



TRAFFIC SUBCOMMITTEE

8 November 2017

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

Monday 13 November 2017 commencing at 3.00pm

Membership

Cr M Cousins (Chair)
Cr S Edwards (Deputy Chair)

Cr L Bridson
Cr T Lewis
Cr C Barry (Alternate)
Cr G Barratt (Alternate)
Cr G McDonald (Alternate)

Cr J Briggs
Cr L Sutton
Deputy Mayor D Bassett (Alternate)
Cr M Lulich (Alternate)
Cr C Milne (Alternate)

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

TRAFFIC SUBCOMMITTEE

Membership:	One Councillor from each Ward
Alternates:	One Councillor from each Ward
Quorum:	3
Meeting Cycle:	The Traffic Subcommittee will meet on a six weekly basis.
Reports to:	Council

PURPOSE

The Traffic Subcommittee has primary responsibility for considering and making recommendations to Council on traffic matters and consider 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.

TERMS OF REFERENCE:

The Traffic Subcommittee will have authority to:

- 1.0 Do all things necessary to hear, consider and make recommendations to Council on any traffic related matter.
- 1.1 Hearing of submissions on cycling matters and make recommendations to Council, via the City Development Committee.
- 1.2 Regulate its own processes and proceedings to achieve its purpose and objective.
- 1.3 Provide options for the consideration of Council

The Chair will have authority to:

- 1.4 Refer any traffic/cycling matter to:
 - 1.4.1 A Community Board; or
 - 1.4.2 The Policy and Regulatory Committee; or
 - 1.4.3 The City Development Committee; or
 - 1.4.4 Council.

DELEGATED AUTHORITY:

The Traffic Subcommittee will have delegated authority to carry out activities within its terms of reference.

HUTT CITY COUNCIL

TRAFFIC SUBCOMMITTEE

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

on

Monday 13 November 2017 commencing at 3.00pm.

ORDER PAPER

PUBLIC BUSINESS

1. APOLOGIES

No apologies have been received.

2. 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.

3. CONFLICT OF INTEREST DECLARATIONS

4. RECOMMENDATIONS TO COUNCIL - 12 December 2017

i) Gear Street - Proposed Parking Restrictions (17/1536)

Report No. TRS2017/5/265 by the Traffic Engineer - Network Operations 8

ii) London Road – Proposed No Stopping At All Times Restriction (17/1551)

Report No. TRS2017/5/266 by the Contractor 12

iii) Richmond Grove - Proposed No Stopping At All Times Restriction (17/1601)

Report No. TRS2017/5/267 by the Senior Traffic Engineer 16

iv) Jackson Street (313) - Proposed P30 Parking Restrictions (17/1539)

Report No. TRS2017/5/268 by the Traffic Engineer - Network Operations 20

- v) Burnham Street - Proposed P30 Parking Restrictions (17/1610)
Report No. TRS2017/5/269 by the Traffic Engineer 30

- vi) Cheviot Road – Proposed No Stopping At All Times Restriction (17/1549)
Report No. TRS2017/5/270 by the Contractor 34

- vii) 8 Waiu Street - Proposed P15 Parking Restrictions (17/1558)
Report No. TRS2017/5/271 by the Traffic Engineer - Network Operations 38

- viii) 8 Bexley Grove - Proposed No Stopping At All Times Restrictions (17/1598)
Report No. TRS2017/5/272 by the Contractor 42

- ix) Petone to Melling Shared Path: Proposed No Stopping At All Times
Restrictions on Pharazyn Street and Marsden Street (17/1542)
Report No. TRS2017/5/274 by the Traffic Asset Manager 46

- x) Te Mome and Hutt Road - Proposed P30 Parking Restrictions (17/1555)
Report No. TRS2017/5/275 by the Contractor 56

- xi) Troon Crescent - Proposed No Stopping At All Times Restrictions
(17/1560)
Report No. TRS2017/5/276 by the Contractor 60

- xii) Norton Park Avenue - No Stopping At All Times Restriction (17/1548)
Report No. TRS2017/5/277 by the Contractor 64

- xiii) Hardy Street, Trafalgar Square - Proposed P15 Parking Restrictions
(17/1534)
Report No. TRS2017/5/278 by the Traffic Engineer - Network Operations 68

- xiv) High Street (574) - Proposed P180 Parking Restrictions (17/1535)
Report No. TRS2017/5/279 by the Traffic Engineer - Network Operations 72
- xv) High Street (839) - Proposed No Stopping At All Times Restrictions (17/1590)
Report No. TRS2017/5/280 by the Traffic Engineer 76
- xvi) Cambridge Terrace (Near Epuni Station) - No Stopping At All Times Restrictions (17/1593)
Report No. TRS/2017/5/281 by the Eco Design Advisor 80
- xvii) Laings Road - Proposed Parking Restrictions associated with the Civic Precinct Redevelopment (17/925)
Report No. TRS2017/5/273 by the Asset Planner 84

5. 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.

Donna Male
COMMITTEE ADVISOR

05 October 2017

File: (17/1536)

Report no: TRS2017/5/265

Gear Street - Proposed Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of the proposed parking restrictions in Gear Street as attached as Appendix 1 to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the proposed parking restrictions in Gear Street as attached as Appendix 1 to the report.

For the reason to improve parking availability for customers by increasing parking turnover.

Background

2. Parking in Gear Street has been an issue for many years as there is a high parking demand in the street with varying competing uses. As a result, Council has received regular complaints from the businesses and parking wardens.
3. The concern expressed is that long term parkers (commuters and local employees) are parking in Gear Street leaving few parks available during the day for short term customers and general business in the area.
4. There is also evidence that local auto mechanics are parking the vehicles that they are working on within the unrestricted on street parking spaces. This is a poor use of the area's parking resource.
5. A review of the parking layout has been carried out to consider what changes are necessary to meet the parking hierarchy for this area of Commercial/General Business.

Discussion

6. The proposal will result in a mix of P15, P30, P60, P30 loading zone, motorcycle only and unrestricted parking in the area.

7. The proposed restrictions are considered to provide a suitable balance of parking restriction to cater for the various commercial/general business needs in the area.
8. The proposed shorter duration parking restrictions will increase parking turnover and improve the level of service for customers of the local businesses.

Options

9. The options are:
 - i. To leave the area as it is and accept the unsatisfactory level of service for the Commercial/General Businesses will remain; or
 - ii. To install the proposed parking restrictions to provide a better mix of parking restrictions to address the varied parking demand in the area.
10. Alternative time restrictions are an option, however the proposed restrictions could be changed retrospectively if proven to be inefficient.

Consultation

11. A Council officer visited and delivered consultation documents to all businesses within Gear Street to gauge support for the proposed restrictions.
12. All businesses were invited to attend the Petone Community Board and the Traffic Subcommittee meetings and make comments during the public comment sections at the beginning of the meetings for the Elected Members' consideration.
13. Some businesses advised they will make their submission during the public meetings.
14. Five submissions have been received: four in support of the proposed changes, and one supported the proposal with slight variations.
15. General feedback on the proposed parking restrictions was also received during the Officer's visit which has been considered for the final submission.
16. At its meeting held on 6 November 2017, the Petone Community Board resolved to endorse the recommendations contained in the report.

Legal Considerations

17. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

18. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

19. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of

the local government. It does this in a way that is cost-effective because it utilises standard signage.

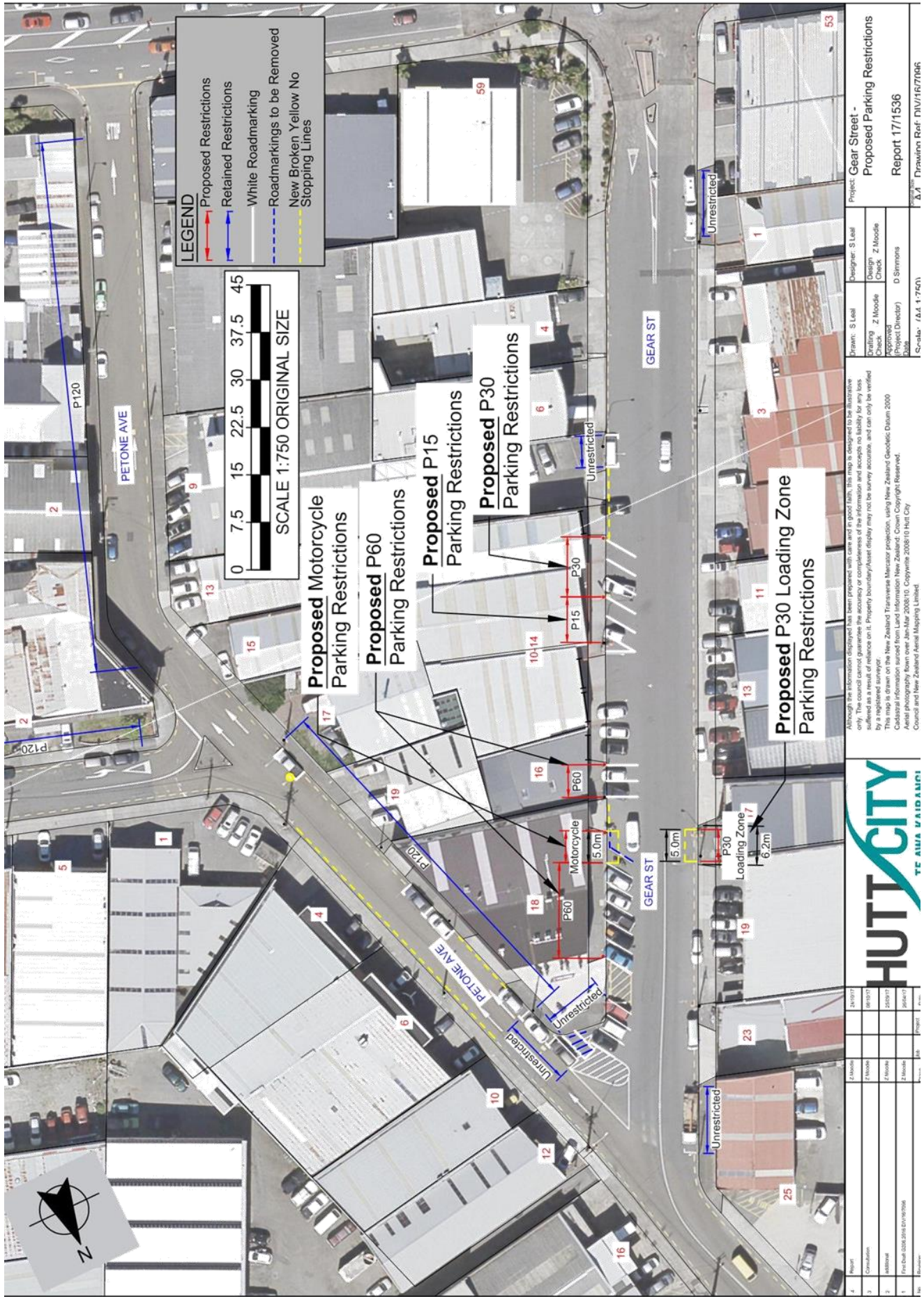
Appendices

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1 <u>↓</u>	Gear Street - Proposed Parking Restrictions Plan 29.2017	11

Author: Zackary Moodie
Traffic Engineer - Network Operations

Reviewed By: Sylvio Leal
Traffic Engineer

Approved By: Damon Simmons
Traffic Asset Manager



10 October 2017

File: (17/1551)

Report no: TRS2017/5/266

London Road – Proposed No Stopping At All Times Restriction

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions outside No 16 London Road, Korokoro, attached as Appendix 1 to the report.

Recommendation

That the Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions outside No 16 London Road, Korokoro attached as Appendix 1 to the report.

For the reason that cars parked adjacent to where the No Stopping restriction currently ends surprise motorists as they exit the preceding corner in the downhill direction. This causes them to cross the centreline to avoid the parked cars.

Background

2. Council received a request from a local resident to improve road safety in the vicinity of this property.
3. Vehicles that park in this area restrict the available space on the road, forcing motorists travelling down London Road to cross the centreline. A bend (approximately 40°) immediately precedes this section of road, which restricts the sight distance available to approaching motorists.
4. There are plenty of other on-street parking options in the area.

Discussion

5. The installation of No Stopping At All Times Restrictions as proposed will ensure adequate space for motorists to safely travel down this section of London Road without crossing the centreline.

6. This will result in a loss of **five** car parking spaces.

Options

7. The options are:
- a. To leave the area as it is without any restrictions and accept the safety hazard will remain or,
 - b. To install the proposed improvements and reduce the safety hazard.

Consultation

8. A plan of the proposal was forwarded to seven local residents. Four responses were received.
9. All four supported the proposal, however two respondents wanted additional No Stopping restrictions.
- *Officers Response: Additional restrictions in both the downhill and uphill directions will be investigated; however these may be more controversial with the local residents. We therefore want to get this particular restriction approved as it poses the most significant risk to motorists.*
10. Some responses noted the issue of parking on the other side of the road too. This causes vehicles travelling uphill to move out of the left lane into the passing lane, which can be a problem.
11. Two responses noted the problem of cars speeding down London Road.
- With the speeds that some cars come around the corner it is an accident waiting to happen.*
12. At its meeting held on 6 November 2017, the Petone Community Board resolved to endorse the recommendation contained in the report.

Legal Considerations

13. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

14. These changes can be funded from Council's 2017/2018 road markings budget.

Other Considerations

15. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it improves safety for the benefit of all road users. It does this in a way that is cost-effective because it utilises standard road markings.

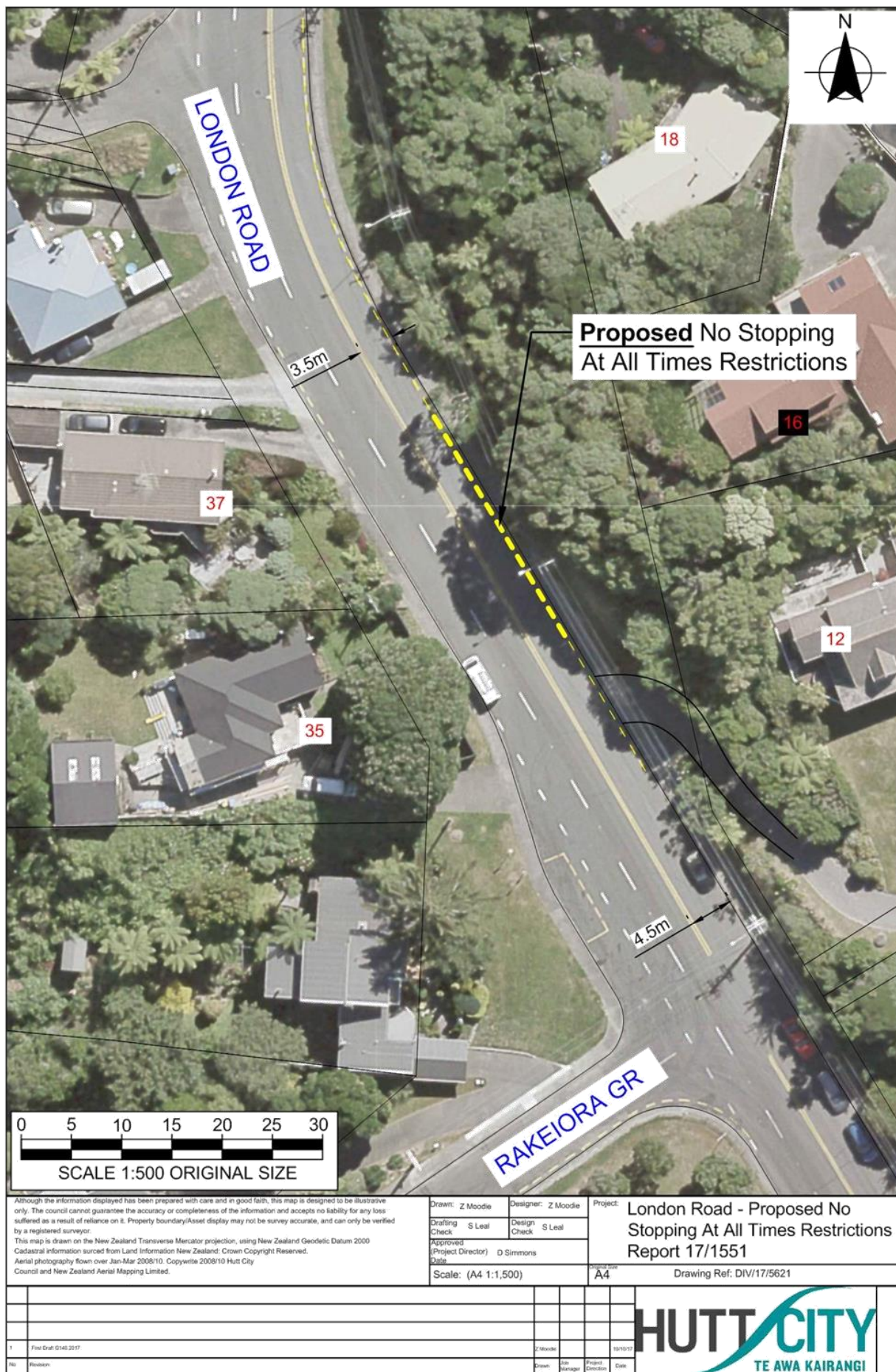
Appendices

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1 ↓	London Road - Proposed No Stopping At All Times Restrictions	15

Author: Martin Barry
Eco Design Advisor

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



16 October 2017

File: (17/1601)

Report no: TRS2017/5/267

Richmond Grove - Proposed No Stopping At All Times Restriction

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of a No Stopping At All Times Restriction in Richmond Grove as shown in Appendix 1 attached to the report.

Recommendations

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restriction in Richmond Grove, attached as Appendix 1 to the report.

For the reason that the proposed restriction ensures that adequate visibility is available to comply with section 6.3 of the Land Transport (Road User) Rule 2004 which states: "A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority."

Background

2. Council has received a request from the residents of a property on the northern side of Richmond Grove for a short length of No Stopping At All Times restriction to keep the inside of the bend clear of parked vehicles.

Discussion

3. The residents have identified ongoing visibility issues with vehicles being parked on the road at this location for up to a week. In addition to these residents, other residents in Richmond Grove have also encountered problems with vehicles parked on this corner.

Options

4. The options in this case are to leave the situation as it is now (the 'do nothing' option) and accept that the present problems will continue; or
5. To agree to install the requested No Stopping At All Times restriction and remove the visibility obstruction as outlined in the Recommendations above.

Consultation

6. A consultation plan and covering letter was delivered to 16 properties in the vicinity of the bend. There were eight replies received (50%). Of those, six were in favour of the proposed restriction, and two were opposed to the proposal (both from the same property).
7. This shows a clear level of community support for the proposal.
8. At its meeting held on 6 November 2017, the Petone Community Board resolved to endorse the recommendation contained in the report.

Legal Considerations

9. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

10. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

11. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government as defined in the Act. It does this in a way that is cost-effective because it uses standard road markings.

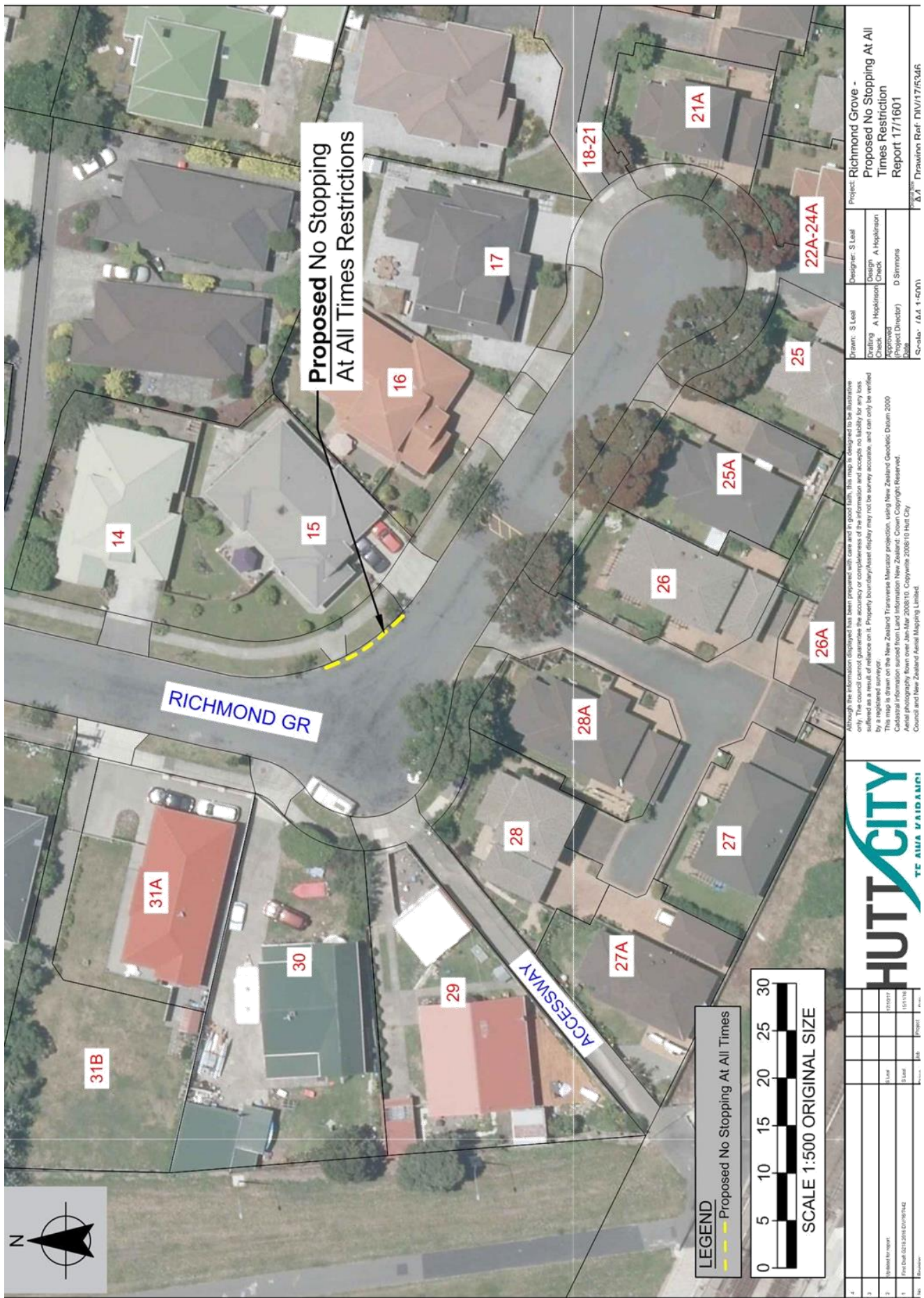
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1	Richmond Grove - Proposed No Stopping At All Times Restriction 32.2017 17/1601 Cycle 5 2017	19

Author: Alan Hopkinson
Senior Traffic Engineer

Reviewed By: Damon Simmons
Traffic Asset Manager

Approved By: John Gloag
Divisional Manager, Transport



05 October 2017

File: (17/1539)

Report no: TRS2017/5/268

Jackson Street (313) - Proposed P30 Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of P30 Parking Restrictions outside N°313 Jackson Street as attached as Appendix 1 to the report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of three P30 Parking Restrictions, from 8am to 9pm, Monday to Sunday, outside N°313 Jackson Street attached as Appendix 1 to the report.

For the reason to improve parking availability for customers by increasing parking turnover.

Background

2. N°313 Jackson Street is a newly constructed building with three shops at street level and 42 apartments above.
3. Resource consent for a new Merchants Liquor at N°2/313 Jackson Street has been approved. Following the approval, the operator has requested short term P15 parking restrictions outside the new business for convenient turnover of customers.
4. The operator of the new Merchants Liquor at N°2/313, has also submitted a formal submission for the parking restrictions attached as Attachment 2 to the report.

Discussion

5. P15 Parking Restrictions were originally proposed but after consultation with the local businesses P30 Restrictions were adopted.

6. The installation of P30 Parking Restrictions as proposed will provide short term parking in the area therefore improving the level of turnover for the local business and their customers.

Options

7. The options are:
 - i. To leave the area as it is with P60 parking restrictions and accept that short term parking is not provided immediately out front of this business or,
 - ii. To install the proposed changes and improve the level of service and turnover for customers.
8. Alternative time restrictions are an option, however the proposed restrictions could be changed retrospectively if proven to be inefficient.

Consultation

9. A plan and petition form were sent to the operator of the new Merchants Liquor at N°2/313, who consulted with the other two directly affected businesses at N°1/313 (Bikaner Foods) and N°3/313 (Faith and Co Café) Jackson Street. The shops' landlord was also consulted.
10. Bikaner and the Landlord supported the proposed P15 Parking restrictions, however Faith & Co Café prefer P30 Parking Restrictions.
11. Officers further consulted with the businesses across the road at N°352 (Domino's), N°1/350 (Skindeep), N°2/350 (NettL), N°1/340 (Subway), N°2/340 (Hellz), N°3/340 (B Lounge) and N°4/340 (Fusion).
12. Domino's, Skindeep and BLounge objected to the proposed P15, however they all supported P30 Parking Restrictions.
13. NettL supported the Proposed P15 Restrictions.
14. Subway objected to any changes. However would prefer P30 Parking restriction if it was to go ahead.
15. Hellz and Fusion did not sign or were uncontactable.
16. At its meeting on 6 November 2017, the Petone Community Board resolved not to endorse the recommendation contained in the report.

Legal Considerations

17. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

18. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

19. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard signage.

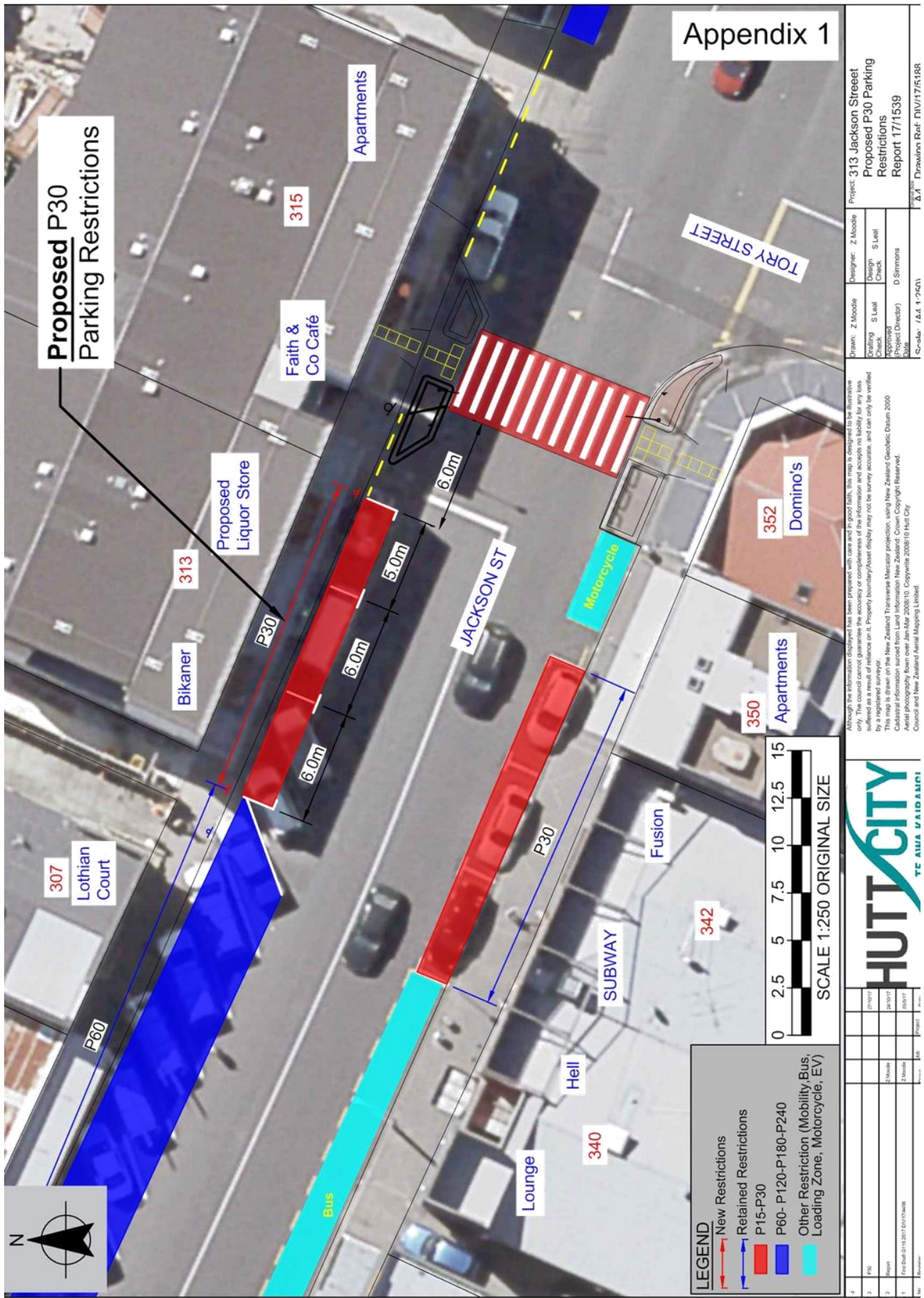
Appendices

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1↓	G119.2017 313 Jackson Street - Proposed P30 Parking Restrictions Plan	23
2↓	Kevin Badiyani, operator of the new Merchants Liquor at 2313 Parking Proposal	24

Author: Zackary Moodie
Traffic Engineer - Network Operations

Reviewed By: Sylvio Leal
Traffic Engineer

Approved By: Damon Simmons
Traffic Asset Manager



Prepared by - Dream Power Limited t/a Merchants Liquor Petone

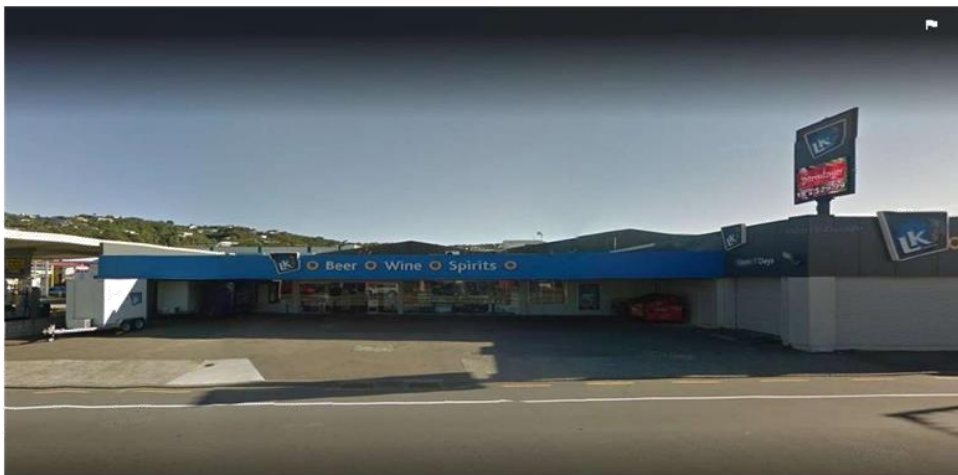
Prepared for - Traffic Subcommittee at Hutt City Council Chambers, [30 Laings Road, Lower Hutt](#)

Subject - P15 Proposed Parking at 313-315 Jackson Street

“Why parking is vital to any retail business?”

Few points below will justify why parking is vital -

- The one point that we cannot emphasize strongly enough is the importance to business of parking particularly retail, but also from an office use perspective.
- What needs to be clearly understood is the synergy that exists between businesses, and there is a synergy as well between the commercial and residential components in any area. For example, professional offices draw clients to their businesses, which generate pedestrian traffic which has a need for services, i.e. restaurants, convenience stores, banks, etc. These amenities then also serve the needs of the residents in the area. Parking availability is an important component of this synergy.
- Like nature, the success of any Retail business area requires a healthy balance of components that meet the diverse needs of the community, and one of the keystones for this healthy balance is parking.
- Ample **parking** is **important** for customers and employees. If customers are unable to find suitable **parking**, they might choose to visit a competitor who has the same qualified services with more convenient **parking**. You also need adequate space for employees to park at or near your location.



Picture of parking space outside Liquor King Petone, Our competitor

“Why restricted parking is important?”

- A controlled parking zone (CPZ) is a parking scheme mainly used in urban areas. CPZs are used by local councils to address particular parking problems in a community - usually in order to help

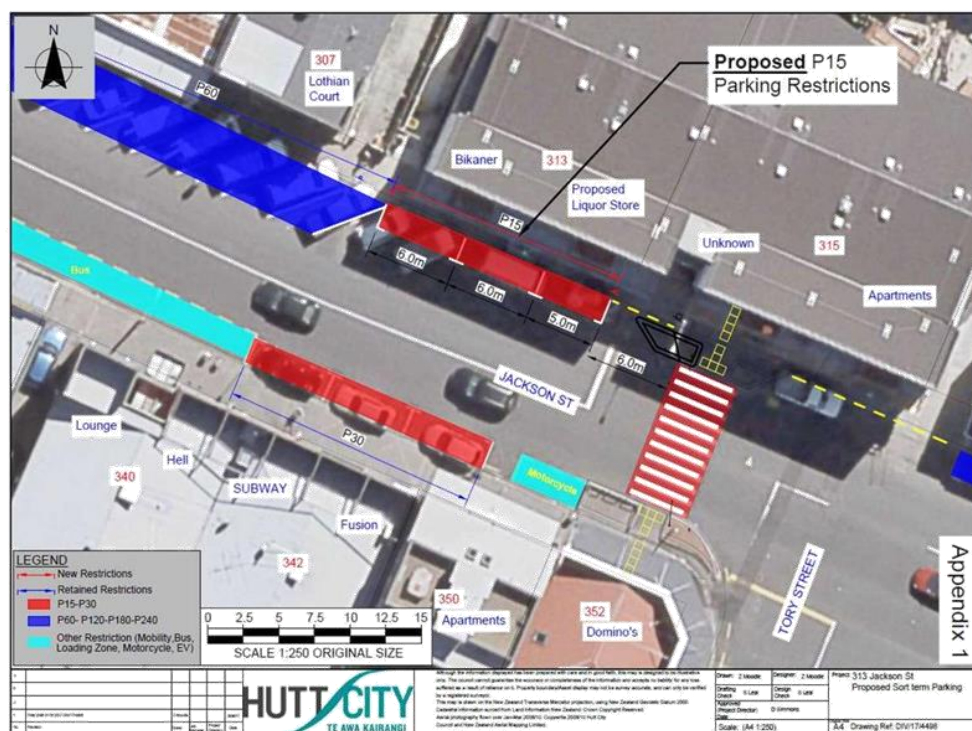
business and residents park effectively. This means that parking is only permitted in designated parking bays.

- CPZs can also be used to allow more free-flowing traffic through town centers, particularly where parking causes problems for the emergency services.
- Its main aim is to discourage commuter and long stay parking by people from outside the area. To make sure that this works fairly, zones are enforced by uniformed parking attendants.

Proposing P15 restricted parking would mean –

1. Quick turnaround in the restricted parking such as P15 - four times in an hour vs. one time in P60
2. Our retail customer for liquor industry spends no more than 2-3 minutes in store. Which means, close to 20 times turnaround in an hour
3. P30 - Won't help as this will heavily effect the "convenience" which is one of key pillars of our success
4. P5/P10 - Would be helpful - But, We would like to believe P15 will be beneficial for patrons visiting the newly opened Indian Restaurant and the Cafe.

If a picture is worth a thousand words, we would like to propose our point by showing you the proposed parking P15 request outside our Proposed Liquor Store.



Proposal for P15 parking is only for 3 parking bays outside the proposed liquor store

Unified Consent:

The proposed parking is also supported by Owner of Indian Restaurant Bikanerwala next door and the Landlord of the apartment. Apart from the already agreed parties we are waiting to hear back from owners of Café, Domino's, Hell Pizza and Subway.

Success of our sisters concerns:

As explained earlier for success of any business parking is vital and important and to support our point below pictures of our sister concern business across Wellington prove how important role parking lot has assisted in growing strength to strength since 2010.



Picture of parking space outside The Bottle-O Naenae



Picture of parking space outside The Bottle-O Waikanae



Picture of parking space outside The Bottle-O Tawa



Picture of parking space outside The Bottle-O Masterton



Picture of parking space outside The Bottle-O Stokes Valley

Conclusion:

Proposal of restricted parking in Petone is very critical as it has been an on-going problem for last few months. Petone had a range of parking problems which appeared to have got worse since Kmart opened. The number of apartments are also on a rise in Petone which is believed will add on the parking problems. Hence, restricted parking especially on Jackson Street one of the busiest and populated street will allow smooth business operations to many small business entrepreneurs.

References:

Article by Nicholas Boyack June 31 2017 - <http://www.stuff.co.nz/dominion-post/news/93424617/hutt-city-to-review-parking-across-the-city-as-congestion-strikes-petone>

Controlled Parking Zones refer to - <http://www.ukmotorists.com/cpz.asp>

Importance of parking to business refer to - <http://smallbusiness.chron.com/location-business-important-43239.html>

17 October 2017

File: (17/1610)

Report no: TRS2017/5/269

Burnham Street - Proposed P30 Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of a P30 Parking Restriction, from Monday to Friday only, in Burnham Street as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of a P30 Parking Restriction, from Monday to Friday only, in Burnham Street as shown in Appendix 1 attached to this report.

For the reason that there are limited parking options for parents and caregivers dropping off/picking up children at this childcare centre.

Background

2. Council received a request from the Rainbow Early Learning Centre manager to provide short term parking in the vicinity of the property at N° 2 Burnham Street.
3. The concern expressed is that long term parkers are using the street for the entire day therefore leaving no parking spaces available in the vicinity of the childcare centre for parents and caregivers to drop off/pick up children.

Discussion

4. The installation of P30 Parking Restrictions, from Monday to Friday only, as proposed will increase turnover in one parking space adjacent to the Rainbow Early Learning Centre therefore improving the level of service for parents and caregivers dropping off/picking up children at the facility.

Options

5. The options are:

- i. To leave the area as it is without any restrictions and accept the insufficient level of service for parents and caregivers dropping off/picking up children at the childcare centre will remain or;
- ii. To install the proposed changes and improve the level of service for the childcare centre and the parents/caregivers using this childcare centre.

Consultation

6. A plan of the proposal and a petition form were forwarded to Sarah Todd, manager of the Rainbow Early Learning Centre at N° 2 Burnham Street, who consulted the directly affected properties at N°s 1 to 8 Burnham Street, and N°s 149 and 151 Cuba Street.
 - The requester and five of the consulted properties (N°s 1, 3, 5 and 6 Burnham St and N° 151 Cuba St) signed the petition in support of the proposal.
7. At its meeting on 6 November 2017, the Petone Community Board resolved to endorse the recommendation contained in the report.

Legal Considerations

8. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

9. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

10. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard road markings and signs.

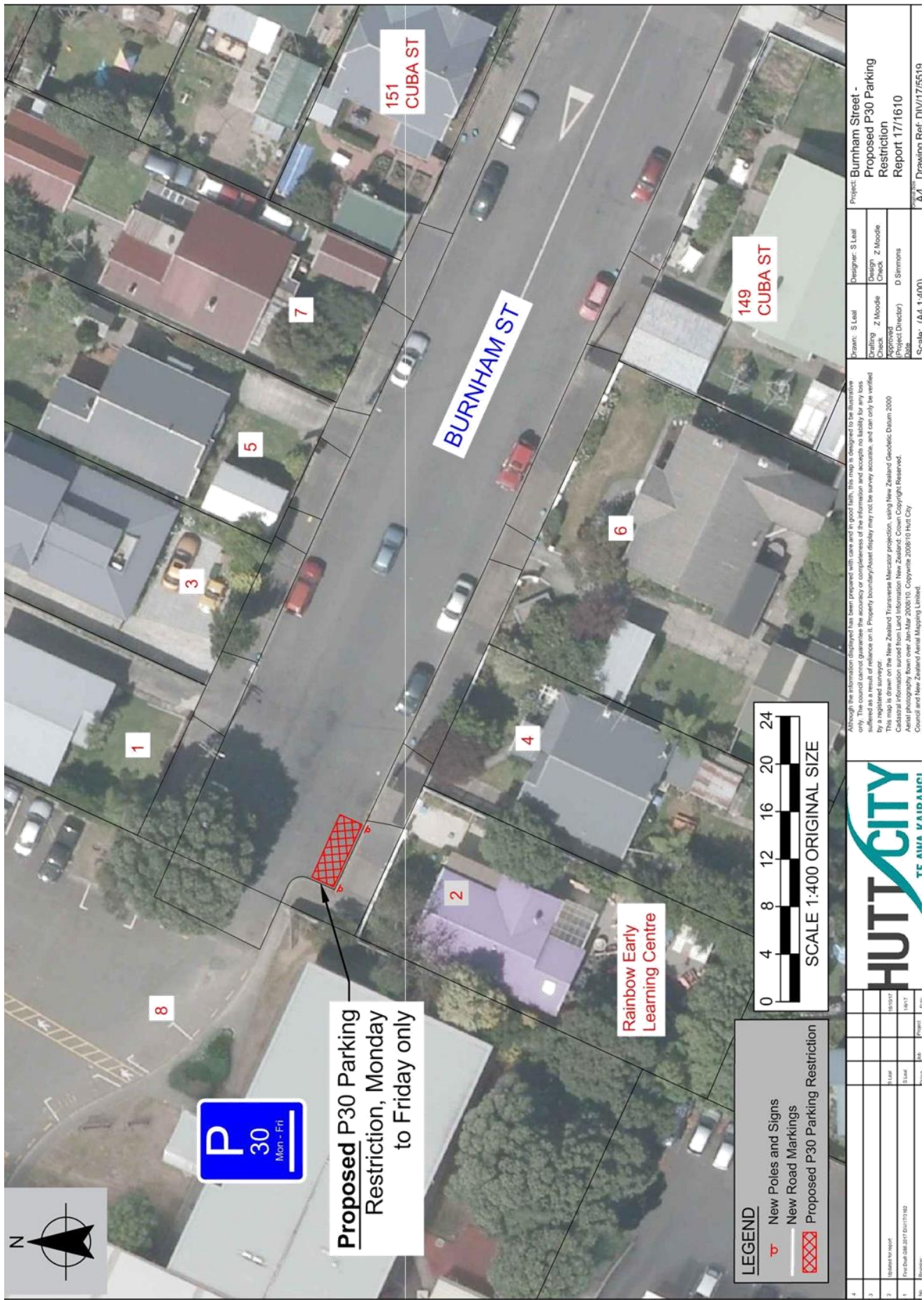
Appendices

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1 ↓	Burnham Street (2) - Proposed P30 Parking Restriction	33

Author: Sylvio Leal
Traffic Engineer

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



10 October 2017

File: (17/1549)

Report no: TRS2017/5/270

Cheviot Road – Proposed No Stopping At All Times Restriction

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions near the corner of Cheviot Road and Dillon Street as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions near the corner of Cheviot Road and Dillon Street as shown in Appendix 1 attached to the report.

For the reason to prevent parked vehicles forcing drivers to cross the centre line on a bend with limited visibility.

Background

2. Council has received a request from a local resident to improve safety on this sharp corner on Cheviot Road.
3. Concerns have been raised over the lack of space on the road when negotiating this sharp bend, particularly when vehicles are parked on or near this intersection. On occasion vehicles are forced to cross the centreline.
4. Further, there are no footpaths on either side of the road near this bend, meaning this section of road is shared with pedestrians and bicycles.
5. A check of crashes record in the NZTA's Crash Analysis System for the last 10 years has shown no reported crashes at this bend.

Discussion

6. The installation of No Stopping At All Times Restrictions as proposed will improve visibility and safety for drivers negotiating this bend.
7. This proposal will result in the removal of four parking spaces.

Options

8. The options are:
- a. To leave the area as it is without any restrictions and accept the safety hazard will remain or,
 - b. To install the proposed improvements and reduce the safety hazard.

Consultation

9. A plan of the proposal was forwarded to 14 nearby residents. Six responses were received; one approved and five disapproved. The disapproving views can be summarised with the following points.

No. 29 – We question the need for a yellow line outside No. 33. We occasionally park a car on the road as we share a driveway with 3 other houses.

No. 46 – We have already had problems with people especially tradesmen parking on the berm making it difficult to maintain.

No. 39 – We fear that the proposed broken yellow lines would result in more rather than less speeding on that intersection. This would decrease rather than increase the safety at this bend.

No. 33 – The issue is speed and drivers cutting the corner, not parked cars. Cars are travelling far too quickly up and down Cheviot Road.

No. 50 - Personally it has never crossed my mind that there is a problem at this corner

10. Officers' responses:

As a result of this consultation the proposal was amended. Broken yellow lines outside No.33 were removed, and the 12m of broken yellow lines outside No. 50 were shortened from 12m to 6m.

Broken yellow lines are necessary to help prevent drivers from crossing the centreline on a bend with poor visibility.

The safety of road users in this instance is more important than the inconvenience caused by the removal of four parking spaces.

11. At its meeting on held on 7 November 2017, the Eastbourne Community Board resolved to endorse the recommendation contained in the report.

Legal Considerations

12. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

13. These changes can be funded from Council's 2017/2018 road markings budget.

Other Considerations

14. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it improves safety for the benefit of all road users. It does this in a way that is cost-effective because it utilises standard road markings.

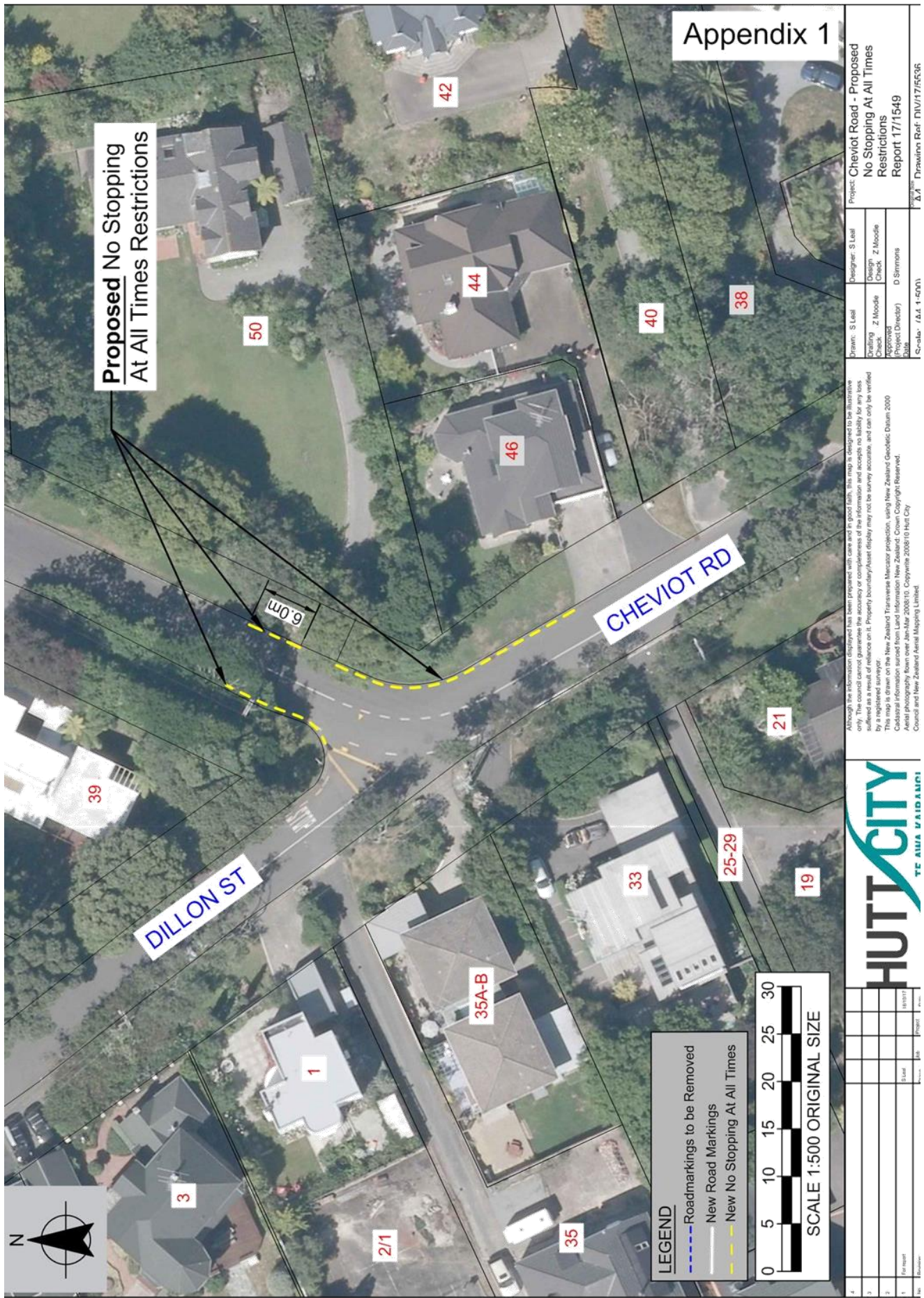
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Author: Martin Barry
Eco Design Advisor

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



11 October 2017

File: (17/1558)

Report no: TRS2017/5/271

8 Waiu Street - Proposed P15 Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of two P15 Parking Restrictions outside 8 Waiu Street, Wainuiomata as shown in Appendix 1 attached to the report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of P15 Parking Restrictions outside 8 Waiu Street, Wainuiomata attached as Appendix 1 to the report.

For the reason to increase parking turnover and improve the level of service for couriers and customers.

Background

2. Wellington Toyota, at 8 Waiu Street, Wainuiomata operates in the vehicle dismantling industry – with couriers coming into the premises approximately 20 times a day and a number of customers visit throughout the day.
3. With the industrial nature of the businesses in Waiu Street, and no parking restrictions in the area, many carparks are occupied by commuter parking for most of the day.
4. Providing short term parking will help with the flow and turnover of parks in the area.

Discussion

5. Providing two P15 parking restrictions directly outside the main entrance will increase parking turnover and improve the level of service for couriers and customers.

Options

6. The options are:
- i. to leave the area as it is and accept that short term parking is not provided for couriers and customers convenience; or
 - ii. to implement the proposed changes and improve turnover on two carparks in the area therefore improving the level of service for couriers and customers that visits the local businesses.

Consultation

7. A plan of the proposed changes and a petition form were sent to Wellington Toyota, who consulted with the other four directly affected businesses at 1, 2, 3 and 10-15 Waiu Street.
- All those who were consulted signed the petition in support of the proposed changes.
8. The Wainuiomata Community Board considered the recommendation at its meeting on 8 November 2017 and the resolution will be tabled at the Traffic Subcommittee meeting on 13 November 2017.

Legal Considerations

9. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

10. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

11. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard signage.

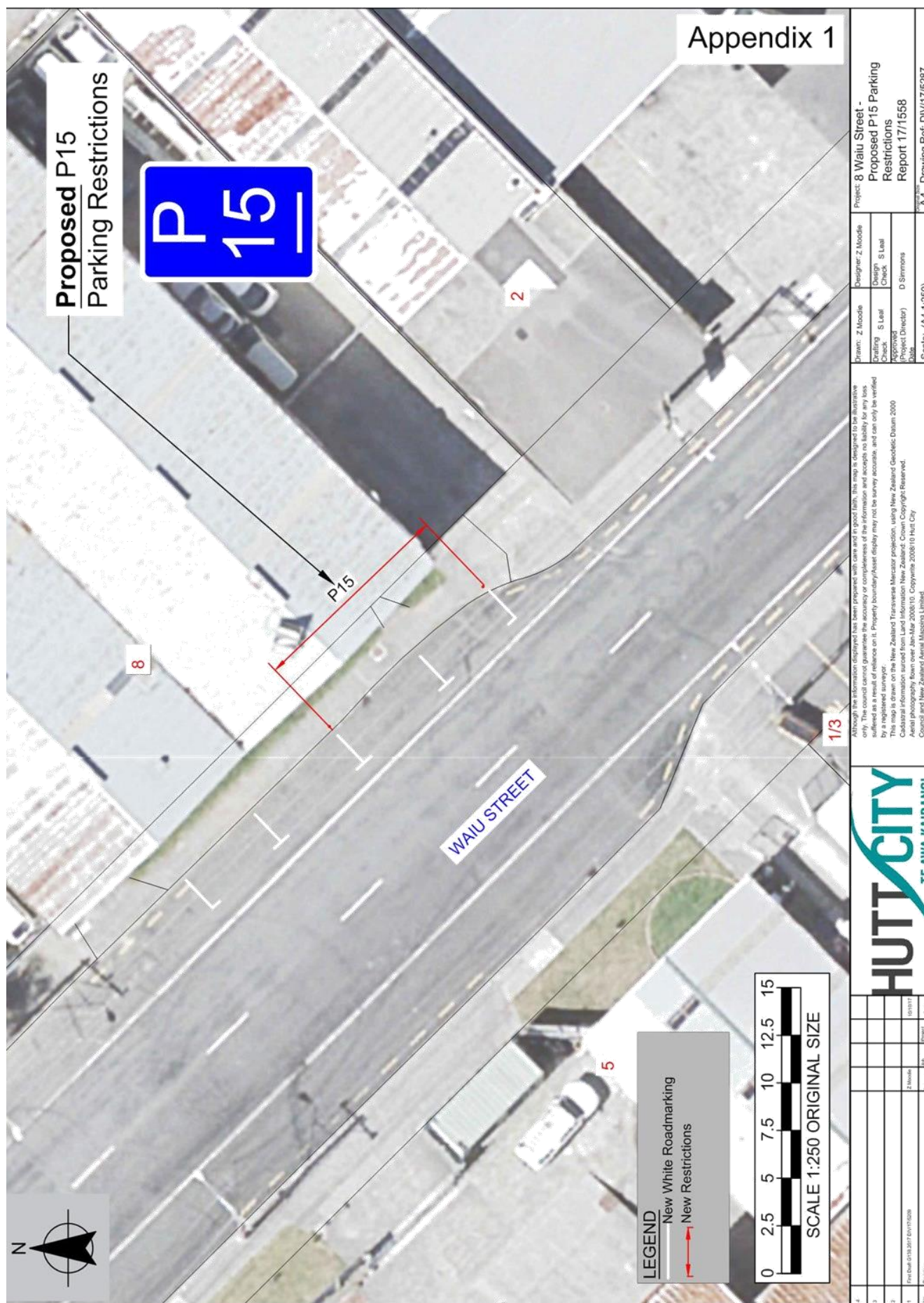
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Author: Zackary Moodie
Traffic Engineer - Network Operations

Reviewed By: Sylvio Leal
Traffic Engineer

Approved By: Damon Simmons
Traffic Asset Manager



16 October 2017

File: (17/1598)

Report no: TRS2017/5/272

8 Bexley Grove - Proposed No Stopping At All Times Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions in Bexley Grove, Wainuiomata as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Bexley Grove, Wainuiomata as shown in Appendix 1 attached to the report.

For the reason that accessibility for residents adjacent to this bend will be significantly improved

Background

2. Council received a request from the resident at 8 Bexley Grove to improve parking etiquette and accessibility in the street. When vehicles are parked outside number 7, he finds it very difficult to get in and out of his driveway.
3. Bexley Grove is a very narrow street and is only 6 metres wide at this section of the road.
4. When cars are parked directly opposite the driveway of 8 Bexley Grove the carriageway width is further reduced, making it impossible to exit the driveway without cutting the curb or making a three point turn manoeuvre.
5. The tenants at 7 Bexley Grove own five cars and a light truck, which does not fit in their driveway.
6. These vehicles are frequently parked directly opposite number 8 and on the grass berm outside number 7.

Discussion

7. The installation of No Stopping At All Times Restrictions as proposed will ensure an adequate clearance for the driveway and access through this bend.
8. The proposed restriction will result in the loss of one on street car park.

Options

9. The options are:
 - To leave the area as it is without any restrictions and accept the accessibility issue will remain; or
 - To install the proposed changes to improve access for the resident at 8 Bexley Grove.

Consultation

10. Officers consulted with the five directly affected residents at numbers 5, 6, 7, 8 and 9 Bexley Grove.
 - Four residents supported the proposal; and
 - One resident (number 7) opposed the proposal. They noted that they can't park the light truck off the street as they might damage the driveway, and it is a rental property.
 - *Officers Response: The tenants at number 7 have shown little empathy for the resident at number 8 and could park the truck further along the street (including opposite their own driveway) if inclined to do so. The proposed No Stopping restriction will ensure future accessibility at this location.*
11. The Wainuiomata Community Board considered the recommendation at its meeting on 8 November 2017 and the resolution will be tabled at the Traffic Subcommittee meeting on 13 November 2017.

Legal Considerations

12. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

13. These changes can be funded from Council's 2017/2018 road markings budget.

Other Considerations

14. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it improves safety for the benefit of all road users. It does this in a way that is cost-effective because it utilises standard road markings.

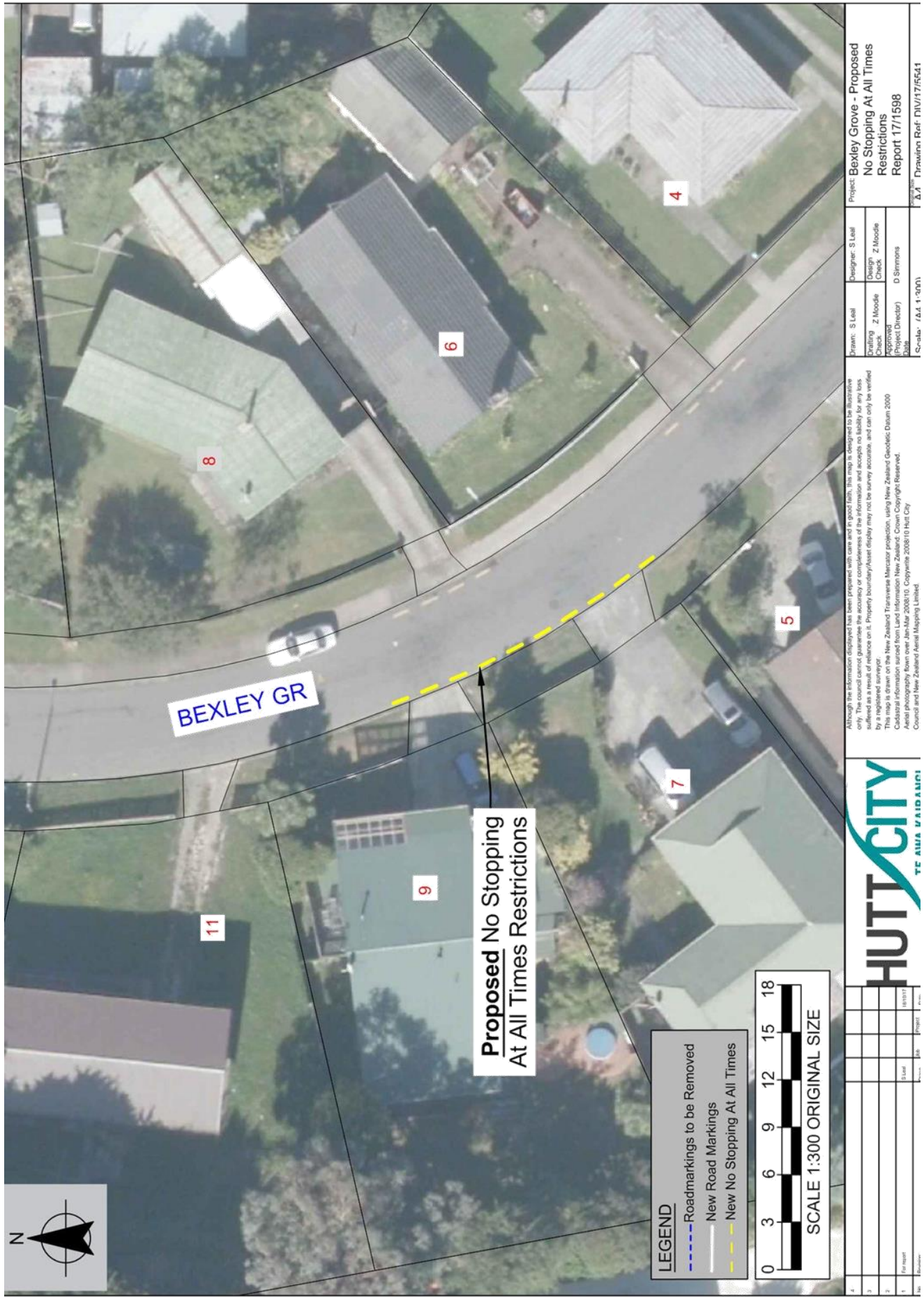
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Author: Martin Barry
Eco Design Advisor

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



10 October 2017

File: (17/1542)

Report no: TRS2017/5/274

Petone to Melling Shared Path: Proposed No Stopping At All Times Restrictions on Pharazyn Street and Marsden Street

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions on Pharazyn Street and Marsden Street to accommodate the proposed Petone to Melling Shared Path as shown in Appendix 3 to the report.

Recommendation

It is recommended that the Council approves the installation of No Stopping At All Times Restrictions on Pharazyn Street and Marsden Street as shown in Appendix 3 to the report.

For the following reasons:

- (i) *The restrictions are required to accommodate safety measures for the proposed Petone to Melling Shared Path;*
- (ii) *The safety measures will improve safety for pedestrians and cyclists using the proposed Shared Path;*
- (iii) *The proposed Shared Path will contribute to Council's Vision to make Lower Hutt a great place to live, work and play.*

Background

2. The New Zealand Transport Agency (NZTA) is undertaking a project to create a shared path (pedestrians and cyclists) between Petone and Melling. In the future this will link to the proposed Petone to Wellington Cycleway.

3. The project involves creating a shared path along Hutt Road, Parliament Street, Bridge Street and Marsden Street as shown in Appendix 1 to this report.
4. This project is being funded by NZTA, with an already agreed contribution from Council (this contribution covers Council's obligation for the section of path between Ngauranga and Melling).
5. Where the shared path crosses Pharazyn Street and Marsden Street it is necessary to introduce No Stopping At All Times Restrictions to allow safety measures to be constructed.
6. These restrictions will result in the removal of 19 parking spaces on Pharazyn Street and 11 parking spaces on Marsden Street.
7. Two new parking areas are proposed on Pharazyn Street (13 new spaces) and Bridge Street (10 New spaces) to partially mitigate the loss of parking as shown in Appendix 2 to this report.
8. The proposed new parking area on Bridge Street will require the removal of five existing parking spaces.
9. The net loss of parking will be 12 spaces.

Discussion

10. The proposed Petone to Melling Shared Path crosses Pharazyn Street, Normandale Road and Marsden Street as shown on Appendix 1 to this report.
11. At all three locations, safety measures are proposed to meet the best practice guidelines for cycleway design and improve safety for users of the shared path.
12. These safety measures include installation of a central refuge island, speed cushions to reduce vehicle speeds and removal of parking spaces to improve sight distance to the crossing points.
13. To increase the sight distances to the required safety standard it is necessary to remove 19 existing parking spaces on Pharazyn Street and 11 parking spaces on Marsden Street.
14. Due to the existing layout and No Stopping At All Times Restrictions at the Normandale Road intersection, no additional parking will be lost.
15. Initial consultation with the local occupants showed that while the majority supported the Shared Path, the impact of the loss of parking was considered too high.
16. NZTA undertook a parking demand survey between 10am and 8pm from 5 to 9 August 2017 covering Parliament Street, Bridge Street, Pharazyn Street, Herbert Street, Aglionby Street and Marsden Street to determine how heavily utilised the existing parking spaces are.

17. The survey showed that the existing parking is typically heavily utilised on weekdays (up to 90% occupied in some areas) and only lightly utilised on the weekends (maximum 36% occupied).
18. Anecdotal evidence from the occupants of the area suggested that a significant amount of the parking demand is created by commuters accessing Melling Station at the northern end of Pharazyn Street, and also parking in the area and walking across the Ewen Bridge to the Lower Hutt Central Business District.
19. As a result of the public feedback and the results of the parking occupancy survey council officers have amended the proposal, in conjunction with the NZTA, to include two additional parking areas to minimize the impact from lost parking.
20. Two new parking areas are proposed on Pharazyn Street (13 new spaces) and Bridge Street (10 new spaces) to partially mitigate the loss of parking.
21. The proposed new parking area on Bridge Street will require the removal of five existing parking spaces.
22. The net loss of parking will be 12 spaces.
23. Although the loss of parking will be inconvenient for a number of motorists, the number of those inconvenienced is considered acceptable given the long term benefits from the Shared Path and the project's alignment with Council's Vision.
24. If the No Stopping restriction is not approved, it is expected that the NZTA will terminate the shared path route at Parliament Street and cyclists would have to use the existing carriageway on Bridge Street to access the riverbank section of the path.
25. If the remaining section of the Shared Path were to be completed at some future date, the cost would be borne by Council outside the current funding arrangement with NZTA.

Options

26. Multiple alignment options were examined for the overall project by NZTA, however two alignment options (A and B) were shortlisted and examined in detail for the link between Parliament Street and Marsden Street.
27. Option B involved the path being located adjacent to the northern kerb of Bridge Street between Parliament Street and Pharazyn Street.
28. Option B would have reduced the overall loss of parking by around four parking spaces, however the loss of parking along the full length of the northern side of Bridge Street would have been a considerable inconvenience to the adjacent residents.
29. Option A is the proposal as presented in this report (Appendix 1).

30. Removal of the parking spaces as discussed is the only option available to provide the required sight distances for safety reasons.
31. Reducing the number of removed parking spaces further would compromise the safety of shared path users.
32. It is also an option to not approve the removal of these parking spaces. If this option is adopted it is expected that the NZTA will terminate the cycle path at Parliament Street and cyclists will have to travel between Parliament Street and the riverbank along the existing Bridge Street carriageway. This would reduce the return on Council's investment in the Shared Path.

Consultation

33. NZTA undertook five open days to explain the Ngauranga to Melling project and receive public feedback between 29 April and 4 May 2017. A total of 199 people attended the open days.
34. NZTA also undertook consultation via social media, electronic newsletters and local print media around April and May 2017.
35. The full details of the NZTA consultation are included in the Wellington to Hutt Valley Walking and Cycling Link (Petone to Melling Section) Public Engagement Report (available on the NZTA website).
36. The feedback from the extensive NZTA consultation was incorporated into the current project design.
37. Council Officers undertook consultation on the proposed No Stopping restrictions in August 2017 by door knocking local residences and businesses. The purpose of this consultation was to discuss the proposed loss of parking to accommodate the safety measures for the Shared Path.
38. The feedback from this consultation was mixed with approximately 50% supporting the proposed parking restrictions and 50% not in support.
39. The main reason for not supporting the proposal was that parking is already difficult to find in the area throughout the working week.
40. Despite not supporting the loss of parking, support for the Shared Path was strong.
41. Council Officers amended the initial proposal to include the two additional parking areas and undertook another round of consultation in October 2017.
42. This consultation involved a mail out, and hand delivery, of a consultation pack outlining the Shared Path project, the proposed parking restrictions and the reasons for those restrictions.
43. The consultation pack was sent to the registered owners, and occupiers, of properties at the southern end of Pharazyn Street, Bridge Street and Marsden Street.

44. Overall, 78 consultation packs were sent out or hand delivered during the October 2017 consultation.
45. Feedback was received from nine customers by the closure of the feedback period on 13 October 2017.
46. Of these nine responses, five are in favour of the proposed parking restrictions and four are against.
47. All four of those against the proposal cited the current high utilisation of the existing parking spaces and the need to provide more parking.

Officers Response: A key factor in freeing up the parking in this area is removing commuters from parking spaces better utilised by customers, local employees and residents. Council's Parking Policy, currently out for public consultation, should give us the ability to make improvements using the Parking Hierarchy included in the Policy.

Legal Considerations

48. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

49. The proposed changes will be funded by NZTA under its current project can be funded from Council's 2016/2017 road markings budget.

Other Considerations

50. In making this recommendation, officers have given careful consideration to the purpose of local government in Part 2, section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of local government in that it promotes social and environmental wellbeing of the community by promoting active modes of transport.
51. The project is cost effective to the rate payers of Lower Hutt as it is predominantly funded by the NZTA.
52. By promoting active modes of transport, the efficiency of the road corridor is improved by reducing the number of cars on the road.

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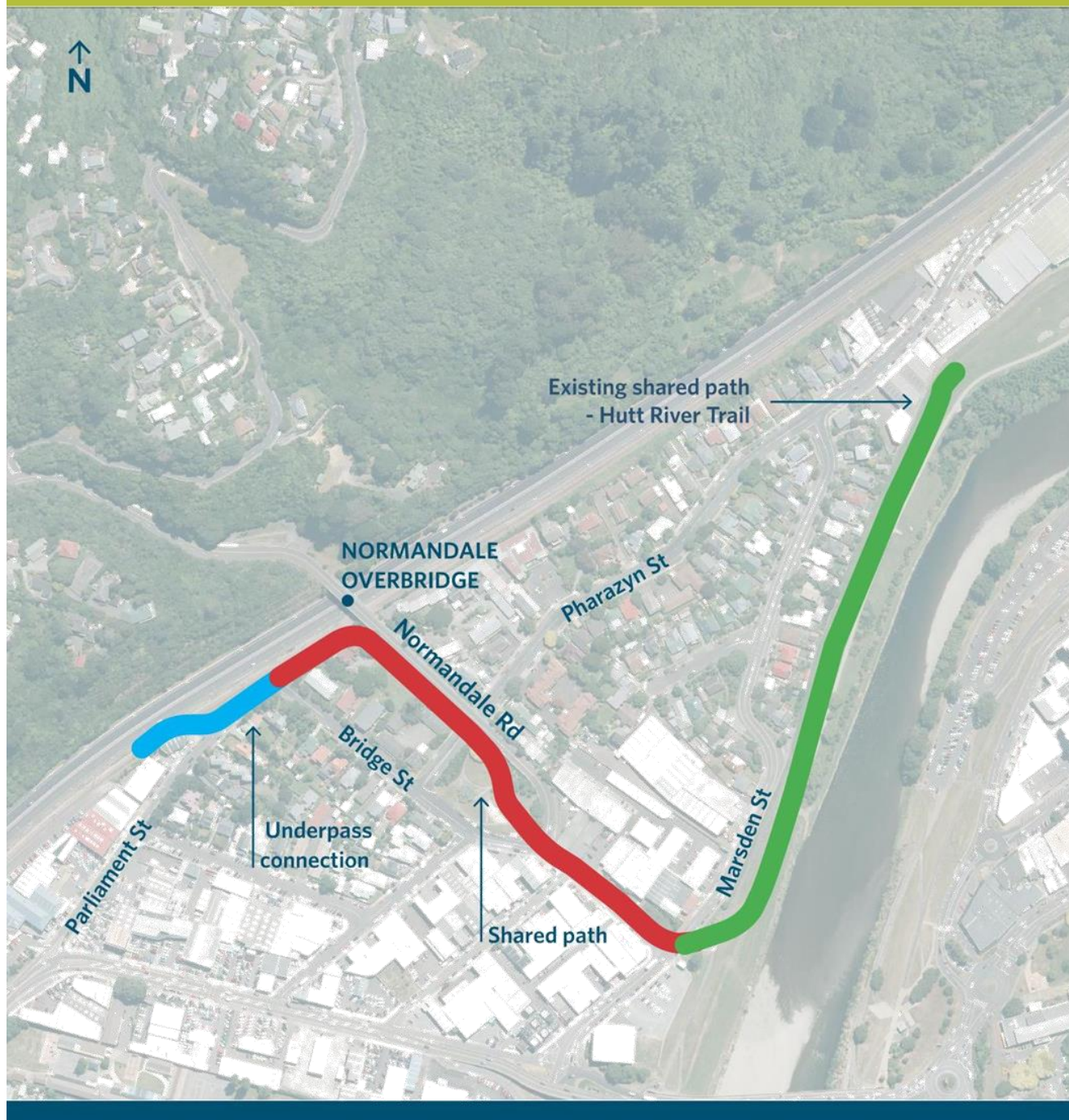
Author: Damon Simmons
Traffic Asset Manager

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

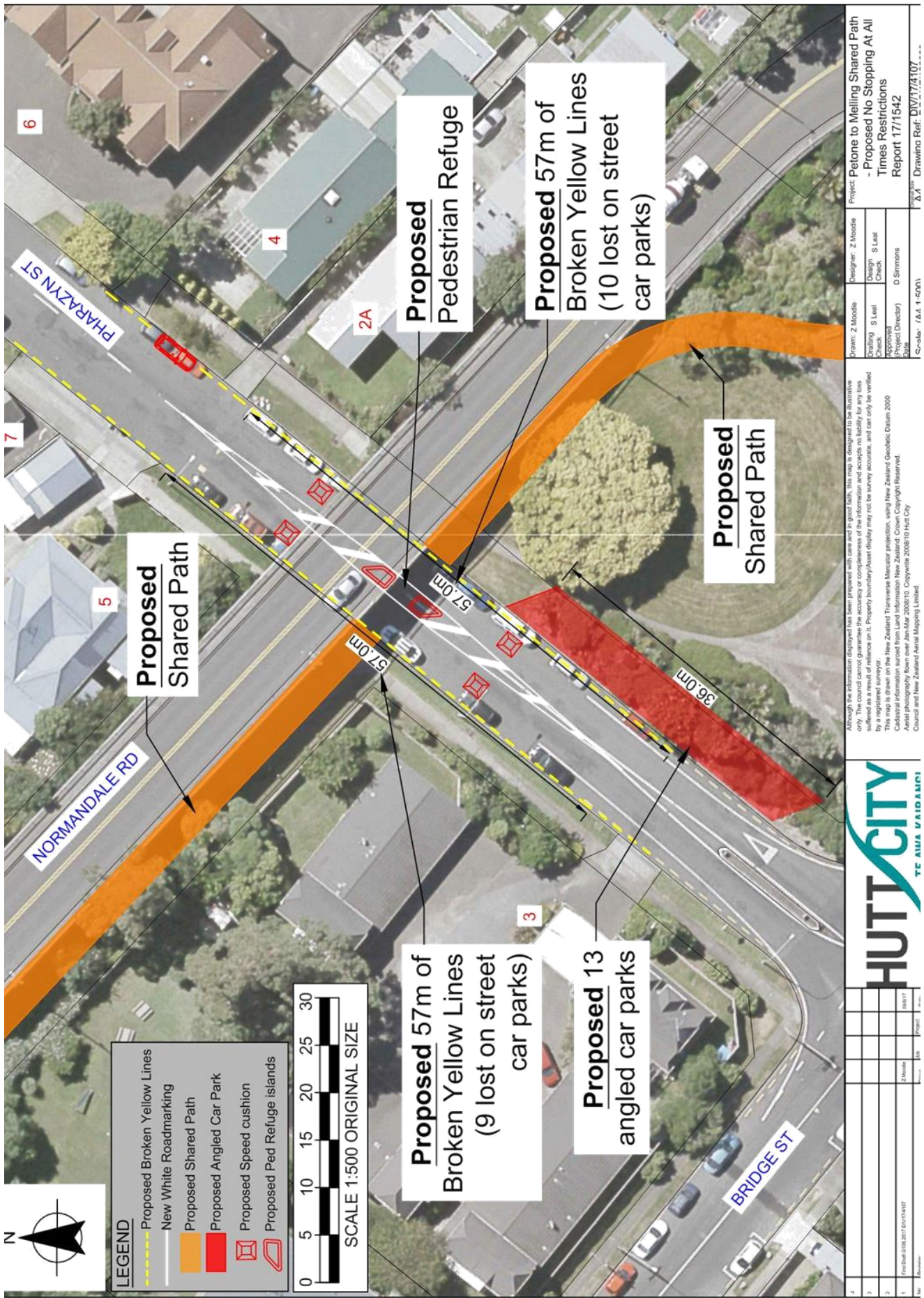
Approved By: John Gloag
Divisional Manager, Transport

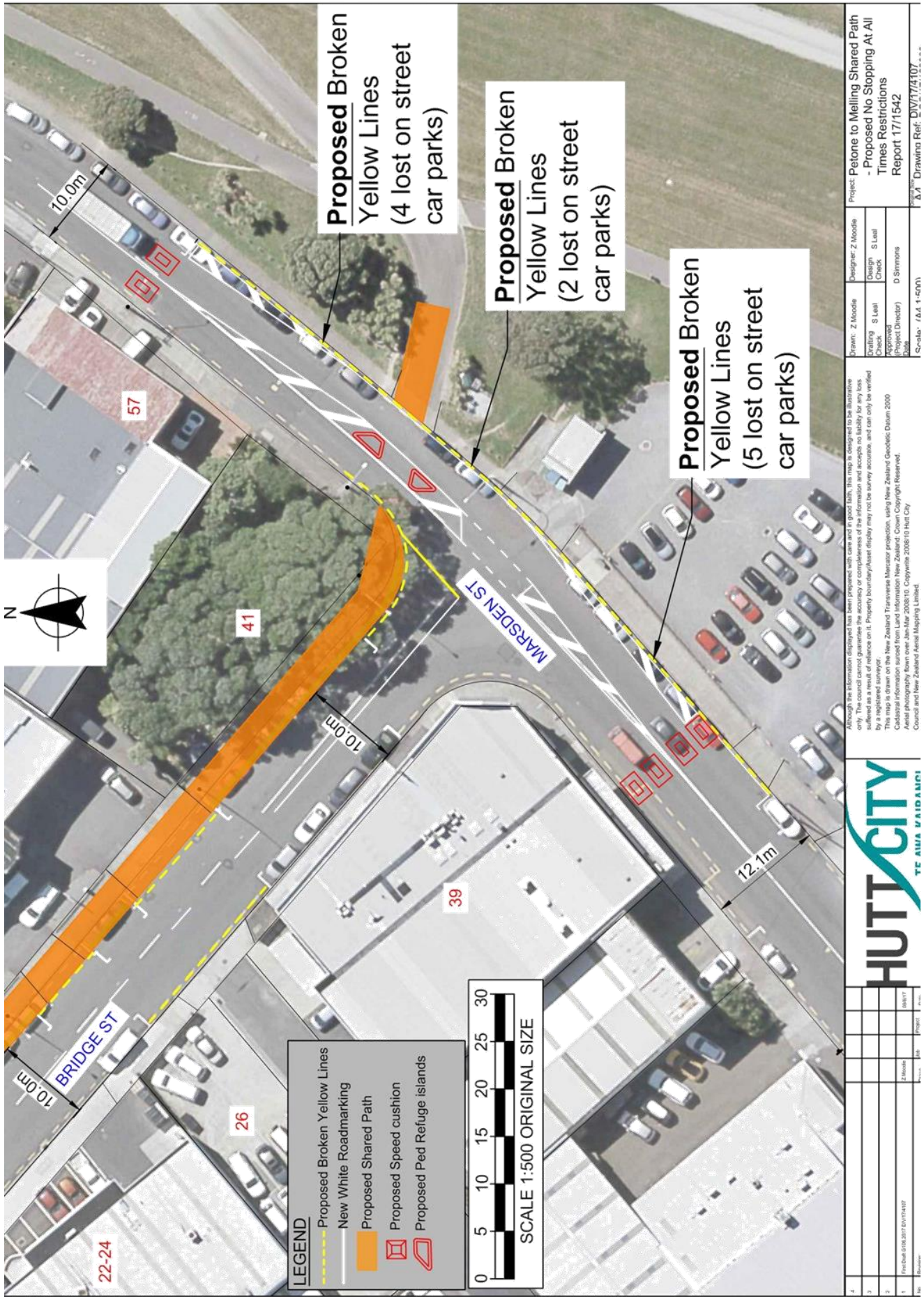
Wellington to Hutt Valley Walking and Cycling Link
Petone to Melling section

Parliament Street to Hutt River Trail connection









11 October 2017

File: (17/1555)

Report no: TRS2017/5/275

Te Mome and Hutt Road - Proposed P30 Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of P30 Parking Restrictions in Hutt Road and Te Mome Road, as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the Proposed P30 Parking Restrictions in Hutt Road and Te Mome, as shown in Appendix 1 attached to the report.

Background

2. Council received a request from the owner of The Music Warehouse on the corner of Te Mome and Hutt Road, to amend some of the local parking restrictions.
3. As the owner of the car park at Station Village recently introduced parking restrictions on their private property, train commuters now park on the street in the area.
4. This includes the parking spaces immediately outside four local businesses on the corner of Hutt and Te Mome Roads that are concerned about the availability of customer parking.
5. There are currently parking spaces at the western end of Te Mome Road, and on Hutt road designated as a P15 School Pick Up/Drop Off Zone – 8.30am to 9.30am and 2.45pm to 3.15pm.
6. These parks benefit the Music Warehouse during the School terms. But outside of the school terms these parks are filled with all day commuters making use of the restrictions not applying outside of the school term.

7. There is also a P5 outside 474 Hutt Road where there used to be a post box, which is now removed.

Discussion

8. Making the two School Pick Up/Drop Off Zone parks at the most western end of the street P30 parking restrictions will make these two car parks available for customers throughout the year.
9. Changing the P5 on Hutt Road to P30 would provide a more appropriate utilisation of this parking space.
10. The installation of these three P30 Parking Restrictions as proposed will prevent commuters parking here, and provide more suitable restrictions for local business.
11. This will also keep the parks free for school drop offs etc.

Options

12. The options are:
 - a. To leave the area as it is with the existing restrictions and accept the parking issue will remain or,
 - b. To install the proposed changes and improve the level of service for businesses and residents.

Consultation

13. A plan of the proposal was forwarded to four local business owners and one local resident; No 2 Te Mome Road.
14. All five responses were received.
15. The proposal is supported by the four business owners occupying 478 Hutt Road; The Music Warehouse, Sports Emporium, Smartarts and Quale Construction.
16. The residents at No 2 Te Mome Road do not support the proposal.
 - We have people living in our house that do shift work and need to be able to park for unlimited time during the day. We should be able to park outside our own house without getting a ticket.
 - *Officers Response: The tenants at No.2 Te Mome Road have off street parking for two or more vehicles and also frequently use the grass berm outside the house to park vehicles. The proposed parking restrictions only apply between 8am and 6pm on days other than public holidays therefore the impact on the tenants will be minimal – significantly less than the impact on the business owners of the parks not being available.*

Legal Considerations

17. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (amended 20 November 2014).

Financial Considerations

18. The improvements can be funded from Council's 2017/2018 operational budget.

Other Considerations

19. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard signage.

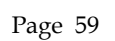
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Author: Martin Barry
Eco Design Advisor

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



11 October 2017

File: (17/1560)

Report no: TRS2017/5/276

Troon Crescent - Proposed No Stopping At All Times Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions in Troon Crescent, as shown in Appendix 1 attached to this report.

Recommendation

That the Subcommittee recommends that Council approves installation of No Stopping At All Times Restrictions in Troon Crescent, as shown in Appendix 1 attached to the report.

For the reason to formalise the parking spaces and improve parking etiquette, and ensure adequate separation between parked cars, driveways and the adjacent intersection.

Background

2. Council's Road and Traffic Division received a request to formalise the parking spaces outside No 1 Troon Crescent, to prevent undesirable parking behavior in the area and maintain access for the residents of No 1 Troon Crescent.

Discussion

3. A council officer met with the resident of No.1 Troon Crescent on site, discussed the options and agreed upon the proposed measures.
4. The existing parking bays do not have T bar markings and this, combined with the existing length of the marked parking bays, encourages three cars to park in a space that is suitable for only two cars.
5. This leads to cars parking too close to the corner, and the driveway of No.1 Troon Crescent, making access difficult for the residents.

6. The proposed No Stopping restrictions, along with the modified and additional parking markings, will ensure that only two cars are parked in each of the parking bays improving access for the resident.

Options

7. The options are:
- a. To leave the area as it is without any restrictions and accept that the parking issue will remain or,
 - b. To install the proposed changes and improve the level of service for residents and their visitors.

Consultation

8. Consultation documents were delivered to the residents of 1, 1A and 2 Troon Crescent.
9. An email was received from the resident of No.1 Troon Crescent supporting the proposed changes.
10. No other responses were received.

Legal Considerations

11. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (amended 20 November 2014).

Financial Considerations

12. The improvements can be funded from Council's 2017/2018 operational budget.

Other Considerations

13. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard signage.

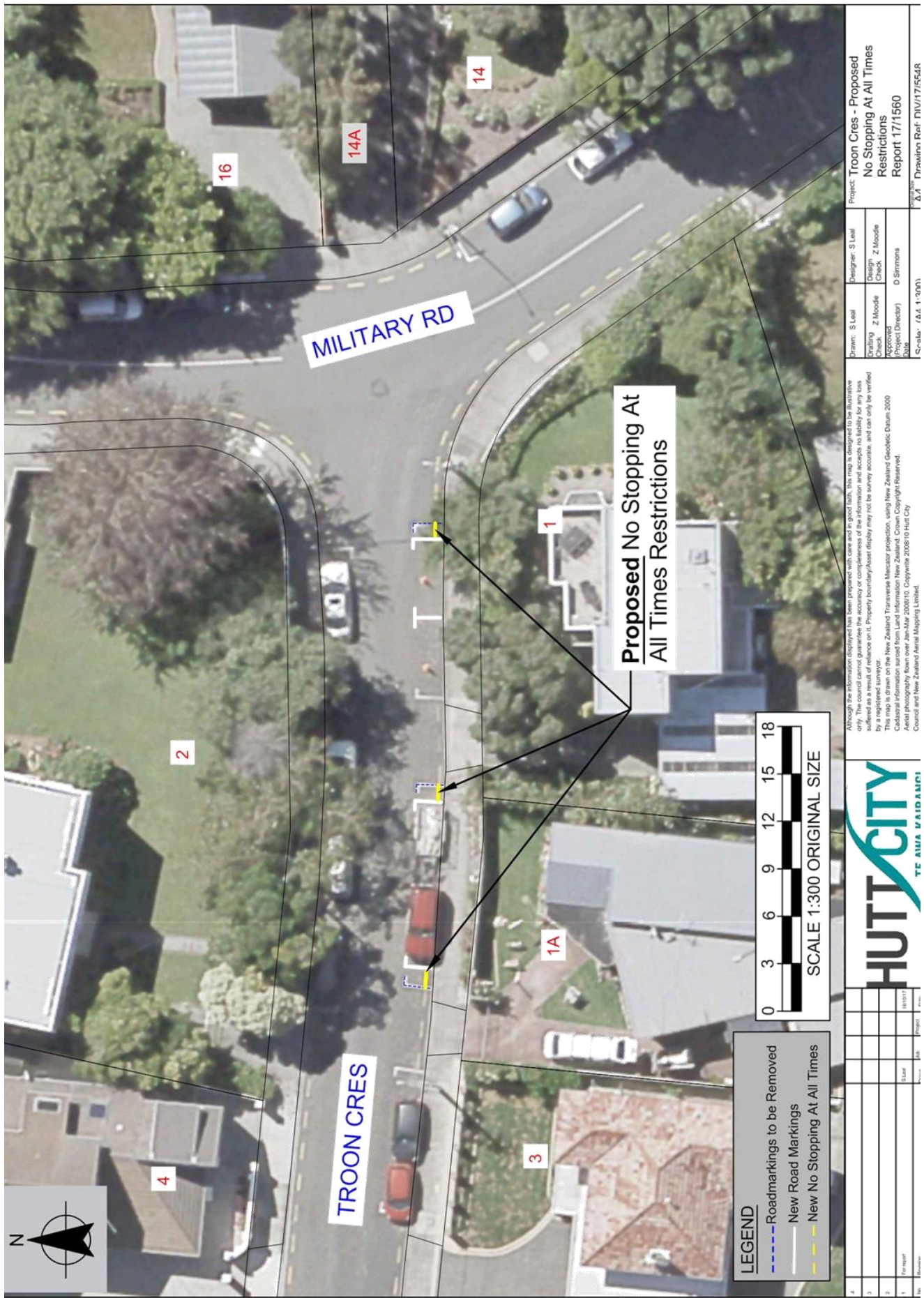
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Author: Martin Barry
Eco Design Advisor

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



10 October 2017

File: (17/1548)

Report no: TRS2017/5/277

Norton Park Avenue - No Stopping At All Times Restriction

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions near the Norton Park Avenue Bridge, as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Norton Park Avenue as shown in Appendix 1 attached to this report.

For the reason to reduce the safety hazard created by vehicles blocking sight lines along Norton Park Avenue.

Background

2. Council has received a request from a local resident to improve road safety in the vicinity of the Norton Park Avenue Bridge.
3. The resident is concerned with the lack of visibility when turning right out of Woodvale Grove onto Norton Park Avenue, and not being able to clearly see eastbound traffic.
4. This is only a problem when vehicles are parked outside No 39 Norton Park Avenue.

Discussion

5. The installation of No Stopping At All Times Restrictions as proposed will improve visibility and safety for drivers exiting Woodvale Grove.

Options

6. The options are:

- To leave the area as it is without any restrictions and accept the safety hazard will remain or
- To install the proposed improvements and reduce the safety hazard.

Consultation

7. A plan of the proposal was forwarded to 12 local residents and five responses were received.

8. Three residents support the proposal in its entirety.

9. Another resident supports two elements of the proposal, but not the section of broken yellow lines between the bridge and Woodvale Road. She was concerned the proposed restrictions would result in more vehicles parking on her side of the road.

- *Officers Response*
 - *This section of the proposed parking restriction is critical to improving the sight distance. There is no reason why motorists other than the complainant should not park outside the complainant's house.*

10. One resident opposes the proposal; No 39 Norton Park Avenue (the most directly affected party). This resident stated he doesn't use those parks but is objecting because he doesn't think it is necessary. He noted that cars might park on the berm instead.

- *Officers Response*
 - *Visibility on this section of this road will be significantly improved if all three proposed line markings are installed.*

Legal Considerations

11. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

12. These changes can be funded from Council's 2017/2018 road marking budget.

Other Considerations

13. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the

purpose of the local government in that it improves safety for the benefit of all road users. It does this in a way that is cost-effective because it utilises standard road markings.

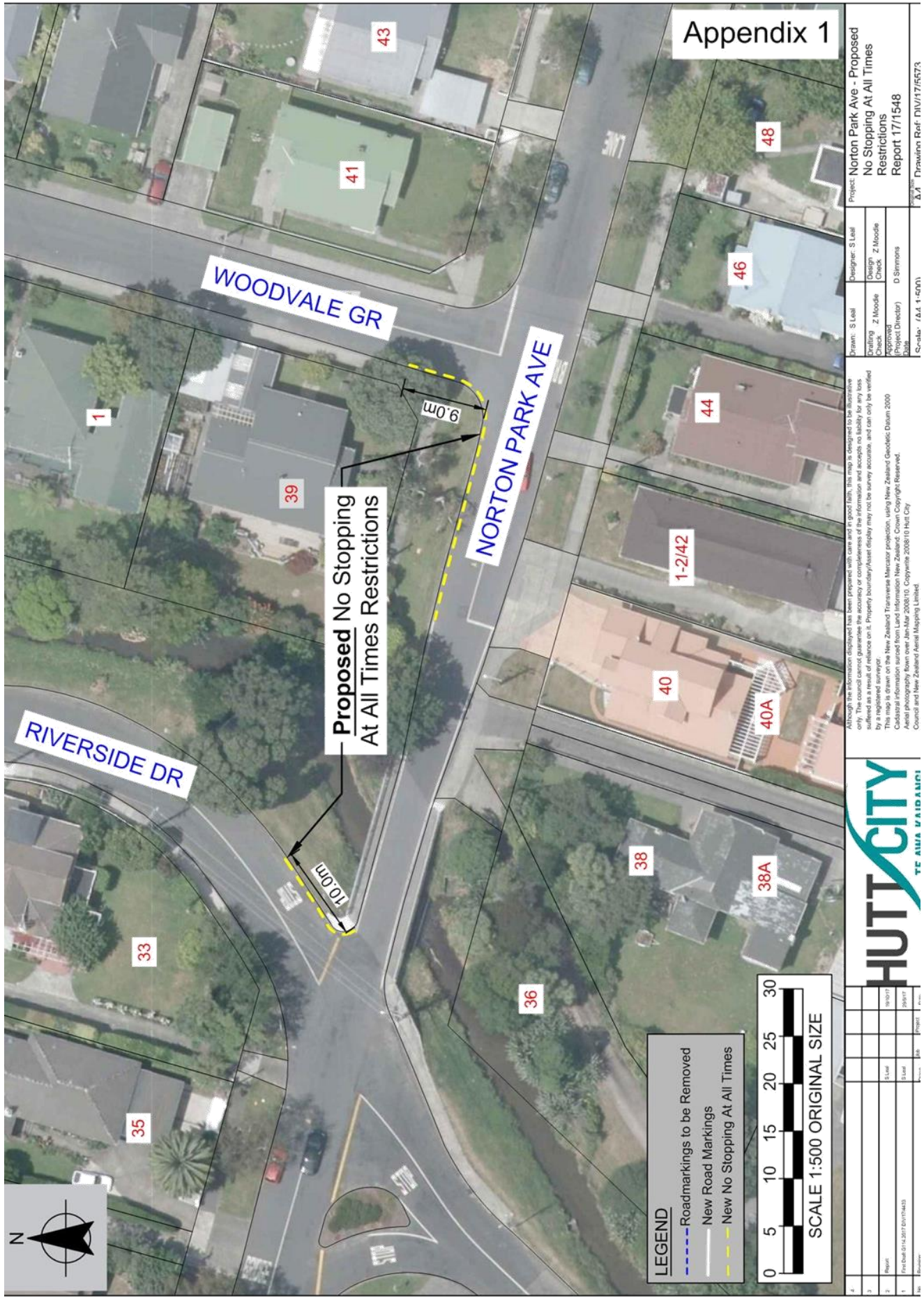
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Author: Martin Barry
Eco Design Advisor

Reviewed By: Zackary Moodie
Traffic Engineer - Network Operations

Approved By: Damon Simmons
Traffic Asset Manager



05 October 2017

File: (17/1534)

Report no: TRS2017/5/278

Hardy Street, Trafalgar Square - Proposed P15 Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of P15 Parking At All Times Restrictions outside 9-21 Hardy Street as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of P15 Parking At All Times Restrictions outside 9-21 Hardy Street attached as Appendix 1 to the report.

For the reason to improve parking availability for customers by increasing parking turnover.

Background

2. A new laundromat has opened up at number 11 Hardy Street, and clients have been taking advantage of the existing 60 minute (P60) parking in the area, which reduces the availability of parking for the customers of the other stores in this area.
3. The operator of the local 4 Square convenience store has requested that Council install short term (P15) parking restrictions to increase parking turnover and reduce the effects of this changed parking usage on local businesses.

Discussion

4. The installation P15 Parking At All Times Restrictions as proposed will improve parking turnover for the local business and their customers.

5. There will still be a mixture of P120, P60, mobility and unrestricted parking in the area which will cater for the varying parking requirements of local residents, customers and workers.

Options

6. The options are:
 - a. To leave the area as it is with the existing restrictions and accept that short term parking is not provided or,
 - b. To install the proposed changes and improve the level of service for local businesses and their customers.

Consultation

7. A plan of the proposed changes and a petition form were sent to the operator of the 4 Square, who consulted with all other businesses in the Trafalgar Square area.
8. Twenty one local occupants signed the petition in support of the proposed changes, including the newly established laundromat.

Legal Considerations

9. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

10. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

11. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard signage.

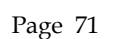
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Author: Zackary Moodie
Traffic Engineer - Network Operations

Reviewed By: Sylvio Leal
Traffic Engineer

Approved By: Damon Simmons
Traffic Asset Manager



05 October 2017

File: (17/1535)

Report no: TRS2017/5/279

High Street (574) - Proposed P180 Parking Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of P180 Parking Restrictions outside N° 574 High Street as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of eight P180 Parking Restrictions outside N° 574 High Street attached as Appendix 1 to the report.

Background

2. Council received a request from the Knox Presbyterian Church manager to provide time restricted parking outside the Church premises at N° 574 High Street.
3. The concern expressed is that long term parkers (commuters, local employees and students) occupy the existing unrestricted parking spaces for the entire day, leaving no on street parking spaces in the vicinity of their premises.
4. Knox Church has several venues in their complex that are available for hire. Those regularly hiring the venues include the blood bank, children's dancing, sports and drama groups, intellectually disabled dancing group, physically disabled bowling groups, youth groups, playgroups and early childhood education groups.
5. The church also host funerals and church services, as well as hiring out the premises for corporate events. These community and corporate events often require all of the 56 off street carparks that are provided within the complex as well as a number of on-street parking spaces in the area.

6. The requester's reasons for the installation of time restrictions are as follows:
- The area of High St where the church is located is increasingly full of cars parking on the street for the entire day (Mon- Fri);
 - Four times a week Knox has two playgroups running at the same time. These fill up the carpark to capacity and leave no parks available on the street. This also occurs for other one-off events such as funerals, conferences, blood bank etc.; and
 - Eight parks directly in front of the church with a time limit of 180 minutes would help to alleviate the parking situation that exists in the area. This would cater for all of those in the High Street community, not just those wanting to park while at work for the entire day.

Discussion

7. Having time restrictions would increase parking turnover on some carparks along the street and help cater for the community events being held by the Church.
8. The proposed restrictions are considered to provide the balance of parking restriction to cater for the Church's needs.

Options

9. The options are:
- i. To leave the area as it is an acceptable the unsatisfactory level of service for the Church and their attendees will remain;
 - ii. To install P180 parking restrictions along eight parking spaces as proposed and improve the level of service for the Church and their attendees or;
 - iii. To install P180 parking restrictions along four parking spaces adjacent to the Church and increase parking turnover on those car parks.

Consultation

10. A plan of the proposed changes and a petition form were sent to Paul Schuchmann, operator of the Knox Presbyterian Church, who consulted the twelve directly affected residents within the area.
11. Twelve local residents were visited: nine signed the petition in support of the proposed changes, one preferred not to sign and two could not be contacted.

Legal Considerations

12. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

13. These changes can be funded from Council's 2017/2018 operational budget.

Other Considerations

14. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government. It does this in a way that is cost-effective because it utilises standard signage.

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Author: Zackary Moodie
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Traffic Asset Manager



13 October 2017

File: (17/1590)

Report no: TRS2017/5/280

High Street (839) - Proposed No Stopping At All Times Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions in High Street as shown in Appendix 1 attached to this report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions adjacent to both approaches to the pedestrian crossing outside N° 839 High Street as shown in Appendix 1 attached to the report

For the reason that, with the current layout, drivers have limited visibility to pedestrians intending to use the crossing therefore causing a safety hazard for all road users.

Background

2. Council received a request to improve safety at the pedestrian crossing outside N° 839 High Street.
3. The concern expressed is that vehicles parked adjacent to the crossing obstruct drivers' visibility to pedestrians intending to use the crossing therefore creating a safety hazard for all road users.
4. The requester also noted that there are no yellow lines installed on either of the approaches to the crossing and she witnessed numerous near misses at that location.
5. Council officers investigated the list of accidents recorded in NZTA's Crash Analysis System for the last 10 years in the vicinity of the pedestrian crossing, from Stellin Street to Park Ave.

- There were 32 recorded crashes, from which nine were directly influenced by activity in the crossing.
 - Six of these were “nose to tail” accidents on the approach to the crossing where vehicles had to suddenly stop.
- Five did not result in any injury and one resulted in a minor injury.
 - The remaining three accidents consisted of vehicles hitting pedestrian at the crossing.
- There were three minor injuries and one serious injury as a result of these accidents.

Discussion

6. The installation of No Stopping At All Times Restrictions as proposed will improve the lines of clear sight between drivers approaching the pedestrian crossing and pedestrians intending to use the crossing therefore reducing the safety hazard.

Options

7. The options are:
 - i. To leave the area as it is without any restrictions and accept that the safety hazard will remain; or
 - ii. To install the proposed changes on both approaches to the pedestrian crossing and reduce this safety hazard.

Consultation

8. A Council officer consulted the eight directly affected businesses at N^os 796A, 800, 802, 804, 837 and 839 High Street. All consulted businesses signed a petition in support of the proposal.

Legal Considerations

9. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

10. These changes can be funded from Council's 2017/2018 road markings budget.

Other Considerations

11. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it improves safety for the benefit of all road users. It does this in a way that is cost-effective because it utilises standard road markings.

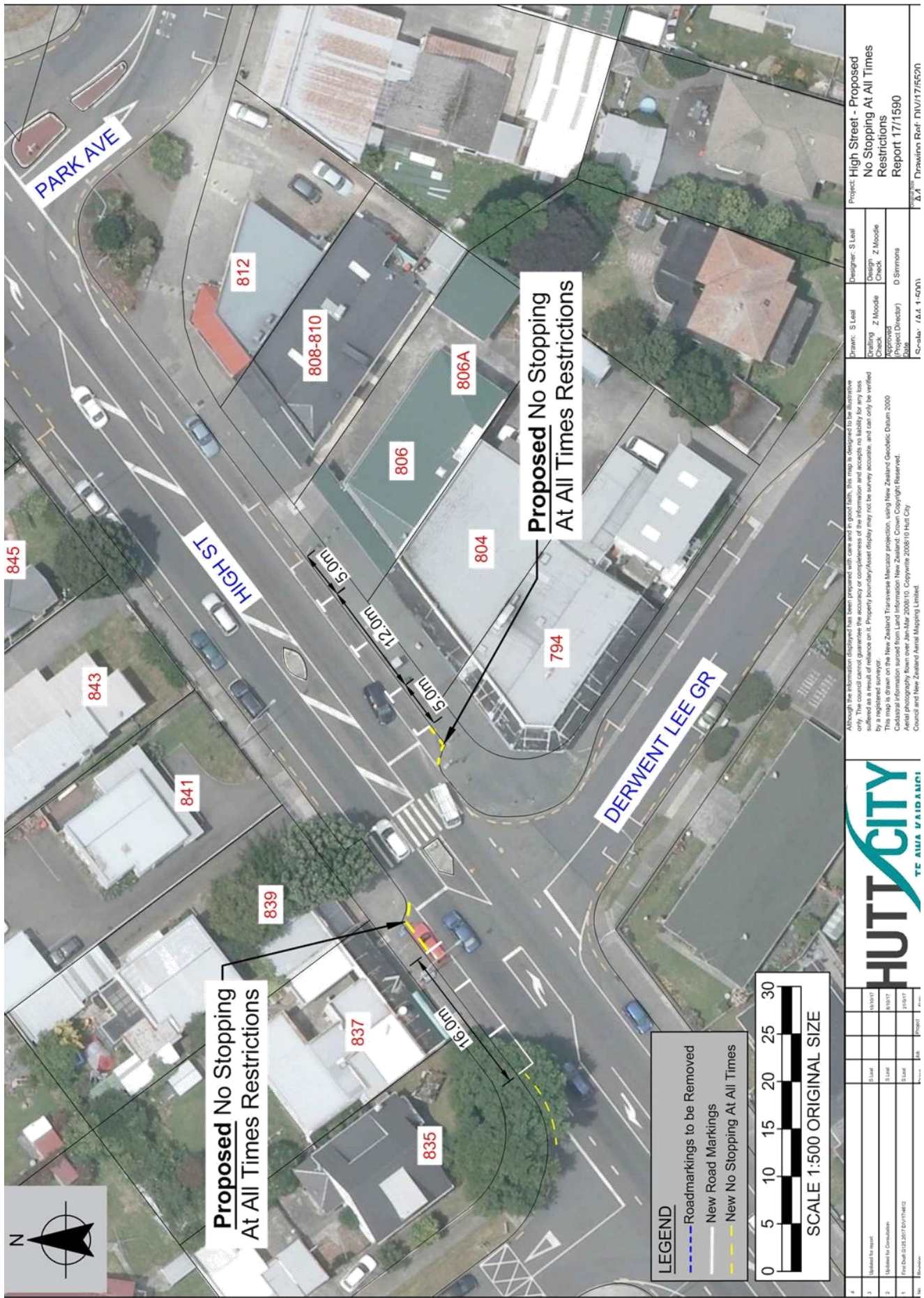
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13 October 2017

File: (17/1593)

Report no: TRS2017/5/281

Cambridge Terrace (Near Epuni Station) - No Stopping At All Times Restrictions

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions in Cambridge Terrace, as shown in Appendix 1 attached to the report.

Recommendation

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions in Cambridge Terrace, as shown in Appendix 1 attached to this report.

For the reason to improve visibility and safety at this crossing.

Background

2. Council has received a request from a local resident to improve the visibility of a pedestrian crossing on Cambridge Terrace, near Epuni Station.
3. When vehicles park near this crossing, it can be hard for southbound traffic to see pedestrians walking onto the crossing.
4. There are only four houses next to the crossing, the rest of the surrounding area is vacant Housing New Zealand land.
5. There is an abundance of car parking spaces on nearby Hampton Court.

6. Council officers investigated the list of accidents recorded in NZTA's Crash Analysis System for the last 10 years in the vicinity of the pedestrian crossing by Cambridge Terrace and Hampton Court.
 - a. There were 17 recorded crashes, from which ten were directly influenced by activity on the crossing.
 - i. Six of these were "nose to tail" crashes on the approach to the crossing where vehicles had to stop suddenly.
 - Three did not result in any injury and three resulted in a minor injury.
 - ii. The remaining four crashes consisted of vehicles striking a pedestrian on the crossing.
 - There were three minor injuries and one serious injury as a result of these accidents.

Discussion

7. The installation of a No Stopping At All Times Restriction as proposed will improve visibility and safety at this crossing.

Options

8. The options are:
 - a. To leave the area as it is without any restrictions and accept the visibility issue will remain or,
 - b. To install the proposed changes to improve visibility and safety.

Consultation

9. Consultation documents were delivered to the four directly affected properties.
10. Only one was returned and this resident was very much in support. He spoke of his nephew, who he claimed had a *near miss* at that crossing.
11. During the site visit, two other local residents were strongly in support (verbal confirmation) but did not send this in writing.

Legal Considerations

12. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

13. These changes can be funded from Council's 2017/2018 road markings budget.

Other Considerations

14. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it ensures access for emergency vehicles at all times. It does this in a way that is cost-effective because it utilises standard road markings.

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16 June 2017

File: (17/925)

Report no: TRS2017/5/273

Laings Road - Proposed Parking Restrictions associated with the Civic Precinct Redevelopment

Purpose of Report

1. The purpose of this report is to seek Council approval to apply parking restrictions to car parking being developed/rearranged as part of the Phase 3 Riddiford Garden landscape upgrade. The works will be completed in 2018 and Council is required to make a resolution on parking restrictions before parking can be enforced.

Recommendations

That the Traffic Subcommittee recommends that Council:

- (i) rescinds all parking restrictions in Laings Road and the former Fountain Carpark between Knights Road and Myrtle Street to consolidate all parking in the street;
- (ii) approves the HC2 2Hr Max Metered 9am-5pm Mon-Fri (Sat-P120) Parking Restrictions as shown in Appendix 1 attached to the report;
- (iii) approves the HC3 Unrestricted Metered 9am-5pm Mon-Fri Parking Restrictions as shown in Appendix 1 attached to the report;
- (iv) approves the P15 Parking Restrictions as shown in Appendix 1 attached to the report;
- (v) approves the P60 Parking Restrictions as shown in Appendix 1 attached to the report;
- (vi) approves the Mobility Parking Restrictions At All Times as shown in Appendix 1 attached to the report;
- (vii) approves the P15 Loading Zone At All Times Restrictions as shown in Appendix 1 attached to the report;
- (viii) approves the use of four car parks in the event centre parking lot as reserved parking for Council Authorised vehicles (Event Centre Staff) At

All Times, as shown in Appendix 1 attached to the report; and

- (ix) approves all No Stopping At All Times Restrictions in Laings Road between Knights Road and Myrtle Street and the Event Centre Carpark as shown in Appendix 1 attached to the report.

Background

2. A number of changes will be made to car parking as part of the Events Centre development and the Phase 3 Riddiford Garden upgrade. Council approved a masterplan on 20 September 2016 which guides the Riddiford Garden upgrade. The plan indicated changes that include:
- a car park on the east side of the Events Centre
 - additional car parks on the south side of Laings Road
 - a passenger pick up and drop off zone, which can be used by buses, on the north side of the Events Centre

Discussion

3. The purpose of the car park east of the Events Centre is to provide all day pay and display car parking for Riddiford Garden visitors, Events Centre visitors and commuters. A ticket machine will be installed to service the car park and it will be possible to pay for shorter periods of parking.
4. It is likely that a dedicated electric vehicle car park will be included in the car park alongside an electric vehicle charger in the future. The timing of this depends on the local demand for chargers. Ideally the new charger and car park will be accessible so that it can be used by able bodied drivers and drivers with a disability. Ducting for the electricity has been incorporated into the construction contract for Phase 3 of the Riddiford Garden upgrade. Council would need to make a resolution on parking restrictions for a new electric vehicle car park in order to restrict use for electric vehicles.
5. A P15 loading zone will be provided outside the Events Centre and this will be used to drop off and pick up passengers and goods. The loading zone will be used by all classes of vehicles when loading or unloading goods and/or passengers. The proposal is to install loading zone signage and clearly communicate the function of the area.

Options

6. The proposed restrictions are considered to provide the best mix of convenience and amenity for this area.
7. Alternate time restrictions are an option, however the proposed restrictions could be changed retrospectively if proven to be inefficient.
8. If the parking restrictions are not ratified by council resolution then they will be unenforceable.

Consultation

9. The proposal to develop the Events Centre and the plan to upgrade Riddiford Garden were widely publicised from 2014 to 2016.
10. The proposal to upgrade Riddiford Garden was included in the Draft Annual Plans and key stakeholders were consulted in 2015 and 2016.
11. The Civic Precinct Steering Group oversees the upgrade. Council adopted the masterplan for Riddiford Gardens on 20 September 2016 and officers have been directed to proceed with tendering and construction.
12. No public consultation has been undertaken specifically for the proposed parking restrictions. The proposed restrictions are consistent with those for similar scenarios in the Lower Hutt CBD and the prior parking layout in the street.

Legal Considerations

13. The proposed restrictions are made pursuant to the provision of the Hutt City Council Traffic Bylaw 2007 (amended November 2014)

Financial Considerations

14. The cost of line marking and signage can be met from the existing budget for Riddiford Garden upgrade, signs and roadmarkings.

Other Considerations

15. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it provides car parking restrictions that will enable car parks to be managed in a way that is useful for Riddiford Garden visitors, Event Centre visitors and staff and commuters. It does this in a way that is cost-effective because it utilises standard signs and roadmarkings.

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