

HUTT CITY COUNCILKOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on
Thursday 19 June 2025 commencing at 2:00 pm

To watch the livestream of the meeting, please click the link here:
[Traffic Subcommittee - 19 June 2025](#)

PRESENT:

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| Cr N Shaw (Chair) | Cr B Dyer (Deputy Chair) (via audio-visual link) |
| Cr A Mitchell | Cr C Parkin |
| Cr G Tupou (via audio-visual link) | |

APOLOGIES: Cr G Barratt for lateness

IN ATTENDANCE: J Kingsbury, Director Economy and Development
P Hewitt, Head of Transport
E Scherer, Traffic Engineering Manager
V Gilmour, Democracy Advisor

PUBLIC BUSINESS**1. OPENING FORMALITIES - KARAKIA TIMATANGA**

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| Whakataka te hau ki te uru | Cease the winds from the west |
| Whakataka te hau ki te tonga | Cease the winds from the south |
| Kia mākinakina ki uta | Let the breeze blow over the land |
| Kia mātaratara ki tai | Let the breeze blow over the ocean |
| E hī ake ana te atakura | Let the red-tipped dawn come with a sharpened air. |
| He tio, he huka, he hau hū | A touch of frost, a promise of a glorious day. |
| Tihei mauri ora | |

2. APOLOGIES

There were no apologies.

3. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

The Chair noted that Cr Barratt had given her apologies for lateness.

4. **CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

PRECEDENCE OF BUSINESS

Pursuant to Standing Order 10.4, the Chair accorded precedence to Item 5c) Mobility Parking 'At All Times' across various locations throughout Hutt City.

The item is recorded in the order in which it is listed on the order paper.

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

a) Parking Updates - Jackson Street, Petone

Speaking under public comment, **Karen Yung** expressed concern about the relocation of a mobility parking space on Jackson Street, from outside 376–378 to 354 Jackson Street. She questioned whether the new location addressed previous concerns, specifically regarding rear vehicle access and the busy intersection. She urged the Council to follow best practice for mobility parking by considering the wider parking network and engaging the community in a more in-depth co-design consultation.

The Head of Transport elaborated on the report.

Cr Tupou left the meeting at 2.26pm.

In response to questions from members, the Head of Transport acknowledged that the proposed mobility parking space at 354 Jackson Street may not accommodate vans with rear ramps if another vehicle was parked behind. The Traffic Engineering Manager added that the new location was selected based on feedback from the Petone Community Board, not disability groups. He noted that while Thumbs Up Trust supported the original relocation, they had not commented on the current proposal.

In response to questions from members, the Head of Transport agreed that establishing a formal design standard for mobility parking, including minimum rear loading requirements, would enhance future proposals. He stated that consistent guidelines would improve outcomes for various parking types, such as parallel and angled spaces, across the city. The Traffic Engineering Manager confirmed that the new P10 loading zone outside 311 Jackson Street would be available to all drivers loading goods, not just commercial vehicles. The Head of Transport noted that reintroducing a time-restricted loading zone could set a precedent for other businesses, although this section of Jackson Street currently lacked loading provisions.

Cr Tupou rejoined the meeting at 2.59pm.

Cr Mitchell expressed concern about the proposed mobility park at 354 Jackson Street, noting that disability users or advocacy groups had not endorsed it. He requested further consultations with groups such as Wheels and Canes Disability Advocacy Group and CCS Disability Action. He suggested deferring the decision on that specific park until more robust feedback could be collected.

The Director of Economy and Development suggested using the site as a live example to co-design future mobility parking standards with accessibility groups. He noted that Council could consider this proposal on 31 July 2025, depending on progress.

RECOMMENDED: (Cr Shaw/Cr Mitchell)

Minute No. TSC 25301

"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 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 attached 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."*

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

The Head of Transport elaborated on the report.

In response to questions from members, the Head of Transport confirmed that McEwan Park's car park had no time restrictions and was managed by Council's Parks and Reserves team. He noted that Fulton Hogan discouraged their staff from using the park, but were unable to enforce this. The Traffic Engineering Manager mentioned that no complaints have been received, and if issues arise, broken yellow lines could be introduced under delegated authority.

The Head of Transport explained that the proposed time restriction reflected typical business operating hours in the area, with lower demand on weekends. He stated that officers would be monitoring the situation.

Cr Dyer expressed concern about the proposal, suggesting that further engagement with Council's Parks and Reserves team could have allowed for restrictions within the McEwan Park car park instead of on-street.

Cr Mitchell supported the proposal and recommended that officers monitor the horseshoe area in McEwan Park, working in conjunction with Council's Parks and Reserves team. He suggested considering future restrictions if necessary.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 25302

"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 attached to the report;*
- (3) approves the installation of four new unrestricted parking spaces opposite 36 Marine Parade (adjacent to McEwan Park), Petone, as outlined in Appendix 1 attached 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."*

Cr Dyer requested his dissenting vote be recorded against the above matter.

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

Speaking under public comment, **Grant Rutherford, Merina Tonise, and Nicky Louis, representing the Wheels and Canes Disability Advocacy Group**, expressed their thanks for the proposed changes. Grant Rutherford highlighted ongoing issues with vehicles parking in mobility spaces without permits, particularly in areas lacking clear signage and after business hours. He raised concerns about the ambiguity regarding whom to report unauthorised parking to, whether Council or the Police. He emphasised the importance of ensuring that mobility parking regulations were enforced at all times, noting that people with disabilities needed access beyond standard hours.

In response to questions from a member, Grant Rutherford confirmed that Council officers had engaged with him on a mobility parking design, including a site visit to Naenae Library. He said his feedback led to the repositioning of a mobility park space for better usability. He noted that while some mobility parking spaces, like those outside Huia Pool, allowed for rear access, others posed safety risks. He emphasised the need for wider designs that ensured sufficient space for ramps and safe wheelchair manoeuvring.

Cr Dyer read a public comment statement from Nicki and Michael, attached as page 11 to the minutes.

The Head of Transport elaborated on the report.

In response to a question from a member, the Head of Transport acknowledged that including the Durham Crescent mobility park, which was previously approved for limited kindergarten hours, was a mistake. He confirmed that this error would be corrected and agreed to review the entire list to ensure that no other similar sites were mistakenly included.

In response to questions from members, the Head of Transport explained that, although Council could not issue fines based on public photos, reports of misuse were still valuable. He noted that photos helped the Parking Enforcement team identify problem areas and focus their monitoring efforts.

The Director of Economy and Development stated that mobile camera enforcement had enhanced monitoring capabilities. He mentioned that reports of frequent misuse could help target patrols. He also indicated that any further actions would depend on the resources available. He confirmed that officers would investigate whether infringement notices could still be issued based on photographs.

In response to a question from a member, the Traffic Engineering Manager confirmed that Council's Transport team currently followed NZTA Waka Kotahi guidelines for mobility parking.

The Director of Economy and Development stated that the planning for next year's programme presented a valuable opportunity for enhanced collaboration with the community regarding mobility parking, crossings, shared paths, and related projects.

In response to questions from the members, the Head of Transport confirmed that the mobility parking signage would be reviewed to prevent confusion in areas where spaces were located within paid parking zones. He explained that mobility parking signs would typically be standalone, and any overlapping signs would be positioned separately to ensure clarity.

The Head of Transport agreed to provide a complete list of mobility parks, separating those that would operate "At All Times" from those with justified exceptions, at the Council meeting on 31 July 2025.

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| RECOMMENDED: (Cr Shaw/Cr Mitchell) | Minute No. TSC 25303 |
| <p><i>"That the Subcommittee recommends that Council:</i></p> <ol style="list-style-type: none"> <li data-bbox="387 1008 1423 1052"><i>(1) receives and notes the information contained in the report;</i> <li data-bbox="387 1075 1423 1187"><i>(2) approves the conversion of 169 existing time-restricted Mobility Parking spaces to "At All Times" across various locations throughout Lower Hutt, subject to confirmation at Council on 31 July 2025;</i> <li data-bbox="387 1209 1423 1321"><i>(3) directs officers to work with local disability advocacy groups to develop best practise guidelines for the design, placement and implementation of mobility parking spaces in Lower Hutt;</i> <li data-bbox="387 1344 1423 1456"><i>(4) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this recommendation; and</i> <li data-bbox="387 1478 1423 1556"><i>(5) notes that these changes will take effect once the traffic control devices indicating the recommended restrictions that evidence the restrictions have been installed."</i> | |

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

The Head of Transport elaborated on the report.

In response to a question from a member, the Head of Transport advised that the proposal exceeded the delegated authority for minor changes to the broken yellow line changes and therefore required the subcommittee's approval.

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| RECOMMENDED: (Cr Shaw/Cr Mitchell) | Minute No. TSC 25304 |
| <i>“That the Subcommittee recommends that Council:</i> | |
| <i>(1) receives and notes the information contained in this report;</i> | |
| <i>(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;</i> | |
| <i>(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</i> | |
| <i>(4) notes that these parking restrictions will take effect once the appropriate road markings have been installed.”</i> | |

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

The Head of Transport elaborated on the report.

In response to a question from a member, the Traffic Engineering Manager advised that a short section outside 8 Sinclair Grove would remain unrestricted, as tracking assessments confirmed it would not impede vehicle movements or create a safety risk.

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| RECOMMENDED: (Cr Shaw/Cr Mitchell) | Minute No. TSC 25305 |
| <i>“That the Subcommittee recommends that Council:</i> | |
| <i>(1) receives and notes the information contained in the report;</i> | |
| <i>(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 attached to the report;</i> | |
| <i>(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</i> | |
| <i>(4) notes that the parking restrictions will take effect once the appropriate road markings have been installed.”</i> | |

6. INFORMATION ITEM

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

Memorandum dated 5 June 2025 by the Democracy Advisor

The Head of Transport advised that officers were working with Greater Wellington Regional Council to assess bus stop accessibility across the city, including improvements to taper zones. He stated that a report on this work was expected to be considered by the Subcommittee in August 2025.

RESOLVED: (Cr Shaw/Cr Dyer)

Minute No. TSC 25306

“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.”*

7. QUESTIONS

There were no questions.

8. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!
 Unuhia!
 Unuhia i te uru-tapu-nui
 Kia wātea, kia māmā
 Te ngākau, te tinana,
 te wairua i te ara takatū
 Koia rā e Rongo
 whakairihia ake ki runga
 Kia wātea, kia wātea!
 Ae rā, kua wātea!
 Hau, pai mārire.

Release us from the supreme
 sacredness of our tasks
 To be clear and free
 in heart, body and soul in our
 continuing journey
 Oh Rongo, raise these words up high
 so that we be cleansed and be free,
 Yes indeed, we are free!
 Good and peaceful

There being no further business, the Chair declared the meeting closed at 3.25pm.

N Shaw
CHAIR

**CONFIRMED as a true and correct record
 Dated this 31st day of July 2025**

Hello,

I am a full-time wheelchair user, who has called Lower Hutt home for over a decade now, and whilst I can't see myself living anywhere else, there are still many things that need to change for people like me, who face mobility challenges every day.

My wife and I have noticed the abuse on mobility parking has increased exponentially- despite the increase in fine, and this is largely because people know they can get away with it, and that the majority of parks are not enforceable after 6pm. wouldn't it be nice if I could magically use my legs after 6pm???

My hope for the Hutt to lead the way for the whole of NZ become more "disability friendly" by making these parks enforceable 24/7, to have wardens available 24/7 to issue tickets, to make it so that a passerby can send in photos (clearly showing no permit, in a mobility park, and rego) that leads to a fine - after all the only way these parks will stop being abused is for people to actually be punished for abusing them, instead it is myself and my wife who get yelled at, belittled, degraded, spat on, followed etc for calling people out.... and yes, all of that has happened, despite me literally sitting in my wheelchair.

The other major issue I face, is cars parked obstructing the footpath, I am lucky enough that I am pretty nimble and can get on the road and around with ease, but even so, this can be pretty frightening sometimes on busier roads such as Taita Drive. I mention this because I note that it has been mentioned that the council proposes to paint more yellow lines in some areas for safety, but I don't imagine that would solve anything as it is also illegal to park on the footpath, but that's a daily occurrence.

I love Lower Hutt, but I am getting tired of fighting for the law to be upheld, and feeling like Lower Hutt City council couldn't care less about the disabled community.

Thank you for giving me the opportunity to voice my opinion.

Nicki & Michael