Community Board that a particular issue must be referred to Council for decision;
- (e) reflect that decisions with significant financial implications should be made by Council (or a committee with delegated authority);
- (f) promote centralisation of those functions where the appropriate expertise must be ensured; and
- (g) reflect that all statutory and legal requirements must be met.

DELEGATIONS

Decide:

- Naming new roads and alterations to street names (in the Community Board's area) within the provisions of Council's Kaupapa Here Tapanga - Naming Policy 2022-2027.
- Official naming of parks, reserves and sports grounds within the provisions of Council's Kaupapa Here Tapanga - Naming Policy 2022-2027. Note ¹
- Removal and/or planting of street trees within the provisions of Council's Operational Guide for Urban Forest Plan. Note ²
- The granting of leases and licences in terms of Council policy to voluntary organisations for Council owned properties in their local area, for example, halls, but not including the granting of leases and licences to community houses and centres.
- The granting of rights-of-way and other easements over local purpose reserves and granting of leases or licences on local purpose reserves.
- The granting of leases and licences for new activities in terms of Council policy to community and commercial organisations over recreation reserves subject to the provisions of the Reserves Act 1977 and land managed as reserve subject to the provisions of the Local Government 2002, in their local area. (Note: renewal of existing leases and licences will be reported once a year to Council's City Development Committee).
- The allocation of funding from the Community Climate Action Fund in accordance with Council's adopted guidelines.
- Expenditure of funds allocated by the Council to the Board from the Miscellaneous Budget to cover expenditure associated with the activities of the Board. The Chair to approve expenditure, in consultation with the Board, and forward appropriate documentation to the Committee Advisor for authorisation. Boards must not exceed their annual expenditure from the Miscellaneous Budget.
- The allocation of funding for the training and development of Community Board or members, including formal training courses, attendance at seminars or attendance at relevant conferences.

CONSIDER AND MAKE RECOMMENDATIONS TO COUNCIL ON:

- Particular issues notified from time to time by Council to the Community Board.
- Roading issues considered by the Mayor and Chief Executive to be strategic due to their significance on a city-wide basis, including links to the State Highway, or where their effects cross ward or community boundaries.

¹ This excludes sites that are considered high profile, significant on a city-wide basis due to their size and location, or where the site crosses ward or community boundaries.

² The Operational Guide for Urban Forest Plan is available from Council's Parks and Gardens Division.

- Parks, reserves and sports ground naming for sites that have a high profile, city-wide importance due to their size and location and/or cross ward or community boundaries.
- Representatives to any Council committee, subcommittee, subordinate decision-making body, working group, or ad hoc group on which a Community Board representative is required by Council.
- The setting, amending or revoking of speed limits in accordance with the *Hutt City Council Bylaw 2005 Speed Limits*, including the hearing of any submissions.

GENERAL FUNCTIONS

Provide their local community's input on:

- Council's Long Term Plan and/or Annual Plan.
- Council's policies, programmes (including the District Roding Programme) and bylaws.
- Changes or variations to the District Plan.
- Resource management issues which it believes are relevant to its local community, through advocacy.
- The disposal or acquisition of significant assets.
- Road safety including road safety education within its area.
- Any other issues a Board believes are relevant to its local area.
- Review Local Community Plans as required.

Reports may be prepared by the Board and presented to Council Committees, along with an officer's recommendation, for consideration.

Any submissions lodged by a Board or Committee require formal endorsement by way of resolution.

Co-ordinate with Council staff:

- Local community consultation on city-wide issues on which the Council has called for consultation.

Maintain:

- An overview of roadworks, water supply, sewerage, stormwater drainage, waste management and traffic management for its local area.
- An overview of parks, recreational facilities and community activities within its local area.

Develop:

- Community Response Plans in close consultation with the Wellington Region Emergency Management Office, emergency organisations, the community, residents' associations, other community groups, and local businesses. The Community Response Plans will be reviewed on an annual basis.

Grant:

- Local community awards.

Promote:

- Recreational facilities and opportunities in its area with a view to ensure maximum usage.
- Arts and crafts in its area.

Appoint:

- A liaison member or, where appropriate, representatives to ad hoc bodies, which are involved in community activities within the Board's area, on which a community representative is sought.

Endorse:

- Amendments to the Eastbourne Community Trust Deed (Eastbourne Community Board only).

APPENDIX 1 – COMMUNITY CLIMATE ACTION FUND

Criteria

The fund aims to contribute to the city’s carbon reduction goals by funding:

1. Community-led carbon reduction initiatives, with a focus on initiatives already identified in the Lower Hutt Climate Pathway
2. Community engagement initiatives that can demonstrate a contribution to carbon reduction in the way they are delivered (eg waste minimisation).

To be eligible for funding:

- Initiatives/ activities must take place within Lower Hutt.
- Physical assets must not be stored on Council reserve land or road reserve.
- Any asset purchased over the value of \$1,000 must be added to the organisation’s asset register.
- Organisations/ groups requesting funding must meet specified criteria, including legal entity status for applications above \$10k, and the project must align with Council's Climate Action Pathway.

This is a one-off grant, and any future maintenance of physical assets purchased is the responsibility of the applicant organisations.

Applications must align with the Lower Hutt Climate Action Pathway or be a community engagement initiative that results in waste minimisation.

Each of the city’s seven wards receives funding according to the number of residents within its boundaries.

The ward allocations per annum are listed below:

Ward	Amount
Eastbourne	\$2,434
Petone	\$6,437
Wainuiomata	\$8,856
Central	\$9,590
Eastern	\$8,706
Northern	\$7,865
Western	\$6,380

Decisions

Each Community Board decides the funding applications within its area. Boards are free to distribute their funding in a single large allocation or spread it over a number of smaller ones.

Examples of what can be funded

- Improving access to secure bike parking and charging.
- Supporting tamariki to walk or scoot safely to school.
- Community initiatives to tackle food and green waste.
- Community-led nature-based solutions to tackle the impact of climate change (eg: riparian planting or planting trees).

Examples of what won't be funded

- Assets on Council land that require ongoing operational funding.
- Projects-assets that require significant support from Council teams to implement.
- Promotion of an organisation's religious, ethical, commercial, or political views.
- Buying land or buildings or carrying out maintenance on buildings.
- Duplicate services that are already covered by Council or by government agencies e.g. health or education providers.
- Kaupapa that has already begun or finished.
- Redistribution of funds to others at the applicant's discretion.
- Fundraising or legal costs.
- Capital investments or trust funds.
- Prize money or prizes.
- Operational costs e.g. salaries, wages, rent, power.

Funding rules

Successful applicants must:

- Use funds only for the approved purpose and in accordance with any terms and conditions set by Council.
- Use funds by 30 June of the following year.
- Let Council's funding officer know immediately if any difficulty or potential difficulty arises that may compromise the service or project.
- Lay a complaint with Police if any funds are stolen or misappropriated, and then notify Council.
- Allow Council to audit the use of the funds should it wish to do so.
- Recognise Council's support in all publicity material, annual reports and similar publications.
- Complete accountability reports within a specified timeframe after project completion, demonstrating the impact of projects on carbon reduction.

Council's Community Funding Advisor is available to support and assist community groups when making applications through Council.

HUTT CITY COUNCIL

POARI HAPORI O PITO-ONE
PETONE COMMUNITY BOARD

Meeting to be held in the Korokoro School, 79 Korokoro Road, Korokoro, Lower Hutt

on

Monday, 9 June 2025, commencing at 6:30 pm.

ORDER PAPER

PUBLIC BUSINESS

1. HE MIHI

Aio ki te Aorangi Aroha ki te Aorangi Koa ki te Aorangi Pono ki te Aorangi	Peace to the universe Love to the universe Joy to the universe Truth to the universe
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Nā Rangimarie Rose Pere

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). Speakers may be asked questions on the matters they raise.

4. PRESENTATIONS

a) Local Councillor from Greater Wellington Regional Council

A verbal presentation by Cr Quentin Duthie

b) The Jackson Street Programme

A verbal presentation by Hellen Swales, Jackson Street Programme Coordinator

5. CONFLICT OF INTEREST DECLARATIONS

Members are reminded to be vigilant and stand aside from decision-making when a conflict arises between their role as a member and any private or other external interest they may have.

6. **MINUTES**

Meeting minutes Petone Community Board, 14 April 2025 10

7. **REPORTS REFERRED FOR BOARD INPUT BEFORE BEING CONSIDERED BY SUBCOMMITTEE OF COUNCIL**

a) **Broken Yellow Lines - No Stopping At All Times - Between 26 and 43 Hautonga Street, Petone**

Report No. PCB2025/3/143 by the Traffic Engineer 18

b) **Proposed Time Limited Parking - Marine Parade (McEwan Park), Petone**

Report No. PCB2025/3/147 by the Traffic Engineer 25

c) **Parking Updates - Jackson Street, Petone**

Report No. PCB2025/3/148 by the Traffic Engineer 33

d) **Mobility Parking 'At All Times' across various locations throughout Lower Hutt**

Report No. PCB2025/3/149 by the Transport Engineering Manager 44

8. **COMMUNITY CLIMATE CHANGE ACTION FUND - UPDATE AND KEY DECISIONS FOR JUNE 2025**

The report will be circulated separately as a supplementary agenda item

9. **EASEMENT FOR TE ARA TUPUA UNDER HONIANA TE PUNI RESERVE**

Report No. PCB2025/3/151 by the Leasing Coordinator 54

10. **CHAIR'S REPORT**

Report No. PCB2025/3/77 by the Chair, Petone Community Board 58

11. **DEMOCRACY ADVISOR'S REPORT**

Report No. PCB2025/3/78 by the Democracy Advisor 61

12. **INFORMATION ITEM**

Petone Projects Update

A verbal update by Council's Director, Neighbourhoods and Communities.

13. 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.

Judy Randall
DEMOCRACY ADVISOR

POARI HAPORI O PITO-ONE
PETONE COMMUNITY BOARD

Minutes of a meeting held in the Te Kākano o te Aroha Marae,
 136 Randwick Road, Moerā, Lower Hutt on
Monday 14 April 2025 commencing at 6:30 pm

PRESENT: M Fisher (Chair) K Yung (Deputy Chair)
 S Freeman M Henderson
 Deputy Mayor T Lewis

APOLOGIES: S Kuresa and M Roberts

IN ATTENDANCE: A Blackshaw, Director Neighbourhoods and Communities
 (via audio-visual link) (part meeting)
 P Hewitt, Head of Transport (part meeting)
 E Scherer, Transport Engineering Manager (part meeting)
 A Moor, Head of Connected Communities
 B Gale, Urban Design Lead (part meeting)
 K Glanville, Senior Democracy Advisor

PUBLIC BUSINESS

1. HE MIHI

Aio ki te Aorangi	Peace to the universe
Aroha ki te Aorangi	Love to the universe
Koa ki te Aorangi	Joy to the universe
Pono ki te Aorangi	Truth to the universe

Nā Rangimarie Rose Pere

2. APOLOGIES

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25201

"That the apologies received from S Kuresa and M Roberts be accepted and leave of absence granted."

3. PUBLIC COMMENT

There was no public comment on matters relating to items on the agenda.

Under Standing Order 16.1, the Chair allowed comments from a resident on items not on the agenda.

Karen Arraj-Fisher, Secretary of the Petone Rugby Club, advised that the Club's Old Timers Day would occur on 10 May 2025. She said that the NZ Remembrance Army would present miniature medals, including the Victoria Cross of Major William Hardham VC, to the Petone Rugby Club during the event. She added that the Hardham Cup would also be featured at the event, including a match between Petone and the current cup holders, Wainuiomata Rugby Club.

4. PRESENTATIONS

a) Seaview Energy Resilience Project

Brent Cooper and Sophie Andrews, representatives of Z Energy, spoke to a presentation that can be viewed here: [Seaview Energy Resilience Project Presentation](#)

In response to questions from members, Brent Cooper confirmed that the work on Port Road would not affect the Port Road Sprints event. He noted that the General Manager of the Barnes Street Kōhanga Reo was part of the stakeholders' group. He added that the pipeline currently running under the kōhanga was being rerouted. Additionally, he stated that the Chief Executive of Seaview Marina Limited was a key contact responsible for sharing information with key stakeholders.

b) Petone Parking and the Ava Rail Bridge

The Head of Transport spoke to a presentation that can be viewed here: [Transport update presentation](#), and advised that:

- paid parking revenue increased in December 2024 and declined in January and February 2025.
- revenue for paid parking in Petone was 8% higher than anticipated.
- approximately 9% of revenue received came from the Peel Carpark.
- there were several thefts of parking meters, prompting a shift to cashless meters.
- MarketView consumer spending figures showed a slight increase in spending on Jackson Street compared to the previous year.
- the removal of the Ava Rail Bridge (the bridge) had been delayed until the end of 2025.
- Council was looking at funding options for the bridge, and safety measures were being added to the options.
- the bridge would be higher than the stop bank, so it would not flood, and would serve as an accessway in the event of a tsunami threat. A report about the bridge would be considered by Council's Long Term Plan/Annual Plan Subcommittee in May 2025.

- safety measures and any essential work would continue until the bridge was removed, including two days of maintenance work.

In response to a question from a member, the Head of Transport acknowledged the need for clear communication to residents regarding the two days of maintenance work, confirming that bridge access would remain open. He noted that the paid parking graph included the Peel Carpark and that while total revenue and transaction counts were recorded, individual transaction breakdowns were not available. He agreed to provide the percentage of electronic versus cash payments.

c) **The Jackson Street Programme (JSP)**

Hellen Swales, Jackson Street Programme Coordinator, provided the following information:

- JSP had applied for funding to undertake some heritage projects.
- a Minecraft Creeper Scavenger Hunt was being held over Easter, involving 22 shops. A virtual Petone Minecraft build competition would be held during the April school holidays.
- a new initiative 'Cuppa with a Copper' was being launched with Sergeant Cam Cross and the JSP Coordinator in early May to help 'brew' connections in the community.
- 12 hours were spent on weekly marketing, with over 100,000 Facebook hits.
- a successful 'Business After 5' event with Ministers Hon Chris Penk and Hon Chris Bishop. Topics of discussion included vital transport links, the Resource Management Act, increasing insurance costs, and inflation.
- a public community meeting would be held that week to inform local businesses of several Council consultation documents. Topics included Council's District Plan and Draft Annual Plan 2025-26, Local Water Done Well, paid parking and transport.
- JSP would submit an official information request about Petone paid parking data.

Hellen Swales asked for an update on the three waters infrastructure projects on Jackson Street.

d) **Local Councillor from Greater Wellington Regional Council (GWRC)**

Cr Quentin Duthie spoke to a presentation that can be viewed here: [Greater Wellington Regional Councillor Presentation](#) and advised that:

- 1,000 submissions had been received on the Public Transport Plan.
- there would be a three-year closure of the Melling Station due to the Te Wai Takamori o Te Awa Kairangi | RiverLink project.
- GWRC was involved in the 'Local Done Well' consultation as it managed the bulk water supply.
- the rates increase for the GWRC Annual Plan 2025-26 was initially 14% but was now approximately 9%.

In response to questions from a member, Cr Duthie advised that the Waiwhetū Stream had been graded E for E.coli concentration caused by wastewater entering the stream. He said this was due to faulty pipes.

5. **CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

PRECEDENCE OF BUSINESS

Under Standing Orders 10.4, the Chair gave precedence of business to Item 11: Petone Projects Update. The item is recorded in the order in which it is listed on the Order Paper.

6. **MINUTES**

RESOLVED: (M Fisher/M Henderson)

Minute No. PCB 25202

"That the minutes of the meeting of the Petone Community Board held on Monday, 10 February 2025, be confirmed as a true and correct record."

7. **REPORTS REFERRED FOR BOARD INPUT BEFORE BEING CONSIDERED BY SUBCOMMITTEE OF COUNCIL**

a) **Proposed Time Limited Parking - 223 The Esplanade, Petone**

Report No. PCB2025/2/75 by the Traffic Engineer

The Transport Engineering Manager elaborated on the report.

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25203

"That the Board endorses the recommendations contained in the report."

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

Report No. PCB2025/2/81 by the Traffic Engineer

The Transport Engineering Manager elaborated on the report.

In response to a question from a member, the Urban Design Lead confirmed that a letter had been distributed to businesses outlining the project and that discussions were ongoing.

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25204

"That the Board endorses the recommendations contained in the report."

8. **COMMUNITY CLIMATE ACTION FUND 2024-25**

Report No. PCB2025/2/48 by the Head of Connected Communities

The Head of Connected Communities elaborated on the report, confirming there was sufficient funding available for the proposals under review by the Board. She advised that officers would review each Board's total funding allocations to ensure accuracy. She said a second funding round would take place, with the applications to be considered in August 2025. She further advised that the Community Climate Action Fund Panel asked that the Boards consider multi-ward proposals that might include their areas.

Due to the time constraints in assessing the multi-ward proposals, members agreed to consider them in June 2025, subject to the timing of the initiatives.

The Head of Connected Communities agreed to report back to the Board if any of the applications for June had restricted timeframes.

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25205

"That the Board:

- (1) *notes that this is the second round of the Community Climate Action Fund (the Fund) for the current triennium (2022-2025);*
- (2) *notes that it has \$19,311 for the triennium to allocate;*
- (3) *notes that the funding call closed on 17 March 2025 with two applications received for consideration;*
- (4) *notes that the applications have been considered against the Fund's qualifying criteria and priorities;*
- (5) *approves a grant of \$4,359.50 for Free for All;*
- (6) *approves a grant of \$2,353 for Thumbs Up Charitable Trust;*
- (7) *agrees that the organisations granted funding will be invited to attend a meeting of the Board once the event/activity has been completed;*
- (8) *notes that officers will prepare as a priority, an agreement with funded organisations setting*

out the terms and conditions for the funding; and
(9) *notes that officers will conduct a further funding round for residual funding around June, for determinations at the Board's August meeting."*

9. **CHAIR'S REPORT**

Report No. PCB2025/2/49 by the Chair, Petone Community Board

RESOLVED: (M Fisher/M Henderson)

Minute No. PCB 25206

"That the report be received and noted."

10. **DEMOCRACY ADVISOR'S REPORT**

Report No. PCB2025/2/50 by the Democracy Advisor

RESOLVED: (M Fisher/Deputy Mayor Lewis)

Minute No. PCB 25207

"That the Board receives and notes the report."

11. INFORMATION ITEM

Petone Projects Update

Speaking under public comment, **Pam Hanna and Sylvia Allan, representatives of Save Petone Wharf**, spoke to a tabled document, attached as page 8 to the minutes.

In response to questions from members, Pam Hanna advised that there was significant community involvement in the Save Petone Wharf Group (the group) and that clear communications could be sent to the group. She noted that the deck of the Petone Wharf was in reasonable condition and pointed out that the piles had already lasted 100 years. She added that a major storm could affect the condition of the Petone Wharf.

The Director, Neighbourhoods and Communities advised that the Communities, Culture and Partnerships Committee would consider a report on the Petone Wharf at its meeting on 30 April 2025.

In response to questions from members, the Director Neighbourhoods and Communities confirmed that further costings for the Petone Neighbourhood Hub and Petone Grandstand were pending. She advised that she was aware of the proposal from Save Petone Wharf.

The Chair foreshadowed his intention to move a motion in support of the two-stage consent process to repair and remediate the Petone Wharf.

RESOLVED: (M Fisher/S Freeman)

Minute No. PCB 25208

"That the Board:

- (1) supports a two-stage consent process to repair and remediate the Petone Wharf as per priority two outlined in the Dunning Thornton report, to ensure the timeliness of the project for the community; and*
- (2) encourages Council to proceed with seeking consents accordingly."*

12. QUESTIONS

There were no questions.

There being no further business, the Chair declared the meeting closed at 8.25 pm.

M Fisher
CHAIR

CONFIRMED as a true and correct record
Dated this 9th day of June 2025

Response to engineering/planning reports for Petone Wharf

We are concerned about the potential for delay of work on the wharf if the consent process becomes overly complicated. To minimise delay and facilitate consenting we are proposing a two-stage consent process, which could start straight away. This assumes that most of the wharf can be kept, and that part of the outer head will need to be demolished.

What's involved?	Consent Status	Work Needed	Likely time frame
Stage One Repair/remediation, including fixing piles, work on cross-bracing/bearers, patching the deck, installing seismic beaks, other necessary repairs	Restricted discretionary under Lower Hutt and Greater Wellington Plans. Non-notified	Assemble consent application mostly from existing information. - Minor specialist reports needed on heritage impacts and landscape/visual. Other information provided by planner. - Consultation as necessary, and - Prepare draft conditions of consent (Further engineering detail would be developed in parallel as part of preparation for tender).	4 – 6 months
Stage Two Demolition of outer part of head that cannot be saved within budget.	Full discretionary activity under Lower Hutt and Greater Wellington Plans. Most likely Publicly notified	Scope aspects that are relevant to assessment of effects and commission reports as necessary – these could be quite extensive, but will not be known until it is clear how much of the wharf needs to be demolished. -Analyse policy and prepare applications - Consultation as necessary, and - Prepare draft conditions of consent	Considerably longer, especially if there were objections and appeals (up to 2 years). This process could be undertaken once repairs are under way and more is known about the condition of the wharf and how far the money will extend.

A two-stage process avoids the two types of consent application (repair and demolition) being bundled together and all caught up in one lengthy process.

It will enable the Council to get on with repair/remediation of most of the wharf quickly.

It should enable a large part of the wharf to be available for public use earlier than if bundled consents are sought. It will minimise further deterioration of the wharf, and escalation of construction costs.

The approach is likely to get community buy-in.

26 May 2025

Copy: Petone Community Board

Report no: PCB2025/3/143

Broken Yellow Lines - No Stopping At All Times - Between 26 and 43 Hautonga Street, Petone

Purpose of Report

1. The purpose of this report is to seek approval for the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' road markings, around the cul-de-sac between properties 26 and 43 Hautonga Street, Petone. The proposed restrictions aim to improve safety and access by preventing obstruction caused by parked vehicles.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in this report;
- (2) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' restrictions, around the cul-de-sac between properties 26 and 43 Hautonga Street, Petone, 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 the report; and
- (4) notes that these parking restrictions will take effect once the appropriate road markings have been installed.

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

Background

2. Council received several requests from local businesses regarding vehicle accessibility issues caused by parked vehicles in the cul-de-sac area of Hautonga Street, Petone. The primary concern relates to the difficulty faced by truck drivers who service these businesses, particularly when turning and maneuvering within the cul-de-sac.
3. The cul-de-sac currently provides approximately seven unrestricted parking spaces. Given that most commercial properties along Hautonga Street have on-site parking, the impact of the proposed changes on overall parking availability is expected to be minimal.
4. Council engineers undertook a site visit and completed a vehicle tracking assessment. The results confirmed that parked vehicles in the cul-de-sac create significant challenges for trucks attempting to turn safely and efficiently.

Discussion

5. Hautonga Street is primarily an industrial area, with frequent use by large commercial trucks. When vehicles are parked within the cul-de-sac, it becomes difficult for drivers of these larger vehicles to manoeuvre safely. This increases the risk of collisions involving parked vehicles and compromises access for servicing local businesses.
6. To mitigate these safety risks, Council engineers propose installing approximately 50m of BYLs within the cul-de-sac turning area. The proposed marking is designed to support safer vehicle movements and align with the operational needs of nearby businesses, who have expressed support for the changes.

Options

7. The options are to:
 - a) retain the existing parking configuration, with no further changes; or
 - b) approve the proposed parking restriction, including the installation of BYLs as outlined in this report and shown in Appendix 1 to the 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 road safety and vehicle accessibility and support the local business 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 on the proposed changes was conducted between 10 April 2025 and 1 May 2025. A total of 18 letters were delivered directly to affected businesses and to vehicles parked in the area. These vehicles were likely to have been used by employees of local businesses. This approach ensured that both business owners and staff who may be affected by the proposed changes were informed. The consultation covered a catchment area with an approximate 100m radius from the proposed site.
12. Two submissions were received, one in support and one opposing the proposal.
13. The opposing submission raised concerns about the potential loss of parking at the end of Hautonga Street, suggesting it could lead to increased parking congestion along the street, as vehicles displaced from the cud-de-sac might begin parking outside nearby properties.
14. In response, Council engineers assessed local parking demand and found that most businesses along Hautonga Street have on-site parking. The proposed changes are therefore not expected to result in a significant loss of parking. Sufficient on-street parking remains available in adjacent parts of the street for staff and visitors, including those associated with businesses that employ larger numbers of people.
15. A copy of the consultation letter is included as Appendix 2 to this report.

Legal Considerations

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

Financial Considerations

17. The cost of implementing these changes will be covered by Council's existing road-marking and signage budget for the 2024/25 financial year.

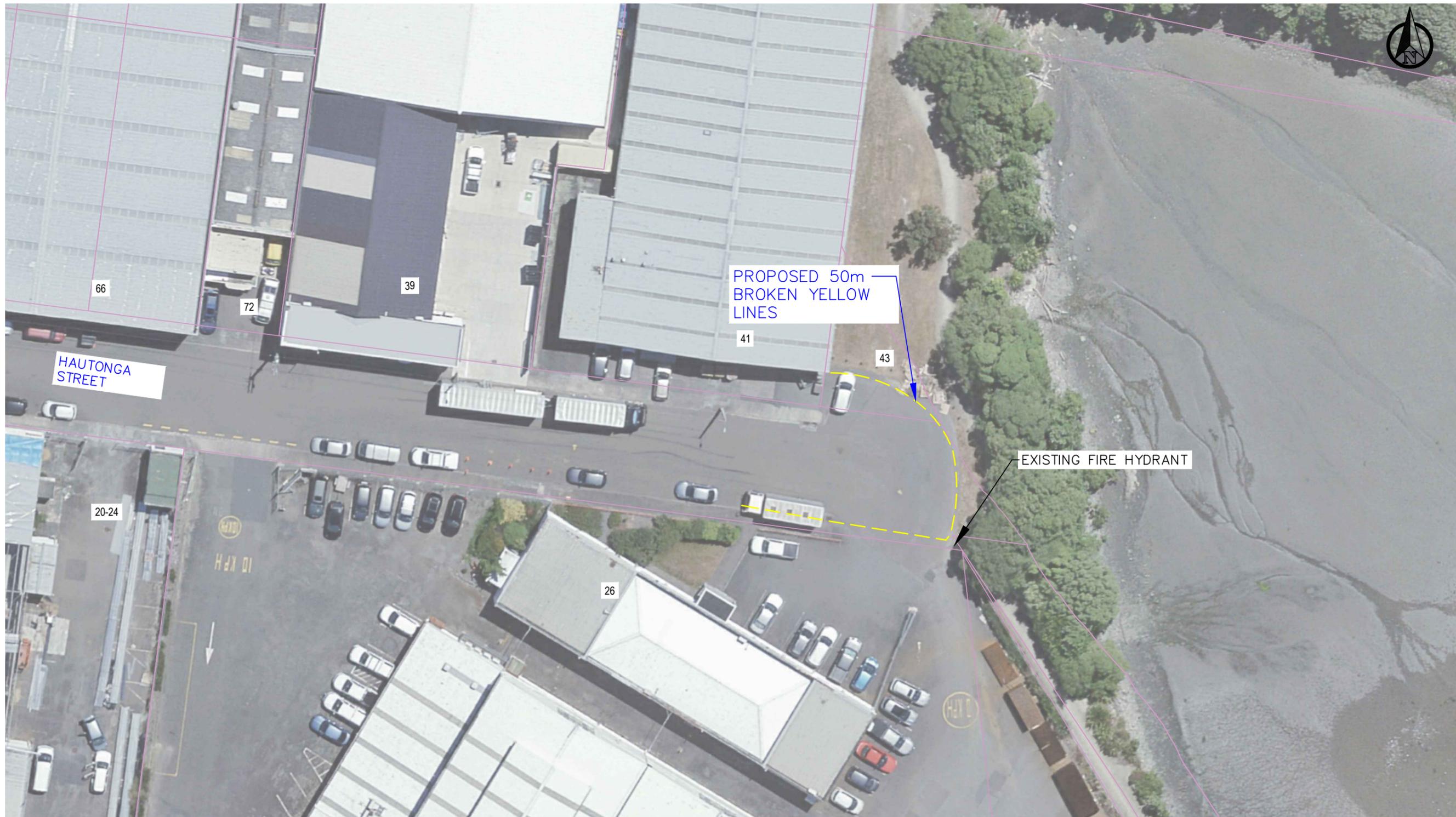
Appendices

No.	Title	Page
1	Appendix 1: Hautonga Street Consultation Plan	21
2	Appendix 2: Hautonga Street Consultation Letter	22

Author: Jojo Varghese, Traffic Engineer

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development

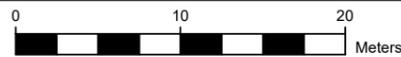


LEGEND			
	BOUNDARY LINES		
	EXISTING BROKEN YELLOW LINES		
	BROKEN YELLOW LINES		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	3/04/2025



PROJECT
TR34 – 2025
SHEET
NO STOPPING AT ALL TIMES – PROPOSAL HAUTONGA STREET
PROJECT REF.
TR34 – 2025



SCALE 1:400 @ A3

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10 April 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.

<p>What we are proposing</p>	<ul style="list-style-type: none"> • Installation of Broken Yellow Lines “No Stopping, At All Times” (BYLs) restrictions between nos. 26 and 43 Hautonga Street.
<p>Why we are proposing the change</p>	<ul style="list-style-type: none"> • Hutt City Council (HCC) has received a few requests from local businesses regarding vehicle accessibility due to obstruction caused by parked vehicles at the cul-de-sac on Hautonga Street. • Hautonga Street is primarily industrial, with high number of trucks circulating. With parked vehicles in the cul-de-sac area, manoeuvring for trucks and trailers is difficult, increasing the crash risk involving parked vehicles. • HCC engineers have visited the site and undertaken a vehicle tracking check. The result indicated that parked vehicles in the cul-de-sac make it unsuitable for truck and trailers to turn in. • To mitigate the 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 business 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.”
<p>Where the changes are proposed</p>	<ul style="list-style-type: none"> • The changes are proposed at the end of Hautonga Street as per the attached plans.
<p>What Will the change achieve</p>	<ul style="list-style-type: none"> • Improves safety and ensures a more efficient traffic flow. • Improves accessibility for vehicles to enter and exit driveways as well as manoeuvring around the cul-de-sac. • The proposal will result in a net loss of 7 parking spaces. However, in accordance with the New Zealand Road Code, drivers must not park in a way that obstructs other road users. Therefore, the loss of these spaces is not considered significant.

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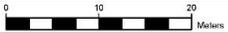
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	<ul style="list-style-type: none"> Officers also note that most commercial properties along Hautonga Street have their own parking spaces. This means that the parking loss will not directly impact business owners.
Notes	<ul style="list-style-type: 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, Hautonga Street. Please note, if you are giving feedback, please submit it before 5:00pm on Thursday 1st May 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 19th June 2025 If approved, the proposed changes will be installed within 3 months following the approval date.



LEGEND			
	BOUNDARY LINES		
	EXISTING BROKEN YELLOW LINES		
	BROKEN YELLOW LINES		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SOCHERER	3/04/2025



PROJECT
TR34 – 2025
SHEET
NO STOPPING AT ALL TIMES = PROPOSAL HAUTONGA STREET
PROJECT REF.
TR34 – 2025

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26 May 2025

Copy: Petone Community Board

Report no: PCB2025/3/147

Proposed Time Limited Parking - Marine Parade (McEwan Park), Petone

Purpose of Report

1. The purpose of this report is to seek approval for a revised parking configuration on Marine Parade, opposite 36 (adjacent to McEwan Park), Petone. The proposed changes include:
 - a) Conversion of five existing unrestricted parking spaces to P120 time-restricted parking (Monday to Friday, 8:00am to 6:00pm, standard business hours).
 - b) Installation of four new unrestricted parking spaces adjacent to the affected area.

Recommendations

That the Traffic Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the conversion of five existing unrestricted parking spaces to P120 time-restricted parking (Monday to Friday, 8:00am to 6:00pm, standard business hours);
- (3) approves the installation of four new unrestricted parking spaces opposite 36 Marine Parade (adjacent to McEwan Park), Petone, as outlined in Appendix 1 to the report;
- (4) 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
- (5) 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 are in line with Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

Background

2. Council has received several requests from members of the public about the limited availability of parking near McEwan Park. These requests highlight that many of the parking spaces within the McEwan Park carpark and along Marine Parade are frequently occupied by vehicles associated with nearby businesses. As a result, there is reduced access for park users and short-stay visitors.
3. Council engineers have assessed the site and confirmed that the current parking configuration consists entirely of unrestricted parking spaces. This arrangement contributes to low parking turnover and extended periods of vehicle occupation.
4. During the assessment, officers identified an opportunity to increase the total number of parking spaces. This can be achieved by converting a portion of the existing parallel parking into angled parking, which will create three additional parking spaces
5. Officers recommend introducing five P120 time-restricted parking spaces, operating Monday to Friday from 8:00am to 6:00pm. These spaces will improve turnover and provide greater access for people visiting McEwan Park and for customers accessing nearby businesses. There are currently no other time-restricted parking spaces in the immediate area.

Discussion

6. Council engineers assessed the site and observed that vehicles are frequently parked for extended durations outside McEwan Park. This lack of turnover reduces the availability of parking spaces and may discourage people from visiting the park due to difficulty in finding short-term parking.
7. The possibility of introducing mobility parking spaces was considered. However, this option was ruled out because the park currently lacks accessible features for users with mobility needs. Specifically, the presence of gravel paths and narrow walkways makes access challenging. Officers also observed that nearby businesses already provide dedicated parking spaces for their customers.
8. To remain consistent with other time-restricted parking spaces in the city, it is recommended that the proposed P120 restriction be applied only during standard business hours. These hours are defined as Monday to Friday, from 8.00am to 6.00pm. Outside of these hours, demand for parking in the area is generally low, and time restrictions are not considered necessary.
9. The proposed parking changes are expected to provide a better balance between the needs of local businesses and park users. The introduction of time-restricted spaces will support higher turnover, improve access to short-term parking, and enable parking enforcement to be carried out more effectively.

Options

10. The options are to:
 - a) retain the existing parking configuration, with no further changes;
 - b) approve the proposed parking changes, including the introduction of P120 time restrictions and the addition of new parking spaces, as outlined in the report and shown in Appendix 1 to the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
11. Officers recommend option (b), as the proposed restrictions are expected to better meet the needs of the local community. These changes will support nearby businesses, improve parking availability for both staff and residents, and enhance parking turnover to ensure fairer access to short-term parking in the area.

Climate Change Impact and Considerations

12. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
13. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

14. Consultation on the proposed parking changes was carried out between 10 April 2025 and 1 May 2025. A total of 18 letters were distributed to directly affected businesses and vehicles parked in the vicinity of the proposal. The consultation area covered an approximate radius of 100m from the proposed site.
15. No submissions were received in response to the consultation.
16. A copy of the consultation letter is included as Appendix 2 to the 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. The cost of implementing the proposed parking changes, including installation of signage and road marking, will be funded from the Signs and Road Marking budget within the approved 2025/26 financial year.

Appendices

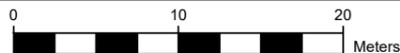
No.	Title	Page
1↓	Appendix 1: Proposed Time Limited Parking - Marine Parade (McEwan Park) Plan	29
2↓	Appendix 2: Proposed Time Limited Parking - Marine Parade (McEwan Park) Consultation Letter	30

Author: Jojo Varghese
Traffic Engineer

Approved By: Paul Hewitt
Head of Transport



EGEND			
	BOUNDARY LINES		PROPOSED P120 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		NEW PARKING LINES
	NEW POLE & SIGN		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	J VARGHESE	E SCHERER	3/04/2025



PROJECT	TR35 – 2025
SHEET	TIME RESTRICTED PARKING – PROPOSAL MARINE PARADE, PETONE
PROJECT REF.	TR35 – 2025

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10 April 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"> The conversion of 5x existing unrestricted parking spaces into P120 parking spaces and installation of 4x new parking spaces opposite no. 36 Marine Parade (McEwan Park).
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received several complaints from visitors to McEwan Park regarding the limited availability of parking. It has been reported that a significant number of parking spaces at the McEwan Car Park and along Marine Parade are being occupied by local business vehicles, thereby restricting access for park visitors. Following the requests, Council engineers have assessed the site and identified that the current parking configuration is composed of unrestricted parking spaces. To promote parking turnover, Council engineers have identified an opportunity to add additional parking spaces and implement new parking restrictions along Marine Parade that will benefit not only visitors of McEwan Park but also visitors to the businesses in the vicinity. When designing the proposal, Council engineers found out that it is possible to gain four new parking spaces by changing the parallel parking (opposite no. 36 Marine Parade) to angle parking. This change will not cause issues with turning movements. Mobility parking spaces were considered, but ruled out as the park does not offer accessibility needs for these road users (i.e.: gravel paths and narrow walkways). Additionally, officers noticed that key businesses of the area offer mobility parking spaces for their customers. These changes will address community needs, allow for parking enforcement, and increase parking turnover in the area. 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 Marine Parade near McEwan Park as per the attached plans.
What	<ul style="list-style-type: none"> The proposal will result in increase in parking spaces.

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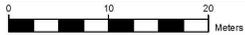
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Will the change achieve	<ul style="list-style-type: none"> With this proposal, visitors and customers will have short-term parking opportunities. Therefore, the proposal will benefit all users impacted by the proposal.
Notes	<ul style="list-style-type: 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, Marine Parade. Please note, if you are giving feedback, please submit it before 5:00pm on Thursday 1st May 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 19th June 2025; If approved, the proposed changes will be installed within 3 months following the approval date.



LEGEND			
	BOUNDARY LINES		PROPOSED P120 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		NEW PARKING LINES
	NEW POLE & SIGN		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION PLAN	J VARGHESE	E SCHERER	3/04/2025



PROJECT
TR35 - 2025
SHEET
TIME RESTRICTED PARKING - PROPOSAL MARINE PARADE, PETONE
PROJECT REF.
TR35 - 2025

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26 May 2025

Copy: Petone Community Board

Report no: PCB2025/3/148

Parking Updates - Jackson Street, Petone

Purpose of Report

1. The purpose of this report is to seek approval for updates to the parking configuration on Jackson Street, Petone, following the review undertaken after the implementation of the HC2 paid parking zone. The proposed changes aim to support access needs for a range of users, including business operators and those with mobility requirements.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the installation of one P10 Loading Zone (At All Times) outside 311 Jackson Street, Petone, as shown in Appendix 1 to the report;
- (3) approves the relocation of one paid Mobility Parking space (At All Times) from outside 376–378 Jackson Street to outside 337 Jackson Street, Petone, as shown in Appendix 1 to the report attached to the report;
- (4) approves the conversion of two paid parking spaces to two Mobility Parking spaces (At All Times) outside 288 Jackson Street and 306 Jackson Street, Petone, as shown in Appendix 1 to the report;
- (5) 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
- (6) 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 are in line with Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

Background

2. On 29 August 2024, Council approved the implementation of the HC2 paid parking zone on Jackson Street, Petone, with a requirement for post-implementation monitoring by Council's Transport team and further consideration of new parking arrangements if necessary.
3. Following the introduction of the HC2 paid parking zone, Council engineers conducted a site assessment and engaged with the Jackson Street Programme. The assessment identified that the existing paid parking layout lacked sufficient provision for Mobility Parking and Loading Zones, particularly in areas serving businesses with high accessibility and servicing demands.
4. To support business activity and improve safety and accessibility along Jackson Street, Council officers propose the installation of Mobility Parking spaces in locations close to essential services.
5. The proposed spaces will offer safer and more convenient access for mobility users, especially in areas with high demand for accessible parking.
6. In addition, a Loading Zone is proposed in a location with significant delivery needs to facilitate the efficient movement of goods and support the daily operations of nearby businesses.

Discussion

7. The following outlines the proposed parking changes and the justification for each location:

One P10 Loading Zone – 311 Jackson Street, Petone

8. The proposed P10 Loading Zone outside 311 Jackson Street is intended to address high demand for short-term parking to support several nearby businesses. Installing a dedicated Loading Zone will provide a safer and more convenient space for delivery vehicles and quick customer pick-ups. This is expected to support day-to-day business operations and improve parking turnover, which may also reduce the need for enforcement.
9. The Loading Zone is proposed to operate "At All Times" to align with the standard trading hours of the surrounding businesses and ensure consistent availability for servicing needs.

Relocation of one Mobility Parking space – from 376–378 to 337 Jackson Street, Petone

10. The existing Mobility Parking space outside 376–378 Jackson Street presents significant accessibility challenges due to the lack of a nearby dropped kerb. This requires wheelchair users to move against the flow of traffic to access the footpath, creating safety concerns, particularly near the busy intersection with Cuba Street.

11. To improve safety and functionality, it is proposed to relocate the Mobility Parking space to 337 Jackson Street, where the kerb design allows for direct and safer access to the footpath. This parking space will operate “At All Times” to support effective enforcement and ensure continuous availability.
Two Mobility parking spaces - outside 288 and 306 Jackson Street
12. Two additional HC2 paid Mobility Parking spaces are proposed outside 288 Jackson Street and 306 Jackson Street. These locations are situated close to essential services, including a pharmacy and a charity shop, which are frequented by a diverse range of customers, including those with mobility needs.
13. The proposed changes aim to address the shortage of designated Mobility Parking in this section of Jackson Street, enabling users to park safely and conveniently close to their destinations. The selected locations’ kerb height and footpath accessibility are suitable for mobility use.
14. These Mobility Parking spaces will also operate “At All Times” to ensure they are reliably available and enforceable.

Options

15. The options are to:
 - a) retain the existing parking configuration, with no further changes; or
 - b) approve the proposed parking changes as outlined in the report and shown in Appendix 1 to the report; or
 - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
16. Officers recommend option (b) above, as the proposed changes will better serve the needs of the community. These changes are expected to support local business, improve mobility parking provision and overall parking accessibility for customers, and enhance parking turnover in high-demand areas.

Climate Change Impact and Considerations

17. The matters addressed in this report have been considered in accordance with the process set out in Council’s Climate Change Considerations Guide.
18. 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

19. Consultation on the proposed changes was conducted from 16 April 2025 to 7 May 2025. A total of 130 letters were delivered to directly affected properties and to vehicles parked in the area. The consultation covered a catchment area with an approximate 100m radius from the proposed sites.

20. Consultation on the Mobility Parking proposals also included engagement with advocacy groups and other stakeholders, including Thumbs Up Trust. This engagement was facilitated through Council's representative for disability groups.
21. A total of two submissions were received, with one in support of the proposal and one opposed.
22. The supporting submission was received from Thumbs Up Trust, which expressed strong support for the proposed changes. It noted that the improvements would be beneficial to the service users it supports daily and welcomed the increased focus on safe loading and unloading in this busy section of Te Awa Kairangi ki Tai. The Trust also expressed appreciation to Council's Transport team for addressing longstanding accessibility concerns.
23. The opposing submission related to the proposed relocation of the Mobility Parking space. The respondent noted that many of their elderly customers rely on the current location for convenient access and expressed concern that moving the space across the street would make access more difficult, as it would require users to cross the road.
24. In response, Council engineers assessed the existing parking space and identified significant safety risks due to its proximity to a high-traffic intersection. Officers remain confident that the proposed new location offers safer and more direct access to the footpath for mobility users, particularly those using wheelchairs.
25. A copy of the consultation letter is attached as Appendix 2 to the report.

Legal Considerations

26. 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

27. The cost of installing the proposed parking changes, including signage and road markings, will be funded from the Signs and Road Marking budget for the 2025/26 financial year.

Appendices

No.	Title	Page
1↓	Appendix 1 :Parking Updates, Jackson Street Plan	38
2↓	Appendix 2 :Parking Updates, Jackson Street Consultation Letter	40

Author: Jojo Varghese, Traffic Engineer

Reviewed By: Evandro Scherer, Transport Engineering Manager

Reviewed By: Jon Kingsbury, Director Economy & Development

Approved By: Paul Hewitt, Head of Transport

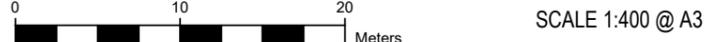


LEGEND			
	BOUNDARY LINES		PROPOSED MOBILITY PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	REMOVE SIGN		
	NEW POLE/SIGN		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	3/04/2025



PROJECT	TR33 – 2025
SHEET	PARKING – PROPOSAL JACKSON STREET
PROJECT REF.	TR33 – 2025



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16 April 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.

<p>What we are proposing</p>	<ul style="list-style-type: none"> • To convert 1x Paid Parking into 1x P10 Loading Zone (At All Times) outside no. 311 Jackson Street, Petone. • Relocate 1x Paid Mobility Parking from no. 376–378 to 337 Jackson Street (where there is a paid parking). This change will result on the installation of 1x Paid Parking outside no. 376-378 Jackson Street, Petone. • Convert 2x existing Paid Parking spaces into 2x Paid Mobility Parking spaces (At All Times): <ul style="list-style-type: none"> ○ Outside no. 288 Jackson Street, Petone. ○ Outside no. 306 Jackson Street, Petone.
<p>Why we are proposing the change</p>	<ul style="list-style-type: none"> • Following the implementation of the new HC2 zone (Paid Parking) along Jackson Street, Council officers had committed to review the existing parking layout on Jackson Street. In undertaking this review some opportunities have been identified which will improve accessibility and assist businesses. • After discussions with the Jackson Street Programme (JSP) team, areas were identified for parking improvement along Jackson Street, particularly regarding spaces with the lack of mobility parking and lack of loading zones. This resulted in the following proposed changes: <p style="margin-left: 20px;">1x P10 Loading Zone (311 Jackson Street)</p> <ul style="list-style-type: none"> • A new Loading Zone is proposed outside no. 311 due to the high parking demand for this type of service. Where the Loading Zone is proposed, there are several businesses that would utilise this facility. • The Loading Zone can also be used by customers of the businesses in the vicinity. As there are several shops operating on a takeaway basis, general public will also benefit with the proposed Loading Zone, which will operate At All Times, to coincide with the operating hours of the shops. <p style="margin-left: 20px;">1x Relocation of mobility parking space & 1x HC2 paid parking space (376–378 to 337 Jackson Street)</p> <ul style="list-style-type: none"> • There is one existing mobility parking space outside 376–378 Jackson Street, which is in close proximity to the intersection of Jackson Street and Cuba Street. This parking space is not suitable for wheelchair users whose access to the footpath must be through a dropped kerb off

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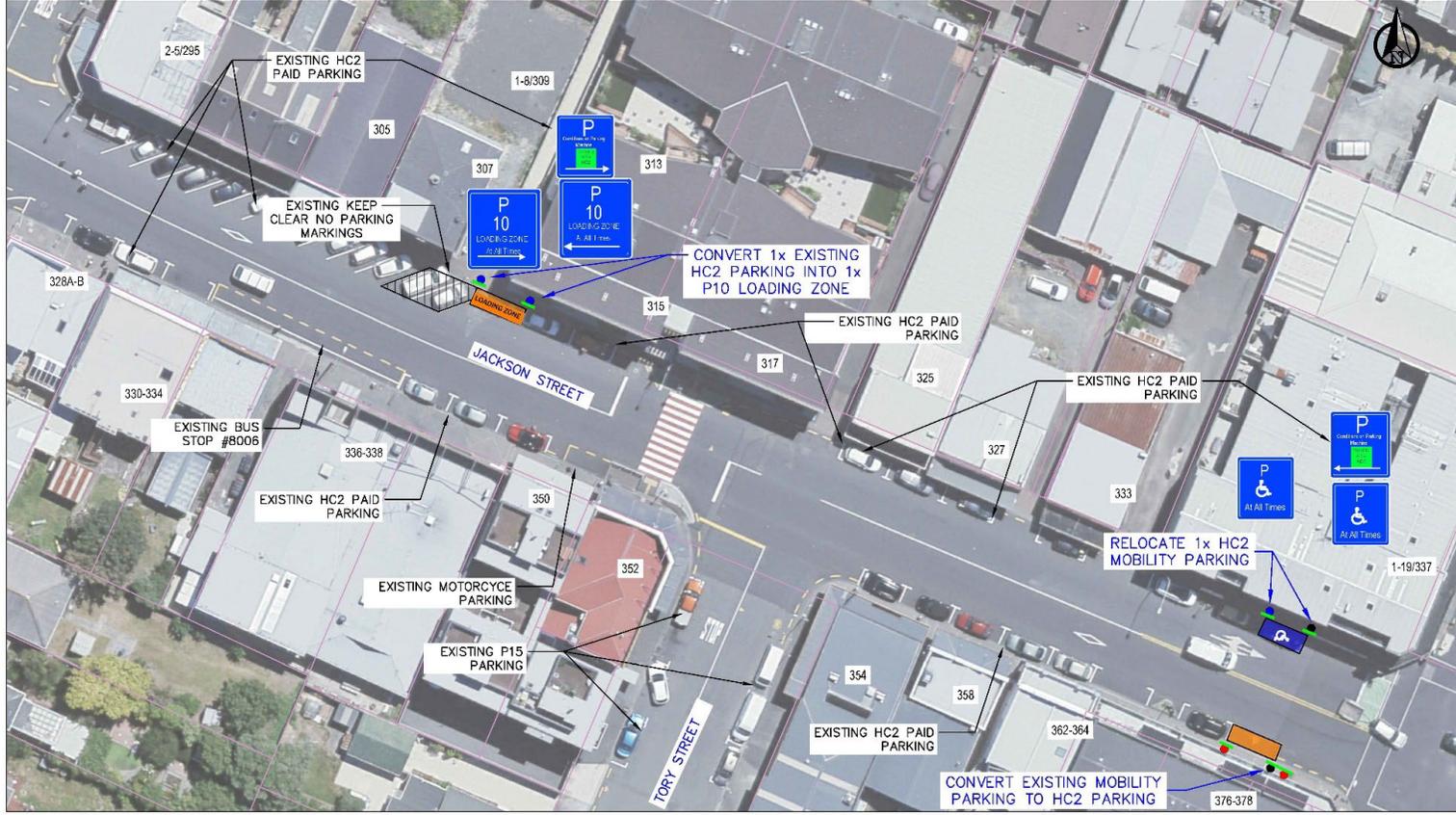


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	<p>the road. Under the existing layout configuration, wheelchair users need to go against traffic flow to access the nearest dropped kerb, which is a major issue, particularly due to the high traffic intensity of the area.</p> <ul style="list-style-type: none"> To improve safety, officers propose to move the mobility park to the opposite side of the road. The new location (outside no. 337 Jackson Street) offers more convenience for these users, who can easily access the footpath. <p>2x Mobility parking spaces (outside no. 288 and no. 306 Jackson Street)</p> <ul style="list-style-type: none"> Currently, there are no designated mobility parking spaces in this vicinity to access essential services (e.g. pharmacies, charity shop). These shops attract more customers with mobility needs, subsequently Council engineers are proposing two new mobility parking spaces, outside 288 and 306 Jackson Street, where kerbside access is suitable and is closer to the essential services.
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed in Jackson Street, Petone as shown in the attached plan.
What Will the change achieve	<ul style="list-style-type: none"> Pedestrian Impact: Improves accessibility and safety for mobility users. Net parking impact: The proposed changes will result in zero parking losses Business impact: Improves accessibility for service vehicles to deliver goods.
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 + Parking Updates, Jackson Street. Please note, if you are giving feedback, please submit it before 5:00pm on Wednesday, 7th May 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 19th June 2025; If approved, the proposed changes will be installed within 3 months following the approval date.



LEGEND			
	BOUNDARY LINES		PROPOSED MOBILITY PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	REMOVE SIGN		PROPOSED LOADING ZONE
	NEW POLE/SIGN		PROPOSED HC2 PARKING

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REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	11/04/2025

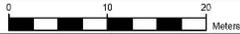


PROJECT	TR33 – 2025
SHEET	LOADING ZONE & MOBILITY PARKING – PROPOSAL JACKSON STREET
PROJECT REF.	TR33 – 2025

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



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	3/04/2025



PROJECT	TR33 – 2025
SHEET	PARKING – PROPOSAL JACKSON STREET
PROJECT REF	TR33 – 2025

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

26 May 2025

Copy: Petone Community Board

Report no: PCB2025/3/149

Mobility Parking 'At All Times' across various locations throughout Lower Hutt

Purpose of Report

1. This report seeks approval to convert 169 existing mobility parking spaces, currently subject to time-limited restrictions, to operate as mobility parks "At All Times" across various locations throughout Lower Hutt. The purpose of this change is to enhance accessibility for mobility permit holders, particularly during evenings, weekends, and other periods outside standard business hours.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the conversion of 169 existing time-restricted mobility parking spaces to "Mobility Parking At All Times" across various locations throughout Lower Hutt, as detailed 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 changes 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 officers have received multiple complaints from both mobility permit holders and the Parking Services team regarding limited access to designated mobility parking outside standard business hours. Feedback indicates that these time-restricted spaces are frequently occupied by drivers without valid mobility permits after hours. This not only limits availability for genuine users but also creates conflicts, particularly for wheelchair users, and presents challenges for enforcement, as restrictions are not in effect during these times.

3. A review of existing mobility controls identified 169 Traffic Resolutions that currently operate with time restrictions, typically between standard business hours of 8:00am and 6:00pm. These time limitations reflect historical operational practices, when parking enforcement was limited to Council business hours. At the time these restrictions were introduced, overall parking demand, particularly outside of business hours, was significantly lower, and extended enforcement was not considered necessary.
4. To ensure equitable and consistent access for mobility permit holders, officers propose converting all currently time-restricted mobility parking spaces, particularly those identified as having enforcement issues, to operate "At All Times". This change will allow continuous enforcement, reduce unauthorised use outside of business hours, and improve overall accessibility.
5. Going forward, all new Traffic Resolutions to mobility parking will default to operating "At All Times", unless an alternative time restriction can be reasonably justified based on site-specific conditions or operational needs.

Discussion

6. The proposed change supports Council's strategic objectives of fostering a more inclusive and accessible city. By ensuring mobility parking spaces are always protected, the proposal enhances access for disabled persons, their families, and carers – particularly when visiting essential services, recreational facilities, or community events outside standard business hours.
7. The changes also align enforcement capacity with the intended function of these spaces. Under current restrictions, parking officers are unable to take enforcement action against unauthorised users outside of designated hours, undermining the effectiveness and availability of these parks when they continue to be needed.

Options

8. The options are to:
 - a) retain the existing parking restrictions, with no further changes;
 - b) approve the proposed changes to all locations as detailed 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) above, as the proposed restrictions will better serve the community's needs. These changes are expected to benefit all mobility users.

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 on the proposed changes was undertaken between 15 and 29 April 2025. During this period, emails were sent to 23 key mobility user groups and stakeholders, including advocacy organisations, disability support services, and relevant community networks, to seek feedback on the proposed shift to Mobility Parking “At All Times”.
13. Two submissions were received during the consultation period, both expressing support for the proposed changes. No objections were received.
14. The Foundation for Equity and Research New Zealand (FERNZ) Hutt Valley provided a detailed submission strongly supporting the proposed change. Their feedback emphasised the positive impact the Mobility Parking “At All Times” approach would have on equity, accessibility and inclusion for people with disabilities across the city.
15. A copy of the consultation letter is attached as Appendix 2 to the report.

Legal Considerations

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

Financial Considerations

17. Supplementary signage displaying “At All Times” will be required to implement the proposed changes. The cost of installation will be met from the Signs and Road Marking budget for the 2025/26 financial year.

Appendices

No.	Title	Page
1	Appendix 1 - List of Mobility Parking Locations for Conversion	47
2	Appendix 2 - Consultation Letter	50

Author: Evandro Scherer, Transport Engineering Manager

Reviewed By: Andrea Mitchell, Business Manager - Transport

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development

Asset ID	Street	Description	Number of Parks	Time Restricted
2666	Days Bay Pavillion - Williams Park		2	
2679	Ropata Cres		1	
2685	Jackson St		1	P60
2686	Daly St Sth Service Lane		1	
2731	Tocker St		1	
2742	Petone Recreation Ground		1	
2788	Queens Dr	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
2801	Randwick Rd		1	
2837	Petone Recreation Ground		1	
2846	Daly St		1	P120
2889	Laings Rd		1	P60
2894	Avalon Park		1	
2906	Taine St		1	
2923	Hilary Court		1	P120
2924	Bowers St		1	
2936	Avalon Park		1	
2941	Korokoro Rd		1	
2988	Oates St North		1	
2996	The Esplanade		1	
3016	Andrews Ave	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3039	Bloomfield Tce	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3050	Hilary Court		2	
3060	Downer St		1	P120
3073	Koraunui Stokes Valley Community Hub		1	
3082	McKenzie Baths		1	
3106	Market Gr		1	P120
3112	Tocker St		1	
3121	Roberts St		1	
3179	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3207	Kings Cres	Pick Up Drop Off.	1	P30
3213	Norfolk St		1	
3218	George St		1	
3254	Osborne Pl		1	
3267	Bloomfield Tce	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3276	Wainui Rd		1	
3287	Witako St		1	
3318	Hathaway Ave		1	
3331	Jackson St		1	P60
3339	Raroa Road		1	P60
3356	Cornwall St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3366	The Strand		1	
3373	Petone Recreation Ground		1	
3377	Stevens Gr	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3386	Hilary Court		1	P120
3390	Laings Rd	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3398	Bristol Sq		1	
3423	Beach St Public Car Park	3hr Max Parking. 9am - 6pm. Mon - Fri.	1	P180
3443	Event Centre	\$3/Hr or \$10 All Day. 9am-5pm. Mon-Sun.	1	
3464	Oates St North		1	
3471	Osborne Pl	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3494	The Strand		1	P15
3507	Wainuiomata Community Hub		2	
3513	Huia St	P120: 9.00am - 5.00pm. Mon - Sun.	1	P120
3521	Bowers St		1	
3532	Mabey Rd		1	
3537	Vogel St		1	
3539	Bloomfield Tce	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3594	The Strand		1	P15
3606	Petone - Britannia Street Service Centre		1	P30
3609	The Esplanade		1	
3636	Ricoh Sports Centre Parking		1	
3645	Event Centre	\$3/Hr or \$10 All Day. 9am-5pm. Mon-Sun.	1	
3666	Peterkin St		1	
3701	Cornwall St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3735	Peel Public Carpark	P240: 9:00am - 6:00pm. Mon - Fri.	1	P240
3750	Daly St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
3788	Koraunui Stokes Valley Community Hub		1	
3797	Durham Cres	Mobility Parking: 8.30am - 3.30pm. Kindergarten Days Only.	1	

3804	Huia Pool		1	P120
3806	Homedale Rd		1	
3815	Hilary Court		1	P120
3828	Silbery Place	Public Car Park. 2hr Max Parking; 9am - 6pm. Mon - Fri.	1	P120
3868	Taine St		1	
3921	Queen St	P120: 8.00am - 6.00pm. Mon - Sun.	1	P120
3941	George St		1	
3951	Avalon Park		1	
3981	Jackson St		1	P60
3983	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4008	Myrtle St		1	P60
4011	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4021	Bowers St		1	
4045	Silbery Place	Public Car Park. 2hr Max Parking; 9am - 6pm. Mon - Fri.	1	P120
4046	Muritai Rd		1	
4054	Britannia St		1	P30
4069	Pohutukawa St		2	
4070	Richmond St	P60: Mon - Fri.	1	P60
4072	Huia Pool		1	P120
4098	Queens Dr	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4107	King Cres	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4108	Marine Dr	P120: 7.00am - 11.00am. Mon - Fri.	1	P240
4120	Queens Dr		1	P120
4131	Marine Dr	P120: 7.00am - 11.00am. Mon - Fri.	1	P120
4145	Petone Recreation Ground		1	
4147	Huia St	P120: 9.00am - 5.00pm. Mon - Sun.	1	P120
4151	Norfolk St		1	
4159	Market Gr	\$3/Hr or \$10 All Day. 9am-5pm. Mon-Sun.	1	
4161	Petone Recreation Ground		1	
4163	Osborne Pl		1	
4169	Oates St North		1	
4179	Everest Ave		1	P120
4224	Hilary Court		1	P120
4279	Kings Cres	Pick Up Drop Off.	1	P30
4295	Kensington Ave		1	
4303	Hilary Court		1	P120
4325	Marine Pde		1	
4338	Wainuiomata Community Hub		1	
4355	Kings Cres		1	
4397	Knights Rd		1	P180
4409	Oates St		1	
4414	Hikoikoi Reserve		1	
4432	Jackson St		1	P60
4434	Laings Rd	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4488	Taine St		1	
4543	RIMU STREET Eastbourne	P60: 8am - 6pm. Mon - Thur; 8am - 8pm. Fri; 8am - 12pm. Sat.	1	P60
4545	Event Centre	\$3/Hr or \$10 All Day. 9am-5pm. Mon-Sun.	1	
4552	RIMU STREET Eastbourne	P60: 8am - 6pm. Mon - Thur; 8am - 8pm. Fri; 8am - 12pm. Sat.	1	P60
4559	Oxford Tce		1	P60
4631	Queen St	P120: 8.00am - 6.00pm. Mon - Sun.	1	P120
4647	Wainuiomata Community Hub		1	
4676	Bolton St		1	
4686	Randwick Rd		1	P30
4689	Event Centre	\$3/Hr or \$10 All Day. 9am-5pm. Mon-Sun.	1	
4721	Cornwall St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4754	Roberts St	P15: 8:30am - 9:00am, 2:45pm - 3:15pm. School Days Only.	1	P15
4760	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4769	Dudley St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4774	McKenzie Baths		1	
4783	Huia Pool		2	P120
4786	Holyoake Cres		1	
4793	Buick St		1	P180
4813	Petone Railway Station carpark		4	
4820	The Strand		1	
4841	Days Bay Pavillion - Williams Park		1	
4863	Waterloo Rd	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4879	Moores Valley Rd		1	P15
4894	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
4896	Kensington Ave		2	

4904	Marine Dr		1	
4923	Campbell Tce		1	
4926	High St		1	P120
4928	Kensington Ave		2	
4937	Daly St		1	P120
4959	Nevis St		1	P90
4967	Trafalgar Sq		1	P60
4990	Muritai Rd		1	
4995	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
5013	Queens Dr		1	P15
5024	Osborne Pl		1	
5036	Laings Rd		1	P60
5104	Nevis St		1	
5121	Queen St	P120: 8.00am - 6.00pm. Mon - Sun.	1	P120
5136	High St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
5143	Margaret St	\$3/Hr; 2Hr Max. 9am-5pm. Mon-Sun.	1	P120
5148	Peterkin St		1	
5152	Peterkin St		1	
5153	Hilary Court		1	P180
5163	Myrtle St		2	
5183	Taine St		1	
5206	Knights Rd		1	P180
5207	High St		1	P120
5211	Boulcott St	P15: 8:30am - 3:30pm. Mon to Fri. School Days Only.	1	P15
5221	Queen St	P120: 8.00am - 6.00pm. Mon - Sun.	1	P120
5226	Port Rd		1	P120
5249	Dowse Dr		4	
5260	Everest Ave		1	P120
5287	Naenae Shops Slip Lane		1	
5301	Ropata Cres		1	
5303	Copeland St	Includes 9am - 9pm. Monday to Sunday.	1	
5322	Avalon Park		1	



15 April 2025

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>What we are proposing</p>	<ul style="list-style-type: none"> • Install Mobility Parking “At All Times” restrictions across Hutt City
<p>Why we are proposing the change</p>	<ul style="list-style-type: none"> • Hutt City Council (HCC) has received several complaints from mobility users regarding the existing operating hours of the mobility parking spaces in certain areas across the city. Feedback received was that after standard hours, particularly in the evening and at night, drivers without a mobility parking permit can occupy designated mobility parking spaces. • Council officers identified that some mobility parking spaces have their restrictions during certain times of the day and this is causing an issue for the parking officers to take action against drivers who park on these spaces without a permit when the restrictions are not applicable. • A total of 169 Traffic Resolutions were found out to have limited hours for mobility parking. Officers propose to convert these mobility parking spaces to operate “At All Times”. Below is the list of these, by suburbs: <p>Avalon</p> <ul style="list-style-type: none"> ✓ Avalon Park ✓ Copeland Street ✓ Harrison Crescent ✓ Holyoake Crescent ✓ Mabey Road <p>Boulcott</p> <ul style="list-style-type: none"> ✓ Boulcott Street ✓ Hathaway Avenue ✓ Ropata Crescent <p>Central Lower Hutt (CBD)</p> <ul style="list-style-type: none"> ✓ Andrews Avenue ✓ Bloomfield Terrace ✓ Bristol Square ✓ Cornwall Street ✓ Daly Street ✓ Downer Street ✓ Dudley Street ✓ Event Centre Carpark ✓ George Street

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"> ✓ High Street ✓ Huia Pool Carpark ✓ Huia Street ✓ Kings Crescent ✓ Knights Road ✓ Laings Road ✓ Margaret Street ✓ Market Grove ✓ Myrtle Street ✓ Norfolk Street ✓ Osborne Place ✓ Queens Drive ✓ Raroa Road ✓ Ricoh Sports Centre Parking ✓ Roberts Street ✓ Stevens Grove ✓ Vogel Street <p>Days Bay</p> <ul style="list-style-type: none"> ✓ Days Bay Pavilion – Williams Park <p>Eastbourne</p> <ul style="list-style-type: none"> ✓ Marine Parade ✓ Muritai Road ✓ Rimu Street <p>Epuni</p> <ul style="list-style-type: none"> ✓ Copeland Street ✓ Dyer Street ✓ Oxford Terrace ✓ Roberts Street ✓ Witako Street ✓ Trafalgar Square <p>Fairfield</p> <ul style="list-style-type: none"> ✓ Durham Crescent ✓ Oxford Terrace <p>Kelson</p> <ul style="list-style-type: none"> ✓ Major Drive <p>Korokoro</p> <ul style="list-style-type: none"> ✓ Korokoro Road <p>Maungariki</p> <ul style="list-style-type: none"> ✓ Dowse Drive
--	---

	<p>Moera</p> <ul style="list-style-type: none"> ✓ Randwick Road <p>Naenae</p> <ul style="list-style-type: none"> ✓ Everest Avenue ✓ Hilary Court ✓ Naenae Shops and slip lane <p>Petone</p> <ul style="list-style-type: none"> ✓ Beach Street Public Car Park ✓ Britannia Street ✓ Bolton Street ✓ Buick Street ✓ Campbell Terrace ✓ Hikoikoi Reserve ✓ Huia Street ✓ Jackson Street ✓ Kensington Avenue ✓ McKenzie Baths ✓ Nevis Street ✓ Peel Carpark ✓ Petone Railway Station Carpark ✓ Petone Recreation Ground ✓ Richmond Street ✓ The Esplanade <p>Seaview</p> <ul style="list-style-type: none"> ✓ Port Road ✓ Seaview Road <p>Stokes Valley</p> <ul style="list-style-type: none"> ✓ Bowers Street ✓ Koraunui – Stokes Valley Community Hub ✓ Oates Street <p>Taita</p> <ul style="list-style-type: none"> ✓ Peterkin Street ✓ Taine Street ✓ Tocker Street <p>Wainuiomata</p> <ul style="list-style-type: none"> ✓ Wainuiomata Community Hub ✓ Homedale Road ✓ Queen Street ✓ Silbery Place ✓ Moores Valley Road ✓ The Strand ✓ Wainui Road
--	--

	<p>Waiwhetu</p> <ul style="list-style-type: none"> ✓ Waiwhetu Road <p>Waterloo</p> <ul style="list-style-type: none"> ✓ Oxford Terrace ✓ Waterloo Road <p>Woburn</p> <ul style="list-style-type: none"> ✓ Pohutukawa Street <ul style="list-style-type: none"> • The list of all roads that have mobility parking spaces can be found in our Council's webpage at HCC Parking Restrictions • For consistency matters, officers also propose to implement all new mobility parking restrictions to be "At All Times".
<p>Where the changes are proposed</p>	<ul style="list-style-type: none"> • The changes are proposed city-wide.
<p>What Will the change achieve</p>	<ul style="list-style-type: none"> • The proposed changes will achieve general improvement for wheelchair users who will be able to conveniently park after standard hours in the designated mobility parking spaces across the city
<p>Have your say</p>	<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, Hautonga Street. • Please note, if you are giving feedback, please submit it before 5:00pm on Tuesday 29 April 2025
<p>Next steps</p>	<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 19th June 2025 • If approved, the proposed changes will be installed within 3 months following the approval date.

30 May 2025

Report no: PCB2025/3/151

Easement for Te Ara Tupua under Honiana Te Puni Reserve

Purpose of Report

1. The purpose of this report is to seek an agreement from the Board for an easement (Wellington Electricity Lines Limited) under reserve land situated at 11 The Esplanade, Petone, known as Honiana Te Puni Reserve, for a new power connection for Te Ara Tupua pedestrian cycleway.

Recommendations

That the Board:

- (1) receives and notes the information; and
- (2) approves an easement over the reserve property 11 The Esplanade, Petone SEC 1 SO 407772 CT 498586.

For the reason to provide a power supply to Te Ara Tupua Pedestrian Cycleway.

Background

2. Honiana Te Puni Reserve is located at the western end of the Petone Esplanade. The reserve is a culturally significant area that was returned to Port Nicholson Block Settlement Trust (PNBST) as part of the Settlement Act. The land is owned by PNBST but is designated as Local Purpose Reserve subject to the Reserve Act and is administered by Hutt City Council.
3. The reserve is undergoing significant development as part of the Waka Kotahi Te Ara Tupua Project. Waka Kotahi have partnered with Mana Whenua (Taranaki Whānui and Ngāti Toa) and local Councils to deliver the project.
4. Te Ara Tupua is the name of the pedestrian cycleway along SH2 that connects Wellington to Lower Hutt and finishes in Honiana Te Puni Reserve at the northern end of the pedestrian cycleway.
5. Part of the pedestrian cycleway works require the installation and operation of underground voltage cables and associated works for safety lighting of the pedestrian cycleway.

Discussion

6. The installation will need partial access underneath Honiana Te Puni reserve at the northern portion of the reserve, as diagrammed in Appendix 1 to this report.
7. As such, an easement is required as a requirement by the applicant Wellington Electricity Lines Limited (WELL) to get the power cable installed.
8. The Project programme relies on the installation of the power to continue this part of the project.
9. The PNBST representative, Kara Puketapu, has approved the power installation and easement requirement. He has requested Council's Parks and Reserves team to present this to the Petone Community Board for its consideration.
10. The legal instrument sought for the easement is subject to Section 48 (Grant of rights of ways and other easements) of the Reserves Act.

Options

11. Approve the easement for power installation (recommended).
12. Do not approve the easement and provide reasons for this decision.

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.

Consultation

14. Under Section 48(3) of the Reserves Act, public notification is not required where the vested reserve is not likely to be materially altered or permanently damaged and the rights of the public are not to be permanently affected.
15. It is considered that this clause is applicable to what is being proposed, and as such, public notification is not required.

Legal Considerations

16. The easement is utilising Section 48 of the Reserves Act. Hutt City Council (and its successors) are administrators of the land pursuant to Section 60(5) of the Port Nicholson Block (Taranaki Whānui Ki Te Upoko o Te Ika) Claims Settlement Act 2009.
17. The easement process is being facilitated by Council lawyers.

Financial Considerations

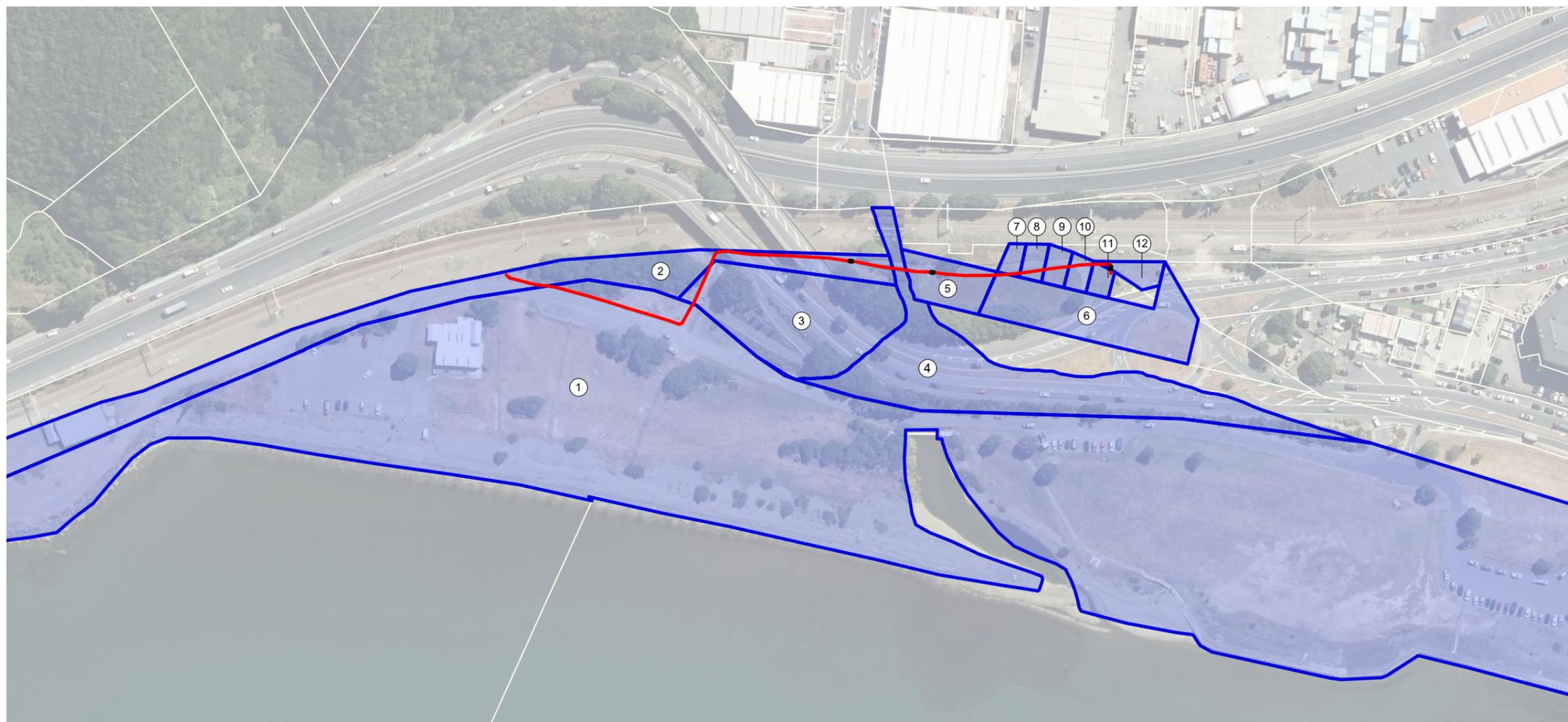
18. Other than officer time, there are no other financial considerations.
19. It is anticipated that all associated costs with obtaining the easement will be on the applicant, Wellington Electricity Lines Limited.

Appendices

No.	Title	Page
1↓	Cable Route Diagram of Proposed Works	57

Author: Nicole Peurifoy
Leasing Coordinator

Approved By: Bradley Cato
Chief Legal Officer



LEGEND

- ELECTRICAL CABLE
- PROPERTIES OF INTEREST

Parcel ID	Legal Description	IoT	Purpose	Owner
1	7091666 Section 1 SO 407772	498586	Local Purpose Reserve	Port Nicholson Block Trustees. Hutt CC to administer
2	7280818 Section 1 SO 431944	561370	FiD Road	HMK
3	3955292 Section 5 SO 24491	NZGZ 1985 p3512	Motorway Purposes	HMK
4	7091669 Nil	[Create] Section 60, Port Nicholson Block Claims Settlement Act 2009	Hydro	
5	3763566 Part Section 1 Hutt DIST	NZGZ 1985 p3512	Motorway Purposes	HMK
6	4086062 Nil	Nil	Road	HMK or HCC?
7	3959747 Part Lot 1 DP 351	NZGZ 1985 p1401	Motorway Purposes	HMK
8	3851099 Part Lot 2 DP 351	NZGZ 1985 p1401	Motorway Purposes	HMK
9	4001424 Part Lot 3 DP 351	NZGZ 1985 p1401	Motorway Purposes	HMK
10	3822902 Part Lot 4 DP 351	NZGZ 1985 p1401	Motorway Purposes	HMK
11	3893009 Part Lot 5 DP 351	NZGZ 1985 p1401	Motorway Purposes	HMK
12	3969948 Part Lot 6 DP 351	NZGZ 1985 p1401	Motorway Purposes	HMK



DRAWING
TE ARA TUPUA DISPOSALS
0.1

SCALE	1:2000	
DATE	01/04/2025	
REVISIONS		
REV	DATE	DESCRIPTION
0.1	01/04/2025	FOR DISCUSSION

DRAWN	MW	STAGE	FOR DISCUSSION
CHECKED	ND	JOB NO.	NZTA - WD - Te Ara Tupua

DRAWING NO.
NZTA - WD - TE ARA TUPUA
REVISION NO. 0.2



Report no: PCB2025/3/77

Chair's Report

Recommendation

That the report be received and noted.

Appendices

No.	Title	Page
1↓	Appendix 1: Chair's report 9 June 2025	59

Author: Mike Fisher
 Chair, Petone Community Board

Petone Community Board Meeting: 9 June 2025
Chair's Report
Mike Fisher

Tena koutou katoa and greetings to everyone in our community board area of Petone, Korokoro, Seaview, Moera, Waiwhetu South, Woburn South, and Gracefield.

Welcome to winter! And the penultimate meeting for the Petone Community Board before we have our final formal meeting in August and then are disestablished in October, following decisions by Council and the Local Government Commission. The LGC decision is available here <https://www.huttcity.govt.nz/people-and-communities/news/2025/new-wards-to-take-effect-at-this-years-local-body-elections>

Just reiterating we remain in place and active until the October 2025 local body elections and it is still business as usual, which recently has included:

1. Consultations

The Board submitted and presented to Council a submission on the Annual Plan outlining the Council's plans for our city for the 2025 - 2026 period.

In addition, we have submitted on the draft District Plan with hearings likely to be scheduled for later in the year.

2. Paid parking in Petone

A contentious issue in the Annual Plan was the proposed increase in the parking charges by 50 cents to \$3.50/hour. This was opposed by the Board and currently further information is being obtained pending any final decisions on an increase at upcoming Council meetings.

Unfortunately, vandalism to the meters has resulted in a number being removed from Jackson St, and some confusion as to whether fees need to be paid etc, as well as the installing of new meters with no capacity for cash payments.

3. Petone Wharf, Library and Grandstand

Approval has been given by Council for work proceeding with renovation work at Petone Library which has been a long awaited outcome and a welcome result.

Final reports and information for the wharf and grandstand are the next key projects to get to a decision point and we remain hopeful that this can be realised before our last meeting.

4. Anzac Day

Once again Petone turned out in force on a beautiful sunny but chilly Anzac Day for our two services at Petone Railway Station flagpole and Memorial Gardens to remember those who have served. This is always a moving but special day and thanks to all who contributed and attended.

Our last meeting will be held at the Petone Baptist Church, Buick Street 6.30pm Monday 18 August and you are most welcome to join us for the final time .

Please contact us with concerns, raise questions and let us know what you want to see happening in the Petone Community Board area. We welcome discussion and feedback any time. Feel free to contact individual PCB members or myself with issues, concerns, or ideas to raise or discuss.

“Whaia te iti kahurangi ki te tuohu koe me he maunga teitei”

“Seek the treasure you value most dearly, if you bow your head let it be to a lofty mountain”.

Mike Fisher

Chair PCB

Report no: PCB2025/3/78

Democracy Advisor's Report

Purpose of the report

1. The purpose of the report is to update the Board on items of interest and retrospectively approve payments related to the 2025 Anzac Day event.

Recommendations

That the Board:

- (1) receives and notes the report;
- (2) retrospectively approves a payment of \$2,735 from its operating budget for the 2025 ANZAC event sound system; and
- (3) retrospectively approves a payment of an additional \$69.82 from its operating budget for the 2025 ANZAC event, which includes catering, wreaths and flyers.

Consultation

Tō Tātou Tāone 2055 Our City 2055 - City Strategy

2. Tō Tātou Tāone 2055 Our City 2055 (City Strategy) is a shared vision for the future of Te Awa Kairangi Ki Tai Lower Hutt. People from key organisations across the city are working together to develop a strategy for the long-term future of Lower Hutt. Feedback has been received from the community via a City Summit, hui, interviews and a survey.
3. Public engagement on the draft strategy is planned for August 2025, and the City Strategy is expected to be finalised by the end of 2025.

Events Strategy

4. Council's draft Events Strategy sets out a refreshed and forward-looking approach for how Council will attract, support and enable events that enrich community life and boost the local economy. It is shaped by early engagement with communities, businesses, and event promoters, and informed by a thorough analysis of the evolving events landscape and the local context of Te Awa Kairangi ki Tai Lower Hutt.

5. The strategy's core purpose is to provide a clear direction for how Council will enable successful events by focusing on five key areas: making it easier to work with Council, forming sustainable partnerships, attracting and growing events, supporting community-led initiatives, and enhancing promotion. These focus areas are supported by an action plan that identifies specific initiatives and timeframes to guide delivery, ensuring that the strategy moves from vision to action.
6. Subject to Council approval on 29 May 2025, the draft Events Strategy will be made available for public consultation before it is finalised later this year.

Update from the previous meeting held on 16 April 2025

7. At the Board's meeting on 14 April 2025, the Board asked for a response to a request by a presenter for an update on the proposed three waters infrastructure works on Jackson Street. A response from officers is as follows:
8. *The three waters infrastructure programme has been deferred for a couple of years due to other priorities and is now programmed to physically commence in 2026/27.*

Low Carbon Acceleration Fund (LCA Fund)

9. Round 2 of the Low Carbon Acceleration fund (LCA fund) closed on 31 March 2025, and three applications received funding. The successful applicants and associated projects were:
 - **Wildfinder Ltd:** for an electric vehicle to reduce transport emissions.
 - **Rudolf Steiner School Trust:** to electrify its building's heating by removing gas powered heaters and hot water and replacing them with energy efficient heat pumps and a hot water cylinder.
 - **Wesley Wellington Mission - Rātā Village:** to install a large-scale solar array on the roof of a building being converted to a multi-unit dwelling for social housing.
10. The total cost for all approved projects is \$50,457.81 (excl GST) from a total of \$160,000 available in the funding envelope. The remaining \$109,542.19 will be carried forward into the next round of LCA funding.
11. The next round of LCA Funding will open in early 2026. Information about the fund and on how to apply can be found on Council's website: [low-carbon-acceleration-fund](#)

Homelessness Dashboard

12. Homelessness in Te Awa Kairangi ki Tai Lower Hutt is a complex issue affecting many, from those living rough to those in temporary or emergency accommodation. Council is committed to helping to address this through compassion, partnership, and long-term solutions.

13. The new Homelessness and Housing Dashboard is designed to centralise data and information about homelessness in the city. Its primary aim is to provide up-to-date, local data to support transparency and evidence-based action. The dashboard includes trends in housing support, income growth, housing affordability, and homelessness data from local providers. It also offers insights into housing deprivation across different demographics and regions. By enabling data filtering by age and ethnicity, the dashboard helps Council staff, community organisations, and the public to better understand and address homelessness.
14. The dashboard will be launched in June 2025 and will be updated as more data is gathered and new initiatives are developed. It will help to support a city where everyone has a safe and secure place to live.

Locky Dock installations

15. Locky Dock is an innovative parking and locking system that enables bicycle users to securely park their vehicles while also offering charging capabilities. Two Locky Dock units are located outside The Warehouse, Petone and on Pretoria Street, Lower Hutt, outside Les Mills.
16. As part of a joint initiative between Council and Big Street Bikers, five more Locky Dock units will be installed across selected locations in the Lower Hutt. This project aims to provide better infrastructure for environmentally friendly transport options while increasing the visibility and accessibility of active travel throughout the city.
17. Locky Docks are free to use for the public, making it easier and more affordable to choose active and low-emission transport. Users can easily access the system using either the Locky Dock app or a Locky Dock card.
18. In Lower Hutt, two different types of Locky Dock units will be installed to best suit the needs of each location. At three of our sites (Te Ngaengae Pool, Stokes Valley Community Hub, Queensgate Shopping Centre), Council will install the standard Locky Dock version, which includes five secure docking and charging stations with a digital screen.
19. At the remaining two locations (Dowse Museum and Petone Esplanade), a simplified version will be installed, a five-rack unit without a digital screen. The installations are planned to start in June 2025 and be completed by the end of October 2025.
20. Locky Dock stations are designed to accommodate a wide range of active transport users, including:
 - **Standard bicycle users** – making up approximately 60–70% of expected users
 - **E-bike riders** – including those commuting or travelling longer distances
 - **Cargo bike users** are particularly valued due to the high cost and theft risk of these bikes.

Battery recycling

21. Council is progressing towards confirming a trial of battery recycling collection points. Council officers are in the final stages of confirming the supplier and timing, and have selected the War Memorial Library, Eastbourne Neighbourhood Hub, and Naenae Neighbourhood Hub for the trial. Implementation of this service is expected to begin in July 2025. If the trial proves effective, officers hope to expand it to other community hubs and libraries across Lower Hutt. The Eastbourne Community Board has been collecting batteries for recycling at the Eastbourne Neighbourhood Hub and latterly at St Ronan's Church for several years.

2024/25 Operating and training budget

22. The Board is allocated \$8,000.00 GST exclusive per annum, comprised of:

Operating costs	\$5,000
Training	\$3,000

23. The following is the Board's expenditure as of 31 May 2025.

	Operating costs	Training
Budget	\$5,000.00	\$3,000.00
Expenditure	\$4,211.22	\$2,891.00
BALANCE	\$788.78	\$109.00

24. The detailed expenditure is attached as Appendix 1 to the report.

Appendices

No.	Title	Page
1	Appendix 1: PCB expenditure to May 2025	65

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Democracy Advisor

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Head of Democratic Services

Petone Community Board Expenditure 2024/2025 - Operating Budget															
Item	July	August	September	October	November	December	January	February	March	April	May	June	Total per item	Balance	
Opening Balance														\$ 5,000.00	
Community flyers	\$ 243.19								\$ 16.05				\$ 259.24		
Venue hire	\$ 40.00			\$ 20.00						\$ 150.00			\$ 210.00		
Petone Fair						\$ 300.00							\$ 300.00		
ANZAC Day Event										\$ 3,404.82			\$ 3,404.82		
Other expenses									\$ 37.16				\$ 37.16		
Total Expenditure														\$ 4,211.22	
Closing Balance														\$ 788.78	

Petone Community Board Expenditure 2024/2025 - Training Budget															
Item	July	August	September	October	November	December	January	February	March	April	May	June	Total per item	Balance	
Opening Balance														\$ 3,000.00	
Community Board conference	\$ 2,891.00												\$ 2,891.00		
Closing Balance														\$ 109.00	