

HUTT CITY COUNCILTRAFFIC SUBCOMMITTEE

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

Monday 13 November 2017 commencing at 3.00pm

PRESENT: Cr MJ Cousins (Chair) Cr S Edwards (from 3.03pm)
Cr L Bridson Cr J Briggs
Cr T Lewis Cr L Sutton

APOLOGIES: Cr Edwards for lateness.

IN ATTENDANCE: Mr D Simmons, Traffic Asset Manager
Mr Z Moodie, Traffic Engineer Network Operations
Miss D Male, Committee Advisor
Mrs H Clegg, Minute Taker

PUBLIC BUSINESS1. **APOLOGIES**

RESOLVED: (Cr Bridson/Cr Briggs) **Minute No. TRS 17501**

"That the apology for lateness received from Cr Edwards be accepted."

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 - 12 December 2017****PRECEDENCE OF BUSINESS**

In accordance with Standing Order 10.4, the Chair accorded precedence to item 4i) dealing with 'Gear Street - Proposed Parking Restrictions'; item 4xiv) dealing with 'High Street (574) - Proposed P180 Parking Restrictions'; and item 4iv) dealing with 'Jackson Street (313) - Proposed P30 Parking Restrictions'.

The items are recorded in the order in which they are listed on the agenda.

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

Speaking under public comment, **Mr Steve Dundon**, from Wellington Motorcycles, expressed support for the proposal, believing it would help alleviate parking problems in the street.

In response to questions from members, Mr Dundon agreed the diversity of parking restrictions was appropriate as the use of the area was changing to become a mix of commercial, retail and industrial.

Cr Edwards arrived at 3.03pm.

Speaking under public comment, **Mr Wayne Sproston** explained he had operated his business for the past 18 years at 11 Gear Street. He agreed with the previous speaker as to the changing nature of the area and, he believed the proposal would go some way to alleviate parking issues. He considered the proposal favoured one or two businesses at the expense of others, and would prefer no exclusive motorcycle parks to be formed and some unrestrictive parking to remain. He stated his business relied on on-street parking as well as the three to four on-site carparks he provided. Mr Sproston stated parking issues in the area had escalated after the arrival of the new business at 1 Gear Street (which did not provide on-site parking and used its loading bay for other uses), and that Wellington Motorcycles had many on-site parks, including motorcycle park areas.

In response to questions from the members, Mr Sproston agreed the proposal should be reviewed after 12 months, but that there should be two P15 parks, some P30 and some P120, with the balance being all day parking. He explained his customers left their vehicles with him for service – usually for a half day duration. If there was no all-day parking close to his business, he was concerned where customers would be able to leave their cars. He added his staff parked in Riddlers Crescent.

Speaking under public comment, **Mr Dennis Hill** explained he built his factory at 17 Gear Street in 1999 and provided three underground on-site carparks. He advised all businesses in the area had a desire to co-operate and compromise with each other and that there should be unrestricted carparks available for the use of everyone. He believed there should be no exclusive motorcycle parks and that the parks between 14 and 18 Gear Street could be unrestricted.

In response to questions from members, Mr Hill advised he employed five workers and his business only used one on-street carpark. He stated he provided on-site parking for customers, to the extent sometimes employees' vehicles were parked inside his workshop, which was a dangerous situation with the tools and equipment his business used.

In response to further questions from members, Mr Hill advised the street was wide enough for angle parking, despite traffic volumes having increased due to the new large retail operations in the area. He agreed a 12 month review of

any carparking changes should occur.

The Traffic Engineer Network Operations elaborated on the report. The Traffic Asset Manager explained carparking presented a difficult situation in this area.

In response to questions from the members, the Traffic Asset Manager agreed a 12 month review of the situation should occur. The Traffic Engineer Network Operations explained officers had regularly sighted motorcycles parked in carparks in Gear Street, which prompted the proposal for motorcycle parks to be formed. He acknowledged motorcycles were not restricted from parking in designated carparks. The Traffic Asset Manager explained Petone Community Board had heard that Wellington Motorcycles used their forecourt area as a show room for motorcycles and that customers were discouraged from parking their private vehicles amongst those for sale.

With regard to the newest business in the street, the Traffic Asset Manager advised it was currently applying for a retrospective resource consent and that parking was an issue. He added that business had recently begun using one of its loading bays for the correct purpose and was in the process of closing the second, forming kerbing and providing for on-street parking. It was proposed those on-street parks become P15 and P30 at the request of the business.

RECOMMENDED: (Cr Briggs/Cr Lewis) **Minute No. TRS 17502**

"That the Traffic Subcommittee recommends that Council:

- (i) approves the proposed parking restrictions in Gear Street, Petone as attached as Appendix 1 to the report, with the three parks outside 14 Gear Street, Petone currently proposed to be designated as P30 to be unrestricted carparks; and*
- (ii) asks officers to review parking in the area in 12 months."*

b) London Road - Proposed No Stopping At All Times Restriction (17/1551)

RECOMMENDED: (Cr Lewis/Cr Sutton) **Minute No. TRS 17503**

"That the Traffic 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."

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

RECOMMENDED: (Cr Edwards/Cr Lewis) **Minute No. TRS 17504**

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

- dii Jackson Street (313) - Proposed P30 Parking Restrictions (17/1539)
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Speaking under public comment, **Mr Kartik Badiyani**, new business owner at 313 Jackson Street, requested the proposed P30 parks directly outside his new business be changed to P15 carparks. He believed P30 carparks would be detrimental to his alcohol selling business. He advised he had spoken with both his landlord and the neighbouring business (a restaurant) who had both agreed to P15 carparking. As a means of compromise, Mr Badiyani stated the three carparks could be P30 from 9am to 3pm, and thereafter be P15, as his busiest time of operation was from 3pm to 9pm.

In response to questions from members, Mr Badiyani advised there were no off-street parks available for his business, and that the current parking restriction for these parks was P60. He further advised he had made contact with the businesses across the road, but had received no response. He confirmed he had attended the Petone Community Board meeting where the item was discussed.

The Traffic Asset Manager explained P15 carparks were originally proposed, with the consent of Mr Badiyani, his landlord and immediate neighbour. However, after more extensive consultation, officers had received overwhelming feedback requesting the parks become P30. He noted the Petone Community Board expressed concern at being asked to fix a problem that was not yet in existence.

In response to questions from members, the Traffic Asset Manager agreed a 12 month review of the parking situation should occur.

RECOMMENDED: (Cr Lewis/Cr Briggs) **Minute No. TRS 17505**

"That the Traffic Subcommittee recommends that Council asks officers to review parking in this area by 313 Jackson Street, Petone in 12 months."

- e) Burnham Street - Proposed P30 Parking Restrictions (17/1610)

RECOMMENDED: (Cr Edwards/Cr Sutton) **Minute No. TRS 17506**

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

- iiif) Cheviot Road – Proposed No Stopping At All Times Restriction (17/1549)

RECOMMENDED: (Cr Bridson/Cr Briggs) **Minute No. TRS 17507**

“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, Eastbourne as shown in Appendix 1 attached to the report.”

- g) 8 Waiu Street - Proposed P15 Parking Restrictions (17/1558)

RECOMMENDED: (Cr Briggs/Cr Bridson) **Minute No. TRS 17508**

“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.”

- h) 8 Bexley Grove - Proposed No Stopping At All Times Restrictions (17/1598)

The Traffic Asset Manager elaborated on the report. The Traffic Asset Manager acknowledged the resident of 7 Bexley Grove had a large on-site, paved parking area and confirmed that the resident had spoken to the Wainuiomata Community Board meeting. He advised the Wainuiomata Community Board did not endorse the officer’s recommendation as they believed installing yellow lines as proposed could create problems further down the street and may set a precedent.

In response to questions from members, the Traffic Asset Manager explained the yellow lines over the driveways of numbers 6 and 8 Bexley Grove reinforced the law that there was to be no parking across driveways. He further explained that installing them across the driveway of number 7 would not solve the issue. He advised the residents of number 7 owned a number of vehicles along with work vehicles, and that generally emergency vehicles could access this street without damage occurring to any vehicle.

RECOMMENDED: (Cr Edwards/Cr Briggs) **Minute No. TRS 17509**

“That the Traffic Subcommittee recommends that Council approves the extension of the yellow lines outside number 8 Bexley Grove, Wainuiomata by adding one further yellow line.”

Crs Lewis and Sutton asked that their dissenting votes be recorded against the above matter.

- i) Petone to Melling Shared Path: Proposed No Stopping At All Times Restrictions on Pharazyn Street and Marsden Street (17/1542)

The Traffic Asset Manager elaborated on the report. The Traffic Asset Manager advised if the removal of on-street car parks was not approved, NZTA would terminate the shared pathway at Parliament Street.

In response to questions from members, the Traffic Asset Manager explained the results of parking surveys showed there was higher demand for parking in the area during the week than during the weekend, and that on-street parking was used by businesses and some commuters. He agreed there was a high parking demand and that the area would be reviewed in the near future.

In response to further questions from the members, the Traffic Asset Manager explained traffic safety would not be compromised by the installation of traffic calming measures, and that Council's Parks and Reserves Division was agreeable to the proposed parking areas being installed.

RECOMMENDED: (Cr Cousins/Cr Edwards) **Minute No. TRS 17510**

"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions on Pharazyn Street and Marsden Street, Lower Hutt as shown in Appendix 3 to the report."

- j) Te Mome and Hutt Road - Proposed P30 Parking Restrictions (17/1555)

RECOMMENDED: (Cr Cousins/Cr Sutton) **Minute No. TRS 17511**

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

- k) Troon Crescent - Proposed No Stopping At All Times Restrictions (17/1560)

RECOMMENDED: (Cr Briggs/Cr Edwards) **Minute No. TRS 17512**

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

- l) Norton Park Avenue - No Stopping At All Times Restriction (17/1548)

RECOMMENDED: (Cr Bridson/Cr Cousins) **Minute No. TRS 17513**

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

- m) Hardy Street, Trafalgar Square - Proposed P15 Parking Restrictions (17/1534)

The Traffic Engineer Network Operations elaborated on the report.

RECOMMENDED: (Cr Bridson/Cr Sutton) **Minute No. TRS 17514**

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

- n) High Street (574) - Proposed P180 Parking Restrictions (17/1535)

Speaking under public comment, **Mr Paul Schuchmann** from the Knox Presbyterian Church expressed the church's support of the proposal, as carparking in the area was under pressure. He explained the church was well used, both by parishioners and outside agencies, and their 56 parks on-site carpark was often full. It was stretched beyond capacity when commuters parked all day on the street, and short term parkers used the church's carpark. Mr Schuchmann further explained that on-street time restricted carparks would provide an opportunity for residents to have visitor carparking and that residents in the close neighbourhood also supported the proposal.

The Traffic Engineer Network operations elaborated on the report.

RECOMMENDED: (Cr Sutton/Cr Cousins) **Minute No. TRS 17515**

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

- o) High Street (839) - Proposed No Stopping At All Times Restrictions (17/1590)

RECOMMENDED: (Cr Briggs/Cr Cousins) **Minute No. TRS 17516**

"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, Lower Hutt as shown in Appendix 1 attached to the report."

- p) Cambridge Terrace (Near Epuni Station) - No Stopping At All Times Restrictions (17/1593)

RECOMMENDED: (Cr Bridson/Cr Briggs) **Minute No. TRS 17517**

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

- q) Laings Road - Proposed Parking Restrictions associated with the Civic Precinct Redevelopment (17/925)

The Traffic Engineer Network Operations elaborated on the report.

In response to questions from members, the Traffic Engineer Network Operations advised the road could be closed for major events, or when there were a number of events occurring in close proximity. This would then prevent commuters using the area and ease carparking congestion. He added that time restrictions on parking in adjacent streets finished at 5pm, which would provide additional carparking for event attendees in the evenings.

RECOMMENDED: (Cr Edwards/Cr Sutton) **Minute No. TRS 17518**

"That the Traffic Subcommittee recommends that Council:

- (i) rescinds all parking restrictions in Laings Road, Lower Hutt and the former Fountain Carpark between Knights Road and Myrtle Street, Lower Hutt 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, Lower Hutt between Knights Road and Myrtle Street, Lower Hutt and the Event Centre Carpark as shown in Appendix 1 attached to the report."*

5. QUESTIONS

There were no questions.

There being no further business the Chair declared the meeting closed at 4.36pm.

MJ Cousins
CHAIR

CONFIRMED as a true and correct record
Dated this 12th day of December 2017