

HUTT CITY COUNCIL

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on

Thursday 28 August 2025 commencing at 2:00 pm

To Watch the livestream of the meeting, please click the link here:

[28 August 2025 Traffic Subcommittee](#)

PRESENT:

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

APOLOGIES:

Cr G Barratt for lateness¹

IN ATTENDANCE:

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

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

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

2. APOLOGIES

There were no apologies.

3. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

¹ Cr Barratt did not arrive until after the meeting had concluded

4. **CONFLICT OF INTEREST DECLARATIONS**

There were no conflicts of interest declarations.

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

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

Leona Irsevic, Asset Planning Engineer, Assets and Infrastructure and Arjun Manoharan, Asset Delivery Engineer, Bus and Ferry from Metlink were in attendance for the item.

The Traffic Engineering Manager elaborated on the report. He noted that broken yellow lines outside driveways were not included in some proposals and stated that they would be installed under Council's delegated authority process if needed.

In response to a question from a member, the Asset Planning Engineer, Assets and Infrastructure, advised that alternative locations for bus stops 9288 and 8288 had not been considered. She explained that residents' concerns related to vehicle damage stemmed from insufficient road markings rather than the location of the bus stops. She added that the proposal to standardise the bus stops would provide sufficient space for buses to enter and exit safely and prevent private vehicles from parking in the bus zones.

RECOMMENDED: (Cr Shaw/Cr Parkin)	Minute No. TSC 25401
<i>"That the Subcommittee recommends that Council:</i>	
<i>(1) receives and notes the information in this report;</i>	
<i>(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 attached to the report;</i>	
<i>(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 attached to the report;</i>	
<i>(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 above</i>	
<i>(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</i>	
<i>(6) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions that evidence the restrictions have been installed."</i>	

b) Proposed Relocation of Bus Stop 9915 - Parenga Street, Wainuiomata

Speaking under public comment, **Cr Quentin Duthie from Greater Wellington Regional Council (GWRC)** expressed support for the officers' recommendations regarding bus stop improvements and shelters. He noted that relocating bus stop 9915 from Wood Street to Parenga Street would enable the installation of a shelter that residents had long requested. He added it would address neighbour concerns and improve safety for passengers and motorists. He also advised that GWRC had a limited budget, with only two new shelters likely to be installed in Lower Hutt during the financial year.

Leona Irsevic, Asset Planning Engineer, Assets and Infrastructure and Arjun Manoharan, Asset Delivery Engineer, Bus and Ferry from Metlink were in attendance for the item.

The Traffic Engineering Manager elaborated on the report.

In response to questions from a member, the Asset Planning Engineer, Assets and Infrastructure advised that feedback from the resident at 106 Wood Street had been vague, with no specific concerns raised. She said several alternative locations had been assessed, but the Parenga Street site was considered the most suitable for a shelter and to minimise privacy impacts. She confirmed that the resident had not been invited to speak to members.

Cr Parkin asked that officers ensure residents who had been engaged in consultation were invited to attend upcoming meetings.

In response to further questions from members, the Asset Delivery Engineer, Bus and Ferry stated that relocating bus stop 9915 to Parenga Street would improve accessibility and safety. He said that the Parenga Street location offered better sightlines and was more suitable for a shelter.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 25402

"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) *approves the extension of Broken Yellow Lines to the nearest edge of 104 Wood Street;*
- (6) *rescinds any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described above; and*
- (7) *notes that the parking restrictions will take effect once the appropriate road markings have been installed."*

c) New Bus Stop - Route 149 - 70 Tirohanga Road, Tirohanga

Leona Irsevic, Asset Planning Engineer, Assets and Infrastructure and Arjun Manoharan, Asset Delivery Engineer, Bus and Ferry from Metlink were in attendance for the item.

The Traffic Engineering Manager elaborated on the report.

In response to a question from a member, the Head of Transport confirmed that, before implementing broken yellow lines on driveways under delegated authority, residents would be consulted.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 25403

"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."*

d) Proposal for upgraded Bus Stops - Route 110

Leona Irsevic, Asset Planning Engineer, Assets and Infrastructure and Arjun Manoharan, Asset Delivery Engineer, Bus and Ferry from Metlink were in attendance for the item.

The Traffic Engineering Manager elaborated on the report.

In response to questions from members, the Asset Planning Engineer, Assets and Infrastructure advised that the bus stop outside Naenae College (8228) was longer than standard to accommodate the high frequency of services on Routes 110 and 120, as well as school buses at peak times. She explained that the 28.5-metre length, which included entry and exit tapers, was designed to maintain clearance from the pedestrian crossing. She confirmed this was consistent with the existing stop length and was considered sufficient for safe operations. She further advised that extending the bus stop to 30 metres would result in the removal of the car park outside 898 High Street.

In response to a question from a member, the Asset Delivery Engineer, Bus and Ferry confirmed that consultation letters had been hand-delivered to all businesses near stop 9229, but no feedback had been received.

The Director Economy and Development advised that businesses should be directly consulted when changes to bus stops impacted them. He confirmed, with the Chair, that the proposal for stop 9229 on Tennyson Avenue at High Street in Avalon would be withdrawn until proper consultation had taken place with the dairy owner. He emphasised that this approach would also be applicable to future cases.

In response to a question from a member, the Traffic Engineering Manager confirmed broken yellow lines could be extended around the corner at stop 9238 to improve safety.

In response to a further question from a member, the Asset Planning Engineer, Assets and Infrastructure acknowledged that an entry taper missing from stop 8237 would be corrected. She advised that while stop 8237 remained at 10 metres rather than 15, extending BYLs would provide sufficient clearance without requiring a longer bus box.

RECOMMENDED: (Cr Shaw/Cr Parkin)

Minute No. TSC 25404

"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 (Appendix 1 attached to the report);

- b) Bus Stop 8240: Reynolds Street, Taitā (near 140) (Appendix 2 attached to the report);*
- c) Bus Stop 8236: Compton Crescent (near 24) (Appendix 3 attached to the report);*
- d) Bus Stop 9239: Reynolds Street at Nash Street, Taitā (near 101) (Appendix 4 attached to the report);*
- e) Bus Stop 8231: Taitā Drive at Tennyson Avenue, Taitā (Appendix 5 attached to the report);*
- f) Bus Stop 8241: Molesworth Street at Partridge Street, Taitā (Appendix 6 attached to the report);*
- g) Bus Stop 8228: Naenae College at High Street, Avalon (Appendix 7 attached to the report);*
- h) Bus Stop 8239: Reynolds Street, Taitā (near 110) (Appendix 9 attached to the report);*
- i) Bus Stop 9238: Reynolds Street at Milne Crescent, Taitā (Appendix 10 attached to the report);*
- j) Bus Stop 9257: High Street opposite 1401, Taitā (Appendix 11 attached to the report);*
- k) Bus Stop 8256: High Street at Waitara Street, Taitā (Appendix 12 attached to the report);*
- l) Bus Stop 9256: High Street opposite 1382, Taitā (Appendix 13 attached to the report);*
- m) Bus Stop 8242: Molesworth Street at High Street, Taitā (Appendix 14 attached to the report);*
- n) Bus Stop 9237: Reynolds Street at St Matthew's Church, Taitā (Appendix 15 attached to the report);*
- o) Bus Stop 8237: Reynolds Street at Pearce Crescent, Taitā (Appendix 15 attached to the report);*
- p) Bus Stop 9236: Reynolds Street at Compton Crescent, Taitā (near 17) (Appendix 16 attached to the report);*
- q) Bus Stop 9235: Reynolds Street at Taitā Drive, Taitā (Appendix 17 attached to the report);*
- r) Bus Stop 8234: Taitā Drive opposite Fraser Park, Taitā (Appendix 18 attached to the report);*

- s) *Bus Stop 8233: Taitā Drive at Percy Cameron Street, Taitā (near 238) (Appendix 19 attached to the report);*
- t) *Bus Stop 9232: Taitā Drive at Mabey Road, Taitā (Appendix 20 attached to the report);*
- u) *Bus Stop 8232: Taitā Drive (near 176) (Appendix 20 attached to the report);*
- v) *Bus Stop 9233: Taitā Drive at Percy Cameron Street, Taitā (near 255) (Appendix 21 attached 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."*

e) **Proposed Paid Parking - 29 Waterloo Road, Hutt Central**

The Head of Transport elaborated on the report.

In response to questions from members, the Head of Transport confirmed that the new tenant at 29 Waterloo Road was included in the consultation process. He also noted that the AA, which had relocated to High Street, had not requested any additional authorised vehicle parking in that area.

RECOMMENDED: (Cr Shaw/Cr Dyer) **Minute No. TSC 25405**

"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, 9 am 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."*

f) Proposed Parking Restrictions - Kotari Road, Days Bay

The Head of Transport elaborated on the report. He clarified that the request originated from the Days Bay Residents Association via the Eastbourne Community Board.

RECOMMENDED: (Cr Shaw/Cr Parkin) **Minute No. TSC 25406**

"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."*

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

The Head of Transport elaborated on the report.

In response to a question from a member, the Head of Transport confirmed that the proposed school speed zone would be aligned with the parking restriction times, specifically from 2:15 pm to 3:15 pm.

The Director Economy and Development added that Council aimed for consistency in school pick-up and drop-off times throughout the city. However, this particular school had requested a more extended period than most others. He noted that officers had agreed to the school's request in this instance.

RECOMMENDED: (Cr Shaw/Cr Parkin) **Minute No. TSC 25407**

"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 above;*
- (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."*

h) No Stopping At All Times - Wainuiomata Hill Road

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Parkin) **Minute No. TSC 25408**

"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."*

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

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Shaw/Cr Parkin) **Minute No. TSC 25409**

"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."*

6. INFORMATION ITEM

Traffic Subcommittee Status Update of Approved Traffic Resolutions

Memorandum dated 14 August 2025 by the Democracy Advisor

The Head of Transport elaborated on the memorandum.

In response to a question from a member, the Traffic Engineering Manager confirmed that multiple bus stop approvals were counted as a single resolution, consistent with past practice.

Cr Mitchell suggested including indicative timeframes for older resolutions and those dependent on other agencies.

The Head of Transport agreed that approximate delivery timeframes could be added in future reports. He also supported the suggestion to list bus stops in numerical order, making updates easier to track.

RESOLVED: (Cr Shaw/Cr Parkin)

Minute No. TSC 25410

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

7. QUESTIONS

There were no questions.

8. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

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

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

There being no further business, the Chair declared the meeting closed at 3.11pm.

N Shaw
CHAIR

CONFIRMED as a true and correct record
Dated this 29th day of September 2025