

HUTT CITY COUNCILPOARI HAPORI O PITO-ONE
PETONE COMMUNITY BOARD

Minutes of a meeting held in the Petone Neighbourhood Hub, 7 Britannia Street, Petone
on

Monday, 10 February 2025, commencing at 6:30 pm

PRESENT:

M Fisher (Chair)
S Freeman
S Kuresa

K Yung (Deputy Chair)
M Henderson
Deputy Mayor T Lewis

APOLOGIES:

M Roberts

IN ATTENDANCE:

Mayor Barry (part meeting)
Cr Parkin
A Blackshaw, Director Neighbourhoods and Communities
J Kingsbury, Director Economy and Development (part meeting)
R Hardie, Head of Strategy and Policy (part meeting)
P Hewitt, Head of Transport (part meeting)
L Desrosiers, Head of Urban Development (part meeting)
B Gale, Urban Design Lead (part meeting)
H Jeffrey, Urban Designer (part meeting)
E Scherer, Transport Engineering Manager (part meeting)
M Randall, Senior Advisor, Climate and Sustainability (part meeting)
K Kaur, Spatial Plan Lead (part meeting)
J Randall, 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 25101

"That the apology received from Matt Roberts be accepted and leave of absence be granted."

Under Standing Order 16.1, the Chair allowed public comment on an item not listed on the agenda.

Karen Arraj-Fisher expressed disappointment the Petone Community Board was to be disestablished as she considered it an important way to bring the community's concerns to Council's attention.

3. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

ITEM OF BUSINESS NOT ON THE AGENDA

RESOLVED: (M Fisher/Deputy Mayor Lewis)

Minute No. PCB 25102

"That, in terms of Standing Order 10.13, the Board:

- (1) notes that a minor matter regarding the Chair's Report, which was not included in the agenda, should be discussed at this meeting; and*
- (2) notes that no resolution, decision or recommendation may be made regarding that item, except to refer it to a subsequent meeting of the local authority for further discussion."*

4. MAYOR'S ADDRESS

Mayor Barry acknowledged the difficult decision to disestablish the Petone Community Board during the representation review process. He encouraged members to participate in finding solutions that would improve engagement throughout the city. He pointed out that Petone was still represented by 13 Councillors, including six city-wide Councillors who could address the needs of Petone.

Mayor Barry's address is attached as page 11 to the minutes.

In response to questions from members, Mayor Barry provided the following information:

- he would work with the Board to organise a community hui on the Ava Rail Bridge upgrade. He would update the Board after meeting with KiwiRail to discuss the pedestrian clip-on bridge.
- the short- to medium-term work on the Seaview Wastewater Treatment Plant was on schedule, with odour issues mostly under control. Investment was in place to provide a long-term solution. He agreed to share a PowerPoint presentation from Wellington Water Limited to provide additional information.

5. PRESENTATIONS

a) Resident Satisfaction Survey

The Head of Strategy and Policy stated that the Resident Satisfaction Survey provided an opportunity for residents to share their feedback on Council services, operations and decision-making. He added that the survey would help Council track its effectiveness against citizen expectations. He said Council wanted feedback from a diverse range of people, especially those who were typically underrepresented in Council surveys. He asked the Board to promote the survey within the community. He advised that the survey would be open for feedback until 14 March 2025.

In response to questions from members, the Head of Strategy and Policy stated that officers were adopting a targeted approach to gather more feedback from young people, Māori, and migrant communities through various methods. He agreed to work with the Board to ensure a diverse range of community groups had access to the survey information.

b) Low Carbon Acceleration Fund

The Senior Advisor, Climate and Sustainability, provided an electronic presentation that can be viewed here: [Low Carbon Acceleration Fund presentation](#)

In response to questions from members, the Senior Advisor, Climate and Sustainability agreed to circulate information about Low Carbon Acceleration Fund webinars to community boards. She confirmed that one of the webinars would be recorded and made available on Council's website.

In response to questions from members, the Senior Advisor, Climate and Sustainability, advised that Council would favour projects that applicants could maintain without Council support. She said funding decisions were made by a panel comprising representatives from the community, business, Mana Whenua, and Council.

c) Sustainable Growth Strategy

The Spatial Plan Lead provided an electronic presentation that can be viewed here: [Sustainable Growth Strategy 2025-2055 presentation](#)

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

Cr Duthie provided an electronic presentation that can be viewed here: [Local Councillor from Greater Wellington Regional Council presentation](#)

In response to questions from members, Cr Duthie explained that the East by West Ferry was withdrawn in August due to a mechanical issue and was awaiting a new part. He advised that bikes could not be carried on buses until the problem of bike carriers obstructing buses' lights was overcome. He agreed to keep the Board updated on the issue of bikes on buses.

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

Karen Arraj-Fisher provided the following information:

- Christmas spending on Jackson Street had decreased, resulting in difficulties for some shops maintaining their business.
- the JSP delivered a reduced Christmas programme in 2024.
- the Minister for Building and Construction would attend a meeting with Petone business owners.
- there had been a rise in theft on Jackson Street, including an increase in burglaries and shoplifting. The JSP was working with the police to address this issue.
- Rubbish bins on Jackson Street had been vandalised, with tags and posters glued to both the rubbish bins and lampposts. The JSP was requesting that these be cleaned up.

The Director, Economy and Development agreed to investigate the legality of posters in public spaces.

The Head of Transport stated that officers were aware of posters being glued onto bins and they were considering the best method to keep bins looking tidy. He said Council was currently seeking a new contractor for graffiti removal in Lower Hutt.

6. **CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

7. **MINUTES**

RESOLVED: (M Fisher/M Henderson)

Minute No. PCB 25103

"That the minutes of the meeting of the Petone Community Board held on Monday, 21 October 2024, be confirmed as a true and correct record."

8. **REPORT REFERRED FOR BOARD INPUT BEFORE BEING CONSIDERED BY COMMITTEE OF COUNCIL**

Proposed Shared Path Waione Street, Petone

Report No. PCB2025/1/8 by the Head of Urban Development

The Urban Design Lead provided an electronic presentation on the proposed shared path – Waione Street Petone (the shared path), which can be viewed here: [Proposed shared path – Waione Street Petone](#). She tabled additional information attached as pages 12-19 to the minutes.

In response to questions from members, the Urban Design Lead provided the following information:

- the shared path costs would be covered by the Petone 2040 budget and the Long Term Plan.
- the shared path was expected to be well-used once Tupua Horo Nuku and Te Ara Tupua were complete. Officers would collect data on its usage to assist future decision making.
- clear signage would be erected to align with other Petone signage.
- officers talked to as many local groups as possible and also hand-delivered information before the shared path proposal was finalised.
- fishing would still be allowed on the Waione Street Bridge, but parking access would be more controlled.
- Halford Place was preferred by some cyclists for the shared path; however, it lacked good accessibility for all path users.

Members expressed concern that with changes to government funding, future funding to connect the shared path to the shared path network was uncertain. They suggested the funds could be better used to support the shared path network in other ways. Members discussed deferring a decision on the shared path and focusing on the landing area and postponing the shared path until the Cycling Strategy was completed.

RESOLVED: (M Fisher/Deputy Mayor Lewis)

Minute No. PCB 25104

"That the Board recommends that the Infrastructure and Regulatory Committee recommends that Council:

- (1) receives the information;*
- (2) defers a decision on the shared path; and*
- (3) focuses on the landing area and postpones the shared path until the Cycling Strategy is completed."*

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

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

Report No. PCB2025/1/9 by the Traffic Engineer

Speaking under public comment, **Gerard Duignan** proposed using 'L bars' to mark individual parking spaces on Britannia Street, citing high parking pressure in the area. He noted that marked parking spaces would improve parking efficiency and expressed concern that the introduction of paid parking had worsened the situation. He added that the addition of 50 new dwellings would create more parking pressure.

In response to a question from a member, the Head of Transport agreed to consider marked parking spaces for Britannia Street.

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25105

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

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

Report No. PCB2025/1/10 by the Traffic Engineer

The Transport Engineering Manager elaborated on the report. In response to questions from members, he clarified that officers could not consider a pedestrian crossing due to current funding constraints. He agreed to report back to the Board on the effectiveness of the changes once they had been implemented.

RESOLVED: (M Fisher/S Kuresa)

Minute No. PCB 25106

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

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

Report No. PCB2025/1/11 by the Traffic Engineer

The Transport Engineering Manager elaborated on the report.

Deputy Mayor Lewis asked that the officers investigate the possibility of creating a walking path on the opposite side of Marine Parade and report their findings to the Board. She noted that the area was challenging for pedestrians due to the presence of industrial equipment and parked vehicles.

RESOLVED: (M Fisher/M Henderson)

Minute No. PCB 25107

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

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

Report No. PCB2025/1/12 by the Traffic Engineer

The Transport Engineering Manager elaborated on the report.

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25108

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

10. SCHEDULE OF MEETINGS FOR 2025

Report No. PCB2025/1/13 by the Senior Democracy Advisor

RESOLVED: (M Fisher/K Yung)

Minute No. PCB 25109

"That the Board:

- (1) approves the meeting dates until October 2025 in respect of its meetings, attached as Appendix 1 to the report;*
- (2) approves Te Kākano o Te Aroha Marae in Moerā as its venue for the meeting to be held on 14 April 2025;*
- (3) approves Korokoro School as its venue for the meeting to be held on 9 June 2025;*
- (4) approves the Petone Neighbourhood Hub as its venue for the meeting to be held on 18 August 2025, subject to availability;*
- (5) approves \$200 from the Board's operational budget for the use of Te Kākano o Te Aroha Marae on 14 April 2025;*
- (6) approves \$200 from the Board's operational budget as a donation to Korokoro School 'for the use of its facilities on 9 June 2025;*
- (7) agrees that the start time for all meetings will remain at 6.30pm;*
- (8) notes that the Board Chair will set the dates for informal get-togethers of the Board as the need arises;*
- (9) notes that under Standing Order 9.12, the Chair of the Board may cancel the meeting in consultation with the Chief Executive; and*
- (10) notes that the meeting times will be publicly notified by the Democratic Services business unit."*

11. PETONE COMMUNITY BOARD APPEAL AGAINST COUNCIL'S REPRESENTATION ARRANGEMENTS PROPOSAL

Memorandum dated 17 January 2025 by the Democracy Advisor

RESOLVED: (M Fisher/Deputy Mayor Lewis)

Minute No. PCB 25110

"That the Board:

- (1) notes that appeals against Council's representation proposal decision were required to be lodged by 15 October 2024;*
- (2) notes that any appeals submitted by the Board require formal endorsement by way of resolution; and*
- (3) retrospectively endorses its appeal attached as Appendix 1 to the memorandum."*

12. CHAIR'S REPORT

RESOLVED: (M Fisher/M Henderson)

Minute No. PCB 25111

"That the Board receives and notes the report."

13. DEMOCRACY ADVISOR'S REPORT

Report No. PCB2025/1/16 by the Democracy Advisor

RESOLVED: (M Fisher/S Freeman)

Minute No. PCB 25112

"That the Board:

- (1) receives and notes the report;*
- (2) approves up to \$300 from the Board's operational budget for any advertising requirements for its 2025 meetings; and*
- (3) approves up to \$600 from the Board's operational budget for two wreaths and catering for the Petone ANZAC Day event on 25 April 2025."*

4. INFORMATION ITEMS

Petone Projects Update

The Director, Neighbourhoods and Communities, provided an update on the Petone projects. She stated that reports on all three projects would be sent to Board members in April before Council met in May 2025:

Petone Neighbourhood Hub (the Hub) upgrade

A Project Manager was appointed to commence preliminary upgrade work at the Hub. Council was conducting ongoing air quality testing. Additionally, it relocated the Dowse heritage collection and removed equipment to ensure work could begin promptly.

Council would decide on the work at its meeting in May 2025, after receiving feedback from the Pito One Steering Group and the Board.

Petone Wharf (the Wharf)

In December 2024, an update was presented to the Petone Steering Group, followed by a meeting with the Save the Wharf Group.

Officers were developing tender documents for the Wharf work, which included specifications, a procurement process, and Resource Consent funding reports. A draft report would be shared with the Board and the Petone Steering Group before being

reported to Council's meeting in May 2025 for a decision.

Petone Grandstand (the grandstand)

A report from consulting engineers for the grandstand upgrade would be shared with the Board, the Petone Rugby Club, and the Petone Steering Group once it became available at the end of February 2025. The report would be ready for Council's meeting in May 2025.

125. QUESTIONS

The Chair asked for a response to a question raised during the Board meeting on 21 October 2024 regarding revenue data from paid parking in Petone.

The Head of Transport responded that the revenue from metered parking in Petone was lower than the expected baseline. He believed that the 'Pay my Park' revenue would help bring the revenue closer to these baseline expectations. He highlighted that the number of cars parking in Petone had increased from October to December 2024. Additionally, he mentioned that several parking machines had been vandalised or stolen and that officers were considering the installation of cashless machines.

There being no further business, the Chair declared the meeting closed at 9.08 pm.

M Fisher
CHAIR

CONFIRMED as a true and correct record
Dated this 14th day of April 2025

Mayor's Address

Kia ora koutou, I hope you have all had a good break since we last met.

Te Ngaengae

One of the most exciting things to have happened in the past few months has been the grand opening of Te Ngaengae Pool and Fitness. After 250,000 hours of mahi and \$68m investment we delivered the pool on time and under budget - an amazing achievement. Since December, Te Ngaengae has been open to the community and has proved very popular. If you haven't visited, definitely take the opportunity to enjoy the new facility with friends and whānau.

Motutawa Avalon Skate Park

We celebrated the opening Lower Hutt's newest skate park in Avalon this weekend. Funded by NZTA, Motutawa Avalon Skate Park replaces Melling Skate Park which will be demolished as part of Te Wai Takamori o Te Awa Kairangi. The skate park has six different skate zones to cater for beginner, intermediate and expert users, and has been designed using local knowledge through a specialist advisory group comprising roller, scooter, BMX and skateboarding experts.

Water leaks

This summer, due to one-off investment, we've seen huge progress on the number of leaks in Lower Hutt. Since January 2024, Wellington Water has fixed 3300 leaks in Lower Hutt, and we have nearly reached a sustainable backlog of leaks thanks to increased investment this year. This has been positively received by our community. Of course, we know that fixing leaks doesn't solve the underlying problems. Wellington Water has also renewed 3.6km of water pipes in 2024. Hutt City Council has invested in renewing pipes across the city and we expect to continue to see progress on renewals over the coming years.

Proposed District Plan and Draft Sustainable Growth Strategy

Last week, we launched public consultation on the Council's Proposed District Plan and our Draft Sustainable Growth Strategy. With the city's population expected to increase by 40,000 over the next 30 years, we need a strategy to manage this growth. This includes updating environmental and development regulations. The Sustainable Growth Strategy 2025-2055 and the Proposed District Plan are now open for public feedback until 4 April.

Petone

You may be aware of the upgrade KiwiRail is planning for Ava Street Bridge. This currently means that the pedestrian clip-on bridge will be removed and not replaced. I am meeting with KiwiRail CEO tomorrow to discuss Council's concerns about this and hope to find a resolution that minimises the impact on the community

Thank you Judy

Finally, I want to say a big thank you to Judy, who is retiring from Hutt City Council but is continuing to support the community boards until the election. Thank you for all your mahi over the years Judy!

Proposed Shared Path Waione Street, Petone – additional information



Waione Street and Esplanade: Pedestrian and cyclist information

This document is a compilation of available data and analysis in relation to pedestrians and cyclists for the Esplanade and Waione Street. This information has been used to inform the Hīkoikoi Landing project.

Key Findings

- The minor and serious crash rate for cyclists along the **Esplanade and Waione Street area** is higher than the national average.
- There have been 2 documented cases of cars hitting **pedestrians** along the 1.2km stretch of **Waione Street** in the last 5 years.
- Tupua Horo Nuku is predicted to double or triple cycle traffic in the area, this includes Waione Street.
- The current road layout is “unlikely to manage” any increase in traffic safely – Esplanade SSBC report (2023)

“Low quality and inconsistent active mode facilities will increase safety risks resulting from increasing user demand when Tupua Horo Nuku (The Eastern Bays Shared Path) and the Ngā Ūranga to Pito-one section of Te Ara Te Pua are completed.” – SSBC Report 2023.

Pedestrian and cyclist counts

Esplanade and Waione St: Eco Counter

Eco Counter 2024 Pedestrian and cyclist monitoring along the Esplanade and Waione Street show high weekend traffic counts with 600 daily walkers and 120 cyclists.

Tupua Horo Nuku business plan anticipates as much as 120-240 extra daily recreational cyclists to use this route, a 100-200% increase on current weekend cycle trips.

Trail usage counts

Hutt River Trail – Approximately 24,000 walkers and 38,000 cyclists use the River Trail annually (2019-2020).

Remutaka Cycle Trail – 1,976 people per year ride the whole trail from Pito One to the Wairarapa.

The Pito One end of the Remutaka Trail receives 169,000 annual visitors (2019-2020). Note: *This number will have some overlap with the Hutt River Trail count.*

Crash data for Waione St: Pedestrians and cyclists 2019-24

NZTA crash data for the 1.2km length of Waione St shows 3 accidents involving pedestrians or cyclists between 2019 – 2024. These are highlighted in the map below:



One was a serious accident where a group of pedestrians were trying to cross mid-block and were struck by a car. This occurred right by the Hikoikoi Landing site.

The other two incidents were further west but provide additional context on the nature of the street for pedestrians and cyclists.

In the second incident, a pedestrian was struck halfway across the Jessie Street pedestrian crossing. This is 600m to the west of the Hikoikoi Landing project area. It is the nearest crossing to the underpass for pedestrians.

The pedestrian crossing at Jessie Street is not signalled and crosses 3 lanes of traffic. It is less than 4 meters from an intersection, is not raised and has no kerb extensions. Access to the footpath from this crossing is narrow. Some of these issues are difficult to address at the site, adding increased importance to developing better alternative routes, and possible crossing near Hikoikoi Landing if funding is available in the future.

The third incident involved a turning vehicle clipping a cyclist travelling west along the cycle lane towards the Esplanade. This incident occurred at the intersection of Waione Street and Marine Parade. While further along Waione St than the site at Hikoikoi Landing, the incident is typical of the type of cycling accident likely to increase in this area with more cyclists sharing the space.

Esplanade SSBC Report (2023)

Cyclists were involved in 15% of injury crashes, and 50% of all serious injury crashes along the Esplanade and Waione Street (Esplanade Single Stage Business Case (SSBC), 2023).

The conclusion drawn by the Esplanade SSBC report (2023) is that there are several serious safety issues for pedestrian and cyclists around the Waione Street area:

- *Cycling level of service along Waione Street is predominantly operating at the worst end of the spectrum (Level of Service: E grade).*
- *The reasons for this level of service are high traffic volumes combined with narrow shoulders, pinch points, side friction density from accessways and parking, and long lengths of narrow shared paths.*
- *There is a high crash rate for vulnerable users currently, and the exposure risk will increase for new users attracted to the Te Ara Tupua and Tupua Horo*

Nuku shared paths. In addition, the uptake for new users would likely be suppressed due to perceived and real issues along the corridor for people cycling.



Figure 20 Level of Service for cyclists

Walking and cycling connections

5 recreational cycling and walking trails rely on the area around Waione Street to connect with the wider network.

240 meters west of the Hikoikoi Landing site, a high frequency (*Integrated Transport Strategy, 2022*) bus stop is currently inaccessible to any pedestrian traffic to/from the Hutt River Trail.

The only crossing point available near the bridge does not meet several accessibility guidelines. This crossing point is the Waione Bridge underpass:

- The southern approach to the underpass has a slope rate between 13% – 23.8%.
- The southern approach has a 6.7% crossfall in places.
- The northern approach to the underpass is unpaved and narrow with a 13% – 15% slope rate.
- The tunnel under the bridge is unlit and narrow with two blind corners.

The existing footpath on the south side of Waione Street does not meet NZTA Waka Kotahi guidelines:

- It is only 1.7m wide. This is below the NZTA guideline minimum in unconstrained conditions.
- The 1.7m wide path is acting as a shared path for cyclists and pedestrians. The recommended width for shared paths is 3m.

The footpath on the south side of Waione Street has no berm or road shoulder separating pedestrians and traffic which also makes it unpleasantly noisy.

The Halford Place access also falls below accessibility guidelines. As a GWRC asset that forms part of the stop bank, this is unable to be upgraded by HCC.

To meet accessibility standards and improve safety, either the underpass would need to be significantly retrofitted and widened, or an alternative and accessible path is needed. If a pedestrian crossing in this area was to be funded in the future, this would need to be a sufficient distance from Waione Bridge itself to ensure visibility of the crossing.

The Esplanade Optimisation Study (2021) notes that the lack of crossings on Waione Street make crossing times for pedestrians the longest in the area, waiting for a gap in traffic. Longer waiting times tend to increase the likelihood of risky road crossing behaviour.

"In New Zealand, the vast majority of our pedestrian injury crashes occur on the relatively busy urban roads that bisect our suburbs and communities." "70% of pedestrian injuries happen while crossing the road and most reported pedestrian crashes (over 90%) happen away from formal pedestrian crossings".
[NZTA Pedestrian Guidance 2019](#)

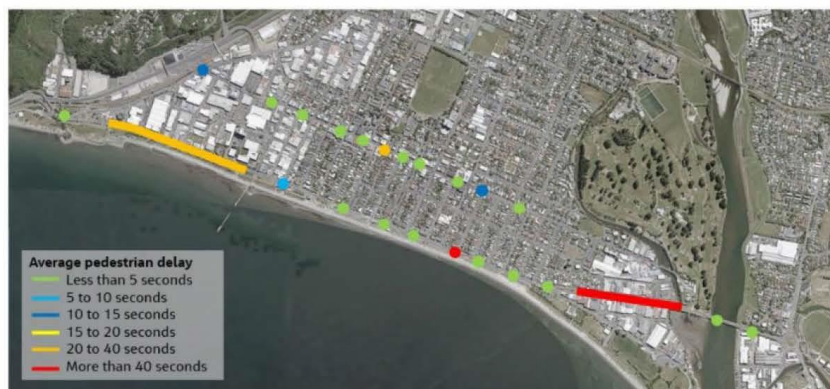


Figure 16 Pedestrian Delays in the Study Area

Waione Street existing cycle lane

The eastbound cycle lane along Waione Street ends abruptly before East St, pushing cyclists onto the narrow carriageway to cross the bridge. Cyclists reaching the end of the cycle lane currently have no safe way to access the footpath on the south side of Waione Street from the end of the cycle lane. They also have no way to access the Hutt River Trail at this point. This is likely to be more of an issue for cyclists that are unfamiliar with the area.

Abrupt end of cycle lane at East St:



No cycle lane or footpath heading east along Waione St:



Tupua Horo Nuku

The Eastern Bays Shared Path Detailed Business case, 2017 expects 70% of the benefit from Tupua Horo Nuku to come from "links to other parts of the network for recreational and tourism purposes" in particular, traffic from Te Ara Tupua." This tourist traffic to Tupua Horo Nuku will travel through the Waione Bridge area and is **likely to double or triple the number of cyclists travelling through the area**. This increase in usership is also anticipated to rise by 2.1 – 9.2%, year on year.

The Esplanade SSBC study notes that that the current road condition along Waione Street could have a negative impact on the success of Tupua Horo Nuku. *“The uptake for new users would likely be suppressed due to perceived and real issues along the corridor for people cycling.”* (Esplanade SSBC, 2023).

Conclusion

The implementation of the shared path on Waione Street is expected to improve safety and accessibility for pedestrians and cyclists. An attractive shared facility for active transport users will help reduce the number of pedestrians and cyclists crossing Waione Street at unsafe locations. Additionally, as the shared path connects with the broader walking and cycling network, it will help accommodate the anticipated increase in active mode users driven by projects like Tupua Horo Nuku, aligning with the Council’s long-term transport and accessibility objectives.

Referenced documents

NZTA crash data (NZTA 2021– 2024)

Esplanade Traffic Flow Report (GHD 2011)

Esplanade Cycle Facilities (GHD 2015)

The Petone Esplanade SSBC lite v1 (AECOM 2023)

Eastern Bays Shared Path Indicative Business case, (STANTEC 2016)

Eastern Bays Shared Path Detailed Business Case, (STANTEC 2017)

The Esplanade Optimisation Study v1.0 (Jacobs 2021)

[Ministry of Transport, Cycling Crash and Injury Data, 2022](#)

[NZTA Pedestrian Profile: Injury trends](#)

[NZTA Pedestrian Guidance 2019](#)

Urban Design Analysis of
Petone 2040 Projects
Walone Street Bridge and
Surrounding Area
**Stakeholder
Engagement
Hikokoi Landing**
October – December 2024

Legend

- Early wide engagement:
Oct – Nov 24
- Engaged in formal
Traffic Consultation
Dec 24
- Engaged for both
processes
Oct – Dec 24

Data Source
Aerial: Petone City Council and New
Zealand Aerial Mapping Ltd 2023



Name	Engagement						
	Regular Hui / Updates	Email / Letter drop	Response received	Phone Call	Meeting	Traffic Resolution Formal Consultation Letter	Conversation about formal consultation
Institutional Stakeholders							
Pito One Projects Steering Group	X						
Kahai Mana Whenua	X						
GWRC	X						
Wellington Water	X						
Local Businesses & Groups							
Shandon Golf Course		X	X	X		X	
Vintage Car Club		X	X		X	X	
Hutt Valley Motorsports Club		X	X			X	
Keele Range		X					
Wellington School of Tai Chi		X					
Korumi Kwa Judo		X			X		
Gemologists Society		X					
Kennards Hire		X					
Fiji Indian Association Hall		X					
Fresh n bushy Christmas Trees		X	X	X	X		
Property Owner 1 - Name withheld		X				X	
Container Co		X					
Lifedirect		X					
Residential Property Owner (Adjacent to the site)		X	X	X	X	X	
Walking & Cycling advocates and groups							
Great harbour way trust		X	X	X	X	X	X
Riding With Olivia / Cycling without Age Lower Hutt						X	
Walk 4 Health						X	
Hutt Cycle Network					X	X	X
Living streets Aotearoa		X				X	
Hutt Valley Mountain Bike Club						X	
Hutt Valley Multisports						X	
CCS Disability						X	
Free Ride						X	
Disability Advocate / Inclusive Sports Advocate - Name withheld						X	
Tenants and Property Owners							
GTW Grip Tyres and Wheels						X	
Property Owner 2 - Name withheld						X	
Hardy Trade supply						X	
Property Owner 3 - Name withheld						X	
Wellington Japanese car parts						X	
Property Owner 4 - Name withheld						X	
Oliver O Geme Supplies						X	X
Property Owner 5 - Name withheld						X	
Crown Bathrooms						X	
Property Owner 6 - Name withheld						X	
Property Owner 7 - Name withheld						X	
Arthur Holmes - Jars & Bottles						X	
Property Owner 8 - Name withheld						X	
Property Owner 9 - Name withheld						X	
Roof Logic						X	
Property Owner 10 - Name withheld						X	
Price Sisters						X	X
Property Owner 11 - Name withheld						X	
Wells - Wellington						X	
Property Owner 12 - Name withheld						X	
DTW Diesel and turbo						X	X
Property Owner 13 - Name withheld						X	
Property Owner 14 - Name withheld						X	
High performance windows, Super mega parts						X	
Property Owner 15 - Name withheld						X	
Kennards Hire		X	X			X	
Property Owner 16 - Name withheld						X	
PARK						X	X