



KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

12 June 2025

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

Thursday 19 June 2025 commencing at 2:00 pm

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

Membership

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

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

Have your say

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

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

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

PURPOSE:

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

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

DETERMINE:

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

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

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

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

DELEGATED AUTHORITY:

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

HUTT CITY COUNCIL

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Meeting to be held in the Council Chambers,
2nd Floor, 30 Laings Road, Lower Hutt on
Thursday 19 June 2025 commencing at 2:00 pm

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

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

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

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

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

4. CONFLICT OF INTEREST DECLARATIONS

Members are reminded of the need to be vigilant 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.

5. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL - 31 July 2025

a) Parking Updates - Jackson Street, Petone

Report No. TSC2025/3/154 by the Traffic Engineer

6

CHAIR'S RECOMMENDATION:

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

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

Report No. TSC2025/3/155 by the Traffic Engineer 17

CHAIR'S RECOMMENDATION:

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

- c) Mobility Parking 'At All Times' across various locations throughout
Hutt City

Report No. TSC2025/3/156 by the Transport Engineering Manager 25

CHAIR'S RECOMMENDATION:

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

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

Report No. TSC2025/3/157 by the Traffic Engineer 35

CHAIR'S RECOMMENDATION:

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

- e) Broken Yellow Lines - No Stopping At All Times - Sinclair Grove and
Feist Street, Naenae

Report No. TSC2025/3/158 by the Traffic Engineer 42

CHAIR'S RECOMMENDATION:

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

6. INFORMATION ITEM

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

Memorandum dated 5 June 2025 by the Democracy Advisor 49

CHAIR'S RECOMMENDATION:

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

7. QUESTIONS

With reference to section 32 of Standing Orders, before putting a question, a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

8. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

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

Vanessa Gilmour
DEMOCRACY ADVISOR

Report no: TSC2025/3/154

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 1x P10 Loading Zone "At All Times" outside 311 Jackson Street, Petone, as shown in Appendix 1 attached to the report;
- (3) approves the relocation of 1x paid Mobility Parking space "At All Times" from outside 376-378 Jackson Street to outside 354 Jackson Street, Petone, as shown in Appendix 1 attached to the report;
- (4) approves the relocation of 1xHC2 paid parking from outside 354 Jackson Street to 376-378 Jackson Street, Petone, as shown in Appendix 1 attached to the report;
- (5) approves the conversion of 2x paid parking spaces to 2x Mobility Parking spaces "At All Times" outside 288 Jackson Street and 306 Jackson Street, Petone, as shown in Appendix 1 to the report;
- (6) 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
- (7) 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 provide safer and more convenient access for mobility users, particularly 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:

1x 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, potentially reducing 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 1x Mobility Parking space – from 376–378 to 354 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 354 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. 2x 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;
 - 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 businesses, 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 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.
26. The report was presented to the Petone Community Board at its meeting on 9 June 2025. Concerns were raised regarding the proposed relocation of the mobility parking space from 376-378 to 337 Jackson Street. The concerns included the challenging access from the parking space to the adjacent footpath and the volume of vehicular traffic moving through the intersection. A suggestion was made for Council officers to consider relocating the mobility parking space currently located outside 376-378 Jackson Street to Tory Street, replacing one of the existing P15 spaces.
27. Council engineers considered the feedback but noted concerns with the Tory Street option, including potential misuse as P15 parking (particularly at nighttime, with high demand for the takeaway shops in the vicinity) and safety risks for wheelchair users near the intersection. They instead recommended relocating the space to 354 Jackson Street.
28. A mobility parking space at 354 Jackson Street was deemed preferable as it allows for safer and more convenient access to the footpath. Drivers travelling on this section of Jackson Street will have better visibility for wheelchair users, and it removes risks associated with vehicle turning movements at intersections.
29. As the amendment responds to feedback received by the Petone Community Board and it does not result in a loss of paid parking spaces, further public consultation is not required.

30. The proposed change was supported by the Jackson Street Programme Coordinator. The Tory Street alternative was discussed but not supported.

Legal Considerations

31. 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

32. 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

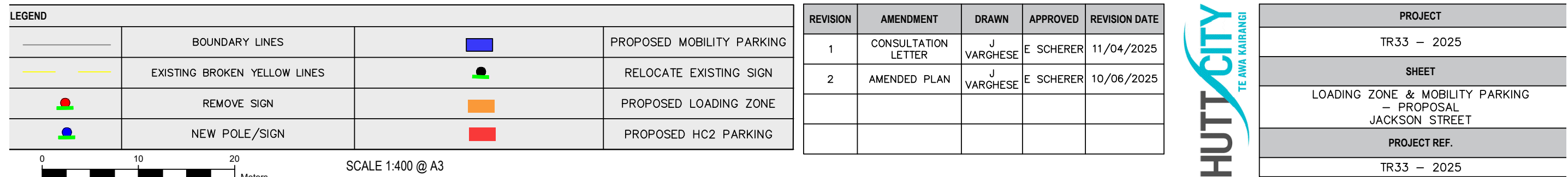
No.	Title	Page
1 <u>↓</u>	Appendix 1 :Parking Updates, Jackson Street Plan	11
2 <u>↓</u>	Appendix 2 :Parking Updates, Jackson Street Consultation Letter	13

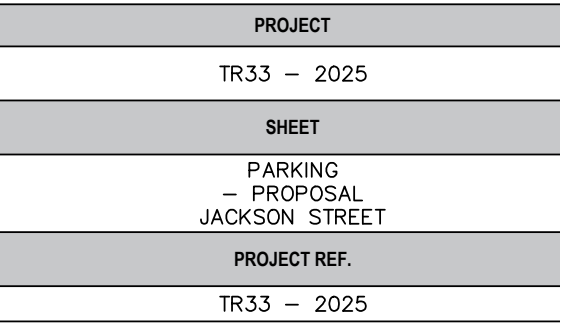
Author: Jojo Varghese
Traffic Engineer

Reviewed By: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development





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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>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>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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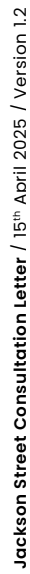
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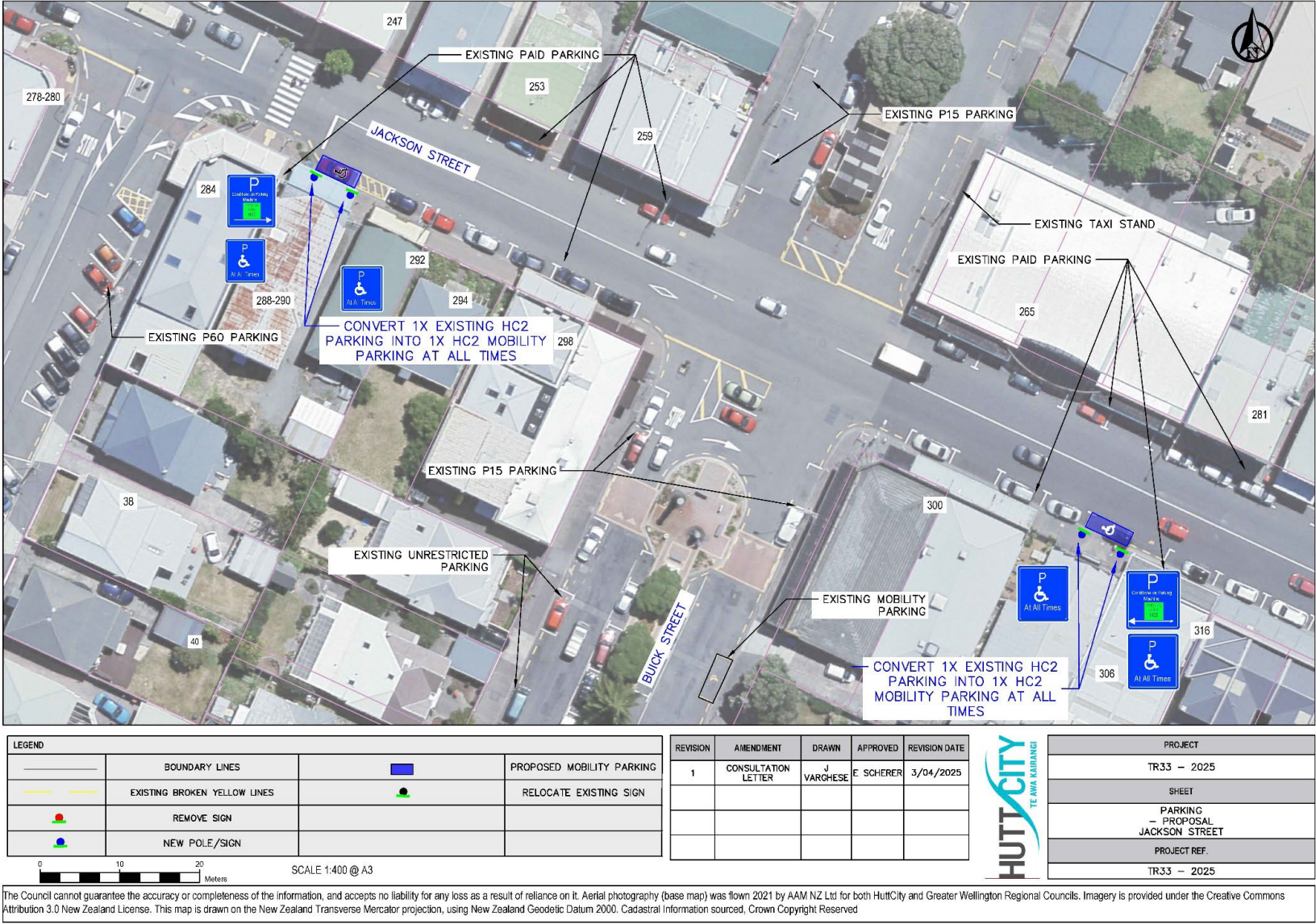
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	<p>the road. Under the existing layout configuration, wheelchair users need to go against traffic flow to access the nearest dropped kerb, which is a major issue, particularly due to the high traffic intensity of the area.</p> <ul style="list-style-type: 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.





01 May 2025

Report no: TSC2025/3/155

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 5x existing unrestricted parking spaces to P120 time-restricted parking (Monday to Friday, 8:00am to 6:00pm, standard business hours).
 - b) Installation of 4x new unrestricted parking spaces adjacent to the affected area.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the conversion of 5x existing unrestricted parking spaces to P120 time-restricted parking (Monday to Friday, 8:00am to 6:00pm, standard business hours), as outlined in Appendix 1 to the report;
- (3) approves the installation of 4x 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 angle parking, which will create three additional parking spaces.
5. Officers recommend introducing 5x 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.
17. The Petone Community Board at its meeting on 9 June 2025 endorsed the recommendations.

Legal Considerations

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

Financial Considerations

19. The cost of 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

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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		

01020

Meters

SCALE 1:400 @ A3

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

HUTT CITY

TE AWA KAIRANGI

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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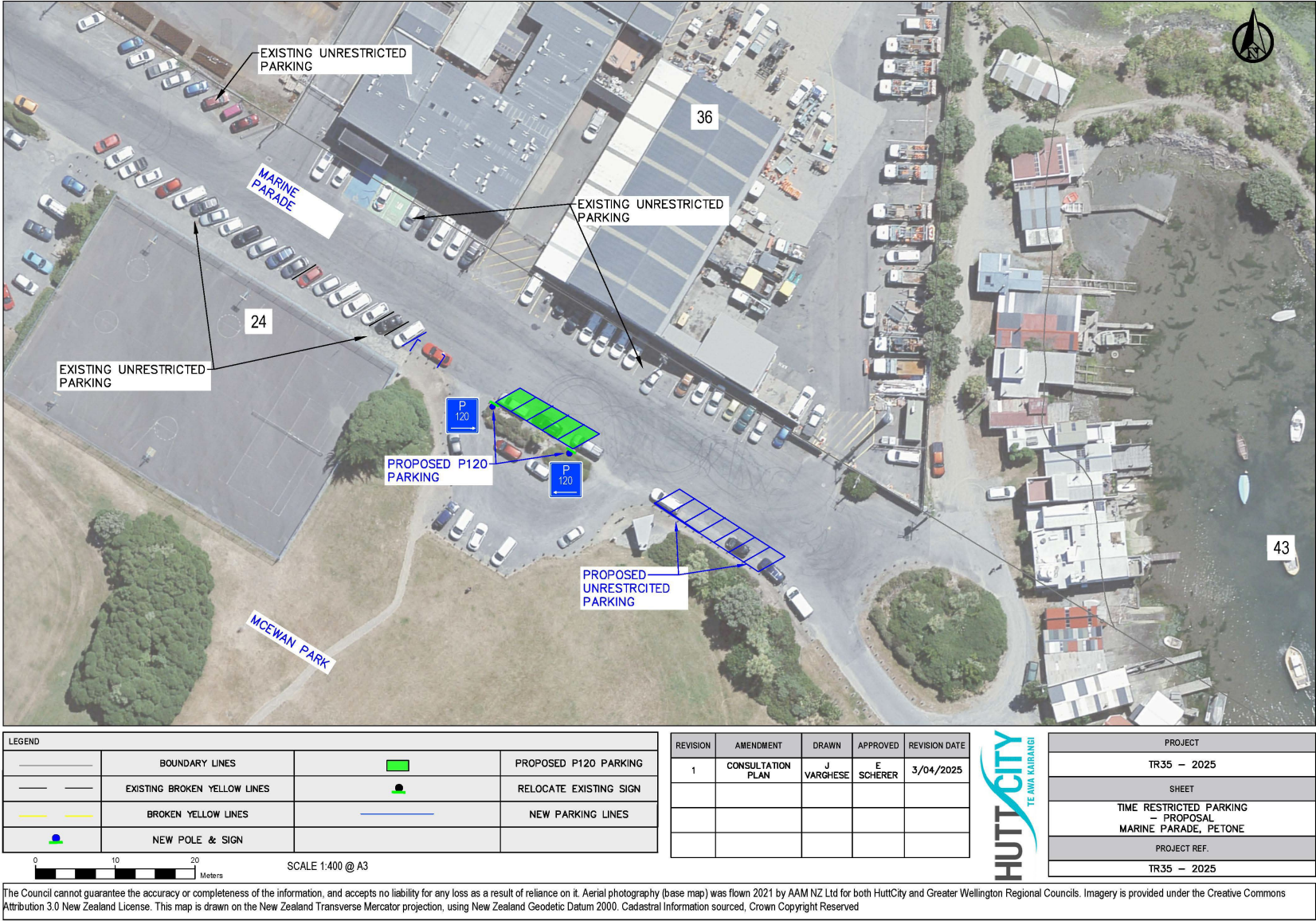
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Will the change achieve	<ul style="list-style-type: none"> With this proposal, visitors and customers will have short-term parking opportunities. Therefore, the proposal will benefit all users impacted by the proposal.
Notes	<ul style="list-style-type: 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.



02 May 2025

Report no: TSC2025/3/156

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

Purpose of Report

1. This report seeks approval to convert 169 existing Mobility Parking spaces, currently subject to time-limited restrictions, to operate “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 “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 people with disabilities, 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 are still 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.
16. The Petone, Eastbourne and Wainuiomata Community Boards endorsed the recommendations for their areas during their meetings on 9, 10 and 11 June 2025.

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. 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	28
2	Appendix 2 - Consultation Letter	31

Author: Evandro Scherer, Transport Engineering Manager

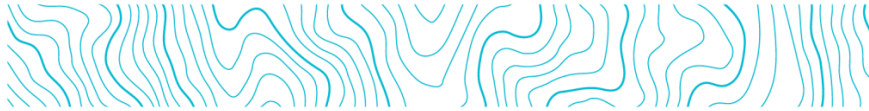
Reviewed By: Paul Hewitt, Head of Transport

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	Moore's 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.

What we are proposing	<ul style="list-style-type: none"> Install Mobility Parking “At All Times” restrictions across Hutt City
Why we are proposing the change	<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

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

	<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
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	<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
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	<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".
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed city-wide.
What Will the change achieve	<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
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 Tuesday 29 April 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.

14 May 2025

Report no: TSC2025/3/157

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 obstructions 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, 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 proposed changes are expected to have a minimal impact on overall parking availability.
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 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 cul-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.
16. The Petone Community Board at its meeting on 9 June 2025 endorsed the recommendations.

Legal Considerations

17. 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

18. The cost of implementing these changes will be covered by Council's existing road-marking and signage budget for the 2025/26 financial year.

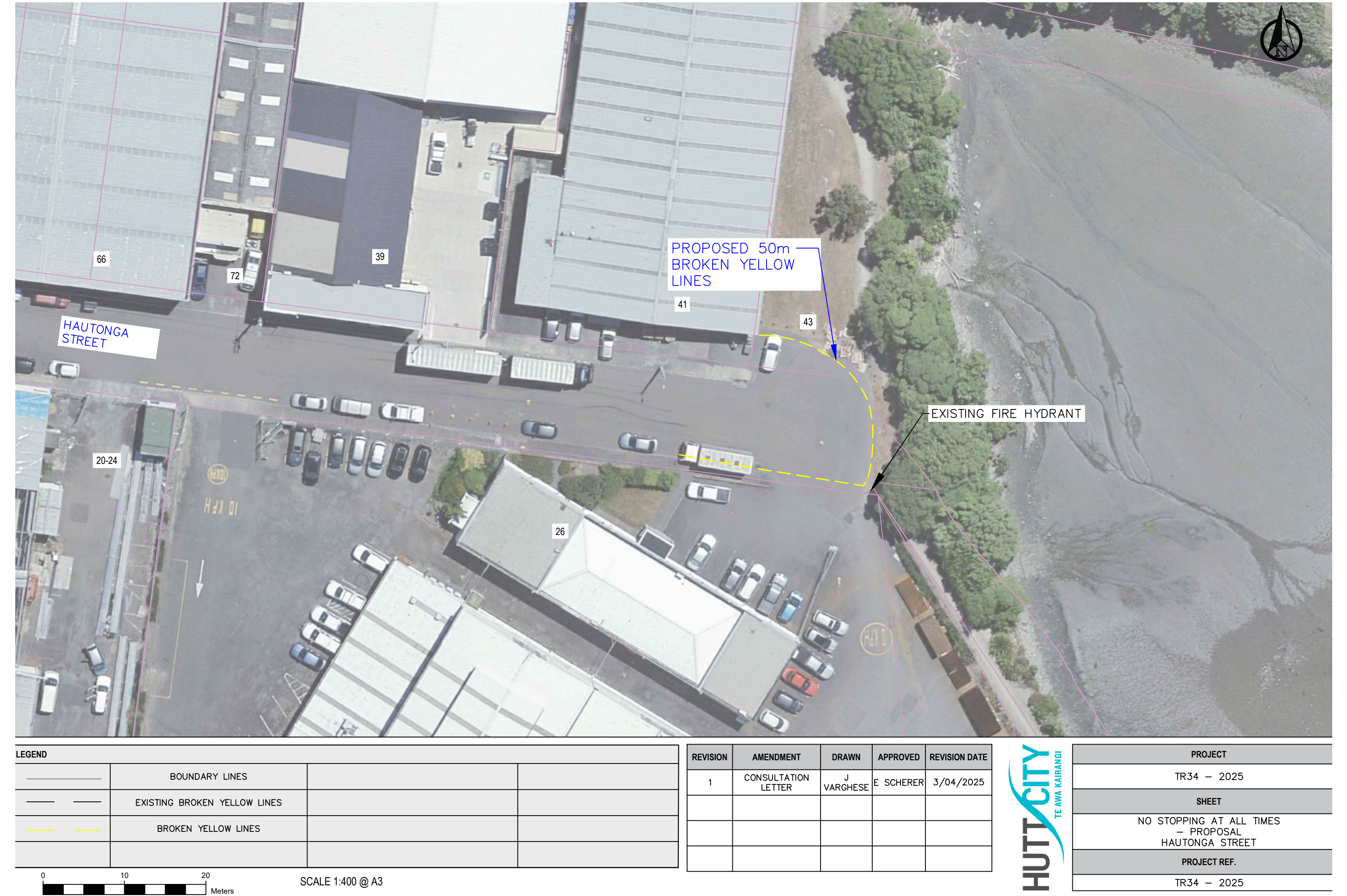
Appendices

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Author: Jojo Varghese, Traffic Engineer

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development





10 April 2025

PROPOSED CHANGES IN YOUR AREA

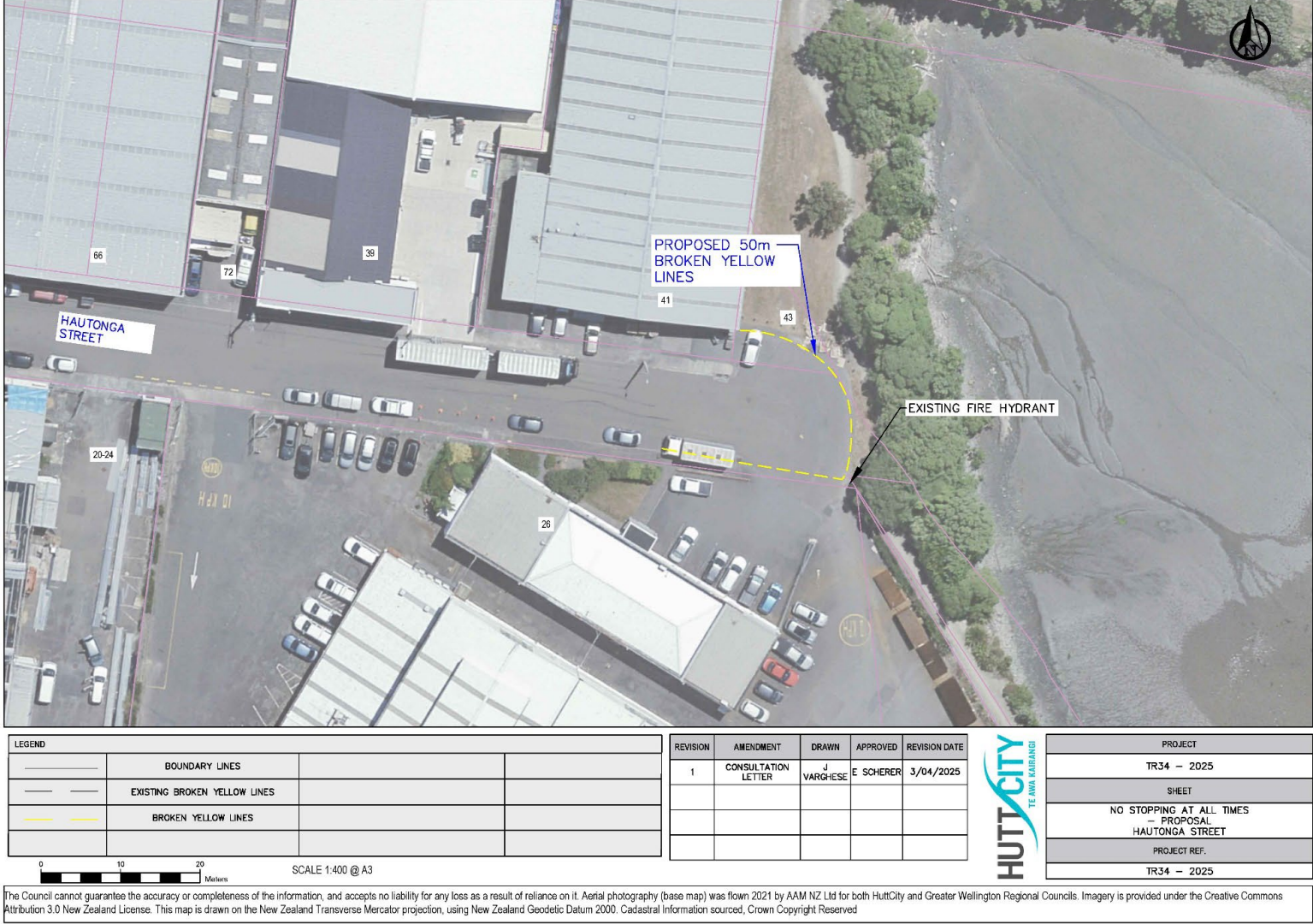
Kia Ora

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"> Installation of Broken Yellow Lines “No Stopping, At All Times” (BYLs) restrictions between nos. 26 and 43 Hautonga Street.
Why we are proposing the change	<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.”
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed at the end of Hautonga Street as per the attached plans.
What Will the change achieve	<ul style="list-style-type: none"> Improves safety and ensures a more efficient traffic flow. Improves accessibility for 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.



	<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.



14 May 2025

Report no: TSC2025/3/158

Broken Yellow Lines - No Stopping At All Times - Sinclair Grove and Feist Street, Naenae

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' restrictions. The proposed road markings are to be installed around the cul-de-sac between 1 and 8 Sinclair Grove, and at the intersection of Sinclair Grove and Feist Street, Naenae.

Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the installation of Broken Yellow Lines (BYLs) - 'No Stopping At All Times' around the cul-de-sac between properties 1 and 8 Sinclair Grove, and at the intersection of Sinclair Grove and Feist Street, Naenae, as shown in Appendix 1 of 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 the parking restrictions will take effect once the appropriate road markings have been installed.

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

Background

2. Council received a request from a local resident regarding accessibility issues for Waste Management (WM) vehicles. The concern relates to parked vehicles obstructing both the intersection and at the turning area at the end of the cul-de-sac, making manoeuvring difficult for larger vehicles.

3. The cul-de-sac currently provides approximately 9x unrestricted on-street parking spaces. However, parking demand along Sinclair Grove is generally low, as most properties have access to off-street parking. As a result, the impact of the proposed restrictions on overall parking availability is expected to be minimal.
4. In response to this request, Council engineers undertook a site visit and completed a vehicle tracking assessment. The assessment confirmed that WM trucks experience significant difficulties turning when vehicles are parked between 1 and 8 Sinclair Grove.
5. Council engineers have contacted WM in relation to this request and WM confirmed their drivers have had difficulty manoeuvring on Sinclair Grove.

Discussion

6. Sinclair Grove is a narrow residential street with a carriageway width of approximately 6.2 metres. This limited width restricts safe access and manoeuvrability for large service vehicles, including rubbish collection trucks and emergency response vehicles. When vehicles are parked on both sides of the road, the available space is further reduced, compromising accessibility and increasing the risk of damage to parked vehicles or minor collisions.
7. The engineering investigation confirmed that the turning area at the end of the cul-de-sac is critical for the safe manoeuvring of large vehicles, particularly rubbish collection trucks. Parked vehicles in this area severely limit the ability of these vehicles to turn safely and efficiently, potentially disrupting service delivery.
8. To address these concerns and reduce the risk of crashes, Council engineers propose the installation of approximately 94m of BYLs along key sections of Sinclair Grove. These proposed markings are consistent with established safety practices and operational requirements. WM has reviewed and supports the proposed changes.

Options

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

Climate Change Impact and Considerations

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

Consultation

13. Consultation was undertaken between 11 April 2025 and 2 May 2025. A total of 39 letters were delivered to directly affected residential properties and vehicles parked in the area. The consultation covered a catchment area with an approximate 100m radius from the proposed site.
14. Two submissions were received during the consultation period, both expressing support for the proposal.
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. The proposed changes will be funded from Council's existing road-marking and signage budget for the 2025/26 financial year.

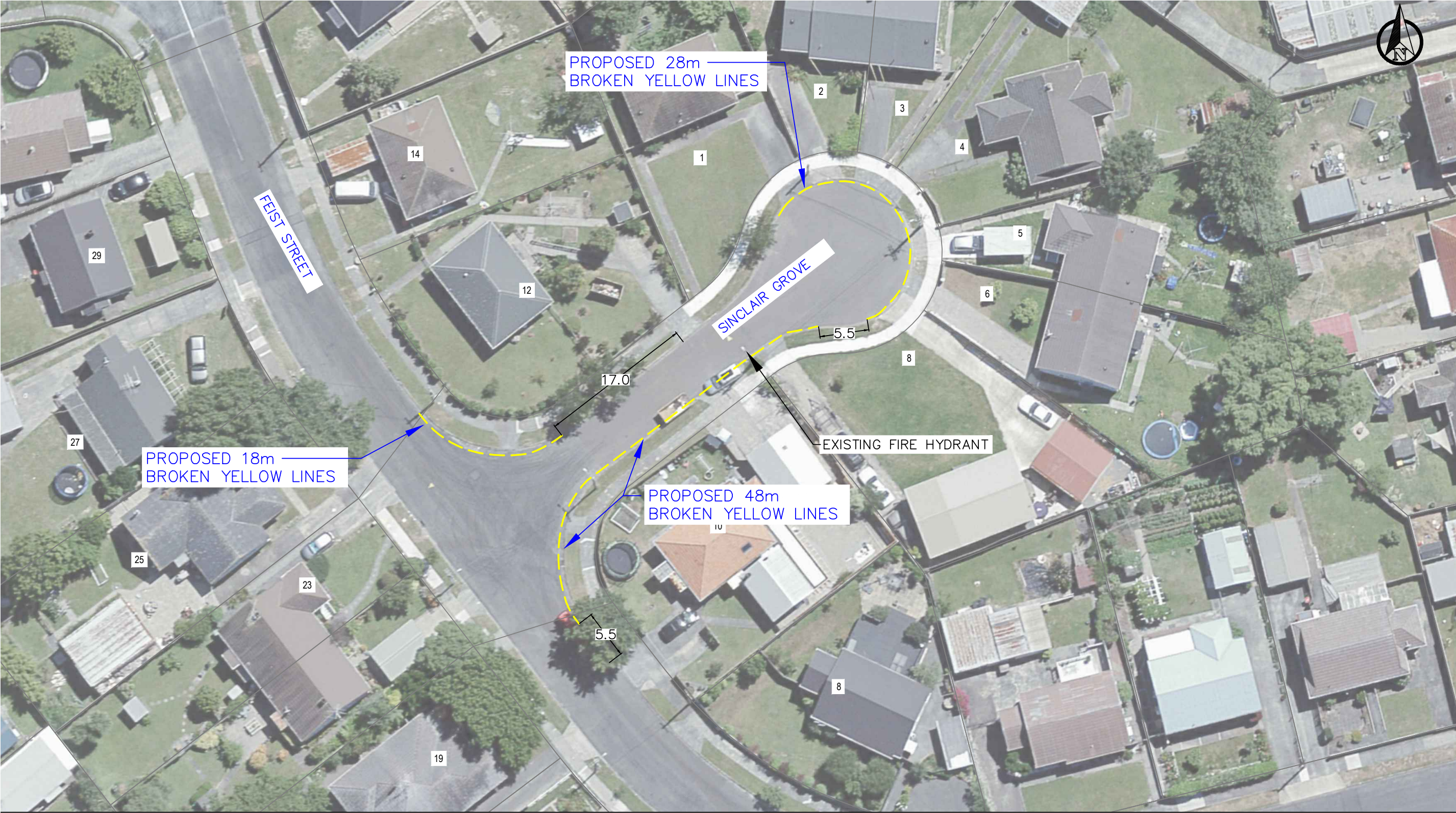
Appendices

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2	Appendix 2: Sinclair Grove/Feist Street Consultation Letter	46

Author: Jojo Varghese
Traffic Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND

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

01020
Meters

SCALE 1:400 @ A3

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

HUTT CITY

TE AWA KAIRANGI

PROJECT
TR41 – 2025
SHEET
NO STOPPING AT ALL TIMES – PROPOSAL SINCLAIR GROVE
PROJECT REF.
TR41 – 2025

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



11 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"> To install Broken Yellow Lines (BYLs) 'No Stopping, At All Times' restrictions along Sinclair Grove and at the intersection of Sinclair Grove and Feist Street, Naenae.
Why we are proposing the change	<ul style="list-style-type: none"> Hutt City Council (HCC) has received a request from a resident of Sinclair Grove regarding waste collection access issues. The concern relates to parked vehicles obstructing the intersection and the cul-de-sac (turnaround area), which limits the movement of Waste Management vehicles. This issue has been discussed further with Waste Management, who confirmed this operational challenge. Sinclair Grove is a narrow residential street, approximately 6.2 metres in width. This limited road space restricts the safe manoeuvring of large service vehicles, particularly rubbish collection trucks. When vehicles are parked on both sides of the street, the remaining carriageway width is reduced, compromising accessibility and increasing the risk of collisions with parked vehicles. Emergency Services may also be adversely affected by the narrow road width. A minimum trafficable clearance of 2.5 metres is generally required for emergency response vehicles to access properties safely. Given the current street width, parked vehicles on both sides of the road can potentially cause an obstruction to Emergency Services. To address these accessibility and safety issues, HCC proposes the installation of Broken Yellow Lines (BYLs) along selected sections of Sinclair Grove. These restrictions are intended to ensure adequate clearance for waste collection and emergency vehicles, improve turning manoeuvrability, and reduce the risk of crashes. BYLs are proposed for one side of the street only, balancing the need for safety with the retention of on-street parking where possible. The proposed restrictions align with the council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."
Where the changes are proposed	<ul style="list-style-type: none"> The changes are proposed at the intersection of Sinclair Grove and Feist Street and Sinclair Grove as per the attached plans.

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



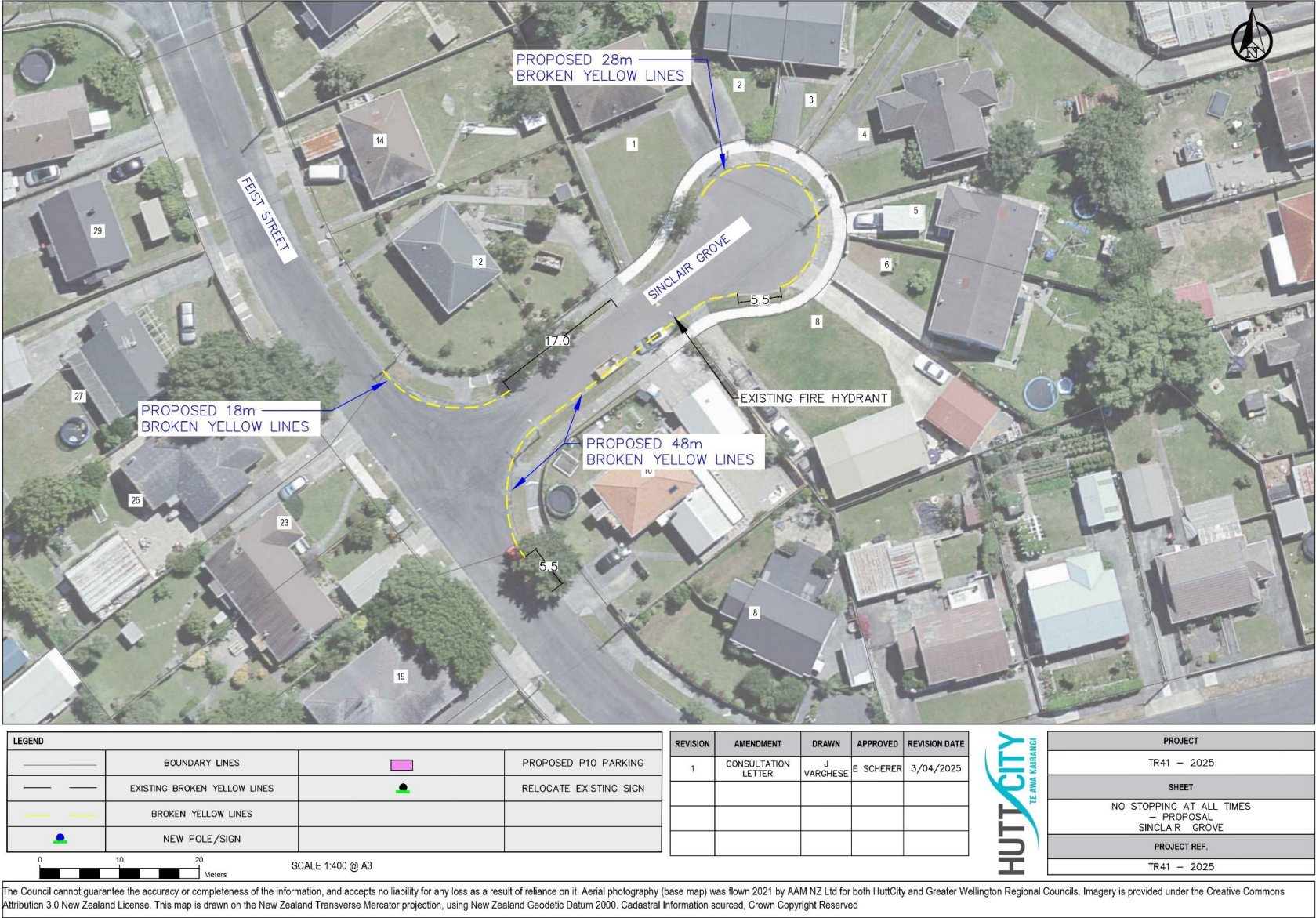
/huttcitycouncil

0800 488 824

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

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

What Will the change achieve	<ul style="list-style-type: none"> • Improve safety and ensures a more efficient traffic flow. • Improve accessibility for vehicles to make safe turns at the intersection, enter and exit their driveways as well as manoeuvring around cul-de-sac. • The proposal will result in a net loss of approximately 9 parking spaces. However, officers note that most properties have their own driveways. Additionally, 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 major.
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, Sinclair Grove. • Please note, if you are giving feedback, please submit it before 5:00pm on Friday 02nd 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.



TO: Chair and Members



Traffic Subcommittee

FROM: Vanessa Gilmour, Democracy Advisor

DATE: 05 June 2025

**SUBJECT: TRAFFIC SUBCOMMITTEE FORWARD PROGRAMME
2025 AND STATUS UPDATE OF APPROVED TRAFFIC
RESOLUTIONS**

Purpose of Memorandum

1. To provide the Traffic Subcommittee (the subcommittee) with a forward programme of work planned for the subcommittee for 2025.
2. To update the subcommittee on approved traffic resolutions.

Recommendations

That the Subcommittee:

- (1) receives and notes the Forward Programme for 2025 attached as Appendix 1 to the memorandum; and
- (2) notes the status update of approved traffic resolutions attached as Appendix 2 to the memorandum.

Background

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

Forward Programme

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

Appendices

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2	Appendix 2 - TR Matrix Graph 2024-2025 and uncompleted list June 2025	52

Author: Vanessa Gilmour
Democracy Advisor

Reviewed By: Kate Glanville
Senior Democracy Advisor

Approved By: Kathryn Stannard
Head of Democratic Services

Komiti Iti Ara Waka | Traffic Subcommittee
Work Programme 2025

Description	Team	Cycle 4 28 Aug 2025	Pending
Subcommittee Work Programme and Work Matrix/ Dashboard	Democracy Advisor/ Transport	✓	
Proposed Time Limited parking <i>(as required)</i>	Transport	✓	
Proposed Mobility Parking <i>(as required)</i>	Transport	✓	
Retrospective Approval of Broken Yellow Lines (BYLs) No Stopping At All Times under delegated authority <i>(as required)</i>	Transport	✓	
Formalising Milne Crescent and Biddle Crescent, Taitā Parking Management Plan (As Built)	Transport	✓	
Ad-hoc Bus Stops Improvements <i>(as required)</i>	Transport		✓
Pedestrian Crossings <i>(as required)</i>	Transport		✓
Maru Streets for People	Transport		✓

TR name	Financial year	Restriction Type	Community Board	TR Approval date	TR status	Restrictions	Comments
Proposed Bus stop Improvements - Route 110	2025	Bus Stop	Others	22/02/2024	Third Party	Bus Stop	GWRC - Bus stops
Proposed No Stopping (At All Times) Parking Restriction - Oxford Terrace Intersections (Mitchell and Copeland Streets)	2024	No Stopping(BYL)	Others	26/06/2024	Third Party	BYL'S	Project Delivery
Proposed Time Restricted Parking -Wainuiomata	2024	P10	Wainuiomata	29/08/2024	Third Party	Time Restricted (P10,P30,etc)	Related School development project
Proposed Time Restricted Parking - Naenae Pool	2024	P120,P10,P120	Others	29/08/2024	Third Party	Time Restricted (P10,P30,etc)	Urban Development
Proposed Mobility Parking Restriction - The Esplanade Carpark	2024	Mobility Parking	Petone	7/11/2024	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Project Delivery
Proposed Authorised Parking - Wingate Crescent, Naenae	2025	Authorised Parking	Others	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Marine Parade/ Kirkcaldy Street	2025	Authorised Parking	Petone	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Waiu Street, Wainuiomata	2025	Authorised Parking	Wainuiomata	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Mobility Parking Restriction - Te Puni Street, Petone (Outside Te Puni Urupa Cemetery)	2025	Mobility Parking	Petone	24/04/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Urban Development
Proposed Time Limited Parking - 223 The Esplanade, Petone	2025	P60	Petone	24/04/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	
Proposed Time Limited Parking - Durham Crescent, Fairfield (Outside Epuni Kindergarten)	2025	P10	Others	24/04/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	Road markings done, signs ordered
Proposed Time Limited Parking - Alicetown Playcentre Parking, Victoria Street, Alicetown	2025	Mobility Parking	Others	24/04/2025	In progress(with contractor)		
Broken Yellow Lines - No Stopping At All Times - between 22 and 26 City View Grove, Harbour View	2025	No Stopping(BYL)	Others	24/04/2025	Completed	BYL'S	
Broken Yellow Lines - No Stopping At All Times between 162 and 168 Normandale Road, Normandale	2025	No Stopping(BYL)	Others	24/04/2025	Completed	BYL'S	

