



## KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

21 August 2025

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

**Thursday 28 August 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](http://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

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

**TRAFFIC SUBCOMMITTEE | KOMITI ITI ARA WAKA**

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,

on

Thursday 28 August 2025 commencing at 2:00 pm.

**ORDER PAPER**

**PUBLIC BUSINESS**

**1. OPENING FORMALITIES - KARAKIA TIMATANGA**

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

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

**2. APOLOGIES**

No apologies have been received.

**3. PUBLIC COMMENT**

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

**4. CONFLICT OF INTEREST DECLARATIONS**

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

**5. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI  
COUNCIL - 29 September 2025**

a) Bus Stop improvements (#8288 and #9288) - Sladden Street, Naenae

Report No. TSC2025/4/226 by the Traffic Engineer

6

**CHAIR'S RECOMMENDATION:**

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

- b) Proposed Relocation of Bus Stop 9915 - Parenga Street, Wainuiomata  
Report No. TSC2025/4/227 by the Traffic Engineer 14

CHAIR'S RECOMMENDATION:

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

- c) New Bus Stop - Route 149 - 70 Tirohanga Road, Tirohanga  
Report No. TSC2025/4/228 by the Roading Engineer 24

CHAIR'S RECOMMENDATION:

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

- d) Proposal for upgraded Bus Stops - Route 110  
Report No. TSC2025/4/229 by the Traffic Engineer 33

CHAIR'S RECOMMENDATION:

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

- e) Proposed Paid Parking - 29 Waterloo Road, Hutt Central  
Report No. TSC2025/4/231 by the Traffic Engineer 66

CHAIR'S RECOMMENDATION:

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

- f) Proposed Parking Restrictions - Kotari Road, Days Bay  
Report No. TSC2025/4/232 by the Traffic Engineer 73

CHAIR'S RECOMMENDATION:

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

- g) Konini Street, Wainuiomata - new parking configuration (Konini Primary School)  
Report No. TSC2025/4/233 by the Traffic Engineer 81

CHAIR'S RECOMMENDATION:

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

h) No Stopping At All Times - Wainuiomata Hill Road

Report No. TSC2025/4/234 by the Roading Engineer

89

CHAIR'S RECOMMENDATION:

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

i) Broken Yellow Lines - No Stopping At All Times - Halifax Street and Whitehall Street, Wainuiomata

Report No. TSC2025/4/236 by the Roading Engineer

93

CHAIR'S RECOMMENDATION:

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

6. INFORMATION ITEM

Traffic Subcommittee Status Update of Approved Traffic Resolutions

Memorandum dated 14 August 2025 by the Democracy Advisor

104

CHAIR'S RECOMMENDATION:

"That the recommendation 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 sacredness
Unuhia!	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 continuing
Te ngākau, te tinana,	journey
te wairua i te ara takatū	Oh Rongo, raise these words up high so
Koia rā e Rongo	that we be cleansed and be free,
whakairihia ake ki runga	Yes indeed, we are free!
Kia wātea, kia wātea!	Good and peaceful
Ae rā, kua wātea!	
Hau, pai mārire.	

Vanessa Gilmour  
DEMOCRACY ADVISOR

18 August 2025

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**Report no: TSC2025/4/226**

## **Bus Stop improvements (#8288 and #9288) - Sladden Street, Naenae**

### **Purpose of Report**

1. The purpose of this report is to seek approval for upgrades to 2x existing bus stops on Sladden Street (Stops #8288 and #9288) by installing bus boxes, entry and exit tapers and applying 'No Stopping At All Times' Broken Yellow Lines (BYLs) road markings outside 42 and 43 Sladden Street, Naenae.
2. These improvements are led by Greater Wellington Regional Council (GWRC) as part of their Metlink network upgrades.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information in this report;
- (2) approves the installation of a standard bus stop, including entry and exit tapers and a marked bus box, at the location of the current bus stop ID #9288 outside 42 Sladden Street, Naenae, as shown in Appendix 1;
- (3) approves the installation of a standard bus stop, including entry and exit tapers and a marked bus box, at the location of the current bus stop ID #8288, outside 43 Sladden Street, Naenae, as shown in Appendix 1;
- (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;
- (5) notes that a standard bus stop configuration generally requires 33m, made up of an entry taper (9m), bus box (15m), and exit taper (9m). This length may be increased where needed to discourage illegal parking in leftover spaces that are too short for a standard vehicle, or where the space may obstruct an adjacent driveway, which could pose safety risks for road users; and
- (6) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions that evidence the restrictions have been installed.

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

## Background

3. Council received a request from a member of the public about vehicle access issues on Sladden Street, particularly involving buses. The resident raised concerns about the difficulty of maneuvering vehicles due to the current location of the bus stops and the presence of parked cars nearby.
4. Sladden Street is included in the 130 bus route, which operates seven days a week, with buses every 15 minutes during peak times, and every 30 minutes during evenings and weekends, when demand is lower.
5. To address these concerns and improve road safety and accessibility, Council Engineers propose extending the length of bus stops from 11 metres to 15 metres, in line with Metlink and NZTA Waka Kotahi guidelines for safe and accessible public transport infrastructure.

## Discussion

6. Council Engineers have assessed the site and identified that the existing bus stops outside 42 (Stop #9288) and 43 Sladden Street (Stop #8288) do not meet current design standards. Both stops are too short for buses to pull into or out of the space safely.
7. It was also observed that the stops lack adequate entry and exit tapers, making it difficult for buses to enter the stops, and vehicles park too close to the bus zone. The existing layout can reduce the manoeuvrability space for buses, further limiting access and making it harder for all vehicles to navigate the area safely.
8. Council officers have worked with GWRC to consider these concerns and assess possible improvements to the layout. This collaboration focused on making the area safer and more accessible for both buses and other road users.
9. The addition of entry and exit tapers with BYLs will allow buses to stop parallel to the kerb, reducing the risk of damage to nearby parked vehicles and improving overall safety. The proposed marking meets safety standards and aligns with GWRC's operational needs. GWRC supports the changes being recommended.

## Options

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

## 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. Enhancing transport infrastructure and facilities to ensure safe, accessible and secure journeys, particularly for people with impairments, helps to remove barriers to public transport use. Reducing these barriers makes public transport a more viable and attractive option, supporting efforts to decrease car dependency and the associated carbon emissions.
14. The proposed changes are expected to encourage greater uptake of public transport and are therefore considered to contribute to a reduction in greenhouse gas emissions.

## Consultation

15. Consultation was carried out between 23 June and 14 July 2025. A total of 56 letters were delivered directly to affected residential properties and vehicles parked near the proposed site. Consultation covered a catchment area within approximately 100 metres radius of the proposed bus stops.
16. One submission was received, which opposed the proposal.
17. The concern opposing the proposal related to bus activity and road safety. The resident reported repeated vehicle damage, unsafe reversing by bus drivers, and congestion during rubbish collection. The resident suggested that Council consider installing parking bays to reduce the risk of vehicle damage.
18. Council officers have assessed the site and believe that the main cause is the lack of space for buses to safely enter and exit the bus stops, rather than the overall width of the road, which is approximately 8 metres. In this regard, the concerns raised by residents support the intent of the proposed changes, which aim to improve safety and access. Officers have clarified the purpose of the proposed changes with the resident, who subsequently supports them.
19. A copy of the consultation letter is included as Appendix 2 to this report.

### Legal Considerations

20. 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

21. The cost of installation will be allocated from the Signs and Road Marking budget for the 2025/26 financial year.

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1: Proposed Bus Stop Modification - Sladden Street Plan	10
<a href="#">2</a>	Appendix 1: Proposed Bus Stop Modification - Sladden Street Consultation Letter	11

**Author:** Jojo Varghese  
Traffic Engineer

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**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





LEGEND

	BOUNDARY LINES		
	EXISTING BROKEN YELLOW LINES		
	BROKEN YELLOW LINES		
	EXISTING SIGN		

01020

Meters

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	18/06/2025

HUTT CITY

TE AWA KAIRANGI

PROJECT
TR36 – 2025
SHEET
NO STOPPING AT ALL TIMES – PROPOSAL SLADDEN STREET, NAENAE
PROJECT REF.
TR36 – 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.





23 June 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.

<b>What</b> we are proposing	<ul style="list-style-type: none"> <li>New Bus Stop configuration outside 42 (Stop #9288) and 43 Sladden Street (Stop #8288), Naenae.</li> </ul>
<b>Why</b> we are proposing the change	<ul style="list-style-type: none"> <li>Hutt City Council (HCC) received a request from a member of the public regarding vehicle accessibility (mainly buses) concerns in Sladden Street. This road is serviced by Bus Route 130, a key route within the public transport network that operates on a daily basis, with an average frequency of 30 minutes.</li> <li>The issues described by residents are specifically relating to difficulties experienced when manoeuvring vehicles due to the current placement of bus stops and the presence of parked cars.</li> <li>Hutt City Council (HCC) has engaged with Greater Wellington Regional Council (GWRC) to discuss the concerns raised and explore solutions, including improvements to the existing bus stop layout to support safer vehicle access.</li> <li>Sladden Street is serviced by Bus Route 130, a key route within the public transport network. Operating seven days a week, the route provides a high-frequency service with buses every 15 minutes during peak periods. During times of lower demand, such as evenings and weekends, the service runs at 30-minute intervals.</li> <li>HCC engineers have visited the site and identified the existing bus stops are not according to current standards. Both bus stops outside 42 (Stop #9288) and 43 Sladden Street (Stop #8288) are too short for public buses to safely pull in/out.</li> <li>Additionally, it was noted that these bus stops lack adequate entry and exit tapers, which leads to unsafe manoeuvres when vehicles are parked too close to the bus zone. This further restricts bus access and makes it more difficult for other vehicles to safely navigate the area.</li> <li>To mitigate these issues and improve overall road safety, HCC is proposing increases each stop to 15 metres, aligning with Metlink and Waka Kotahi guidelines for safe and accessible public infrastructure.</li> <li>The installation of entry and exit tapers (broken yellow lines) ensures buses can pull up parallel to the kerb without damaging adjacent vehicles when manoeuvring in/out</li> </ul>

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



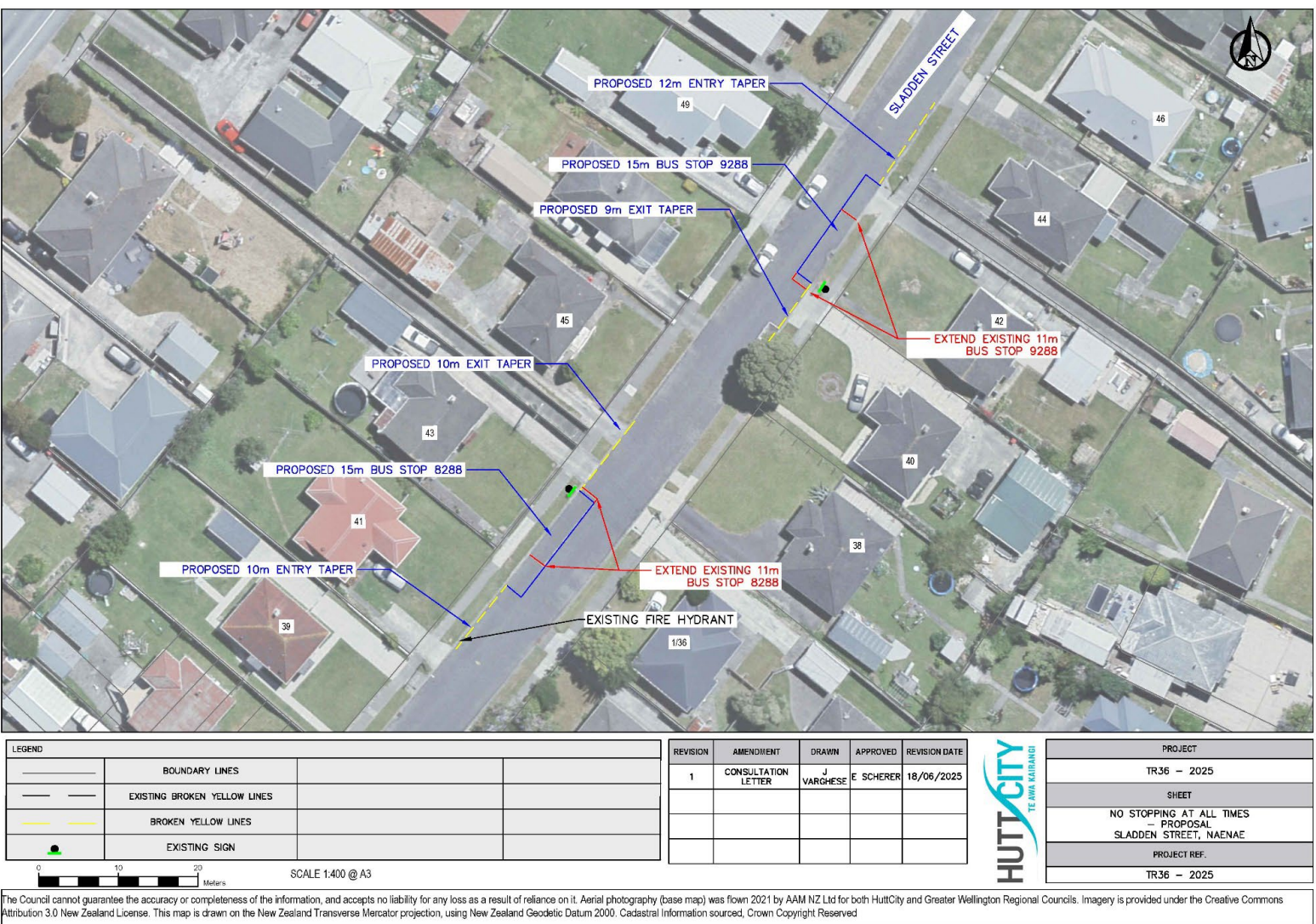
/huttcitycouncil

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.

	<p>of the bus stops. The proposed BYLs align with safety and GWRC needs, who are in support of the proposal.</p> <ul style="list-style-type: none"> <li>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."</li> </ul>
<b>Where</b> the changes are proposed	<ul style="list-style-type: none"> <li>The changes are proposed at the Sladden Street, Naenae as per the attached plans.</li> </ul>
<b>What</b> Will the change achieve	<ul style="list-style-type: none"> <li>Improves safety and ensures a more efficient traffic flow.</li> <li>Enhances accessibility for buses and other vehicles by minimising obstructions caused by parked vehicles on both sides of the street.</li> <li>The proposal results in a net loss of 4 parking spaces.</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>Alternate on-street parking is readily available in the vicinity while majority of residents has on-street parking in the vicinity of the proposed change on parked vehicles on both the side</li> </ul>
<b>Have your say</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by emailing <a href="mailto:TRSubmission@huttcity.govt.nz">TRSubmission@huttcity.govt.nz</a> with the title:</li> <li>TR Submission + Broken Yellow Lines proposal, Sladden Street</li> </ul> <p><b>Please note, if you are giving feedback, please submit it before 5:00pm on Monday 14<sup>th</sup> July 2025.</b></p>
<b>Next steps</b>	<ul style="list-style-type: none"> <li>Submissions will be reviewed, and a recommendation will be made by Council Officers</li> <li>The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 28<sup>th</sup> August 2025.</li> <li>If approved, the proposed changes will be installed within 3 months following the approval date.</li> </ul>



17 August 2025

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**Report no: TSC2025/4/227**

## **Proposed Relocation of Bus Stop 9915 - Parenga Street, Wainuiomata**

### **Purpose of Report**

1. The purpose of this report is to seek approval to relocate Bus Stop #9915 from its current location outside 104 Wood Street to a new site on Parenga Street, near the intersection with Wood Street in Wainuiomata.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the relocation of Bus Stop #9915 from outside 104 Wood Street to Parenga Street (near the intersection with Wood Street), outlined in Appendix 1 attached to the report;
- (3) approves the installation of a 9m entry taper and 10m exit taper, along with associated 'No Stopping At All Times' road markings, outlined in Appendix 1 attached to the report;
- (4) notes that a standard bus stop configuration generally requires 33m, made up of an entry taper (9m), bus box (15m), and exit taper (9m). This length may be increased where needed to discourage illegal parking in leftover spaces that are too short for a standard vehicle, or where the space may obstruct an adjacent driveway, which could pose safety risks for road users;
- (5) rescinds any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described above; and
- (6) notes that the parking restrictions will take effect once the appropriate road markings have been installed.

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

## Background

2. Greater Wellington Regional Council's (GWRC) Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke (Wellington Regional Public Transport Plan 2021 - 2031) is developing improvements across the city to align with their strategy (promote mode-shift changes, decarbonise public transport vehicle fleet, and improve their customer experience).
3. As part of its regional public transport improvement programme, GWRC, in partnership with Council, proposes relocating Bus Stop #9915 from 104 Wood Street to Parenga Street (near its intersection with Wood Street). The relocation includes new entry and exit tapers and a bus shelter to enhance safety, accessibility, and passenger comfort. This improvement supports mode shift objectives and aligns with broader efforts to decarbonise transport and improve network usability.
4. From a planning perspective, the proposed relocation of the bus stop addresses key community needs, particularly in relation to safety. A dedicated, clearly marked waiting area will reduce risks near the roadway and discourage unsafe behaviour. It will also strengthen local connections between neighbourhoods, schools, and services, encouraging greater use of sustainable transport and supporting a more accessible public transport network.
5. From an engineering perspective, the proposed location at Parenga Street (near the intersection with Wood Street) offers improved visibility of approaching traffic and greater convenience for bus passengers. The proposal also considers the privacy of nearby residents through the placement of the bus shelter. The new site is preferred over the existing stop at 104 Wood Street, where limited visibility near the intersection presents ongoing safety concerns. Additionally, the lower traffic volumes on Parenga Street help to mitigate potential vehicle conflicts when a bus is in operation, further enhancing the overall safety of the location.

## Discussion

6. GWRC has approached Council's Transport team regarding the relocation and improvement of the existing bus stop (#9915) from Wood Street to Parenga Street, Wainuiomata.
7. Officers have worked with GWRC to identify and assess a suitable location for the relocation of the bus stop. The assessment considered factors including the provision of a safe and accessible waiting area for passengers, the minimisation of road safety risks, accessibility for individuals with disabilities, convenience for school children, and the potential impact on available on-street parking.

## Options

8. The options are to:
  - a) retain the existing parking configuration, with no further change;
  - b) approve the proposed bus stop configuration as outlined in this report and shown in Appendix 1; or
  - c) make amendments as the Subcommittee deems appropriate, for recommendation to Council.
9. Officers recommend option (b), as the proposed changes support improved accessibility and safety, and align with the goals of the Regional Public Transport Plan.

## 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. Enhancing transport infrastructure and facilities to ensure safe, accessible and secure journeys, particularly for people with impairments, helps to remove barriers to public transport use. Reducing these barriers makes public transport a more viable and attractive option, supporting efforts to decrease car dependency and the associated carbon emissions.
12. The proposed changes are expected to encourage greater uptake of public transport and are therefore considered to contribute to a reduction in greenhouse gas emissions.

## Consultation

13. GWRC undertook consultation between 30 June 2025 and 11 July 2025. Letters outlining the proposal were delivered to all affected residents within approximately 100m of the proposed bus stop relocation on Parenga Street.
14. Two submissions were received during the consultation period, one in support of the proposal and one opposed.
15. The opposing feedback raised concern about the proximity of the proposed bus stop location to a residential care home for individuals with intellectual disabilities, suggesting the stop would be better located on Wood Street rather than Parenga Street.
16. In response, GWRC officers noted that the proposed location is positioned along the boundary of the care home, away from its main entrance. Due to the elevated siting of the dwelling and the presence of a new boundary fence, the visual and physical impact of the bus stop on the property is expected to be minimal.



17. Additionally, the proposed location on Parenga Street was assessed as being safer and more suitable than Wood Street, which presents visibility constraints. Relocating the stop to Wood Street would also increase the spacing between the stop pair, reducing service effectiveness. No response was received from the submitter. A reminder letter was sent by GWRC to both the resident and the IHC care home to ensure they had an opportunity to provide feedback.
18. The Wainuiomata Community Board endorsed the recommendations at its meeting on 20 August 2025.
19. A copy of the consultation letter is included as Appendix 2 to this report.

### **Legal Considerations**

20. 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**

21. The cost of the road marking installation will be allocated from the Signs and Road Marking budget for the 2025/26 financial year. Other bus stop infrastructure will be installed by GWRC.

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
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<a href="#">2</a>	Appendix 2: GWRC Consultation Letter	19

**Author:** Rogan Murugadhas  
Traffic Engineer

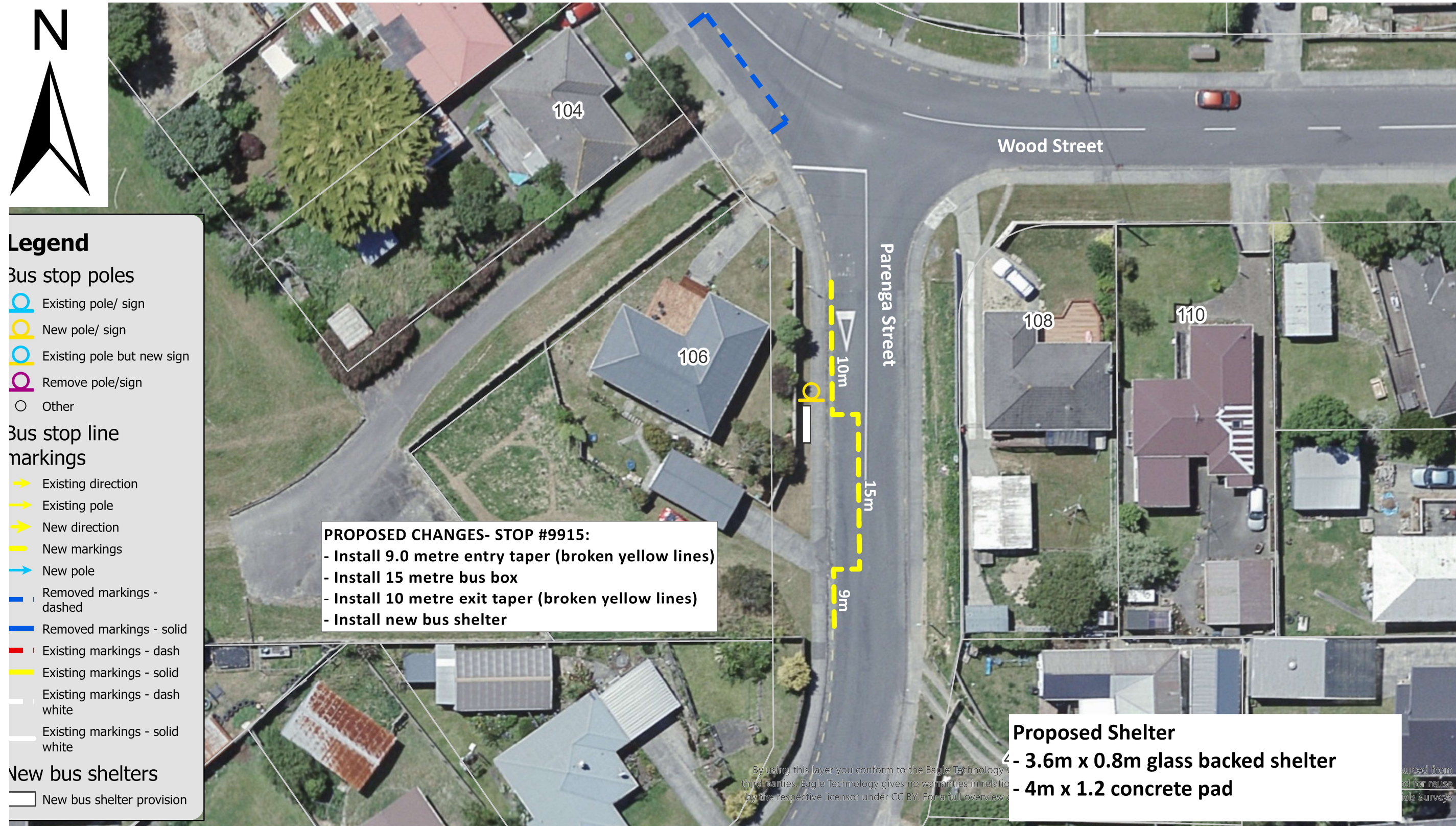
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**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





# Proposed new bus stop layout STOP #9915 Parenga Street

**SCALE: 1:350**  
**DRAWN BY: C Fairbairn**  
**DATE DRAWN: 17/07/2025**





metlink.org.nz  
info@metlink.org.nz  
0800 801 700

30 June 2025

XXXXXX  
XXXXXX  
XXXXXX

Lower Hutt, 5010

## RE: PROPOSAL FOR BUS STOP LAYOUT IMPROVEMENTS

Dear XXXX,

Metlink is proposing improvements to Bus Stop #9915 Wood Street at Parenga Street to upgrade safety, comfort, and accessibility. This letter outlines the proposed changes and invites your feedback.

### Proposal

The proposed new bus stop would provide increased and convenient access to public transport for passengers to board and disembark.

We believe that the improvement of this bus stop will provide several key benefits:

- **Improved Safety:** A designated bus stop will provide a safe space for passengers, including children, to wait for transportation, minimizing the risk of accidents or unsafe behaviour on the roads.
- **Increased Accessibility:** The proposed stop would ensure that individuals with disabilities, parents with strollers, and elderly residents have easy and equitable access to public transport.
- **Enhanced Community Connectivity:** This bus stop will serve as a key link between neighborhoods, schools, and essential services, ensuring that public transportation is accessible to a broader section of the population.
- **Convenience for School Children:** A closer bus stop will offer greater convenience for children traveling to and from school, encouraging them to use public transport more frequently.

### **Bus stop details (9915 at Parenga Street)**

- Install 9.0 metre entry taper (broken yellow lines)
- Install 15.0 metre bus box
- Install 10.0 metre exit taper
- Install a new bus shelter

A site plan of the proposed layout is attached within this letter.

**Minimising the impact on parking**

Metlink recognise the importance of on-street parking and have worked to minimise changes, therefore, entry and exit tapers have been shortened from the standard 15 metres to 9 metres without compromising safety. Where possible, markings are aligned with existing driveways to avoid reducing available parking space.

**Why these changes matter**

Metlink's newer buses are fully accessible, but to take full advantage of this, buses need to stop parallel to the kerb. This ensures customers can board and exit with step-free access—crucial for those with mobility challenges. Aligning the bus stop design with NZTA's Public Transport Design Guidelines ensures all passengers can board safely and comfortably - no matter the stop's size or usage.

## Consultation Feedback

Please provide feedback about this proposal by **5pm, Friday, 11 July 2025**, using one of the following options:

- Visit the Metlink website [www.metlink.org.nz/contact-us/consultation-response](http://www.metlink.org.nz/contact-us/consultation-response)
- By email to [info@metlink.org.nz](mailto:info@metlink.org.nz)
- On the attached form (add additional pages if required) and use the freepost envelope provided.

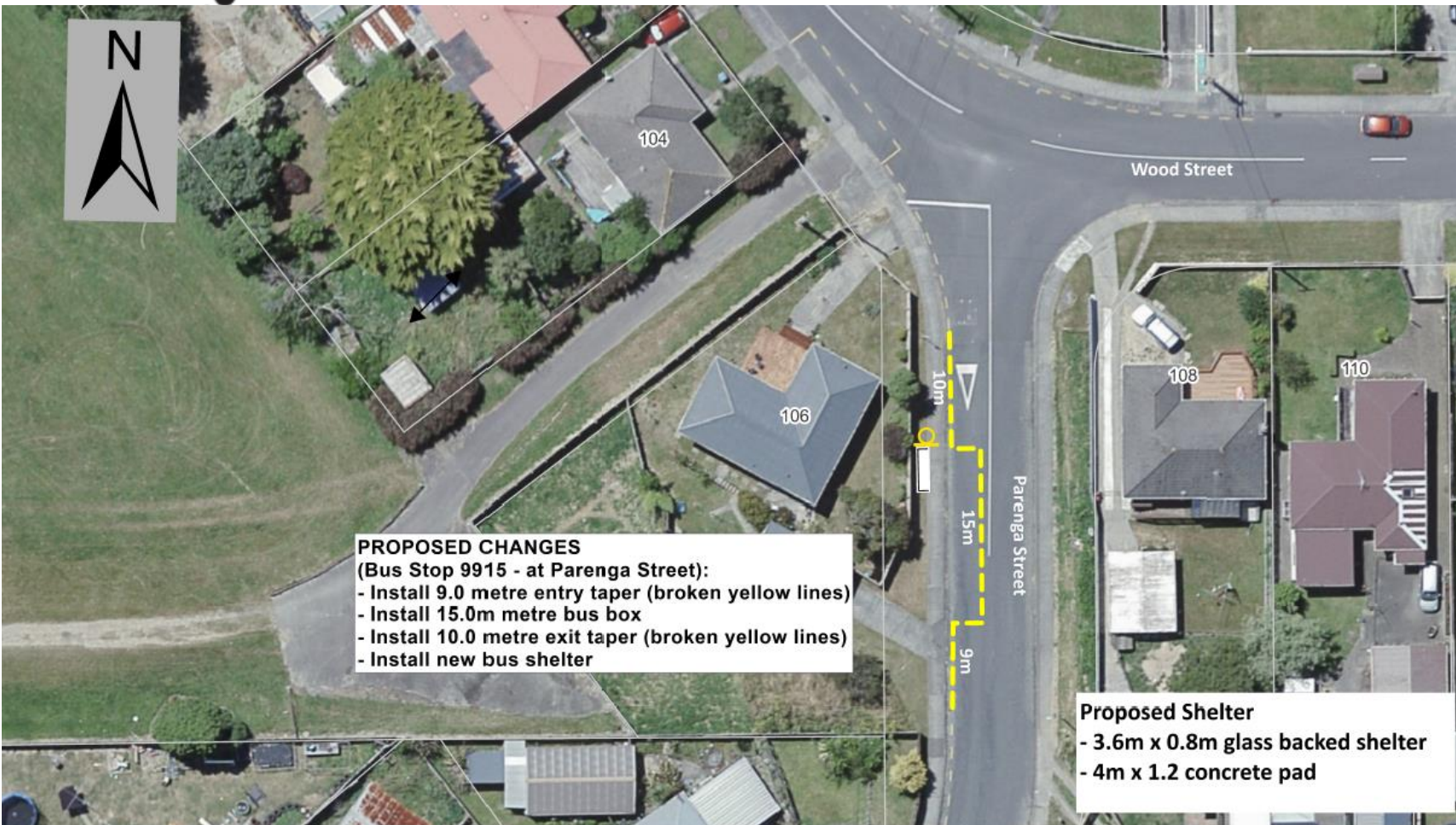
Your feedback will help Metlink develop the final proposal, which will be presented to the Hutt City Council for their consideration.

Thank you for participating in this process. Further details, a site plan and feedback form are attached.

Yours sincerely,

Bus and Ferry Infrastructure team  
**Metlink/Greater Wellington Regional Council**  
**0800 801 700**

metlink.org.nz  
 info@metlink.org.nz  
 0800 801 700





metlink.org.nz  
info@metlink.org.nz  
0800 801 700

### Proposed New Bus Shelter Graphic:

The new shelter would be approximately 3.6 metres wide, 2.2 metres high and 0.8 metres deep and located on the Hutt City Council Road reserve.

After installation, it will be maintained and cleaned on a weekly basis. We will respond to all maintenance requests within 14 days, although urgent issues would be dealt with sooner. If there is an issue, please ring 0800 801 700.

Example of the proposed shelter





metlink.org.nz  
info@metlink.org.nz  
0800 801 700

## Metlink Bus Stop Improvement Questionnaire

Investigation into improvements to bus stop **#9915 at Parenga Street** new road markings and new bus shelter.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Do you support the proposal for the installation of <b>bus stop road markings</b> at bus stop #9915 at Parenga Street?	<b>Yes / No</b> <b>(please circle)</b>
Do you support the proposal for the installation of a <b>new bus shelter</b> for bus stop #9915 at Parenga Street?	<b>Yes / No</b> <b>(please circle)</b>

If you do not support the proposal or any component of the proposal, please clearly explain the reasons for your objection and what changes you would support so council can consider your view when deciding on this project. Please use additional sheets of paper, if required.

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**Please return by 5pm, Friday 11 July 2025.**

- By using the online form [www.metlink.org.nz/contact-us/consultation-response](http://www.metlink.org.nz/contact-us/consultation-response) or
- by email to [info@metlink.org.nz](mailto:info@metlink.org.nz), or
- by post using the Freepost envelope provided

### Privacy Statement

I/We acknowledge that:

My/our personal information provided to Metlink & Greater Wellington Regional Council will only be used and shared by Metlink & Greater Wellington Regional Council to communicate with me/us regarding bus stops and shelters in my/our area, or where otherwise permitted by law.

I can contact [privacy@gw.govt.nz](mailto:privacy@gw.govt.nz) to request access to or correction of the information held about me.

\_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

**25 July 2025**

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**Report no: TSC2025/4/228**

## **New Bus Stop - Route 149 - 70 Tirohanga Road, Tirohanga**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the installation of a new bus stop outside 70 Tirohanga Road, Tirohanga. This bus stop will form part of Metlink's Route 149.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the implementation of a standard bus stop (including entry and exit tapers and a marked bus box) outside 70 Tirohanga Road, Tirohanga, as shown in Appendix 1 of the report;
- (3) approves the installation of Broken Yellow Lines (BYLs) at the corners of the intersection of Tirohanga Road and Rondane Place, as shown in Appendix 1 of the report;
- (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 the report; and
- (5) notes that the parking restrictions will take effect once the appropriate road markings have been installed.

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

### **Background**

2. Greater Wellington Regional Council (GWRC) has received several requests from the community for the installation of a new bus stop along Route 149 on Tirohanga Road. Following an assessment by GWRC planners and discussions with Council's engineering team, the most suitable location for the new bus stop was identified as being outside property 70 Tirohanga Road.

3. From a planning perspective, the proposed bus stop will improve access to public transport, particularly for school children travelling during weekday peak times. The proposed location, being within a residential area will offer a safer and more convenient public transport option for families. It also supports inclusive access for individuals with disabilities, parents with strollers, and older residents, reducing mobility barriers and promoting independence in daily travel.
4. The proposed bus stop addresses key community safety concerns. A dedicated and marked waiting area will reduce pedestrian risks near the roadway, discourage unsafe behaviour (such as waiting in driveways or on berms), and strengthen neighbourhood connectivity with nearby schools and other local services.
5. From an engineering perspective, the proposed location outside 70 Tirohanga Road provides acceptable visibility for approaching traffic and a safer waiting environment for passengers. This location was preferred over nearby alternatives at 64 and 74 Tirohanga Road, where curves in the road create visibility constraints and increase potential safety concerns. To further support the safe operation of the stop, BYLs are proposed at the intersection of Tirohanga Road and Rondane Place (a low-traffic-volume road) to improve visibility for turning vehicles and ensure unobstructed bus access.

## **Discussion**

6. In response to community requests for improved public transport infrastructure, GWRC approached Council's Transport team regarding the establishment of a new bus stop along Route 149 on Tirohanga Road.
7. Council Engineers collaborated with GWRC to assess suitable locations for the proposed bus stop. The assessment considered multiple factors, including the provision of a safe and accessible waiting area for passengers, the minimisation of road safety risks, convenience for school children, accessibility for people with disabilities, and the potential impact on on-street parking.
8. The outcome of this joint assessment was the identification of a preferred location outside 70 Tirohanga Road. This site is the most appropriate from a safety and service accessibility perspective. The proposal will result in a net loss of two unrestricted on-street parking spaces, as shown in Appendix 1 attached to the report.
9. In addition to the installation of a standard bus stop, including entry and exit tapers and a marked bus box, the Council's Transport team also recommends the installation of BYLs at the corners of the Tirohanga Road and Rondane Place intersection, as shown in Appendix 1 attached to the report. These markings are intended to improve sightlines of oncoming traffic and support safe manoeuvring for all road users, particularly in conjunction with the operation of the new bus stop.

## Options

10. The options are to:
- a) retain the existing parking configuration, with no further changes;
  - b) approve the proposed new bus stop and associated marking as outlined in the report and shown in Appendix 1 of this report; or
  - c) make amendments to the proposal as the Subcommittee deems appropriate for recommendation to Council.
11. Officers recommend option (b), as the proposed changes will improve public transport accessibility for the community.

## 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. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

## Consultation

14. GWRC undertook consultation between 12 and 28 March 2025. A total of 44 letters were delivered to directly affected residential properties and vehicles parked in the surrounding area. The consultation covered a catchment within approximately 100m of the proposed bus stop location.
15. Four submissions were received during the consultation period, three in support of the proposal and one opposed.
16. The opposing feedback suggested that the proposed bus stop include a time-restricted designation, allowing resident and visitor parking during evenings and weekends. This was not considered reasonable, as GWRC Bus Stops operate 'At All Times' in accordance with their standard service requirements. Additionally, given the low parking demand in the area and a net loss of only two unrestricted spaces, officers determined that this feedback did not warrant further changes to the proposal.
17. A copy of the consultation letter is included as Appendix 2 to the report.

## 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 proposed road marking changes will be funded from Council's existing road-marking and signage budget for the 2025/26 financial year. Other bus stop infrastructure will be completed by GWRC.

## Appendices

No.	Title	Page
1 <a href="#">↓</a>	Appendix 1: New Bus Stop - 70 Tirohanga Road - Consultation Plan	28
2 <a href="#">↓</a>	Appendix 2: New Bus Stop - 70 Tirohanga Road - Consultation Letter	29

**Author:** Arun Joy  
Roothing Engineer

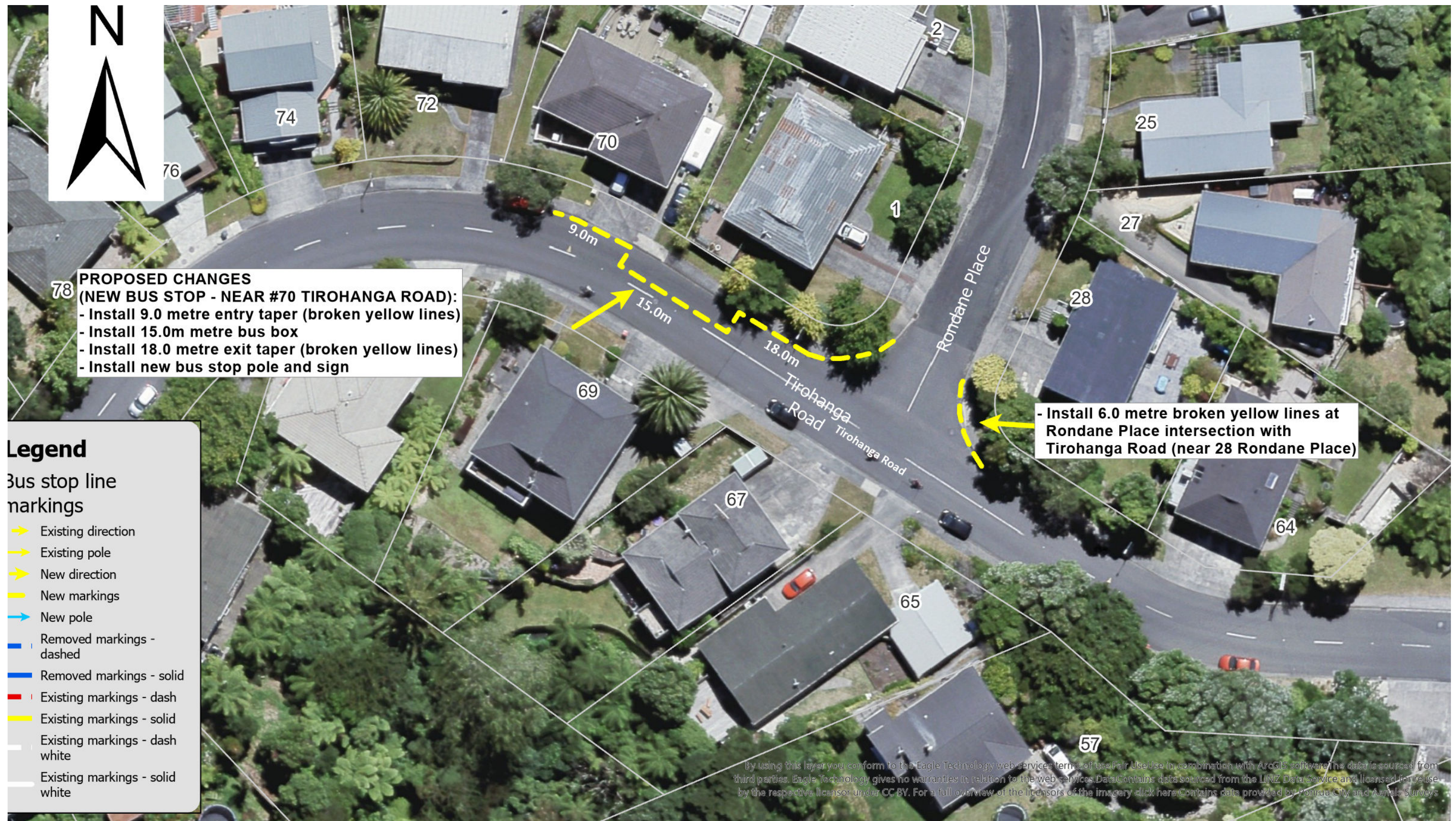
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**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





# ROUTE 149 - NEAR #70 TIROHANGA ROAD

## PROPOSED NEW BUS STOP LAYOUT

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 19/06/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





metlink.org.nz  
info@metlink.org.nz  
0800 801 700

12 March 2025

«Owner\_\_Resident»  
«Address\_1»  
«Address\_2»  
«Address3» «Address4»

Dear «Dear»

## PROPOSAL FOR A NEW BUS STOP

### Tirohanga Road (near 70)

Metlink has reviewed the requirement for a new bus stop near your property to add to the Route 149 bus service.

This letter includes a summary of the proposed changes and seeks your feedback on the proposal.

### Proposal

Metlink has received requests from the community for a new bus stop for Route 149 near #70 Tirohanga Road. The proposed new bus stop would provide increased and convenient access to public transport for passengers to board and disembark, especially for children travelling to/from school during the weekdays.

We believe that the addition of this bus stop will provide several key benefits:

1. **Improved Safety:** A designated bus stop will provide a safe space for passengers, including children, to wait for transportation, minimizing the risk of accidents or unsafe behaviour on the roads.
2. **Increased Accessibility:** The proposed stop would ensure that individuals with disabilities, parents with strollers, and elderly residents have easy and equitable access to public transport.
3. **Convenience for School Children:** A closer bus stop will offer greater convenience for children traveling to and from school, encouraging them to use public transport more frequently.
4. **Enhanced Community Connectivity:** This bus stop will serve as a key link between neighbourhoods, schools, and essential services, ensuring that public transportation is accessible to a broader section of the population.

These proposed changes are designed as such to have most of the bus stop road marking placed over driveways and minimise any potential parking loss for residents. These changes will ensure that vehicle safety is maintained and a good level of customer accessibility to public transport is guaranteed.

NEW BUS STOP – TIROHANGA ROAD (NEAR 70)

1

## BUS STOP DETAILS

### It is proposed to:

- Install a 15-metre bus box
- Install 15-metre exit taper (broken yellow lines)
- Install 9 metre entry taper (broken yellow lines)
- Remove two parking spaces
- Install new bus stop pole, sign and timetable

***A map of the proposed new bus stop layout is provided on page 4***

### Your Feedback

Please provide feedback about this proposal by 5pm, Friday 28 March 2025.

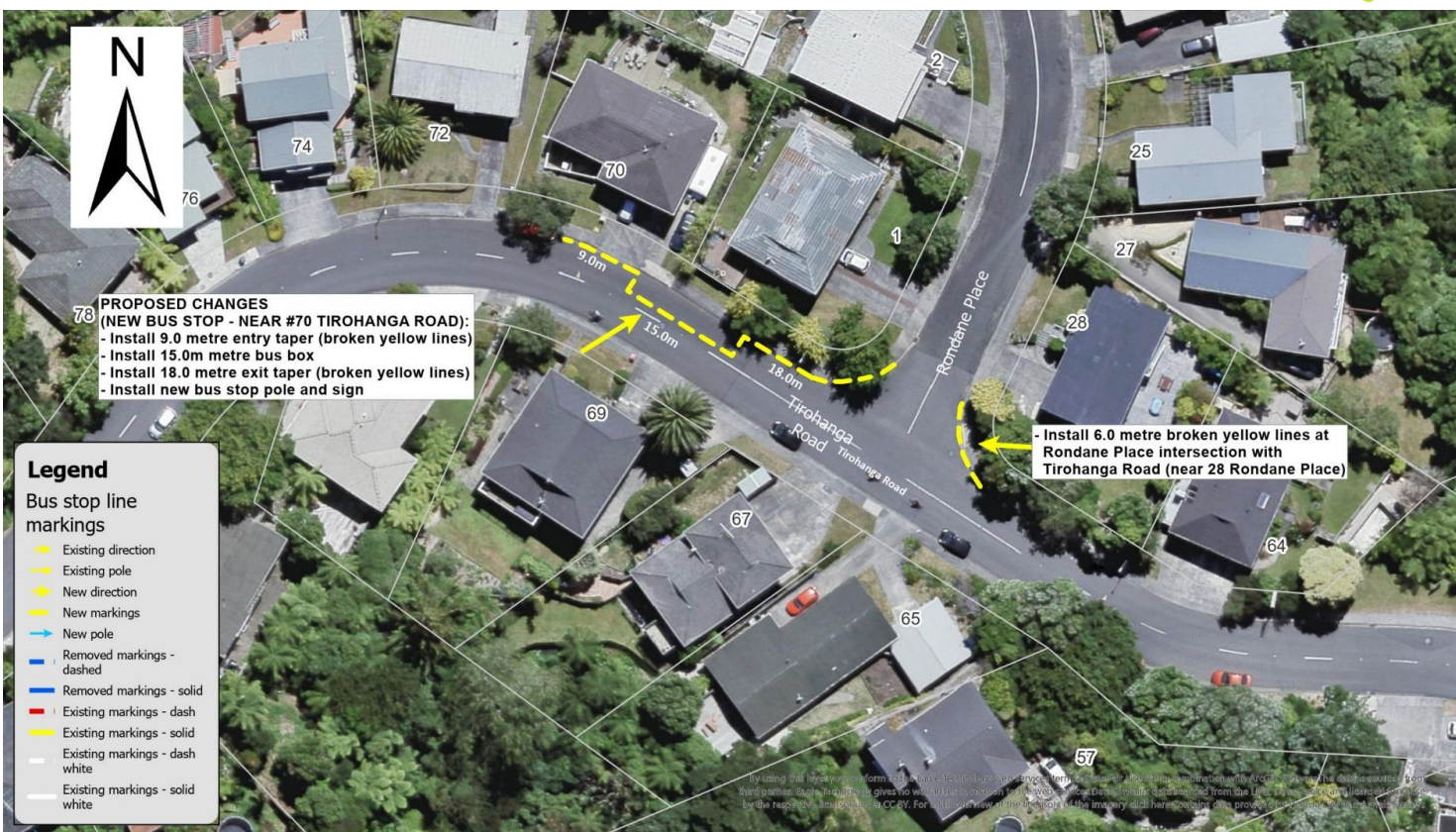
- a) Via the Metlink website at [metlink.org.nz/about/consultation-response](https://metlink.org.nz/about/consultation-response)  
or
- b) By email to [info@metlink.org.nz](mailto:info@metlink.org.nz)  
or
- c) On the attached form (add additional pages if required) and use the Freepost envelope provided.

Your feedback will help us develop our final proposal, which we will take to Hutt City Council for their consideration.

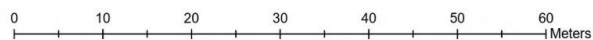
Thank you for participating in this process. Further details, a site plan and feedback form are attached.

Yours sincerely,

Bus and Ferry Infrastructure team  
**Metlink/Greater Wellington Regional Council**  
**0800 801 700**



## ROUTE 149 - NEAR #70 TIROHANGA ROAD PROPOSED NEW BUS STOP LAYOUT



SCALE: 1:300

DRAWN BY: L IRSEVIC

DATE DRAWN: 19/06/2025

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

NEW BUS STOP – TIROHANGA ROAD (NEAR 70)



### Metlink Bus Stop Questionnaire

Investigation into proposed new bus stop layout on Tirohanga Road (near 70)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Do you support the proposal for a new bus stop on Tirohanga Road?	Yes / No (please circle)
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If you **do not** support the proposal or any particular component of the proposal, please clearly explain the reasons for your objection and what changes you would support so council can consider your view when deciding on this project. Please use additional sheets of paper, if required.

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Please return by 5pm, Friday 28 March 2025.

by email to [info@metlink.org.nz](mailto:info@metlink.org.nz), or

by post using the Freepost envelope provided

### Privacy Statement

I/We acknowledge that:

My/our personal information provided to Metlink & Greater Wellington Regional Council will only be used and shared by Metlink & Greater Wellington Regional Council to communicate with me/us regarding bus stops and shelters in my/our area, or where otherwise permitted by law.

I can contact [privacy@gw.govt.nz](mailto:privacy@gw.govt.nz) to request access to or correction of the information held about me.

\_\_\_\_\_ 

Date: \_\_\_\_ / \_\_\_\_ / 2025

NEW BUS STOP – TIROHANGA ROAD (NEAR 70)

## Traffic Subcommittee

09 July 2025

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Report no: TSC2025/4/229

### Proposal for upgraded Bus Stops - Route 110

#### Purpose of Report

1. The purpose of this report is to seek approval for modifications to existing bus stops along Route 110 in Avalon and Taitā suburbs, including the proposed installation of bus boxes, entry and exit tapers, and Broken Yellow Lines (BYLs) marked as 'No Stopping At All Times'.
2. This proposal is led by Greater Wellington Regional Council (GWRC), with support from Hutt City Council (Council).

#### Recommendations

That the Subcommittee recommends that Council:

- (1) notes and receives the report;
- (2) approves the proposed changes to:
  - a) Bus Stop 9231: Taitā Drive at Avalon Park, attached as Appendix 1 to the report;
  - b) Bus Stop 8240: Reynolds Street, Taitā (near 140) attached as Appendix 2 to the report;
  - c) Bus Stop 8236: Compton Crescent (near 24) attached as Appendix 3 to the report;
  - d) Bus Stop 9239: Reynolds Street at Nash Street, Taitā (near 101) attached as Appendix 4 to the report;
  - e) Bus Stop 8231: Taitā Drive at Tennyson Avenue, Taitā, attached as Appendix 5 to the report;
  - f) Bus Stop 8241: Molesworth Street at Partridge Street, Taitā, attached as Appendix 6 to the report;
  - g) Bus Stop 8228: Naenae College at High Street, Avalon attached as Appendix 7 to the report;
  - h) Bus Stop 9229: Tennyson Avenue at High Street, Avalon attached as Appendix 8 to the report;

- i) Bus Stop 8239: Reynolds Street, Taitā (near 110) attached as Appendix 9 to the report;
  - j) Bus Stop 9238: Reynolds Street at Milne Crescent, Taitā, attached as Appendix 10 to the report;
  - k) Bus Stop 9257: High Street opposite 1401, Taitā attached as Appendix 11 to the report;
  - l) Bus Stop 8256: High Street at Waitara Street, Taitā, attached as Appendix 12 to the report;
  - m) Bus Stop 9256: High Street opposite 1382, Taitā attached as Appendix 13 to the report;
  - n) Bus Stop 8242: Molesworth Street at High Street, Taitā, attached as Appendix 14 to the report;
  - o) Bus Stop 9237: Reynolds Street at St Matthew's Church, Taitā, attached as Appendix 15 to the report;
  - p) Bus Stop 8237: Reynolds Street at Pearce Crescent, Taitā, attached as Appendix 15 to the report;
  - q) Bus Stop 9236: Reynolds Street at Compton Crescent, Taitā (near 17) attached as Appendix 16 to the report;
  - r) Bus Stop 9235: Reynolds Street at Taitā Drive, Taitā, attached as Appendix 17 to the report;
  - s) Bus Stop 8234: Taitā Drive opposite Fraser Park, Taitā, attached as Appendix 18 to the report;
  - t) Bus Stop 8233: Taitā Drive at Percy Cameron Street, Taitā (near 238) attached as Appendix 19 to the report;
  - u) Bus Stop 9232: Taitā Drive at Mabey Road, Taitā, attached as Appendix 20 to the report;
  - v) Bus Stop 8232: Taitā Drive (near 176) attached as Appendix 20 to the report;
  - w) Bus Stop 9233: Taitā Drive at Percy Cameron Street, Taitā (near 255) attached as Appendix 21 to the report; and
- (3) notes that those bus stops with landing areas on grass berms will be upgraded to concrete paths with funding support from Greater Wellington Regional Council (GWRC).

For the reason that it improves safety and accessibility for public transport users, as well as encouraging uptake of public transport.



## Background

3. GWRC's Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke, the Wellington Regional Public Transport Plan 2021-2031, outlines a programme of improvements designed to promote mode shift, support the decarbonisation of the public transport fleet and enhance customer experience.
4. As part of this programme, GWRC has planned a series of upgrades along Route 110, focusing on the standardisation of bus stops. This includes the installation of bus boxes and entry and exit tapers to improve safety and operational consistency. In total, 23 bus stops have been identified for improvement.
5. The upgrades support all three of GWRC's strategic objectives. Improving bus stop infrastructure enhances accessibility, encourages greater use of public transport, and contributes to positive climate outcomes by supporting a shift away from private vehicle use.
6. GWRC identified all sites are supported by Council's engineering team. The bus stops are located along Route 110, a critical corridor within the Lower Hutt network where improvements are necessary to ensure reliability, efficiency, and improved accessibility for all users.

## Discussion

7. The proposed bus stop improvements reposition stops to allow buses to pull up directly adjacent to the kerb, aligning with existing bus shelters and enhancing accessibility for passengers.
8. The upgrades also include the installation of entry and exit tapers, which ensure buses are properly aligned with the kerb and help prevent the rear of the bus from protruding into the live traffic lane.
9. All reasonable efforts have been made to minimise the loss of on-street parking as part of the proposed changes.

## Options

10. The options to consider are to:
  - a) retain the existing bus stop configuration, with no changes made;
  - b) approve the proposed upgrades to the bus stops as outlined above and shown in Appendix 1-24 attached to the report; or
  - c) make further amendments as the Subcommittee deems appropriate for recommendation to Council.
11. Officers recommend option (b), as the proposed changes contribute to the objectives of the Wellington Regional Public Transport Plan.

## 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. Enhancing transport infrastructure and facilities to ensure safe, accessible and secure journeys, particularly for people with impairments, helps to remove barriers to public transport use. Reducing these barriers makes public transport a more viable and attractive option, supporting efforts to decrease car dependency and the associated carbon emissions.
14. The proposed changes are expected to encourage greater uptake of public transport and are therefore considered to contribute to a reduction in greenhouse gas emissions.

## Consultation

15. GWRC undertook consultation with all affected residents and businesses within a 100m radius of the proposed bus stops. The consultation period ran from 16 June to 27 June 2025. A summary of the feedback received is outlined in Tables 1 and 2 below.

Table 1: Bus Stops Progressed for Approval

Bus Stops	Feedback
Bus Stop 9231 (Taitā Drive at Avalon Park):	Three responses were received opposing the proposal. Concerns were raised about the loss of off-street parking at 103 and 105 Taitā Drive. One respondent suggested relocating the stop closer to Avalon Park to reduce the parking impact and allow safer bus maneuvering. In response, GWRC revised the design to retain one additional parking space. The updated design was shared with the submitter on 16 July 2025, and no further comments were received.
Bus Stop 8240 (Reynolds Street, near 140):	One response was received, partially supportive. A resident raised concerns about access and parking limitations, particularly for large vehicles, and proposed shifting the stop 20 metres south. It was agreed to proceed with the Bus Stop 8240, while the paired stop (Bus Stop 9240) was placed on hold pending re-design.
Bus Stop 8236 (Compton Crescent, near 24):	Supportive feedback received.
Bus Stop 9239 (Reynolds Street at Nash Street, near 101):	No feedback received.
Bus Stop 8231 (Taitā Drive at Tennyson Avenue):	Some objections were received regarding the number of parking spaces lost near Avalon Park. GWRC reviewed the feedback and determined that the original design was safe and appropriate. No changes were made.
Bus Stop 8241 (Molesworth Street at Partridge Street):	Kāinga Ora objected due to concerns about development potential and site access. A meeting was held on 7 July that resulted in an agreement to proceed with the proposal while maintaining ongoing engagement on future developments.
Bus Stop 8228 (Naenae College at High Street):	No feedback received.

Bus Stop 9229 (Tennyson Avenue at High Street):	No feedback received.
Bus Stop 8239 (Reynolds Street, near 110):	No feedback received.
Bus Stop 9238 (Reynolds Street at Milne Crescent):	One submission received, in support of the changes.
Bus Stop 9257 (High Street, opposite 1401:	No feedback received.
Bus Stop 8256 (High Street at Waitara Street):	No feedback received.
Bus Stop 9256 (High Street, opposite 1382):	No feedback received.
Bus Stop 8242 (Molesworth Street at High Street):	No feedback received.
Bus Stop 9237 (Reynolds Street at St Matthew's Church):	One piece of feedback was received regarding congestion near the intersection due to frequent events. While this feedback falls outside the scope of the proposal, Council's engineering team will investigate the matter further.
Bus Stop 8237 (Reynolds Street at Pearce Crescent):	Supportive submission was received. However, a concern was raised regarding issues with individuals sheltering on private property. This issue is outside the scope of the proposal.
Bus Stop 9236 (Taitā Drive at Compton Crescent, near 17):	Supportive feedback received.
Bus Stop 9235 (Reynolds Street at Taitā Drive):	Supportive feedback received.
Bus Stop 8234 (Taitā Drive, opposite Fraser Park):	Supportive feedback received.
Bus Stop 8233 (Taitā Drive at Percy Cameron Street, near 238):	One resident requested a covered bench and real-time bus display for elderly passengers. GWRC has not progressed this request as it is outside the scope of the current programme.
Bus Stop 8233 (Taitā Drive at Percy Cameron Street, near 238):	One resident requested a covered bench and real-time bus display for elderly passengers. GWRC has not progressed this request as it is outside the scope of the current programme.
Bus Stops 9232 and 8232 (Taitā Drive at Mabey Road):	One response was received in support, with suggestions for wooden seating and improved shelter access for prams and walkers. These suggestions fall outside the current programme scope and will not be progressed at this time.
Bus Stop 9233 (Taitā Drive at Percy Cameron Street, near 255):	Supportive feedback received.
Bus Stop 9231 (Taitā Drive at Avalon Park):	Supportive feedback received.

Table 2: Bus Stops On Hold (Changes Required)

Bus Stops	Feedback
Bus Stop 8229(High St at Gordon St)	Negative feedback received from residents and Kainga Ora as they would be doing developments and need to confirm where the new vehicle accessways are located before confirming the new bus stop design.
Bus Stop 8235 (Taita Drive at Reynolds Street)	Negative feedback received from Kainga Ora as they would be doing developments and need to confirm where the new vehicle accessways are located before confirming the new bus stop design.
Bus Stop 9240 (Reynolds St near 125)	Negative feedback from a resident regarding the loss of parking and Kainga Ora as they would be doing developments and need to confirm where the new vehicle accessways are located before confirming the new bus stop design.
Bus Stop 9241 (Molesworth Street opposite Reynolds Street)	Negative feedback received from Kainga Ora as they would be doing developments and need to confirm where the new vehicle accessways are located before confirming the new bus stop design.

16. Overall, most feedback received was positive. However, concerns were raised for a small number of sites resulting in some proposals being placed on hold.
17. Objection from Kāinga Ora and nearby residents was received for the Bus Stops 8240, 8241, 9241, 8231, 9231, and 8236 proposals. In response, designs for these bus stops were revised and redistributed to affected residents, incorporating feedback where appropriate. Kāinga Ora's concerns on proposed access points and future development implications have also been addressed directly with the organisation.
18. A representative from Council's Resource Consents team attended the meeting to assist with technical queries. Following this, all proposed changes were agreed upon. Kāinga Ora has since been advised to engage with GWRC or Hutt City Council during future planning processes to ensure any development proposals consider impacts on nearby bus stops.
19. A summary of all feedback is attached as Appendix 22 to the report.

### **Legal Considerations**

20. The proposed changes in restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

### **Financial Considerations**

21. The alterations to road markings are funded by Council's 2025/26 transport budget. Other changes including concrete pads and signage are funded by GWRC.

## Appendices

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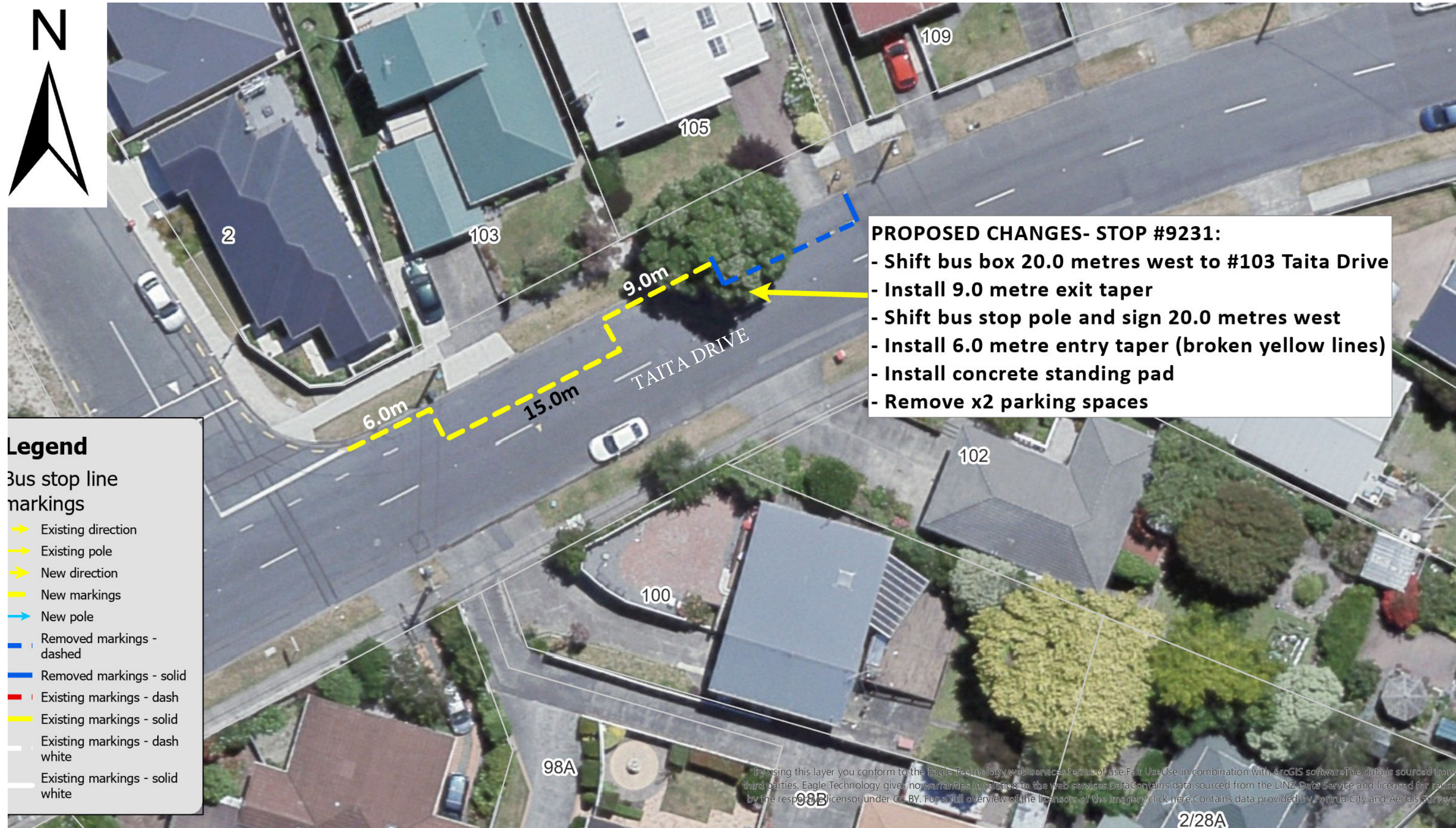
**Author:** Rogan Murugadhas  
Traffic Engineer

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





# ROUTE 110 - STOP #9231 PROPOSED NEW BUS STOP LAYOUT

**SCALE: 1:200**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 16/07/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





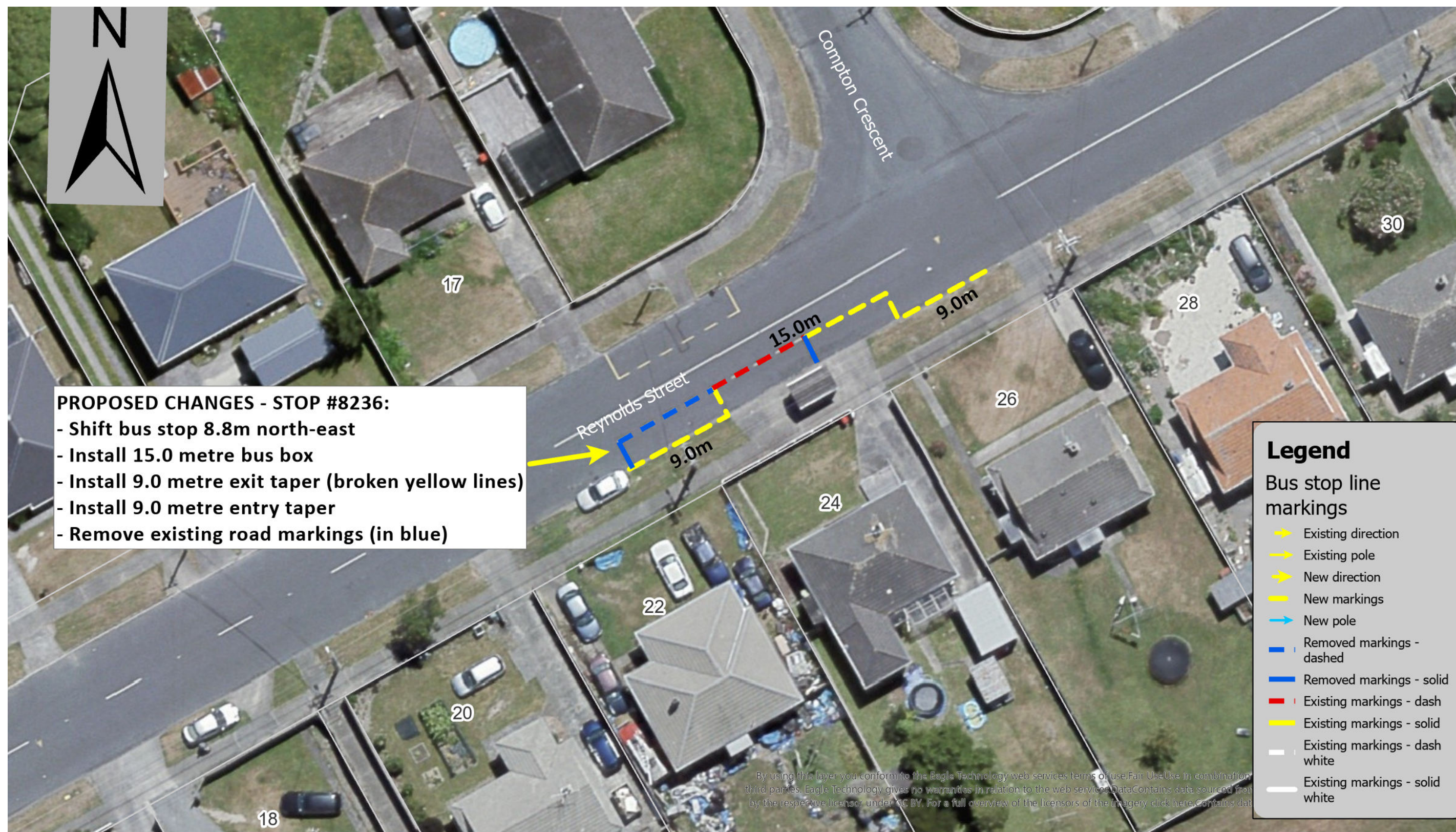
# ROUTE 110 - STOP #8240 PROPOSED NEW BUS STOP LAYOUT

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 18/08/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #8236

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #9239

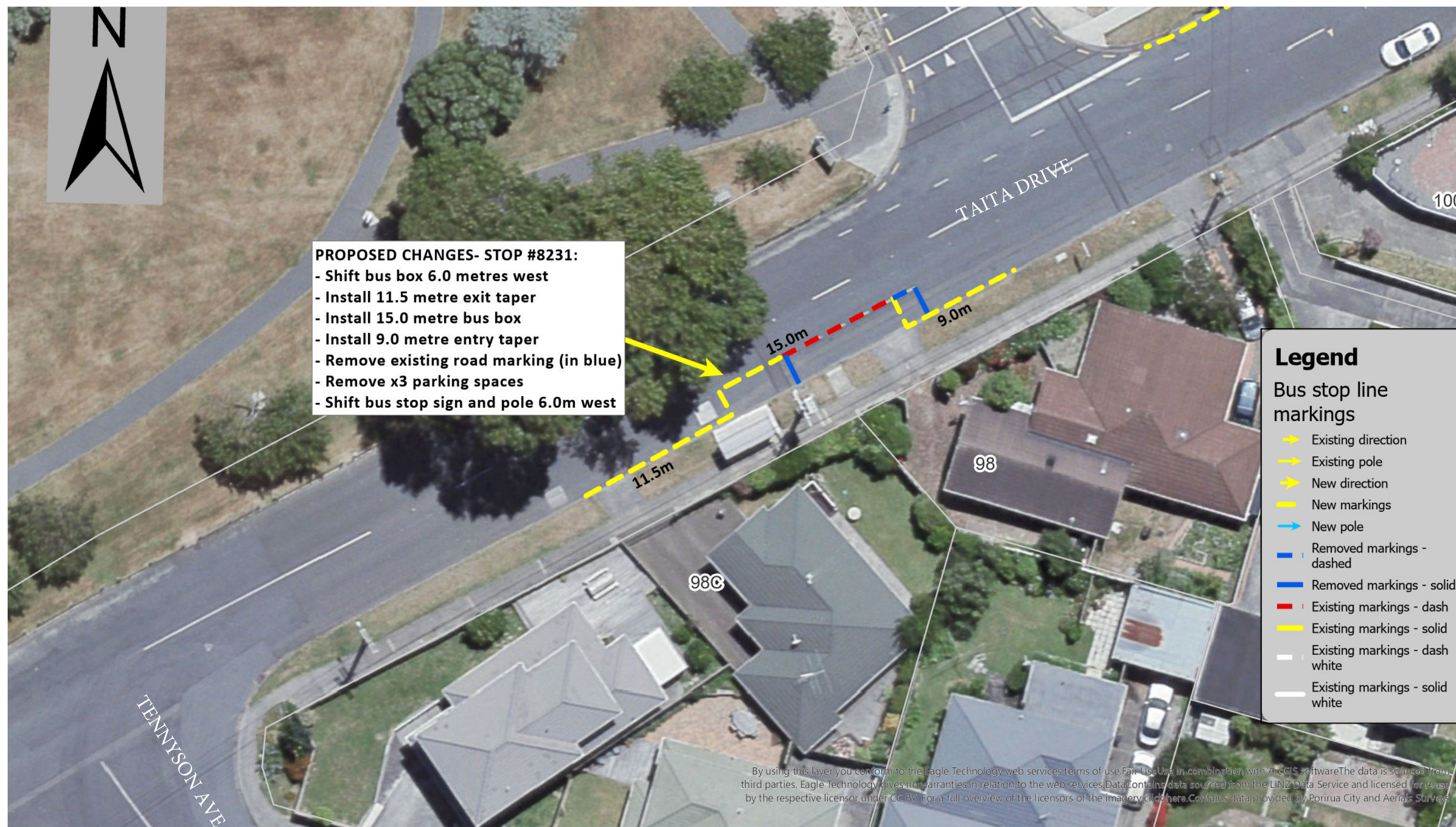
## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

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Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #8231

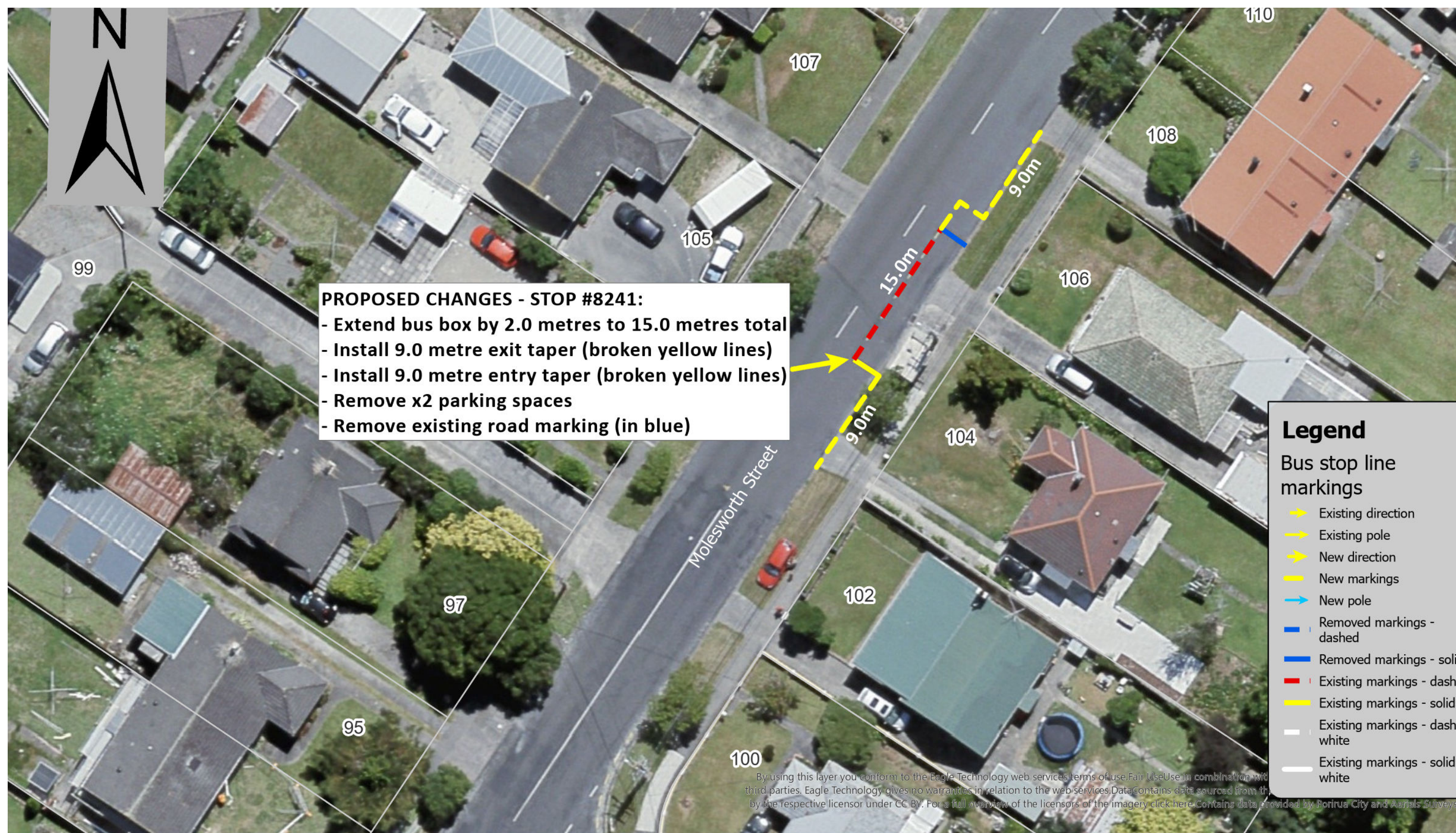
## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:200**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 27/03/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #8241

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

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Disclaimer: All reasonable efforts are made to ensure





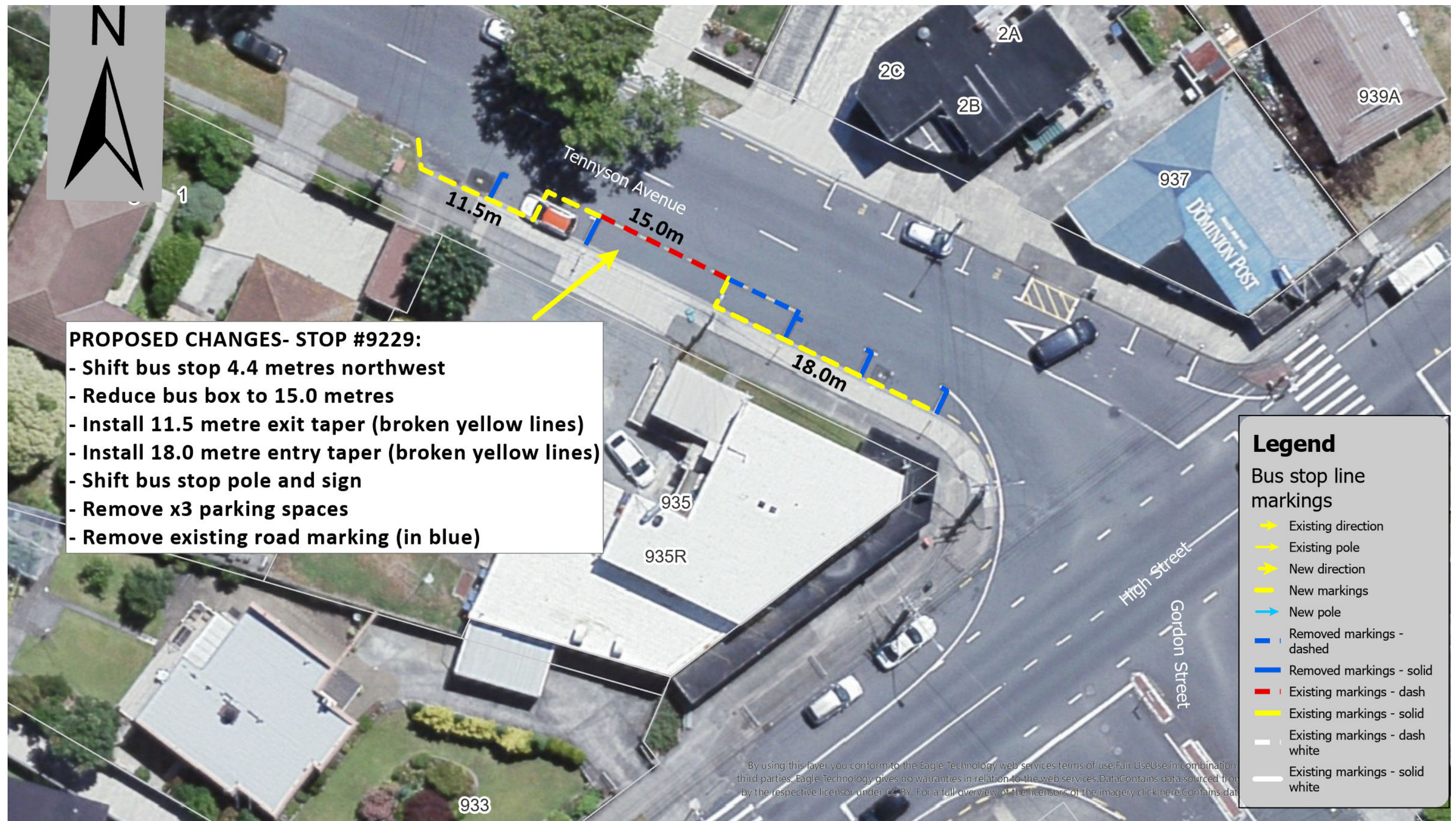
# ROUTE 110 - STOP #8228

## PROPOSED NEW BUS STOP LAYOUT

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 18/08/2025**

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #9229

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 19/05/2025**

) 10 20 30 40 50 60

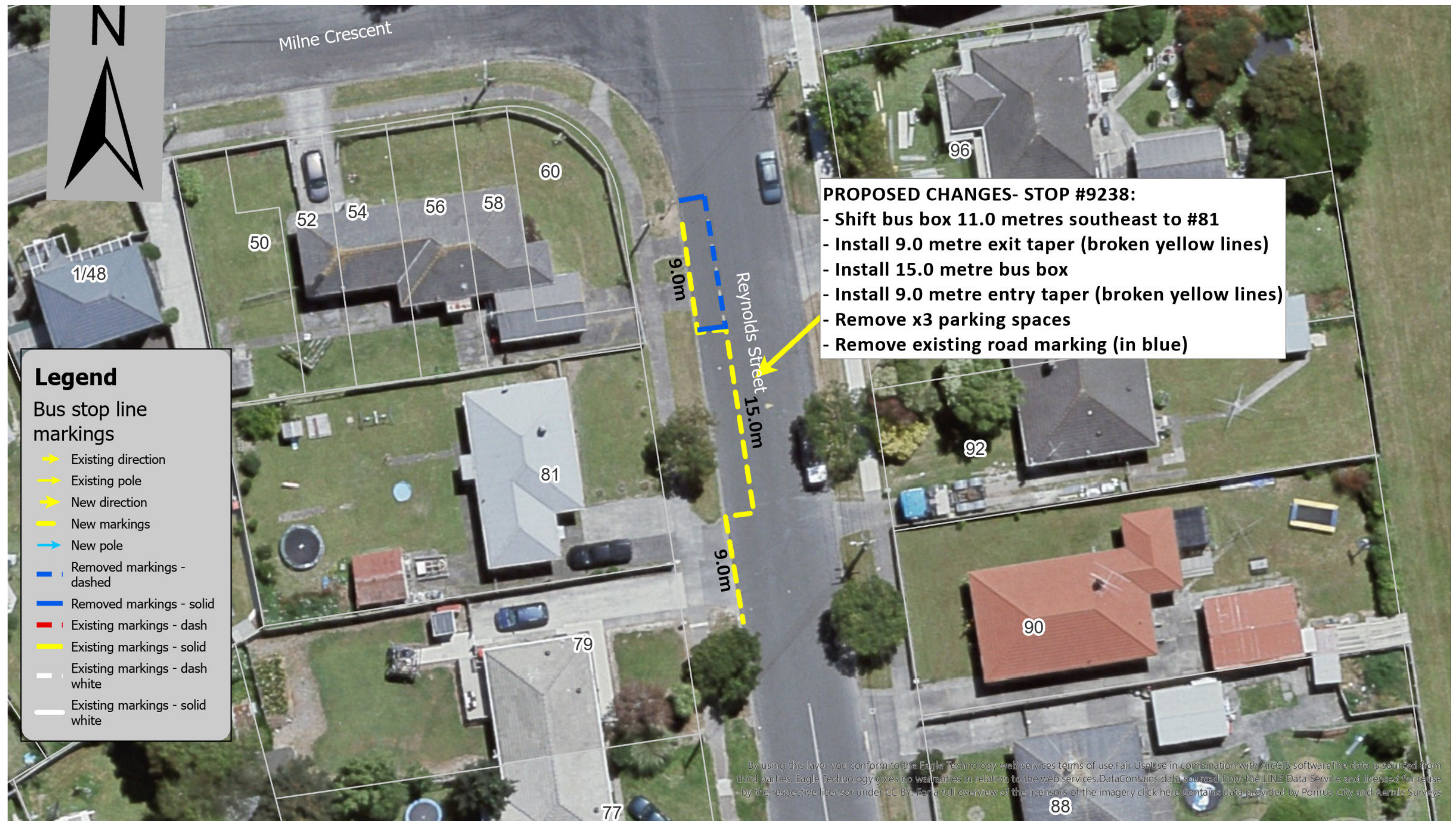
Disclaimer: All reasonable efforts are made to ensure





**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**





# ROUTE 110 - STOP #9238

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #9257

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #8256

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #9256

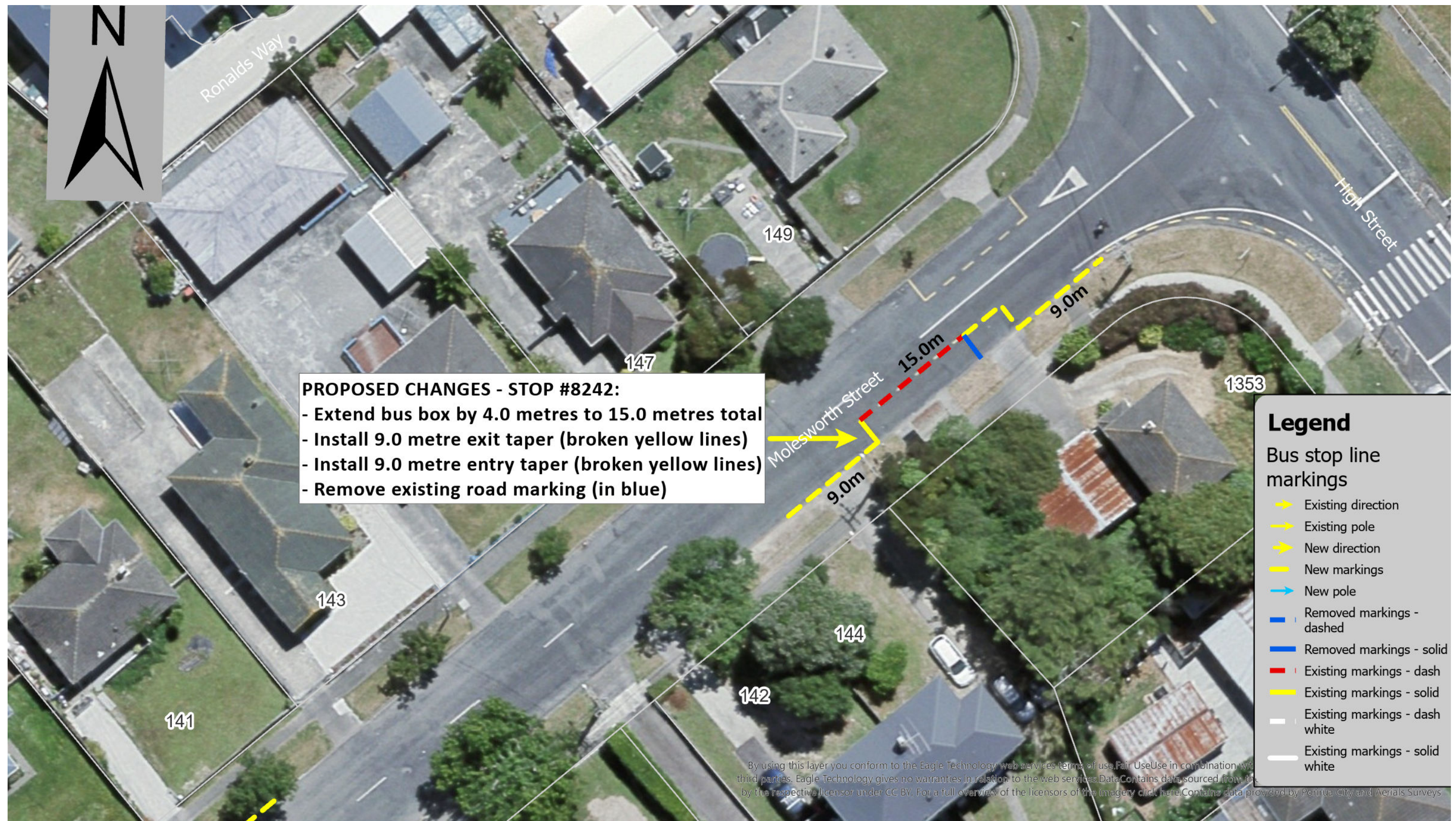
## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #8242

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





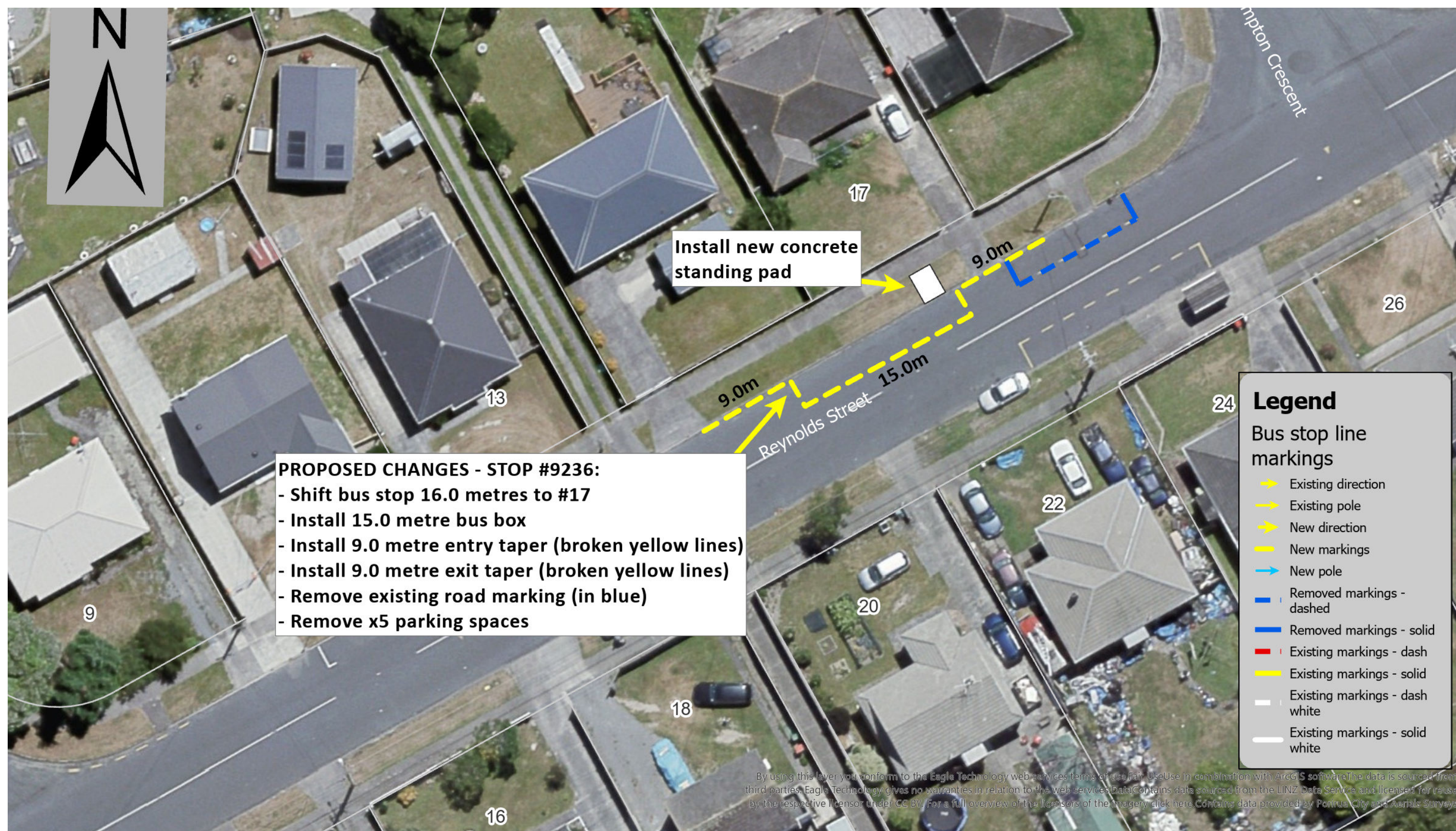
# ROUTE 110 - STOPs #9237 & #8237 PROPOSED NEW BUS STOP LAYOUT

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 18/08/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOPS #9236

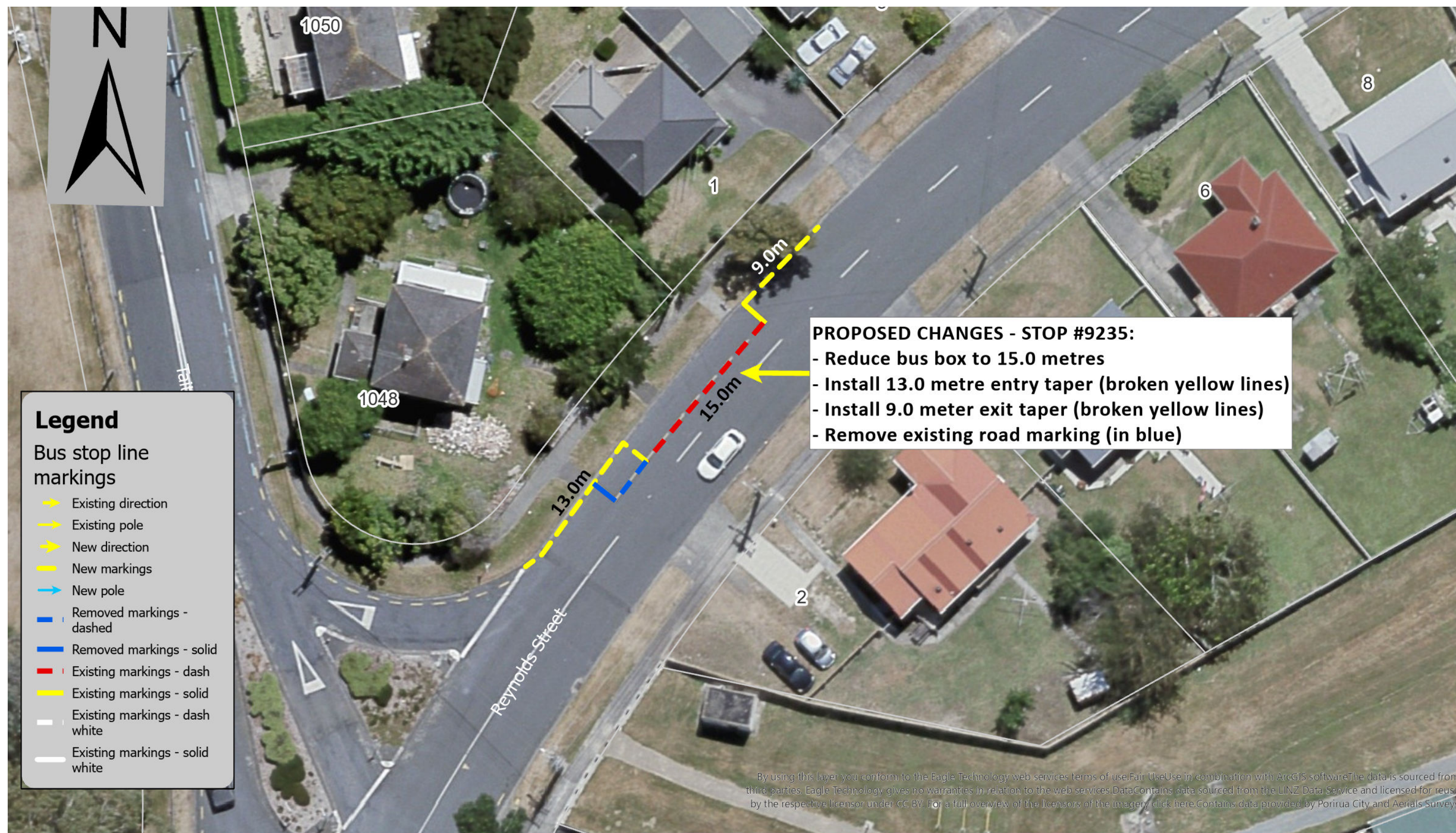
## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:300**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOPS #9235

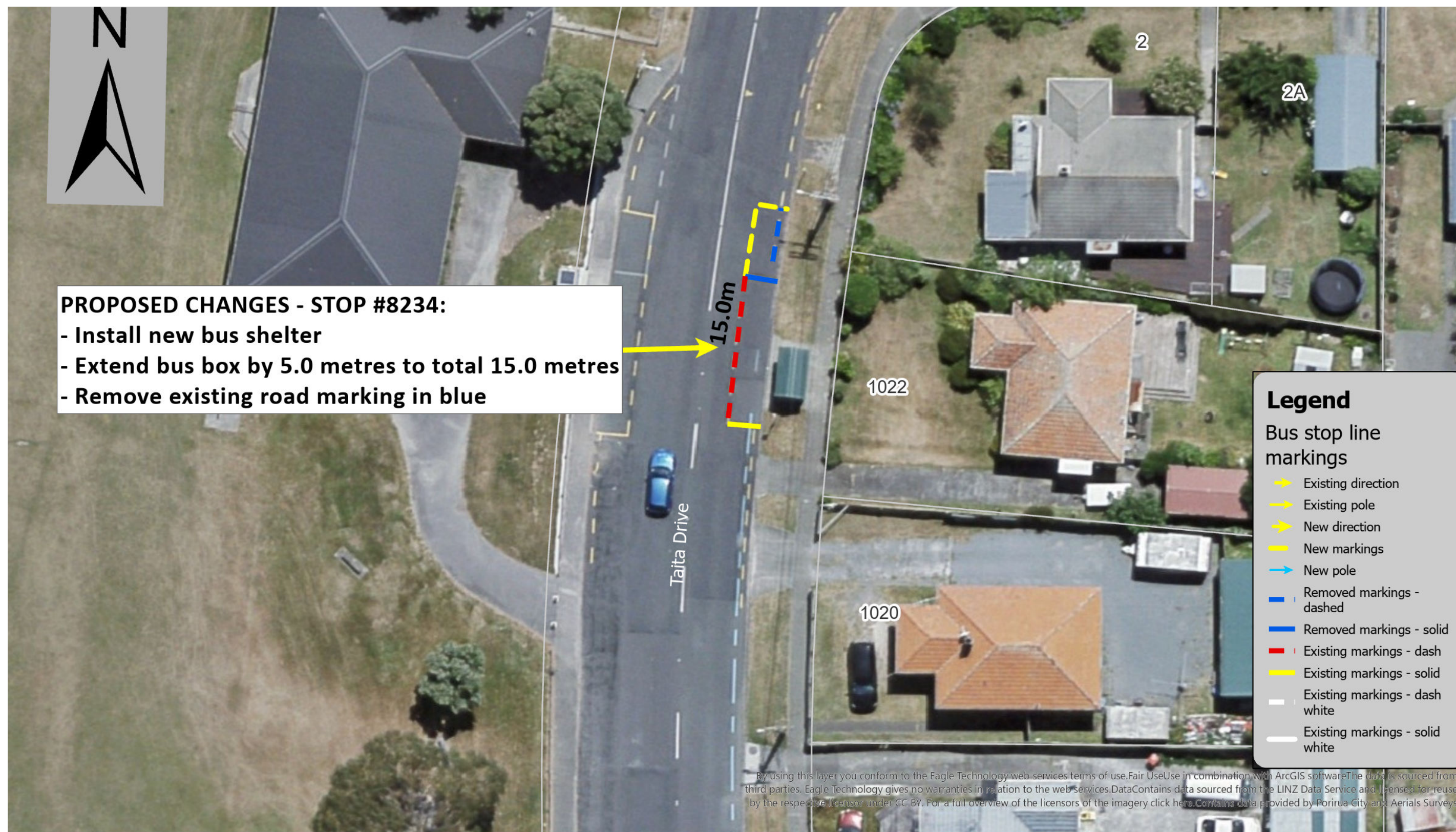
## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:250**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOPS #8234

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:250**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOPS #8233

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:250**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 12/05/2025**

0

10

20

30

40

50

60

Disclaimer: All reasonable efforts are made to ensure





# **ROUTE 110 - STOPS #9232 & #8232** **PROPOSED BUS STOP LAYOUT CHANGES**

**SCALE: 1:300**

**DRAWN BY: L IRSEVIC**

**DATE DRAWN: 12/05/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure





# ROUTE 110 - STOP #9233

## PROPOSED BUS STOP LAYOUT CHANGES

**SCALE: 1:200**  
**DRAWN BY: L IRSEVIC**  
**DATE DRAWN: 27/03/2025**

0 10 20 30 40 50 60

Disclaimer: All reasonable efforts are made to ensure



Bus stop 8241						
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions	HCC Status	
Yes	No					
Yes		No further feedback		Progress original design as planned.	Progressing to TSC	
Yes		No further feedback				
Bus stop 9237 and 8237						
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes			As a resident of house number 56 Reynolds Street it doesn't put us out at all if the markings etc are changed. I am a tad concerned however for the neighbours who this may effect. And if I'm being completely honest, I feel a bus shelter will be utilized and far more necessary. Prior to my property having a fence we used to have people standing on our lawn throughout the day if it was raining waiting under our tree from the bus. A bus shelter is what is needed for bus stop 8237	Progress original design as planned.	Progressing to TSC	
Bus stop 9232 and 8232						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes		No further feedback				
Yes		No further feedback				
Yes		Stop #9230 - we fully support the full changes proposed. A visitors car was damaged by a bus that plowed into it in 2021. This highlighted the unnecessary car park in the first place. There is already adequate parks in front of the service centre next door (#170-174). We ask that wooden seating be considered as the current metal seats are very cold for kids, pregnant mums and especially the many elderly from the nearby Shona McFarlane retirement village. They often end up standing cos the cold goes right through their clothing.  We also suggest that the doorway into the bus stop be placed in the middle rather than the side and that the gap (front to back) be widened to accommodate walking frames and stick users, plus prams. Sometimes babies/toddlers not adequately sheltered with the current layout, elderly also. This bus stop is well utilised by retirement home residents. Our comments re wooden seating apply to stop #8232 also.				Progress original design as planned.
Bus stop 8229						
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes		No further feedback		Progress original design as planned.	On Hold	
Yes		No further feedback				
Bus stop 8231						
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions	Progressing to TSC	
Yes	No					
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes		Even though this would become directly opposite my house rather than diagonally adjacent as it is currently, I have no concerns.  With the current layout I have seen the residents of 105 Taita Drive periodically trapped in their driveway by buses when trying to leave in their vehicle, so this change is sensible and should benefit them.  The proposed concrete pad appears to be far enough from the pohutakawa.		Progress original design as planned.	Progressing to TSC	
Bus stop 9233						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes		No further feedback		Progress original design as planned.	Progressing to TSC	
Bus stop 8233						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes		Hi could you please install the sitting bench which is covered and needed for elderly in case of severe weather. Moreover a digital screen is required to attach your bus timings. I have a print out of bus schedule which I use and in case bus is late it should be displayed on digital screen. Thanks.		Progress original design as planned.	Progressing to TSC	
Bus stop 8234						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
		No feedback received		Progress original design as planned.	Progressing to TSC	
Bus stop 8235						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes		Only one question, will there be a covered waiting area, or just the concrete standing pad?		Progress original design as planned.	On Hold	
Yes		Definitely safer				
Yes		I support the proposal to move the bus stop away from the intersection for safety. I would think that the existing bus shelter structure that is not shown on the map would be moved to the proposed bus stop location no mention is given for this.				
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes		No further feedback		Progress original design as planned.	Progressing to TSC	
Bus stop 8236						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes				Progress original design as planned.	Progressing to TSC	
Bus stop 9236						
Support		Ratpayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes				Progress original design as planned.	Progressing to TSC	



Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes		Please only shift the road markings on the eastern side of Reynolds Street so the bus stops with the door near the existing shelter if heading to Lower Hutt 110		Progress original design as planned.	Progressing to TSC	
Yes		No further feedback				
Bus stop 9238						
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes		No further feedback		Progress original design as planned.	Progressing to TSC	
Yes		No further feedback				
Bus stop 8239						
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
		No feedback received		Progress original design as planned.	Progressing to TSC	
Bus stop 9239						
Support		Ratepayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
Yes		No further feedback		Progress original design as planned.	Progressing to TSC	
Yes		No further feedback				
Bus stop 8242						
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions		
Yes	No					
Yes				Progress original design as planned.	Progressing to TSC	
Bus stop 9256						
Support		Ratepayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
		No feedback received		Progress original design as planned.	Progressing to TSC	
Bus stop 8256						
Support		Ratepayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
		No feedback received		Progress original design as planned.	Progressing to TSC	
Bus stop 9257						
Support		Ratepayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
		No feedback received		Progress original design as planned.	Progressing to TSC	
Bus stop 8240						
Support		Ratepayer Feedback	Resident Feedback			GWRC Response and Actions
Yes	No					
	No	<p>I live at 125 Reynolds Street, Taitā, the changes that your posing will not work for us residence. People at the flats at 138 Reynolds have vehicles as that's their transportation.</p> <p>My proposal is to move that bus stop #8240 south 20 meters. With the busstop north #9240...move that up north towards the alleyway as that has a long berm and staggers the bus route as the rest of Reynolds street has.</p> <p>The reasons why I've been at 125 Reynolds Street, Taitā for the last 24 years New homes are going up I need the car space when moving 5 vehicles around One vehicle is 5.5 meters long the other is 5.3...then I've got a work vehicle that's 9 meters long A lot of the time I need that facing south as I do respond to a lot of car crashes and diesel spills..</p> <p>The other thing is under the HCC bylaw you cannot park over a driveway.</p> <p>Pic in email is facing north whereas there's a long berm.</p> <p>And the pic I sent. It's basically 3 homes up and there's a long berm there, so really it's outside 131 to 133 Reynolds Street. A lot of the bus stops along Reynolds are staggered and it's just common sense to make our ones the same. There's no cars parked outside those homes.</p>		<p>This has negative feedback mostly for bus stop 9240 but was decided ok to proceed for stop 8240. Part of a bus stop pair consultation. This stop was approved to proceed (with Kainga Ora and HCC) with new design. New drawing was produced to show this bus stop change only.</p>	Bus Stop 8240 Progressing	Bus Stop 9240 On Hold



Bus stop 8241					
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions	HCC Status
Yes	No				
	No	<p>Thank you for involving Kāinga Ora within your community engagement in relation to the proposed changes to bus stops along the Taita bus routes. Kāinga Ora have had a chance to review the proposal and note that the proposed changes, including through the additional tapers and extension of the bus box does impact upon the residential intensification capability of our land holdings as well as the existing safety and amenity enjoyed by our tenants. Kāinga Ora at this stage oppose the proposed changes where the bus stop is located solely in front of the road reserve of our properties or impacts upon street car parking or vehicle accesses. We would be interested to meet with Council to discuss the implications that this proposal has on residential intensification or the existing health and safety of these properties. Kāinga Ora are keen to understand the setback requirements of existing accesses or proposed access arrangements to sites and what approvals would be required in the future to enable development of these sites where the bus stop occupies the majority or entirety of the road frontage, noting that Kāinga Ora have a build requirement to provide car parking for our tenants.</p> <p>We look forward to hearing from you and discussing this further.</p> <p>My understanding is that the bus stops would have restrictions under NZS4404 standards, which would then infringe district plan.</p>		<p>Kainga Ora was the only negative response received for this bus stop</p> <p>Meeting with Kainga Ora (KO) held on Monday 7 July, agreed <b>ok to progress</b> with bus stop design as their plans for re-development of the property directly affected are not concrete yet, and we cannot wait until their plans are ready to understand how that would impact the bus stop on the roadway. We will work with KO to understand bus stop impacts in future as their development plans become clearer.</p>	Progressing to TSC
Bus stop 8241					
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions	HCC Status
Yes	No				
	No	<p>We are looking at redeveloping this site in the very near future.</p> <p>Thank you for involving Kāinga Ora within your community engagement in relation to the proposed changes to bus stops along the Taita bus routes. Kāinga Ora have had a chance to review the proposal and note that the proposed changes, including through the additional tapers and extension of the bus box does impact upon the residential intensification capability of our land holdings as well as the existing safety and amenity enjoyed by our tenants. Kāinga Ora at this stage oppose the proposed changes where the bus stop is located solely in front of the road reserve of our properties or impacts upon street car parking or vehicle accesses. We would be interested to meet with Council to discuss the implications that this proposal has on residential intensification or the existing health and safety of these properties. Kāinga Ora are keen to understand the setback requirements of existing accesses or proposed access arrangements to sites and what approvals would be required in the future to enable development of these sites where the bus stop occupies the majority or entirety of the road frontage, noting that Kāinga Ora have a build requirement to provide car parking for our tenants.</p> <p>We look forward to hearing from you and discussing this further.</p> <p>My understanding is that the bus stops would have restrictions under NZS4404 standards, which would then infringe district plan standards, so would be good to discuss with regional council about the risks associated with this.</p>		<p>Kainga Ora was the only negative response received for this bus stop</p> <p>Meeting with Kainga Ora (KO) held on Monday 7 July, agreed to put bus stop improvement here on hold until Metlink receive development plans in next couple months to confirm where new vehicle accessways are located before we confirm new bus stop design. <b>on hold will not progress to TSC</b></p>	On Hold
Bus stop 8237 and 8237					
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions	HCC Status
Yes	No				
	No	<p>I have no objection to bus stop changes. However, the corner side between Reynolds Street and Taine Street which is opposite St. Matthew's Church, is a traffic congestion zone. Due to Walter Nash events and netball sport, which held almost every morning and evening, 7 days a week. Car parking two ways both Taine Street and Reynolds Street cause the complication of vehicle access around this block. Let alone a bus running on Reynolds Street at the congestion zone. Also residents going in and out of their property, always cause frustration every time the event held. If council could consider reducing the size of the berm to expand the parking space, so the road have more room for both way vehicles access and bus. So no more vehicles squeezing which likely to cause accidents around this corner zone.</p>		<p>Feedback not relevant to bus stop design/place ment.</p> <p>Agreed with HCC to proceed with original design</p>	Progressing to TSC
Bus stop 8229					
Support		Ratepayer Feedback	Resident Feedback	GWRC Response and Actions	HCC Status
Yes	No				
	No	No further feedback		<p>HCC and GWRC agreed to place bus stop changes on hold due to need to re-design and reconsult.</p>	On Hold
	No	Owner from 952 responded on behalf of this property plus 950, 950A, 1/954, 2/954 and 3/954 High Street			
	No	Owner from 952 responded on behalf of this property plus 950, 950A, 1/954, 2/954 and 3/954 High Street			
	No	Owner from 952 responded on behalf of this property plus 950, 950A, 1/954, 2/954 and 3/954 High Street			
	No	<p>We do not support any component of this proposal. I am writing on behalf of myself at 952 High Street and other affected residents at 950, 950A, 1/954, 2/954 and 3/954 High Street to formally object to the proposed installation of a public bus stop directly outside our properties and three shared driveways. This objection is based on a number of serious safety, access, environmental and property related concerns. Please see attached additional papers for our objection and our proposed changes that we do support.</p>			
	No	Owner from 952 responded on behalf of this property plus 950, 950A, 1/954, 2/954 and 3/954 High Street			
	No	Owner from 952 responded on behalf of this property plus 950, 950A, 1/954, 2/954 and 3/954 High Street			



Bus stop 9229				
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions
Yes	No			
	No	No further feedback.		HCC and GWRC agreed to progress design as intended. This was the only feedback received for this bus stop change.
Progressing to TSC				
Bus stop 8231				
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions
Yes	No			
	No	I believe the current shelter is high enough. All that is needed is to lengthen the yellow markings.		HCC and GWRC reviewed feedback and confirmed original design is safe and the most suitable for this stop. To proceed with original design.
	No	<p>The number of lost parking spaces it too significant and will cause difficulty whenever Avalon park is well used. With some adjustment fewer parking spaces will be sacrificed:</p> <p>#8231: You have stated that the taper has been reduced to 9m whilst the map clearly shows 11.5m of exit taper. The stop should be moved forward 2.5m and the exit taper reduced to 9m. This would leave an extra 2.5m prior to the 9m entry taper that could be marked as car parking. There is likely to be enough space to mark 2 car parks prior to the entry taper within the Avalon Park Drive intersection. These MUST be marked as car parks to make parking within that intersection legal. It may be advisable to relocate the street sign in case a tall parked vehicle obscures it. Google maps currently shows a car parked within the T intersection, a practice which I understand to only be legal if the space were to be marked as a car park.</p> <p>#9231: Fewer parking spaces would be sacrificed if the stop were to be moved as close to the intersection as possible. This would also avoid the bus box being placed under the tree that is stated as being a collision hazard but not alleviated by your existing proposal. Presumably the bus box can start 6m from the corner (so a stopped bus does not impede the view of traffic exiting Avalon Park Drive). This does place the bus box across a driveway in the same manner as the existing bus box - which is an efficient use of space. The intersection itself and the prohibition of parking within 6m of the intersection will provide buses with entry access superior to that afforded by a standard intersection. Furthermore, you have stated that the exit taper has</p>		
Progressing to TSC				
Bus stop 8231				
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions
Yes	No			
	No	<p>If the bus stop is moved to outside 103 Tata Drive as outlined in the proposal, 103 and 105 would lose all off-street parking. We (including my neighbours) are already limited with off street parking that if we lose these car parks we would be further competing for carparks on the other side of the street.</p> <p>My proposal is to move the proposed bus stop further west to be more adjacent with bus stop 8231. This would be a better place for the bus to be able to pull in safely as there wouldn't be any parked vehicles to compete with, so could safely pull in and align with the bus stop to alight passengers and pull out again. With this stop bordering Avalon Park it would have no impact on existing residential off street parking, while 103 and 105 Taita Drive would benefit with improved parking.</p>		HCC and GWRC reviewed feedback and re-designed bus stop to be closer to Avalon Park Drive intersection and retain 1 more parking space. A total of 2 parking spaces removed with new design. Response was written and sent via email to respondent with new plan (16/07/23). New design was created and sent to HCC. To progress design to TSC
	No	There doesn't need to be a shelter. Very few people board the bus at this stop.		
	No	<p>The number of lost parking spaces it too significant and will cause difficulty whenever Avalon park is well used. With some adjustment fewer parking spaces will be sacrificed:</p> <p>#8231: You have stated that the taper has been reduced to 9m whilst the map clearly shows 11.5m of exit taper. The stop should be moved forward 2.5m and the exit taper reduced to 9m. This would leave an extra 2.5m prior to the 9m entry taper that could be marked as car parking. There is likely to be enough space to mark 2 car parks prior to the entry taper within the Avalon Park Drive intersection. These MUST be marked as car parks to make parking within that intersection legal. It may be advisable to relocate the street sign in case a tall parked vehicle obscures it. Google maps currently shows a car parked within the T intersection, a practice which I understand to only be legal if the space were to be marked as a car park.</p> <p>#9231: Fewer parking spaces would be sacrificed if the stop were to be moved as close to the intersection as possible. This would also avoid the bus box being placed under the tree that is stated as being a collision hazard but not alleviated by your existing proposal. Presumably the bus box can start 6m from the corner (so a stopped bus does not impede the view of traffic exiting Avalon Park Drive). This does place the bus box across a driveway in the same manner as the existing bus box - which is an efficient use of space. The intersection itself and the prohibition of parking within 6m of the intersection will provide buses with entry access superior to that afforded by a standard intersection. Furthermore, you have stated that the exit taper has</p>		design was altered in response to this residents feedback as well.
Progressing to TSC				
Bus stop 8235				
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions
Yes	No			



No	<p>Thank you for involving Kainga Ora within your community engagement in relation to the proposed changes to bus stops along the Taita bus routes. Kainga Ora have had a chance to review the proposal and note that the proposed changes, including through the additional tapers and extension of the bus box does impact upon the residential intensification capability of our land holdings as well as the existing safety and amenity enjoyed by our tenants. Kainga Ora at this stage oppose the proposed changes where the bus stop is located solely in front of the road reserve of our properties or impacts upon street car parking or vehicle accesses. We would be interested to meet with Council to discuss the implications that this proposal has on residential intensification or the existing health and safety of these properties. Kainga Ora are keen to understand the setback requirements of existing accesses or proposed access arrangements to sites and what approvals would be required in the future to enable development of these sites where the bus stop occupies the majority or entirety of the road frontage, noting that Kainga Ora have a build requirement to provide car parking for our tenants.</p> <p>We look forward to hearing from you and discussing this further.</p> <p>My understanding is that the bus stops would have restrictions under NZS4404 standards, which would then infringe district plan standards, so would be good to discuss with regional council about the risks associated with this.</p>	<p>Kainga Ora was the only negative response received for this bus stop</p> <p>Meeting with Kainga Ora (KO) held on Monday 7 July, agreed to put bus stop improvement here on hold until Metlink receive development plans in next couple months to confirm where new vehicle accessways are located before we confirm new bus stop design. <b>on hold will not progress to TSC</b></p>	On Hold		
Bus stop 8236					
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions	
Yes	No	<p>Thank you for involving Kainga Ora within your community engagement in relation to the proposed changes to bus stops along the Taita bus routes. Kainga Ora have had a chance to review the proposal and note that the proposed changes, including through the additional tapers and extension of the bus box does impact upon the residential intensification capability of our land holdings as well as the existing safety and amenity enjoyed by our tenants. Kainga Ora at this stage oppose the proposed changes where the bus stop is located solely in front of the road reserve of our properties or impacts upon street car parking or vehicle accesses. We would be interested to meet with Council to discuss the implications that this proposal has on residential intensification or the existing health and safety of these properties. Kainga Ora are keen to understand the setback requirements of existing accesses or proposed access arrangements to sites and what approvals would be required in the future to enable development of these sites where the bus stop occupies the majority or entirety of the road frontage, noting that Kainga Ora have a build requirement to provide car parking for our tenants.</p> <p>We look forward to hearing from you and discussing this further.</p> <p>My understanding is that the bus stops would have restrictions under NZS4404 standards, which would then infringe district plan standards, so would be good to discuss with regional council about the risks associated with this.</p>		<p>Kainga Ora was the only negative response received for this bus stop</p> <p>Meeting with Kainga Ora (KO) held on Monday 7 July, agreed ok to progress with bus stop design as their plans for re-development of the property directly affected are not concrete yet, and we cannot wait until their plans are ready to understand how that would impact the bus stop on the roadway. We will work with KO to understand bus stop impacts in future as their development plans become clearer.</p>	Progressing to TSC
Bus stop 9240					
Support		Ratpayer Feedback	Resident Feedback	GWRC Response and Actions	
Yes	No	<p>I live at 125 Reynolds Street, Taitā, the changes that your posing will not work for us residence. People at the flats at 138 Reynolds have vehicles as that's their transportation.</p> <p>My proposal is to move that bus stop #8240 south 20 meters. With the bus stop north #9240...move that up north towards the alleyway as that has a long berm and staggers the bus route as the rest of Reynolds street has.</p> <p>The reasons why I've been at 125 Reynolds Street, Taitā for the last 24 years New homes are going up I need the car space when moving 5 vehicles around One vehicle is 5.5 meters long the other is 5.3..then I've got a work vehicle that's 9 meters long A lot of the time I need that facing south as I do respond to a lot of car crashes and diesel spills..</p> <p>The other thing is under the HCC bylaw you cannot park over a driveway.</p> <p>Pic in email is facing north where there's a long berm.</p> <p>And the pic I sent. It's basically 3 homes up and there's a long beam there, so really it's outside 131 to 133 Reynolds Street. A lot of the bus stops along Reynolds are staggered and it's just common sense to make our ones the same. There's no cars parked outside those homes.</p>		<p>Resident feedback is negative. Meeting with Kainga Ora held on Monday 7 July, agreed to place bus stop improvement on hold. Re-design is required. <b>On hold and not progressing to TSC</b></p>	On Hold



**Report no: TSC2025/4/231**

## **Proposed Paid Parking - 29 Waterloo Road, Hutt Central**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the conversion of 2x existing authorised parking spaces outside 29 Waterloo Road, Hutt Central, into 2x HC2 paid parking spaces.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the conversion of 2x existing authorised parking spaces to 2x HC2 paid parking spaces outside 29 Waterloo Road, Hutt Central, as shown in Appendix 1 attached to the report, noting that HC2 spaces are currently enforced from Monday to Sunday, 9am to 5pm;
- (3) rescinds any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described in this recommendation; and
- (4) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions that evidence the restrictions have been installed.

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

### **Background**

2. Council received a request from Council's Parking Services team to remove 2x authorised parking spaces previously allocated to the driver testing centre (AA) that formerly operated at 29 Waterloo Road. As the business no longer occupies the site, Parking Officers are unable to enforce the use of the allocated spaces.
3. Council Engineers have assessed the site and recommended converting the 2x spaces into HC2 paid parking to improve the efficiency of on-street parking in the area.



4. The proposed change is expected to have a positive impact by balancing parking demand in the central city area.

### **Discussion**

5. The 2x testing vehicle parking spaces are located within the existing HC2 paid parking zone. It is proposed to incorporate the parking spaces with the paid parking zone in the Lower Hutt Central Business District, where HC2 spaces are designated as short-term parking for shopping.
6. Introducing paid parking at this location will better support local business needs by improving access for customers and visitors through more efficient use of high-demand parking spaces.
7. The inclusion of these 2x spaces as paid parking will contribute to Council parking revenue.

### **Options**

8. The following options are to:
  - a) retain the existing parking configuration, with no further changes;
  - b) approve the proposed conversion of the 2x authorised parking spaces to HC2 paid parking, as outlined in above and as shown in Appendix 1 to the report; or
  - c) make amendments as the Subcommittee deems appropriate for recommendation to Council.
9. Officers recommend option (b) above, as the proposed restrictions will better serve the community's needs. These changes are expected to benefit local business, improve parking availability for staff and residents, and enhance parking turnover in the area.

### **Climate Change Impact and Considerations**

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

### **Consultation**

12. Consultation was undertaken from 23 June to 14 July 2025. A total of 26 letters were delivered to directly affected residential properties and to vehicles parked in the area. The consultation area covered a catchment with an approximate 100m radius from the proposed site.
13. No submissions have been received.
14. A copy of the consultation letter is attached as Appendix 2 to this report.



### Legal Considerations

15. 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

16. The cost of installation will be allocated from the Signs and Road Marking budget for the 2025/26 financial year.

### Appendices

No.	Title	Page
<a href="#">1</a>	Appendix 1: Proposed Paid Parking – Waterloo Road Plan	69
<a href="#">2</a>	Appendix 2: Proposed Paid Parking – Waterloo Road Consultation Letter	70

**Author:** Jojo Varghese  
Traffic Engineer

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**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Lucie Desrosiers  
Head of Urban Development





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23 June 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.

<b>What</b> we are proposing	<ul style="list-style-type: none"> <li>Convert 2x AA Authorised Parking into 2x HC2 paid parking outside 29 Waterloo Road, Hutt Central.</li> </ul>
<b>Why</b> we are proposing the change	<ul style="list-style-type: none"> <li>Hutt City Council (HCC) received a request to remove two authorised parking spaces previously allocated for AA driver testing outside 29 Waterloo Road. These spaces are now redundant as the AA business has relocated.</li> <li>The request came from the HCC parking team, who noted that staff were using the spaces to avoid paid parking within the HC2 zone.</li> <li>Council engineers assessed the site and recommended converting the two redundant authorised spaces into 2x HC2 paid parking spaces.</li> <li>The proposed change supports increased parking turnover, improved access for customers, and better serves the surrounding businesses. Additionally, the change will generate additional revenue for Council and ensures more efficient use of high-demand parking areas.</li> <li>The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A liveable and thriving city – supporting place-making, amenity, and economic growth".</li> <li>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."</li> </ul>
<b>Where</b> the changes are proposed	<ul style="list-style-type: none"> <li>The changes are proposed outside 29 Waterloo Road, Hutt Central, as shown in the attached plan.</li> </ul>
<b>What</b> Will the change achieve	<ul style="list-style-type: none"> <li>Net parking impact: The proposed changes will result in the conversion of two parking spaces</li> <li>The impact will be positive deterring vehicles from parking long term in these spaces and freeing up parking for genuine customers looking to shop at the business.</li> <li>Business impact: Economic growth for local businesses.</li> </ul>
<b>Have your say</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by emailing us at <a href="mailto:TRSubmission@huttcity.govt.nz">TRSubmission@huttcity.govt.nz</a> with the Title:</li> </ul>

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



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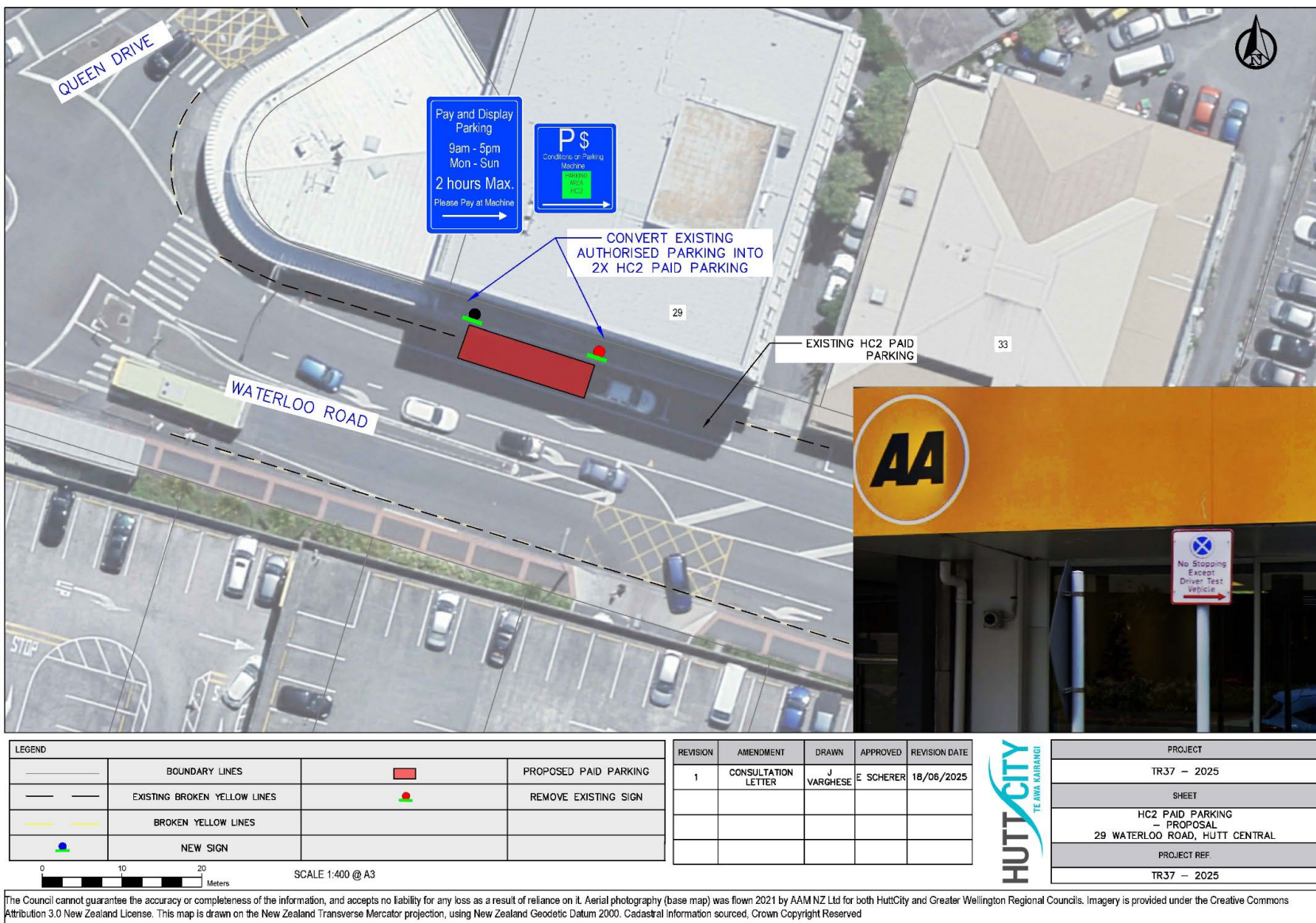
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	<p>TR Submission + Parking Updates, Waterloo Road.</p> <ul style="list-style-type: none"><li>• <b>Please note, if you are giving feedback, please submit it before 5:00pm on Monday 14<sup>th</sup> July 2025.</b></li></ul>
<b>Next steps</b>	<ul style="list-style-type: none"><li>• Submissions will be reviewed, and a recommendation will be made by Council Officers;</li><li>• The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 28<sup>th</sup> August 2025.</li><li>• If approved, the proposed changes will be installed within 3 months following the approval date.</li></ul>





P.3



03 July 2025

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**Report no: TSC2025/4/232**

## **Proposed Parking Restrictions - Kotari Road, Days Bay**

### **Purpose of Report**

1. The purpose of this report is to seek approval for the following parking changes on Kotari Road, Days Bay:
  - a) the installation of Broken Yellow Lines (BYLs) 'No Stopping At All Times' parking restriction, between 3 and 13 Kotari Road, Days Bay, to improve vehicle access and safety; and
  - b) the installation of 4x P10 parking spaces outside 2 Kotari Road (Wellesley College), with time restrictions applying Monday to Friday, from 8:15am-9:15am and 2:45pm-3:45pm on School Days Only, to support safe student drop-off and pick-up.
2. These changes are intended to improve parking availability and safety during peak times at Wellesley College.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information in the report;
- (2) approves the proposed installation of Broken Yellow Lines (BYL) - 'No Stopping At All Times' parking restrictions on Kotari Road, between properties 3 and 13, attached as Appendix 1 to the report;
- (3) approves the installation of 4x P10 parking spaces outside 2 Kotari Road (Wellesley College), with restrictions applying Monday to Friday, from 8:15am-9:15am and 2:45pm-3:45pm, on School Days Only, attached as Appendix 1 to the report;
- (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 above; and
- (5) notes that these parking restrictions will take effect once the appropriate road markings have been installed.



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

## Background

3. Council received a request from the Eastbourne Community Board (the board) regarding vehicle access issues on Kotari Road, especially during school pick-up and drop-off times, when parked vehicles are causing obstruction.
4. Kotari Road is classified as a local road that usually experiences low traffic volumes. However, with increased parking demand linked to the nearby school, residents have raised concerns that the road, which is approximately 6.5m wide, becomes difficult to access when cars are parked on both sides.
5. Kotari Road also serves as the primary access for nearly 100 properties. In an emergency, such as a fire, large response vehicles like fire trucks may struggle to reach properties safely if access is restricted by parked cars during peak school times.
6. To address these concerns and improve road safety, officers propose the installation of BYLs at key locations where vehicle access is significantly affected.

## Discussion

7. A site visit by Council engineers confirmed that the carriageway on Kotari Road is approximately 6.5m wide. This narrow width means that when vehicles are parked on both sides of the road, access for emergency services, particularly Fire and Emergency services, may be obstructed during an emergency.
8. Another concern identified relates to the length of time vehicles remain parked during school pick-up and drop-off periods. Given that current parking is unrestricted, some drivers are parking for extended periods, leading to congestion. Council officers discussed this with Wellesley College, and the school supports the introduction of 4x P10 time-limited parking spaces to encourage quicker turnover and reduce congestion during peak times.
9. To address both the access and congestion issues, officers propose installing BYLs along the eastern side of Kotari Road, including at the intersection with Ferry Road, to improve vehicle flow and ensure emergency vehicles can access the area safely. In addition, it is proposed to convert 4x existing unrestricted parking spaces outside Wellesley College into P10 parking, with restrictions applying Monday to Friday, from 8:15am-9:15am and 2:45pm-3:45pm on School Days Only. Outside of these times, parking will remain unchanged.



## Options

10. The options to consider are to:
  - a) retain the current parking configuration, with no change;
  - b) approve the proposed parking restrictions as detailed in this 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 changes will improve the required road safety for the community.

## 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. Supporting this decision will have no impact on the increase of greenhouse gas emissions and will remain unaffected by shifts in climate.

## Consultation

14. Consultation was carried out from 23 June to 14 July 2025. A total of 17 letters were delivered to directly affected residential properties and vehicles parked in the area. Consultation with Wellesley College was conducted separately by email. Consultation covered properties within an approximate 100m radius of the proposed site.
15. Four responses were received, including one from the school principal. Three stakeholders supported the proposal, while one initially opposed it. However, following discussions with Council's Engineering team, the resident who had raised concerns expressed support for the proposal.
16. The initial concerns raised by the opposing resident related to the location of the proposed P10 time-limited parking spaces. They suggested that these should be installed on Marine Drive rather than Kotari Road. They requested that some spaces be retained outside 13 Kotari Road, to provide visitor parking on the same side of the street as the residential properties.
17. Officers noted that locating the P10 parking spaces on Marine Drive would not resolve the key issues, as Kotari Road is generally preferred by parents for drop-off and pick-up due to its convenience and closer access to the school.

18. The feedback regarding visitor parking on the northern side of Kotari Road, where residential properties are located, was considered. In response, officers shared an updated plan with the resident. This revised plan included a parking space between 11 and 13, with BYLs installed on the opposite side of the road to ensure access for emergency vehicles. Officers also confirmed they were open to making reasonable adjustments to the plan based on the resident's feedback.
19. After several discussions and a review of the options, the resident who had initially opposed the proposal confirmed their support for proceeding with the original plan as presented during consultation.
20. The Eastbourne Community Board at its meeting on 19 August 2025 endorsed the recommendations.
21. A copy of the consultation letter is attached as Appendix 2 to the report.

### **Legal Considerations**

22. 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**

23. These changes will be funded from Council's existing road-marking and signage budget for the 2025/26 financial year.

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
1 <a href="#">↓</a>	Appendix 1: Proposed Restrictions - Kotari Road Plan	77
2 <a href="#">↓</a>	Appendix 2: Proposed Restrictions - Kotari Road Consultation Letter	78

**Author:** Jojo Varghese  
Traffic Engineer

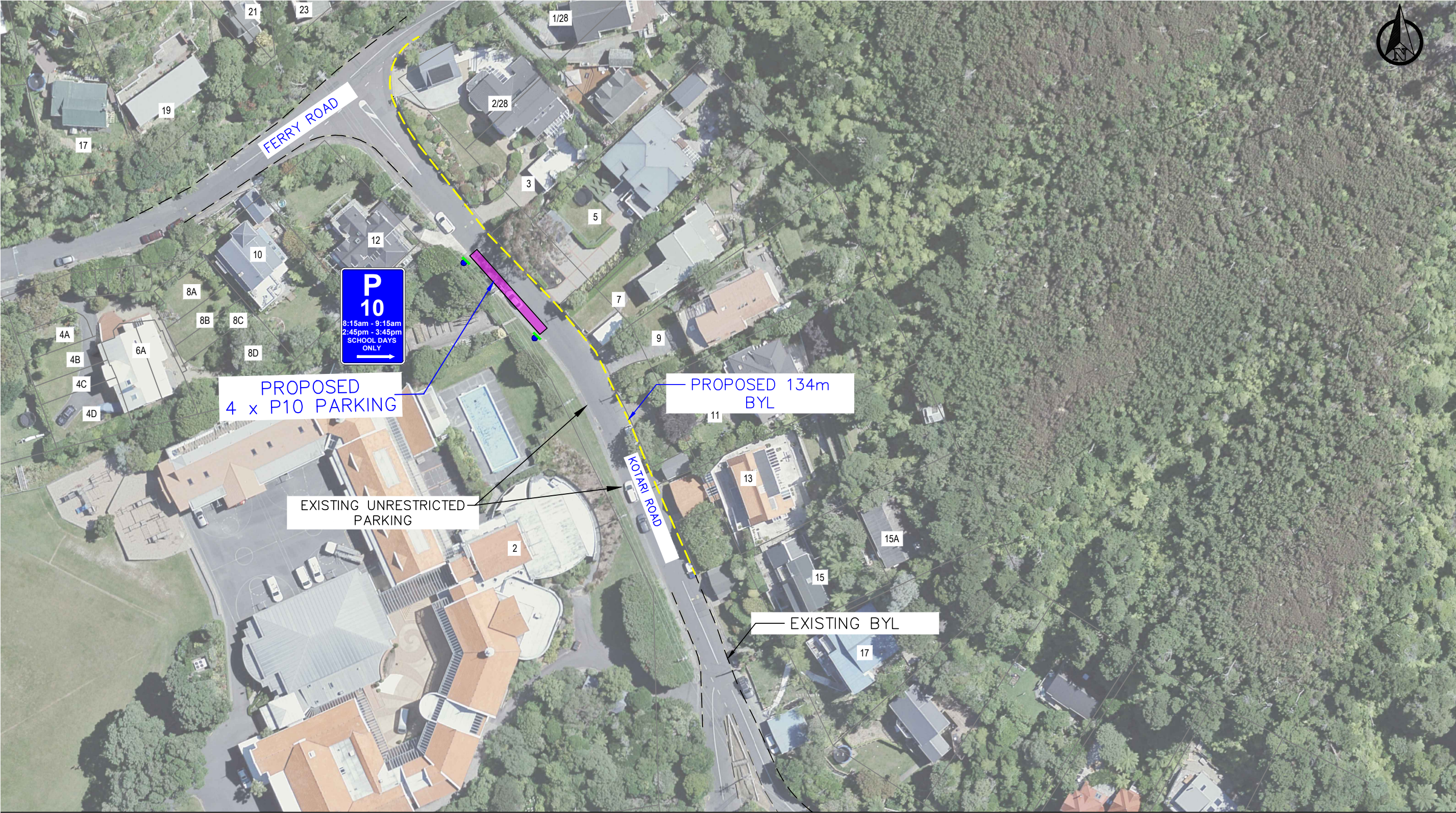
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**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





LEGEND

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

0

10

20

Meters

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	18/06/2025

HUTT CITY

TE AWA KAIRANGI

PROJECT
TR39 – 2025
SHEET
PARKING LAYOUT – PROPOSAL KOTARI ROAD, DAYS BAY
PROJECT REF.
TR39 – 2025

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23 June 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><b>What</b></p> <p>we are proposing</p>	<ul style="list-style-type: none"> <li>• Install Broken Yellow Lines (BYLs) "No Stopping, At All Times" road between properties no.3 and 13 Kotari Road, Days Bay.</li> <li>• Install 4 x P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm, School Days only) parking restrictions outside property no. 2 Kotari Road, Days Bay (Wellesley College).</li> </ul>
<p><b>Why</b></p> <p>we are proposing the change</p>	<ul style="list-style-type: none"> <li>• Hutt City Council (HCC) has received a request from Eastbourne Community Board (ECB) regarding vehicle accessibility due to obstruction caused by parked vehicles along Kotari Road, particularly during school pick-up/drop-off hours.</li> <li>• Kotari Road is a local road with low traffic volumes; however, with an increased number of parked vehicles due to the school nearby, residents reported that the road is narrow (approx. 6.5m wide), and they have experienced some issues accessing the road due to the parked vehicles.</li> <li>• Provided that the road is narrow, in case of Emergency, access to fire trucks might be a limitation for these services, that require a minimum traffic clearance of 3.5m – this means that if vehicles park on both sides of the road, truck access is compromised.</li> <li>• Another issue noticed by officers is about the time spent by drivers to pick-up/drop-off students. As there is unrestricted parking, drivers park for an extensive time. This issue was discussed with Wellesley College and they agreed on the implementation of 4x P10 time-limited parking as an alternative to promote parking turnover and reduce congestion during school hours.</li> <li>• To mitigate vehicle accessibility issues and improve overall road safety HCC is proposing Broken Yellow Lines (BYLs) along Kotari Road, including the intersection of Kotari Road with Ferry Road.</li> <li>• Council engineers have assessed this site and are recommending converting four unrestricted parking spaces to P10 parking spaces during morning and afternoon peak times for parents to pick up and drop off kids at the school. Outside the proposed hours, parking will remain unrestricted.</li> <li>• 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."</li> </ul>

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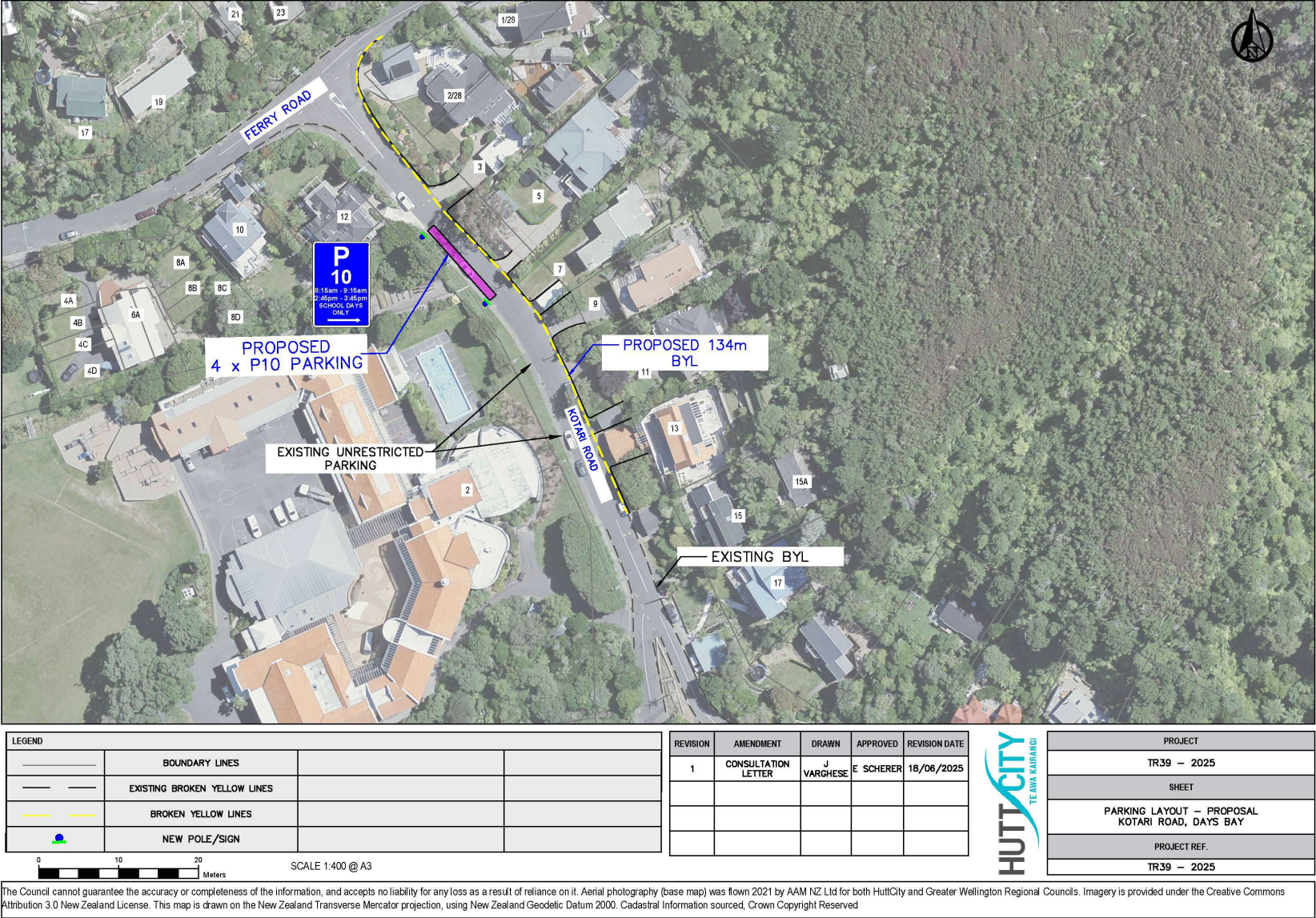
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<b>Where</b> the changes are proposed	<ul style="list-style-type: none"> <li>The changes are proposed at Kotari Road, Days Bay as per the attached plans.</li> </ul>
<b>What</b> Will the change achieve	<ul style="list-style-type: none"> <li>Improves safety and a more efficient traffic flow.</li> <li>Improves accessibility for waste management and emergency vehicles to travel through the street with minimum obstructions by parked vehicles on both the side</li> <li>The proposal will result in a net loss of 8 parking spaces. However, in accordance with the New Zealand Road Code, drivers must not park in a way that obstructs other road users, including pedestrians. Therefore, the loss of these spaces is not considered significant.</li> <li>Officers also note that all properties along Kotari Road have their own parking spaces. This means that the parking loss will not directly impact house owners.</li> <li>Net parking impact: four parking spaces to be converted from unlimited to P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm).</li> <li>The changes support School wellbeing and Health &amp; Safety from their parked cars.</li> <li>The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for the parents to pick up and drop off kids during morning and evening peak times.</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>Alternate off-street parking is readily available in the vicinity.</li> </ul>
<b>Have your say</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by emailing us at <a href="mailto:TRSubmission@huttcity.govt.nz">TRSubmission@huttcity.govt.nz</a> with the title:  TR Submission + Broken Yellow Lines proposal, Kotari Road.</li> <li><b>Please note, if you are giving feedback, please submit it before 5:00pm on Monday 14<sup>th</sup> July 2025.</b></li> </ul>
<b>Next steps</b>	<ul style="list-style-type: none"> <li>Submissions will be reviewed, and a recommendation will be made by Council Officers</li> <li>The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 28<sup>th</sup> August 2025.</li> <li>If approved, the proposed changes will be installed within 3 months following the approval date.</li> </ul>



P.3



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**Report no: TSC2025/4/233**

## **Konini Street, Wainuiomata - new parking configuration (Konini Primary School)**

### **Purpose of Report**

1. This report seeks approval for a revised parking configuration on Konini Street, Wainuiomata, aimed at improving parking availability during school pick-up and drop-off times outside Konini Primary School.
2. The proposal involves converting sections of Broken Yellow Lines (BYLs) into time-limited parking spaces and updating current time-limited restrictions (from P5 to P10) to reflect the needs of the school community better. The proposed changes are as follows:
  - a) **Outside 24 and 26-30 Konini Street (Konini Primary School):** Convert approximately 16m of BYLs into 3x P10 parking spaces, enforceable between 8:15am-9:15am and 2:15pm-3:15pm on School Days Only.
  - b) **Outside 36 Konini Street:**  
Replace the existing 2x P5 parking spaces (currently enforceable between 8:30am-9:00am and 2:45pm-3:30pm) with 2x P10 parking spaces, enforceable between 8:15am-9:15am and 2:15pm-3:15pm on School Days Only.
  - c) **Outside 23 Konini Street:**  
Replace the existing 2x P5 parking spaces (currently enforceable between 8:30am-9:00am and 2:45pm-3:30pm) with 2x P10 parking spaces, enforceable between 8:15am-9:15am and 2:15pm-3:15pm on School Days Only.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the conversion of approximately 16m of BYLs into 3x P10 time-limited parking spaces (enforceable 8:15am-9:15am and 2:15pm-3:15pm, School Days Only) outside 24 and 26-30 Konini Street, Wainuiomata, as shown in Appendix 1 of the report;

- (3) approves the conversion of the existing 2x P5 time-limited parking spaces (currently enforceable between 8:30am–9:00am and 2:45pm–3:30pm) to 2x P10 time-limited parking spaces (enforceable 8:15am–9:15am and 2:15pm–3:15pm, School Days Only) outside 36 Konini Street, Wainuiomata, as shown in Appendix 1 of the report;
- (4) approves the conversion of the existing 2x P5 time-limited parking spaces (currently enforceable between 8:30am–9:00am and 2:45pm–3:30pm) parking spaces to 2x P10 time-limited parking spaces (enforceable 8:15am–9:15am and 2:15pm–3:15pm, School Days Only) outside 23 Konini Street, Wainuiomata; as shown in Appendix 1 of the report;
- (5) 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;
- (6) notes that parking outside of the proposed hours will remain unrestricted; and
- (7) notes that this matter will take effect when the traffic control devices that evidence the restrictions described in this resolution have been installed.

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

## Background

3. Council received a request from Konini Primary School to install time-limited parking restrictions on Konini Street, Wainuiomata, outside the school.
4. The school reported ongoing issues with illegal parking during the morning and afternoon pick-up and drop-off periods. Under the current parking configuration, there is insufficient availability of legal short-term parking near the school entrance, as many nearby spaces are either fully occupied or inaccessible. This has resulted in many drivers frequently parking on the existing BYLs, creating safety and congestion concerns.
5. Council Engineers have assessed the site and identified opportunities to improve the situation by introducing a new time-limited parking configuration. The proposed changes are designed to support safer and more efficient school-related parking while discouraging non-compliant parking behaviour.
6. The proposal will result in a net gain of 3x new time-limited parking spaces, providing additional capacity during peak school hours.

## Discussion

7. Council Engineers have determined that approximately 16m of BYLs can be safely removed and converted into 3x time-limited parking spaces. This conclusion follows thorough site investigation, including a sight distance assessment, which confirmed that the change would not compromise safety or visibility for road users.



8. As part of the assessment, officers also reviewed the existing P5 time-limited restrictions outside 36 and 23 Konini Street and found these no longer align with current Council standards. Officers propose replacing these with P10 time-limited parking restrictions, enforceable during school pick-up and drop-off times on School Days Only. At all other times, including weekends and school holidays, the space will remain unrestricted, allowing greater flexibility for other road users.
9. Prior to wider consultation, officers engaged directly with Konini Primary School, which was supportive of the proposed changes. During these discussions, it was agreed to adopt the standard school signage time configuration for pick-up and drop-off periods: 8:15am-9:15am and 2:15pm-3:15pm on School Days Only.

### **Options**

10. The options available are to:

- a) retain the existing parking configuration, with no changes made;
- b) approve the proposed amendments to the time-limited parking restrictions, as outlined in this report and shown in Appendix 1; or
- c) make further amendments, as the subcommittee deems appropriate for recommendations to Council.

11. Officers recommend option (b) as it will deliver better outcomes for the community and promote parking turnover for caregivers at the school.

### **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. Prior to formal consultation, officers met with the Principal of Konini Primary School to discuss potential parking changes. The Principal was supportive of creating additional time-limited parking spaces to assist with school pick-up and drop-offs. During this discussion, the Principal recommended amending the originally proposed afternoon time for the P10 parking restriction from 2:45pm-3:45pm to 2:15pm-3:15pm, which better aligns with the school's actual finishing time. This recommendation was incorporated into the updated proposal.

15. Public consultation was carried out between 23 June to 15 July 2025, targeting properties within approximately 100m of the proposed site. In addition to distributing consultation letters to properties within the catchment, letters were also placed on parked cars in the area to ensure wider awareness.
16. No feedback was received during the consultation period.
17. The Wainuiomata Community Board at its meeting on 20 August 2025 endorsed the recommendations.
18. A copy of the consultation letter is attached as Appendix 2 to the report.

### **Legal Considerations**

19. 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**

20. These changes will be funded from Council's existing road-marking and signage budget for the 2025/26 financial year.

### **Appendices**

No.	Title	Page
<a href="#">1</a>	APPENDIX 1: Proposed Time Limited Parking - Konini Street, Wainuiomata - Plan	85
<a href="#">2</a>	APPENDIX 2: Consultation Letter	86

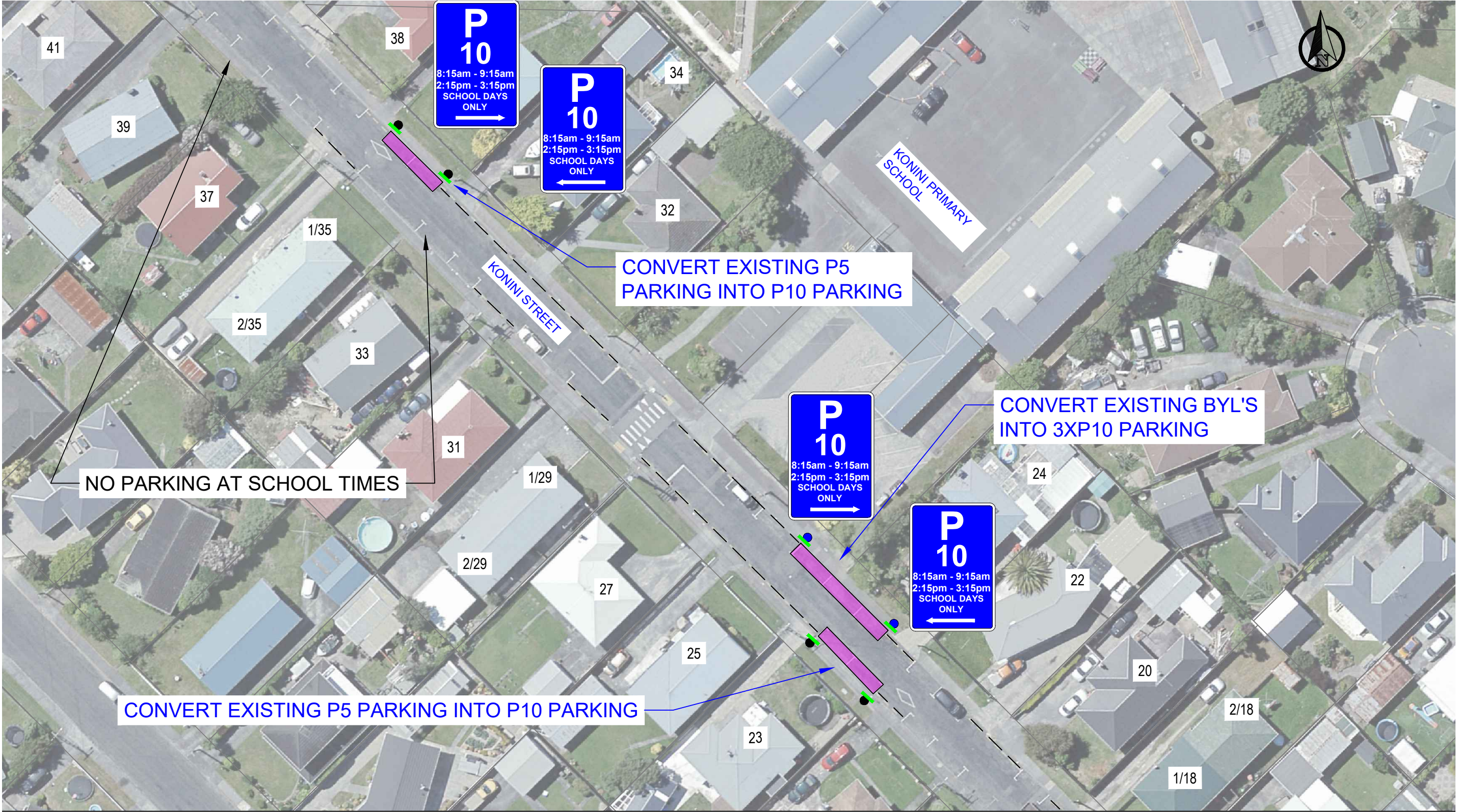
**Author:** Rogan Murugadhas  
Traffic Engineer

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





EGEND

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

SCALE 1:500 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	R MURUGADHAS	E SCHERER	13/06/2025
2	AMENDED	R MURUGADHAS	E SCHERER	30/06/2025

TEAWA KAIRANGI

PROJECT
TR43 - 2025
SHEET
TIME RESTRICTED PARKING FOR SCHOOL DAYS ONLY- PROPOSAL KONINI STREET
PROJECT REF.
TR43 - 2025

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23 June 2024

## PROPOSED CHANGES IN YOUR AREA

Kia Ora

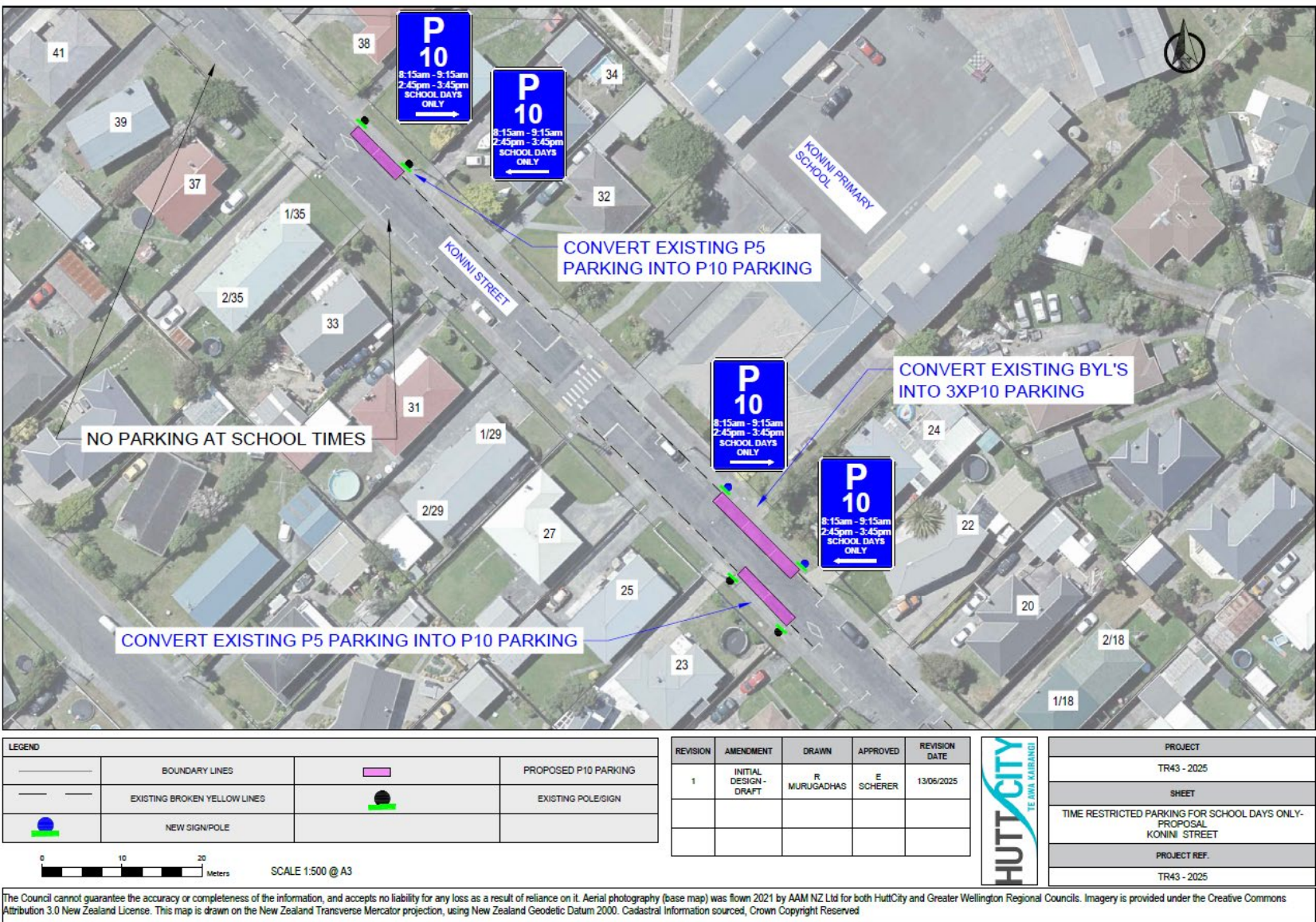
This letter is to provide information regarding proposed changes to traffic restrictions in your neighbourhood. We are seeking your comments on the proposed changes which aim to improve accessibility and safety for residents and road users.

<p><b>What</b></p> <p>We are proposing</p>	<ul style="list-style-type: none"> <li>• Convert 16m of BYLs onto 3 x P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm, School Days only) parking restrictions outside property no. 26-30 Konini Street (Konini Primary School), Wainuiomata.</li> <li>• Convert the existing 2 x P5 (between 8.30am – 9.00am and 2.45pm – 3.30pm) to 2 x P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm, School Days only) parking restrictions outside property no. 36 Konini Street, Wainuiomata.</li> <li>• Convert the existing 2 x P5 (between 8.30am – 9.00am and 2.45pm – 3.30pm) to 2 x P10 (between 8.15am - 9.15am and 2.45pm - 3.45pm, School Days only) parking restrictions outside property no. 23 Konini Street, Wainuiomata.</li> </ul>
<p><b>Why</b></p> <p>We are proposing the change</p>	<ul style="list-style-type: none"> <li>• Hutt City Council (HCC) received a request to install time-limited parking restrictions outside Konini Primary School.</li> <li>• The request was received from Konini Primary School, who are experiencing some issues with illegal parking. Under the current parking configuration, drivers do not have sufficient pick-up and drop-off spaces outside the school, as most of the nearby parking is either fully occupied or otherwise unavailable. As a result, many drivers are parking on the broken yellow lines (BYLs) outside the school.</li> <li>• Council engineers have assessed this site and are recommending converting existing BYLs outside the school to P10 parking spaces, for parents to pick up and drop off their children at the school. Outside the proposed hours, parking will remain unrestricted.</li> <li>• Council engineers have identified that it is possible to remove 16m of BYLs and convert these onto 3x parking spaces, without compromising safety. This outcome was reached following a thorough investigation and sight distance assessment.</li> <li>• Officers also have also found out that the existing P5 restrictions outside property no. 36 and no. 23 is no longer with Council's standards. Their recommendation is to convert all P5 onto P10 parking spaces during morning and afternoon peak times for parents to pick up and drop off kids at the school. Outside the proposed hours, parking will remain unrestricted.</li> <li>• Prior to this consultation, officers have engaged with the school, who have been supportive of the changes.</li> </ul>





	<ul style="list-style-type: none"> <li>The proposed restrictions align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."</li> </ul>
<b>Where</b> The changes are proposed	<ul style="list-style-type: none"> <li>The changes are proposed outside no. 26-30, no.36 and no.23 Konini Street, Wainuiomata (Konini Primary School) as per attached plans.</li> </ul>
<b>Impact</b> Will the change achieve	<ul style="list-style-type: none"> <li>The impact will be positive by deterring vehicles from parking long-term in these spaces and freeing up parking for the parents to pick up and drop off kids during morning and evening peak times.</li> <li>The changes support School wellbeing and Health &amp; Safety from their parked cars.</li> <li>Net parking impact: No parking loss.</li> </ul>
<b>Have your say</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by emailing TRSubmission@huttcity.govt.nz with the Title: TR Submission + Parking Updates, Konini Street.</li> <li><b>Please note, if you are giving feedback, please submit it before 5:00pm on Monday 14<sup>th</sup> July 2025.</b></li> </ul>
<b>Next steps</b>	<ul style="list-style-type: none"> <li>Submissions will be reviewed, and a recommendation will be made by Council Officers</li> <li>The proposal (if proceeding) will be referred to the Council Traffic Subcommittee on 28<sup>th</sup> August 2025</li> <li>If approved, the proposed changes will be installed within 3 months following the approval date.</li> </ul>



Konini Primary School Consultation Letter / 23 June 2025/ Version 1.2

P.3



18 August 2025

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**Report no: TSC2025/4/234**

## **No Stopping At All Times - Wainuiomata Hill Road**

### **Purpose of Report**

1. The purpose of this report is to seek retrospective approval to formalise the existing 'No Stopping' parking restrictions (signs and road markings) along approximately 1km of the southbound lane of Wainuiomata Hill Road.

### **Recommendations**

That the Subcommittee recommends that Council:

- (1) receives and notes the information contained in the report;
- (2) approves the formalisation of the existing 'No Stopping' parking restrictions (signs and road markings) along approximately 1km of the southbound lane of Wainuiomata Hill Road, from near the summit of the hill (near the Pukeatua Bridge) extending towards Wainuiomata, as shown in Appendix 1 of the report; and
- (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 report.

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

### **Background**

2. In January 2025, Council's roading maintenance team identified an issue during the planning phase of the 2024/25 resealing programme along Wainuiomata Hill Road. While preparing for these works, the team observed that a section of the road still contained flexi-posts that had previously been installed to support a temporary cycle lane. With the permanent shared path now in place, the flexi-posts had become redundant.

3. To prevent drivers from parking where the flexi-posts were previously located, Broken Yellow lines (BYLs) were installed during Council's resurfacing works as a cost-effective measure. This intervention was intended to mitigate the risk of vehicles parking in this area to access the shared path. Such behaviour posed a safety concern, as it could result in pedestrians walking along the live carriageway or attempting to climb over steel barriers to reach the path.
4. As 'No Stopping' parking restrictions existed without an approved Traffic Resolution, and due to the changes that have since been implemented, Council officers now seek formal approval to ensure the restriction is enforceable and consistent with current infrastructure.

### **Discussion**

5. Formalising the BYLs and the associated 'No Stopping' restrictions through an approved Traffic Resolution will enable enforcement by Council's Parking Services team. This action will enhance safety for pedestrians and cyclists by preventing unsafe parking behaviour, ensuring legal clarity and consistency between the road markings and signage.

### **Options**

6. The options available are to:
  - a) retain the existing parking configuration, with no further change; or
  - b) approve the proposed parking restrictions, as outlined in this report and shown in Appendix 1 of this report;
7. Officers recommend Option (b), as the proposed changes will improve road safety, enable enforcement and ensure consistency between signage and road markings.

### **Climate Change Impact and Considerations**

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

### **Consultation**

10. As the proposal seeks to formalise existing 'No Parking' restrictions, rather than introduce new restrictions, public consultation was not undertaken.
11. The proposed changes are not considered significant, as they reflect the current operational use of the roadway. This section of Wainuiomata Hill Road does not border any residential or commercial properties and does not accommodate legal on-street parking.



12. In accordance with the Land Transport Rule: Traffic Control Devices 2004, local authorities may implement parking restrictions by resolution without a statutory requirement to consult, where the changes are minor in scale and impact. Given the context and the limited effect of this proposal, formal consultation was not required.
13. The Wainuiomata Community Board at its meeting on 20 August 2025 endorsed the recommendations.

### **Legal Considerations**

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

### **Financial Considerations**

15. The proposed changes will be funded from Council's existing road-marking and signage budget for the 2025/26 financial year.

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
1 <u><a href="#">d</a></u>	Appendix 1: Wainuiomata Hill Road - No Stopping At All Times Plan	92

**Author:** Arun Joy  
Roading Engineer

---

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





LEGEND

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

01020Meters

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	

HUTT CITY

TE AWA KAIRANGI

PROJECT

SHEET

BYL & KERBSIDE FLUSH MEDIAN – PROPOSAL  
WAINUIOMATA HILL ROAD

PROJECT REF.

Our 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.



09 July 2025

Report no: TSC2025/4/236

## Broken Yellow Lines - No Stopping At All Times - Halifax Street and Whitehall Street, Wainuiomata

### 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 on Halifax Street and Whitehall Street, Wainuiomata.
2. The proposed road markings will be installed around the cul-de-sac between 10 and 13 Halifax Street, along one side of Halifax Street, and at the intersection of Halifax Street and Whitehall Street, Wainuiomata.

### 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' around the cul-de-sac between 10 and 13 Halifax Street, along one side of Halifax Street, and at the intersection of Halifax Street and Whitehall Street, Wainuiomata, as shown in Appendix 2;
- (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

3. Council received a request from a local resident regarding access issues for Waste Management vehicles. The concern focused on parked vehicles obstructing both the intersection and at the turning area at the end of the cul-de-sac, which makes it difficult for larger vehicles to manoeuvre safely.

4. In response, Council Engineers visited the site and observed that, although parking demand is relatively low, the road is narrow (approximately 5.5m wide). This limited width would prevent fire trucks from accessing the street in the event of an emergency.
5. A vehicle tracking assessment confirmed that the turning movement at the cul-de-sac is insufficient for Waste Management trucks to manoeuvre safely without the risk of colliding with parked vehicles. Engagement with Waste Management confirmed that their drivers regularly experience difficulties both accessing Halifax Street and turning safely at the cul-de-sac.
6. To improve safety and accessibility for all road users, Council officers propose the installation of BYLs at the intersection of Halifax Street and Whitehall Street, and along the eastern side of Halifax Street, including around the cul-de-sac.

### **Discussion**

7. Halifax Street is a narrow residential street with a carriageway width of approximately 5.5 metres. This limited width restricts safe access and manoeuvrability for large service vehicles, such as rubbish collection trucks and emergency response vehicles. When vehicles are parked on both sides of the road, the available space becomes even more constrained, reducing accessibility and increasing the risk of collision or damage to parked vehicles.
8. An engineering assessment confirmed that parking on both sides of Halifax Street, particularly near the turning area of the cul-de-sac, poses significant safety and operational challenges for large vehicles. Rubbish collection trucks are especially affected, with their ability to turn safely and efficiently severely limited by the presence of parked vehicles, which could disrupt regular service delivery.
9. BYLs are proposed at the corners of the intersection of Halifax Street and Whitehall Street. These markings are intended to improve visibility of oncoming traffic and allow for safer, more convenient manoeuvring at the intersection.
10. To address the identified access and safety concerns, Council Engineers propose the installation of approximately 135m of BYLs along key sections of Halifax Street, including the intersection with Whitehall Street. These proposed markings follow established safety guidelines and operational best practices. Waste Management has reviewed the proposal and expressed support for the proposed changes.



## Options

11. The options to consider, are:
  - a) retain the existing parking configuration, with no change;
  - b) approve the proposed parking restrictions as detailed in the report and shown in Appendix 2; or
  - c) make amendments as the Subcommittee deems appropriate, for recommendation to Council.
12. Officers recommend option (b), as the proposed changes will improve the required road safety for the community.

## Climate Change Impact and Considerations

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

## Consultation

15. Consultation was carried out between 23 June and 14 July 2025. A total of 35 letters were delivered to directly affected residential properties and vehicles parked in the area, plan attached as Appendix 1 of the report. The consultation covered a catchment area with an approximate 100m radius around the proposed site.
16. Only one submission was received during the consultation period. The respondent requested that the BYLs be extended up to property 13, to cover the entire turning areas, noting that the driveways in this section are closely spaced.
17. Council Engineers reviewed this request and advised that the space between the driveways is not sufficient to accommodate a standard vehicle without obstructing access. Under the Land Transport (Road User) Rule 2004, it is illegal to park in front of or within 1 metre of a driveway, which further supports the concern raised.
18. As a result, the proposal was amended to reflect the requested extension of BYLs, attached as Appendix 2 to the report. A re-consultation with directly affected residents was then carried out between 15 July and 22 July 2025. No submissions were received in response to the amended plan.
19. A copy of the initial consultation letter is attached as Appendix 3, and the amended plan is attached as Appendix 4 of this report.
20. The Wainuiomata Community Board at its meeting on 20 August 2025 endorsed the recommendations.

### Legal Considerations

21. 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

22. The proposed changes will be funded from Council's existing road-marking and signage budget for the 2025/26 financial year.

### Appendices

No.	Title	Page
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<a href="#">2</a>	Appendix 2: Halifax Street/ Whitehall Street Amended Plan	98
<a href="#">3</a>	Appendix 3: Halifax Street/ Whitehall Street Initial Consultation Letter	99
<a href="#">4</a>	Appendix 4: Halifax Street/ Whitehall Street Re-Consultation Letter	102

**Author:** Arun Joy  
Roading Engineer

---

**Reviewed By:** Evandro Scherer  
Transport Engineering Manager

**Reviewed By:** Paul Hewitt  
Head of Transport

**Approved By:** Jon Kingsbury  
Director Economy & Development





LEGEND

	BOUNDARY LINES		
	EXISTING BROKEN YELLOW LINES		
	BROKEN YELLOW LINES		

01020

Meters

SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	A JOY	E SCHERER	16/06/2025

HUTT CITY

TE AWA KAIRANGI

PROJECT

TR45 – 2025

SHEET

NOS STOPPING AT ALL TIMES  
– PROPOSAL  
WHITEHALL STREET/ HALIFAX STREET INTERSECTIO

PROJECT REF.

TR45 – 2025

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LEGEND				REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE	PROJECT	
	BOUNDARY LINES			1	CONSULTATION LETTER	A JOY	E SCHERER	16/06/2025	TR45 – 2025	
	EXISTING BROKEN YELLOW LINES								SHEET	
	BROKEN YELLOW LINES								NOS STOPPING AT ALL TIMES – PROPOSAL WHITEHALL STREET/ HALIFAX STREET INTERSECTIO	
									PROJECT REF.	
									TR45 – 2025	

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23 June 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.

<b>What</b> we are proposing	<ul style="list-style-type: none"> <li>Install Broken Yellow Lines (BYLs) 'No Stopping, At All Times' roadmarkings along Halifax Street and at the intersection of Halifax Street and Whitehall Street, Wainuiomata.</li> </ul>
<b>Why</b> we are proposing the change	<ul style="list-style-type: none"> <li>Hutt City Council (HCC) has received a request from a resident of Halifax Street regarding waste collection access issues. The concern relates to parked vehicles obstructing the intersection, narrow Halifax Street 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.</li> <li>Halifax Street is a narrow residential street, approximately 6 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.</li> <li>Emergency Services may also be affected by the narrow road width. A minimum traffic clearance of 3.5 metres is generally required for emergency response – this means if vehicles would park on both sides of the road, safety for residents of the road might be compromised.</li> <li>To address these vehicle accessibility and safety issues, HCC proposes the installation of Broken Yellow Lines (BYLs) along selected sections of Halifax Street. These restrictions are intended to ensure adequate clearance for rubbish 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.</li> <li>Halifax Street has moderate parking demand. However, most properties have their own driveways and off-street parking. Additionally, there is ample on-street parking spaces available on nearby streets.</li> <li>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."</li> </ul>

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



/huttcitycouncil

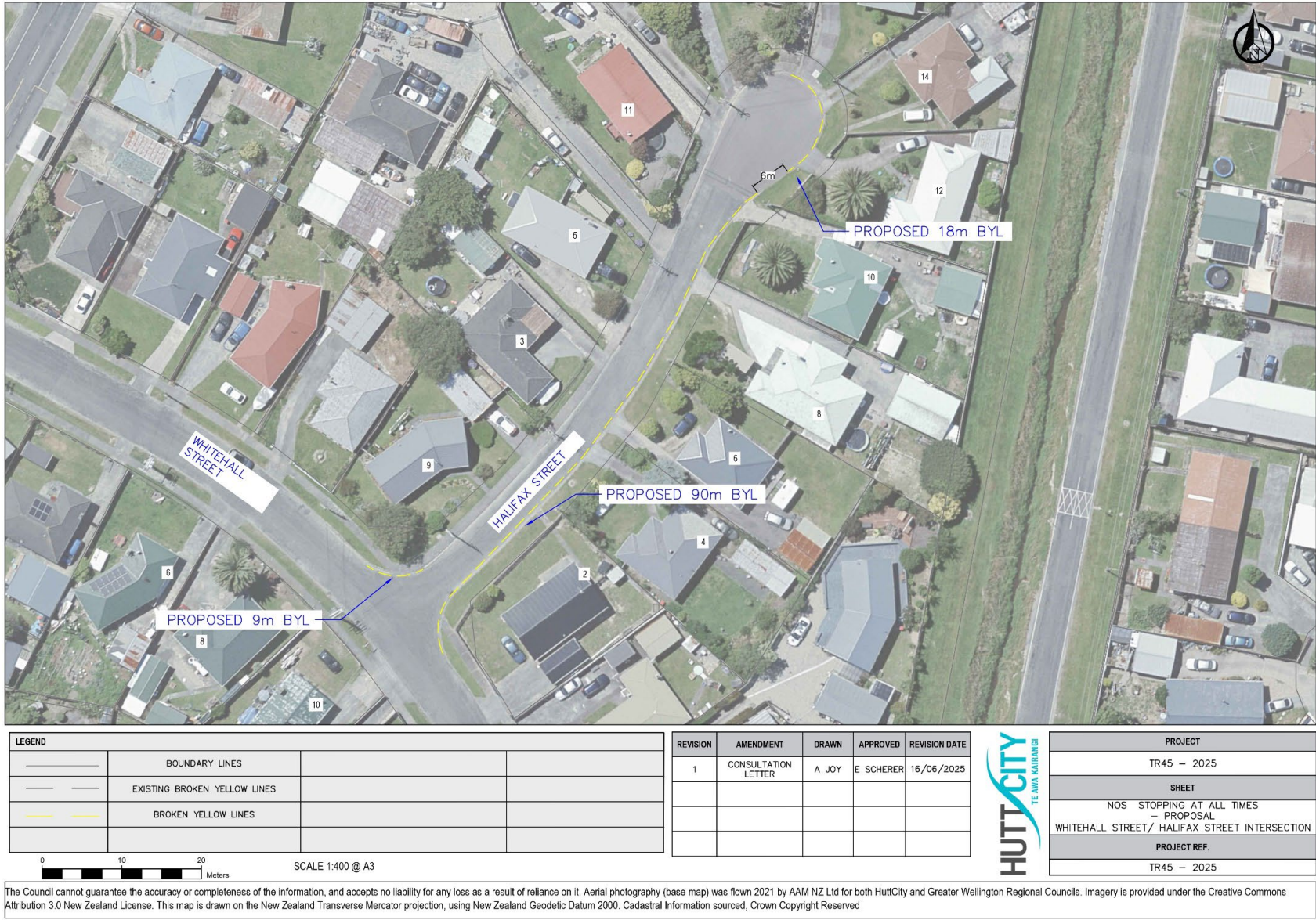
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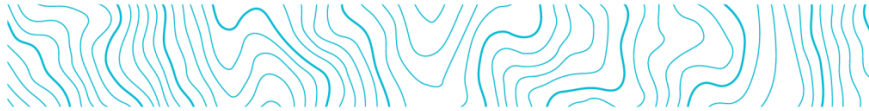
contact@huttcity.govt.nz  
www.huttcity.govt.nz

▲ 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.

<b>Where</b> the changes are proposed	<ul style="list-style-type: none"> <li>The changes are proposed at the intersection of Halifax Street and Whitehall Street and Halifax Street as per the attached plans.</li> </ul>
<b>What</b> Will the change achieve	<ul style="list-style-type: none"> <li>Improve safety and ensures a more efficient traffic flow.</li> <li>Improve accessibility for vehicles to make safe turns at the intersection, enter and exit their driveways as well as manoeuvring around cul-de-sac.</li> <li>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.</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>Alternate off-street parking is readily available in the vicinity.</li> </ul>
<b>Have your say</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by emailing us at <a href="mailto:TRSubmission@huttcity.govt.nz">TRSubmission@huttcity.govt.nz</a> with the title:  TR Submission + Broken Yellow Lines proposal, Halifax Street.</li> <li><b>Please note, if you are giving feedback, please submit it before 5:00pm on Monday 14<sup>th</sup> July 2025</b></li> </ul>
<b>Next steps</b>	<ul style="list-style-type: none"> <li>Submissions will be reviewed, and a recommendation will be made by Council Officers</li> <li>The proposal (if proceeding) will be referenced to the Council Traffic Subcommittee on 28<sup>th</sup> August 2025</li> <li>If approved, the proposed changes will be installed within 3 months following the approval date.</li> </ul>







15 July 2025

## PROPOSED CHANGES IN YOUR AREA

Kia Ora

This letter provides information about proposed changes to traffic restrictions in your neighbourhood. We are seeking your feedback on these changes, which are intended to improve accessibility and safety for residents and road users.

The Hutt City Council (HCC) Transport Team is writing to you in response to feedback received during the consultation held between 23 June and 14 July 2025 regarding the proposal to install broken yellow lines along Halifax Street.

We received feedback from residents of Halifax Street requesting that the proposed broken yellow lines be extended in front of number 15 and along the driveways up to number 13. The HCC Transport Team has considered this request and amended the proposal to include additional broken yellow lines around the turnaround area and in front of the driveways.

This change recognises that the space available between the driveways is insufficient to accommodate a standard vehicle without obstructing driveway entrances. Additionally, under the Land Transport (Road User) Rule 2004, it is illegal to park in front of or within 1 metre of the edges of a driveway.

An amended plan is attached to this letter. If you would like to provide specific feedback on these changes, please email us at [TRSubmission@huttcity.govt.nz](mailto:TRSubmission@huttcity.govt.nz) with the subject line:

- TR Submission – Broken Yellow Lines Proposal, Halifax Street

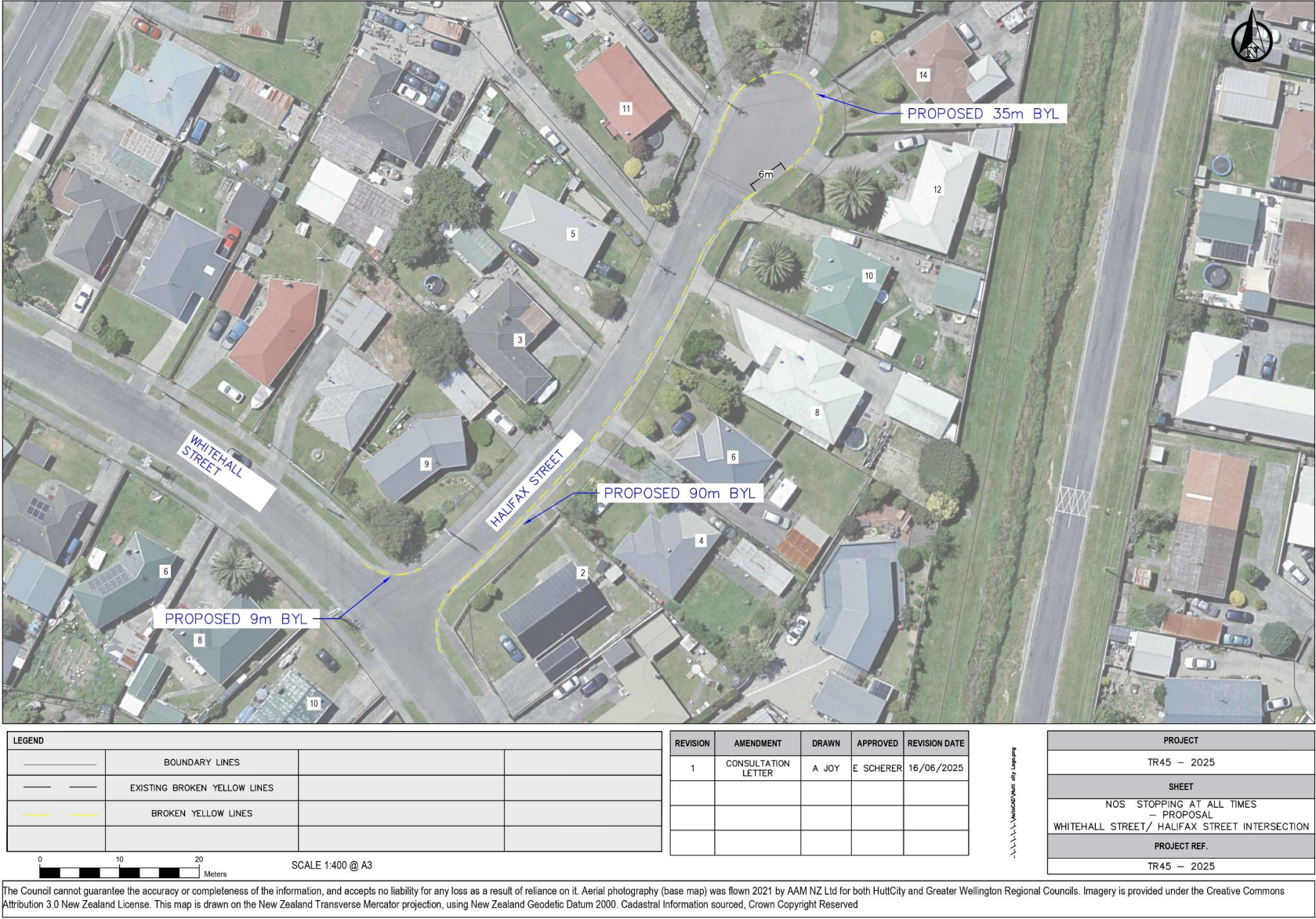
**Please note that all feedback must be submitted before 5:00 pm on Tuesday, 22nd July 2025.**

Kind regards,

Hutt City Council Transport Team









**TO:** Chair and Members  
Traffic Subcommittee

**FROM:** Vanessa Gilmour, Democracy Advisor

**DATE:** 14 August 2025

**SUBJECT:** TRAFFIC SUBCOMMITTEE STATUS UPDATE OF  
APPROVED TRAFFIC RESOLUTIONS

### Purpose of Memorandum

1. To update the Traffic Subcommittee (the subcommittee) on approved traffic resolutions

### Recommendation

That the Subcommittee notes the status update of approved traffic resolutions attached as Appendix 1 to the memorandum.

### .Background

2. The Terms of Reference for the subcommittee require the subcommittee to consider and make recommendations to Council on traffic matters and consider any traffic matters referred to it by Council.
3. 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 1 to the memorandum.

### Appendices

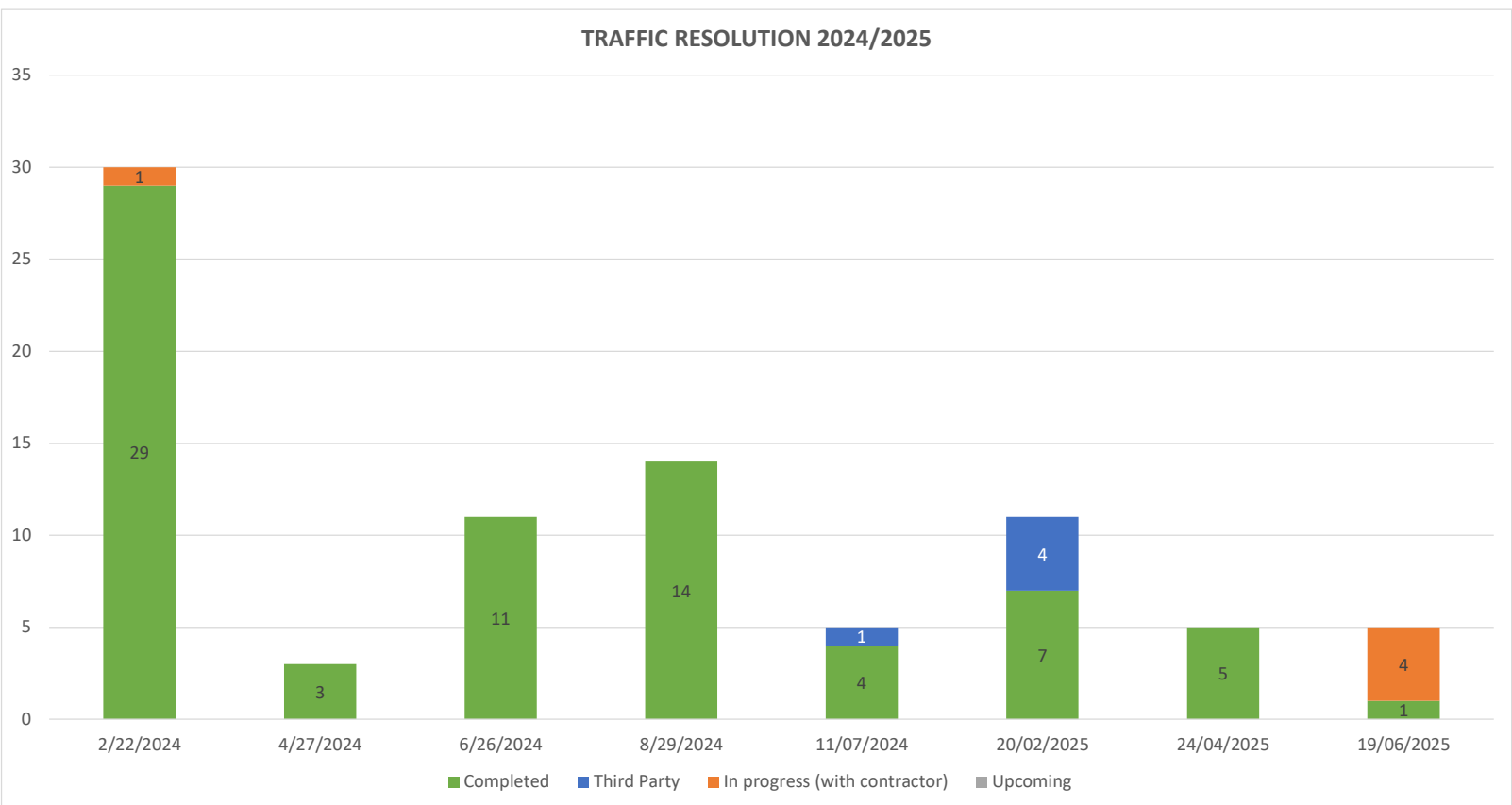
No.	Title	Page
1 <u><a href="#">1</a></u>	Appendix 1 - TR Matrix Graph 2024-2025 and uncompleted list August 2025	105

**Author:** Vanessa Gilmour  
Democracy Advisor

**Reviewed By:** Kate Glanville  
Senior Democracy Advisor

**Approved By:** Kathryn Stannard  
Head of Democratic Services





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	In progress(with contractor)	Bus Stop	20% completed & 80% with contractors (completion within 2 months)
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
Parking Updates - Jackson Street, Petone	2025	Mobility Parking	Petone	19/06/2025	In progress(with contractor)	Class Restricted (Mobility, Loading Zones,etc)	
Proposed Time Limited Parking - Marine Parade (McEwan Park), Petone	2025	P120	Petone	19/06/2025	In progress(with contractor)	Time Restricted (P10,P30,etc)	
Mobility Parking 'At All Times' across various locations throughout Hutt City	2025	Mobility Parking	Others	19/06/2025	In progress(with contractor)	Class Restricted (Mobility, Loading Zones,etc)	
Broken Yellow Lines - No Stopping At All Times - Sinclair Grove and Feist Street, Naenae	2025	No Stopping(BYL)	Others	19/06/2025	In progress(with contractor)	BYL'S	