

HUTT CITY COUNCIL

TRAFFIC SUBCOMMITTEE

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

Monday 11 September 2017 commencing at 3.00pm

PRESENT: Cr MJ Cousins (Chair)
Cr Briggs Cr Bridson
Cr Edwards (from 3.07pm) Cr Lewis

APOLOGIES: An apology was received from Cr Sutton.

IN ATTENDANCE: Mr D Simmons, Traffic Asset Manager
Mr Z Moodie, Traffic Engineer Network Operations
Mr S Leal, Traffic Engineer
Ms H Clegg, Minute Taker

PUBLIC BUSINESS

1. APOLOGIES

RESOLVED: (Cr Cousins/Cr Lewis) **Minute No. TRS 17401**
"That the apology received from Cr Sutton be accepted and leave of absence be granted."

2. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

3. CONFLICT OF INTEREST DECLARATIONS

There were no conflict of interest declarations.

4. RECOMMENDATIONS TO COUNCIL - 10 October 2017

- a) Randwick Road, Moera - Proposed P15 Parking, No Parking On Grass and No Stopping At All Times Restrictions (17/1361)

Speaking under public comment, **Mr Kevin O'Sullivan from Wellington Tramways Union** explained some bus drivers had expressed safety concerns with the proposal. He considered that buses travelling south to Eastbourne would be forced to cross the centre yellow line if cars were parked in or accessing the proposed parks. He believed that due to the narrow access to the bridge, combined with the heavy traffic volumes, the proposal would create a traffic hazard.

In response to questions from the members, Mr O'Sullivan acknowledged he had received no complaints prior to being contacted by Mrs A Hill from bus drivers concerning motorists' usage of the area for parking. He said the safety concerns raised related to cars being parked in the carparks, cars manoeuvring into the carparks, and pedestrians.

Speaking under public comment, **Ms Marion Gibson** advised she spoke on behalf of all pedestrians, cyclists and motorists who used this stretch of Randwick Road. She said that Council's District Plan provided for design standards governing provision of carparks, including ensuring the parks were convenient, safe and efficient. She considered that the proposed carparks: would not be convenient as they would be concealed from view; would not be efficient as more than two cars would require access to the Academy at the same time; and were not safe as cars would need to queue to manoeuvre into the spaces and this would disrupt traffic. She added that Council's District Plan did not allow car parks with direct access off distributor roads, and that Randwick Road was classified as such.

Speaking under public comment, **Mrs Andrea Hill** expressed concern that the officer's report had no discussion on how traffic flows would be affected and had not had input from the Automobile Association of New Zealand. She believed the proposal would increase the traffic hazard that already existed in the area. She supported Ms Gibson's comments. She considered the Sola Power Throwing Academy was a worthwhile operation which needed to be relocated to a safer place.

The Traffic Asset Manager elaborated on the report. He explained that the proposal had been submitted to the Automobile Association of New Zealand, who had suggested the parks be P5 rather than P15. He said that Council did not install P5 parks due to the difficulty in policing the time restriction. He noted that the AA had also suggested reducing the number of car parking spaces from three to two, which had been adopted. He added the total proposal included the erection of No Stopping on the Grass signage, and "No Stopping" lines on the road, and that the three proposals would help to better manage the current situation.

In response to questions from members, the Traffic Asset Manager explained the width of the road in the location of the proposed carparks was wider than normal as it was a merge in area from the roundabout. He added that establishing carparks further into the reserve area would require the construction of a retaining wall.

In response to further questions from the members, the Traffic Asset Manager explained that the proposed carparks did not require District Plan Resource consent. He said to the best of his knowledge there were no legal obstacles in the way of supporting the recommendations.

In general discussion members considered the proposal was the safest option and mitigated possible risk.

RESOLVED:	(Cr Cousins/Cr Bridson)	Minute No. TRS 17402
<i>"That the Traffic Subcommittee recommends that Council:</i>		
<i>(i) approves the installation of P15 Parking At All Times in Randwick Road, Moera, as shown in Appendix 1 attached to the report;</i>		
<i>(ii) approves the installation of No Parking On Grass Restrictions in Randwick Road, Moera, as shown in Appendix 1 attached to the report; and</i>		
<i>(iii) approves that installation of No Stopping At All Times Restrictions in Randwick Road, Moera, as shown in Appendix 1 attached to the report."</i>		

- b) Bracken Street - Proposed No Stopping At All Times Restrictions (17/1259)

RECOMMENDED:	(Cr Lewis/Cr Bridson)	Minute No. TRS 17403
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Bracken Street as shown in Appendix 1 attached to this report."</i>		

- c) Hutt Road (144) - Proposed No Stopping At All Times Restrictions (17/1143)

RECOMMENDED:	(Cr Cousins/Cr Briggs)	Minute No. TRS 17404
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions adjacent to the pedestrian crossing outside N^o 144 Hutt Road attached as Attachment 1 to the report."</i>		

- d) Hutt Road (56) - Proposed P30 Parking Restrictions (17/1293)

RECOMMENDED: (Cr Lewis/Cr Bridson) **Minute No. TRS 17405**

"That the Traffic Subcommittee recommends that Council approves the installation of P30 Parking Restrictions outside 56 Hutt Road attached as Attachment 1 to the report."

- e) Knights Road - Proposed No Stopping At All Times Restrictions (17/1178)

The Traffic Engineer elaborated on the report. He confirmed that the proposal provided for the same number of carparks as currently existed.

RECOMMENDED: (Cr Edwards/Cr Lewis) **Minute No. TRS 17406**

"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Knights Road as shown in Attachment 1 attached."

f) Huia Street - Huia Pool Proposed Parking Changes (17/1294)

In response to questions from members, the Traffic Asset Manager explained that it was good practice to provide staff carparks when shift work was involved.

The Chair asked officers to monitor the carparks to assess the suitability of the balance of the designated number of staff and mobility carparks.

RECOMMENDED:	(Cr Edwards/Cr Briggs)	Minute No. TRS 17407
<i>"That the Traffic Subcommittee recommends that Council:</i>		
(i)	<i>rescinds all parking restrictions in Huia Street and Huia Place between Myrtle Street and Laings Road;</i>	
(ii)	<i>approves the P120 Parking Restrictions from 9:00am to 5:00pm, Monday to Sunday, in Huia Street and Huia Place between Myrtle Street and Laings Road as shown in Attachment 1 attached to the report;</i>	
(iii)	<i>approves the installation of one Mobility Park At All Times Restriction in Huia Street as shown in Attachment 1 attached to the report;</i>	
(iv)	<i>approves the installation of P120 At All Times Parking Restrictions in Huia Pool car parking as shown in Attachment 1 attached to the report;</i>	
(v)	<i>approves the installation of four Mobility P120 At All Times Restrictions in Huia Pool car parking as shown in Attachment 1 attached to the report;</i>	
(vi)	<i>approves the installation of P5 Loading Zone At All Times Restrictions in Huia Pool car parking as shown in Attachment 1 attached to the report;</i>	
(vii)	<i>approves the use of three car parks in Huia Pool parking lot as reserved parking for Council Authorised vehicles (Huia Pool Staff) At All Times, as shown in Attachment 1 attached to the report; and</i>	
(viii)	<i>approves the installation of No Stopping At All Times Restrictions in Huia Street, Huia Place and Huia Pool car parking as shown in Attachment 1 attached to the report."</i>	

g) Marina Grove - Proposed No Stopping At All Times Restrictions
(17/1225)

Speaking under public comment, **Mr Paul O'Reilly** outlined the traffic tensions that existed in the Grove, especially when construction works occurred and during the school drop off and pick up times. He considered the removal of carparks would be detrimental and would have a negative effect on property values. He believed small rubbish trucks and fire service trucks could access the street.

In response to questions from members, Mr O'Reilly requested that a meeting between all residents and Council's Road and Traffic division be organised to discuss the issue. He said he would consider a residents-only parking scheme.

Speaking under public comment, **Mr Paul Steele** and **Mr Robin Watson** explained they were representing other Marina Grove residents. They confirmed the busy times in the Grove were around school hours. They believed that effective road markings would help alleviate some issues. They said Marina Grove was not a wide street, especially if large trucks wanted to access when there were cars parked on both sides of the street. They maintained ambulances and most fire service trucks should be able to pass along the street, provided cars were parked legally.

Mr Watson believed that Eastern Hutt School had not been consulted with regarding the proposal. He considered there were better ways to manage school traffic than the proposal. He asked that members defer the decision until further consultation had occurred with affected parties.

In response to a question from a member, Mr Watson agreed he supported the temporary installation of P15 parking to assist with the school traffic issue, providing further consultation occurred to identify a long term solution.

In response to questions from members, Mr Steele considered that the parking issue was an unforeseen consequence of Medium Density Housing being permitted in the area. He reiterated that residents would like to discuss options with Council's Road and Traffic division.

Speaking under public comment, **Mr Dean Reynolds** supported comments made by previous speakers. He believed there was a need for yellow lines on the narrow, north side of the Grove from the Kings Crescent entrance to at least number 39 Marina Grove.

Speaking under public comment, **Mr Malcolm Law** stated there were traffic issues in the Grove.

In response to a question from a member, Mr Law said he was supportive of more restrictions on traffic in the Grove, and that

manoeuvrability was a big issue, along with school parking.

Speaking under public comment, **Mr Chris Cameron** expressed support for the proposal. He advised there had been a number of times that Waste Management or Fire Service trucks had clipped cars in the Grove. He supported the carparks outside numbers 6 and 8 Marina Grove being removed.

The Traffic Asset Manager elaborated on the report. He explained there had been two or three previous consultations and that there was division amongst the residents as to a solution. He explained the situation with school parking in the Grove was similar to that outside any school. He further explained the P120 parks were preventing commuters from parking all day in the Grove, and that there were instances where emergency vehicles had not been able to immediately access the Grove.

In response to questions from members, the Traffic Asset Manager explained due process had occurred with this proposal. He agreed the P120 restricted parks could have a limit placed upon them, between 8am and 5pm, and that currently a 8am-6pm Monday - Sunday P120 restriction applies.

In response to questions from members, the Traffic Engineer explained that if 17 carparks were removed from the Grove, approximately 16 or 17 would remain. He stated that apart from the school drop off and pick up times, there were usually P120 parks available in the Grove.

In response to further questions from the members, the Traffic Asset Manager explained that for safety reasons, emergency vehicles needed to be able to manoeuvre in the Grove at all times and not just during school hours. He acknowledged that while it is a two way street, it was not always possible to have two passing vehicles as it was narrow. He agreed to investigate whether Eastern Hutt School had a School Travel Plan in place.

There was general discussion regarding the placement of parking lines, the proposal to implement a residents-only parking scheme, the limits of the no parking areas, the in-coming bylaw and the merits of meeting with the residents again.

RESOLVED: (Cr Edwards/Cr Cousins) **Minute No. TRS 17408**

“That the Traffic Subcommittee agrees that Cr Edwards organises a Marina Grove resident’s meeting, including Council’s Traffic Engineers, as soon as possible to discuss possible solutions to the Marina Grove parking issues.”

- h) Copeland Street - Proposed No Stopping At All Times Restrictions
(17/1237)

RECOMMENDED: (Cr Cousins/Cr Briggs)	Minute No. TRS 17409
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Copeland Street as shown in Attachment 1 attached to this report."</i>	

- i) Kerkwall Drive - Proposed No Stopping At All Times Restrictions
(17/1219)

RECOMMENDED: (Cr Cousins/Cr Bridson)	Minute No. TRS 17410
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Kerkwall Drive as shown in Attachment 1 attached to the report."</i>	

- j) Taine Street - Proposed P15 At All Times Parking Restrictions (17/1147)

RECOMMENDED: (Cr Lewis /Cr Edwards)	Minute No. TRS 17411
<i>"That the Traffic Subcommittee recommends that Council approves the installation of P15 At All Times Parking Restrictions in Taine Street, Taita as shown in Attachment 1 attached to the report."</i>	

- k) Taine Street (Walter Nash Centre) - Proposed Mobility Parks and No Stopping At All Times Restrictions (17/1231)

RECOMMENDED: (Cr Edwards/Cr Briggs)	Minute No. TRS 17412
<i>"That the Traffic Subcommittee recommends that Council:</i>	
<i>(i) approves the installation of two Mobility Parks At All Times Restrictions in Taine Street, Taita as shown in Attachment 1 attached to the report; and</i>	
<i>(ii) approves the installation of No Stopping At All Times Restrictions in Taine Street, Taita as shown in Attachment 1 attached to the report."</i>	

1) Lord Street - Proposed No Stopping At All Times Restrictions (17/1226)

Speaking under public comment, **Mr Travis Moody** opposed the proposal. He explained the proposed location of the broken yellow lines was utilised by his family and guests. He added he was not opposed to broken yellow lines on the corner of the Street, as that would be for safety reasons. He believed there was a speed issue on Lord Street and that if there were no cars parked on one side of the street, this would encourage traffic to speed in this area. He suggested a mirror on the pole opposite his driveway to assist in visibility, speed humps installed to reduce speed, "Giveaway To Uphill Traffic" signs, a Giveaway control at Castle Crescent and reduced speed limits in the area. He added children played on the green space close to his property, and that he was concerned with the speed of drivers in the area.

In response to questions from the members, the Traffic Engineer explained this part of Lord Street is on a crest, and that when cars park outside of numbers 11, 13 and 15, vehicles were forced to cross over the centre line. He explained the installation of speed humps on a hill was not recommended, and that a reversing mirror was also not supported as the drivers' focus was taken off the road.

RECOMMENDED:	(Cr Lewis/Cr Cousins)	Minute No. TRS 17413
<i>"That the Traffic Subcommittee recommends that Council:</i>		
(i)	<i>approves the installation of No Stopping At All Times Restrictions in Lord Street as shown in Section 1 of Attachment 1 attached to the report;</i>	
(ii)	<i>approves the installation of No Stopping At All Times Restrictions in Lord Street as shown in Section 2 of Attachment 1 attached to the report; and</i>	
(iii)	<i>asks officers to investigate erecting appropriate signage to alert to children playing in the area."</i>	

5. QUESTIONS

There were no questions.

6. EXCLUSION OF THE PUBLIC

RESOLVED: (Cr Cousins/Cr Bridson) **Minute No. TRS 17414**

"That the public be excluded from the following parts of the proceedings of this meeting, namely:

7. *Oxford Terrace - Proposed P120 Parking Restrictions (17/1229)*

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

(A)	(B)	(C)
<i>General subject of the matter to be considered.</i>	<i>Reason for passing this resolution in relation to each matter.</i>	<i>Ground under section 48(1) for the passing of this resolution.</i>
<i>Oxford Terrace - Proposed P120 Parking Restrictions.</i>	<i>The withholding of the information is necessary to protect the privacy of natural persons. (s7(2)(a)).</i>	<i>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.</i>

This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column (B) above."

There being no further business the Chair declared the meeting closed at 4.45pm pm and the non-public portion of the meeting finished at 4.50 pm.

Cr MJ Cousins
CHAIR

CONFIRMED as a true and correct record
Dated this 13th day of November 2017