

HUTT CITY COUNCILTRAFFIC SUBCOMMITTEE

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

**Tuesday 25 February 2020 commencing at 2.00pm**

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**PRESENT:** Cr L Sutton (Chair) Cr J Briggs  
Cr B Dyer (Deputy Chair) Cr A Mitchell

**APOLOGIES:** Apologies were received from Crs Brown and Shaw.

**IN ATTENDANCE:** Mr D Simmons, Traffic Asset Manager  
Mr M Radu, Senior Traffic Engineer  
Mr C Agate, Traffic Engineer – Network Operations  
Ms T Malki, Traffic Engineer  
Ms K Stannard, Head of Democratic Services  
Ms R Bowman, Committee Advisor

PUBLIC BUSINESS1. APOLOGIES

**RESOLVED:** (Cr Sutton/Cr Briggs)

**Minute No. TSC 20201**

*"That the apologies received from Crs Brown and Shaw be accepted and leave of absence be granted."*

SUSPENSION OF STANDING ORDERS

**RESOLVED:** (Cr Sutton/Cr Briggs)

**Minute No. TSC 20202**

*"That Standing Order 15.1 be temporarily suspended in order to allow Mr G Scott to speak under public comment on a matter not on the agenda. The matter is a request for a pedestrian island on Woburn Road."*

2. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

Speaking under public comment, **Mr G Scott** noted that a petition for installing a pedestrian island on Woburn Road had been signed by 90 people from the Masonic Village and local residents. Mr Scott advised he had shown members a letter from Te Omanga Hospice which strongly supported his petition for an island

installation. He reinforced that the proposed pedestrian island would not impede traffic flow on Woburn Road.

In response to a question from a member, Mr Scott advised that he had liaised with Council's Traffic Asset Manager. He said the corner of Wai-iti Crescent as the best option for the pedestrian island's location.

The Traffic Asset Manager informed members that last week he had met with Mr Scott. He reinforced that the 12 months expenditure had already been allocated. He believed installing a pedestrian island on Woburn Road had value, but the proposed location already had a flush median for turning into driveways. He proposed alternate locations for two pedestrian islands, one closer to Bellevue Road and one closer to Wai-iti Crescent. He advised these locations would require car park removal and installing kerb extensions.

In response to a question from a member, the Traffic Asset Manager advised that officers would report back to the next meeting with options for pedestrian island(s) on Woburn Road. He clarified that if the proposed installation was approved by the Subcommittee, then work could be carried out before the end of the current financial year.

### **MOTION**

**RESOLVED:** (Cr Sutton/Cr Dyer)

**Minute No. TSC 20203**

*"That Officers investigate the installation of a pedestrian island on Woburn Road and report back to the next Subcommittee meeting."*

### **3. CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

### **4. RECOMMENDATIONS TO COUNCIL - 24 March 2020**

- i) Bus Stop Modifications and Associated No Stopping at All Times Restrictions - Multiple Locations (20/101)

Speaking under public comment, Cr Dyer read out a statement from Mr **M Young** attached as page 15 to the minutes.

The Traffic Engineer-Network Operations elaborated on the report.

In response to questions from members, the Traffic Engineer, Network Operations advised there had been no further movement with the New Zealand Transport Agency consultation documents as they were an interim draft. He further advised that Council was using shorter 9 metre rather than 15 metre tapers as suggested by NZTA guidelines, in consideration of residents driveways. He noted that alternatives to resizing the bus stops were being investigated, such as potentially moving the existing bus stops entirely in order to avoid road side obstructions.

**RECOMMENDED:** (Cr Sutton/Cr Dyer)

**Minute No. TSC 20204**

*“That the Traffic Subcommittee recommends that Council:*

- (i) *approves the following bus stop extensions and associated No Stopping At All Times restrictions:*
- (a) *Dowse Drive (outside #274-276) - Bus Stop #8064:*
    - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 1 attached to the report;*
    - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 1 attached to the report; and*
    - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 1 attached to the report;*
  - (b) *Poto Road (outside #69-71) – Bus Stop #8066:*
    - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 2 attached to the report; and*
    - (bb) *install 8 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 2 attached to the report;*
  - (c) *Poto Road (between #25-27) and Pokohiwi Road - Bus Stop #8068:*
    - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 3 attached to the report;*
    - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 3 attached to the report;*
    - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 3 attached to the report; and*
    - (dd) *install 18 metres of No Stopping At All Times restriction at the intersection of Pokohiwi Road as shown in Appendix 3 attached to the report;*

- (d) *Pokohiwi Road (outside #42-44) – Bus Stop #8069:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 4 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 4 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 4 attached to the report;*
- (e) *Pekanga Road (near #35) – Bus Stop #8070:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 5 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 5 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 5 attached to the report;*
- (f) *Pekanga Road (outside #7-9) – Bus Stop #8071:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 6 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 6 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 6 attached to the report;*
- (g) *Knights Road (outside #112-118) – Bus Stop #8163:*
- (aa) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 7 attached to the report; and*
  - (bb) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 7 attached to the report;*
- (h) *Knights Road (outside #146-148) – Bus Stop #8164:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 8 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 8 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 8 attached to the report;*
- (i) *Waiwhetu Road (outside #368-370) – Bus Stop #8270:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 9 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 9 attached to the report;*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 9 attached to the report; and*
  - (dd) *install an additional 31 metres of No Stopping At All Times restriction in a northerly direction from the driveway of 12 Naenae Road as*

*shown in Appendix 9 attached to the report;*

- (j) *Eastern Hutt Road (outside Taita College) – Bus Stop #8298:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 10 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 10 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 10 attached to the report;*
- (k) *Holborn Drive (outside #140-142) – Bus Stop #8309:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 11 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 11 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 11 attached to this report;*
- (l) *Horoeka Street (outside #93-95) – Bus Stop #8326:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 12 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 12 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 12 attached to the report;*
- (m) *Miromiro Road (outside#185) – Bus Stop #9065:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 13 attached to the report; and*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 13 attached to the report;*
- (n) *Pokohiwi Road (outside #1) – Bus Stop #9068:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 14 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 14 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 14 attached to the report;*
- (o) *Pokohiwi Road (outside #29) - Bus Stop #9069:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 15 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 15 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 15 attached to the report;*

- (p) *Pekanga Road (outside # 10) – Bus Stop #9071:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 16 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 16 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 16 attached to the report;*
- (q) *High Street (outside #805) – Bus Stop #9226:*
- (aa) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 17 attached to the report; and*
  - (bb) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 17 attached to the report;*
- (r) *Naenae Road (outside #44-51) – Bus Stop #9271:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 18 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 18 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 18 attached to the report;*
- (s) *Eastern Hutt Road (outside #4) – Bus Stop #9298:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 19 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 19 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 19 attached to the report;*
- (t) *Holborn Drive (outside#99) – Bus Stop #9308:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 20 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 20 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 20 attached to the report;*
- (u) *Holborn Drive (outside #133-135) – Bus Stop #9309:*
- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 21 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 21 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 21 attached to the report;*
- (v) *Holborn Drive (near #189) – Bus Stop #9312:*

- (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 22 attached to the report;*
- (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 22 attached to the report; and*
- (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 22 attached to the report;*
- (w) *Horoeka Street (outside #100) – Bus Stop #9326:*
  - (aa) *extend the existing marked bus stop to 15.0 metres (4.0m addition) as shown in Appendix 23 attached to the report;*
  - (bb) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 23 attached to the report; and*
  - (cc) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 23 attached to the report;*
- (ii) *recinds the following bus stop Taita Drive (opposite #2 Curton Crescent) – Bus Stop #9234 as shown in Appendix 24 attached to the report; and*
- (iii) *approves the following bus stop relocations and associated No Stopping At All Times restrictions Taita Drive (opposite #1020) – Bus Stop #9234 – relocation:*
  - (a) *install a 15.0 metre marked bus stop as shown in Appendix 24 attached to the report;*
  - (b) *install 9 metres of No Stopping At All Times (entry taper) restriction as shown in Appendix 24 attached to the report; and*
  - (c) *install 9 metres of No Stopping At All Times (exit taper) restriction as shown in Appendix 24 attached to the report.”*

For the reasons the proposed restrictions would reduce the risk of vehicle conflict at the listed on-road bus stop locations; improve visibility and safety for the benefit of all road users; promote compliance with the NZTA’s draft Guidelines for Public Transport Infrastructure and Facilities; and meet the requirements as set out in Council’s Traffic Bylaw 2017.

ii) Waione Street - Proposed P120 and P30 Parking Restrictions (19/1062)

The Traffic Engineer elaborated on the report.

In response to a question from a member, the Traffic Engineer noted that business employees and customers primarily utilised the parks which were currently under review for time limit changes.

Members noted that the Petone Community Board endorsed the recommendations contained in the officer’s report at its meeting held on 17 February 2020.

**RECOMMENDED:** (Cr Sutton/Cr Dyer)

**Minute No. TSC 20205**

*“That the Traffic Subcommittee recommends that Council approves the installation of P30 and P120 parking restrictions on Waione Street, as shown attached as Appendix 1 to the report.”*

For the reasons the proposed restrictions would improve parking availability on the street for the benefit of the local businesses and their customers; support Council’s Parking Policy 2017; and are supported by the property owner and the immediately affected businesses.

iii) Dowse Drive - Proposed No Stopping At All Times Parking Restrictions (19/1093)

Speaking under public comment, **Ms T Coleman** noted how Facebook comments expressed concern from residents around increased visibility. She advised that installation of the proposed changes would negate any safety improvements and encourage drivers to speed in that area. She noted parking for affected residents had been raised on social media, with particular emphasis on local residents struggling to reverse out of their driveways. She noted an increase of minor incidents in the area and therefore the community disputed whether the addition of yellow lines was a plausible solution around the bend in the road. Ms Coleman suggested that due to ongoing residents issues with yellow lines, it was best practice for residents to communicate with their neighbours before making complaints.

In response to a question from a member, Ms Coleman advised that a bus stop was currently located around 107 Dowse Drive which meant the road’s parking was already too congested to allow for further proposed changes.

In response to a question from a member, Ms Coleman considered the validity of shifting the proposed changes to the opposite side of the Dowse Drive. She noted that roading on the opposite side outside of Maungaraki School with current yellow lines was another example of unsafe parking due to no stopping at all times.



The Traffic Engineer elaborated on the report.

In response to a questions from a member, the Traffic Asset Manager advised that if the Subcommittee was to resolve the recommendations, officers could still agree to review the changes in 12 months' time to consider extending those restrictions to 107 Dowse Drive. He noted that officers were already considering options to extend the changes further up the street. He advised that traffic calming measures were not reliable as drivers could lose control of their vehicles. He also advised that another option of installing small flush medians to ensure suitable distances between vehicles was being investigated.

In reponse to a question from a member, the Traffic Asset Manager advised members what officers would need to be approved in order for further investigation and consultation to be carried out.

In response to a question from a member, the Traffic Asset Manager advised that the area under review was typically used for parking. However, he also noted the installation of a centre white line could be a viable alternative to yellow lines which could discourage congested parking.

In response to a question from a member, the Traffic Asset Manager advised that yellow lines had previously been installed on the other side of Dowse Drive to accommodate residential driveways. He noted that yellow lines were most commonly used in residential areas to accommodate both driveways and corners.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Briggs)	<b>Minute No. TSC 20206</b>
<i>"That the Traffic Subcommittee recommends that Council:</i>	
(i) <i>approves the installation of No Stopping At All Times Restrictions on Dowse Drive, as shown in Appendix 1 attached to the report; and</i>	
(ii) <i>asks officers to undertake a review in 12 months' time."</i>	
For the reasons, the proposed restrictions would improve the safety within the street for the benefit of all road users; would promote compliance with the Land Transport (Road User) Rule 2004; support Council's Parking Policy 2017 and are supported by all the local residents who responded to the consultation documents.	

## iv) Trafalgar Street - Proposed P15 Parking Restrictions (19/1207)

The Traffic Engineer elaborated on the report.

In response to a question from a member, the officers advised they would need to re-consult in order to amend the proposed parking restriction times to better accommodate the business hours of both facilities.

**RESOLVED:** (Cr Sutton/Cr Mitchell)

**Minute No. TSC 20207**

*"That the item being discussed should be referred to the next meeting of the Traffic Subcommittee to be held on 28 April 2020."*

## v) Page Grove - Proposed No Stopping At All Times Restrictions (19/1261)

The Traffic Engineer elaborated on the report.

In response to a question from a member, the Traffic Asset Manager advised that, although berm parking was a ticketable offence, there was currently no bylaw to enforce this. He noted the increased frequency of berm parking in Hutt City.

In response to a question from a member, the Traffic Asset Manager agreed to send data which depicted nearby illegal footpath parking to business owners once the proposed changes were implemented. He also advised that commercial areas typically did not have complaints of illegal footpath parking.

**RECOMMENDED:** (Cr Sutton/Cr Dyer)

**Minute No. TSC 20208**

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

For the reasons, the proposed restrictions would improve the safety and accessibility within the street for the benefit of all road users; would promote compliance with the Land Transport (Road User) Rule 2004; support Council's Parking Policy 2017; are supported by the businesses on Page Grove.

## vi) Hutt Road - Proposed P120 Parking Restrictions (19/1263)

The Traffic Engineer elaborated on the report.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Mitchell)	<b>Minute No. TSC 20209</b>
<i>"That the Traffic Subcommittee recommends that Council:</i>	
<ul style="list-style-type: none"> <li>(i) <i>approves the removal (rescinding) of the existing P15 parking restrictions on Hutt Road, as shown in Appendix 1 attached to the report; and</i></li> <li>(ii) <i>approves the installation of P120 parking restrictions on Hutt Road, as shown in Appendix 1 attached to the report."</i></li> </ul>	
<p>For the reasons, the proposed restrictions would improve parking availability on the street for the benefit of the local businesses and their customers; support Council's Parking Policy 2017; and are supported by the immediately affected businesses.</p>	

## vii) Miromiro Road - Proposed Flush Median and No Stopping At All Times Restrictions (19/1283)

The Traffic Engineer and the Traffic Asset Manager elaborated on the report.

In response to a question from a member, the Traffic Asset Manager advised that residents and property owners were consulted on proposed roading changes. He noted that yellow line changes were operational, so residents had been informed. He explained that changes with more potential impact concerned the property owner. He further clarified for members that the decision to inform either party was determined by the amount of consultation in relation to the significance of what was proposed to be implemented.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Briggs)	<b>Minute No. TSC 20210</b>
<i>"That the Traffic Subcommittee recommends that Council approves the installation of the Flush Median and No Stopping At All Times Restrictions on Miromiro Road, as shown in Appendix 1, 2 and 3 attached to the report."</i>	
<p>For the reasons, the proposed restrictions would improve the safety within the street for the benefit of all road users would promote compliance with the Land Transport (Road User) Rule 2004; support Council's Parking Policy 2017; and are supported by the majority of the residents who responded to the consultation documents.</p>	

- viii) Sydney Street - Proposed No Stopping At All Times Restrictions (19/1284)

The Traffic Engineer and Traffic Asset Manager elaborated on the report.

The Traffic Asset Manager advised that cycle parks would not be implemented unless demand for them was supported. He agreed to look further into options for cycle parks in this area.

Members noted that the Petone Community Board endorsed the recommendation contained in the officer's report and asked at its meeting held on 17 February 2020 that officers be asked to consider cycle parks in the future.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Mitchell)	<b>Minute No. TSC 20211</b>
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions on Sydney Street, as shown attached as Appendix 1 to the report."</i>	
For the reasons the proposed restrictions would improve the safety within the street for the benefit of all road users; would promote compliance with the Land Transport (Road User) Rule 2004; and support Council's Parking Policy 2017.	

- ix) Cheviot Road - Proposed No Stopping At All Times Restrictions (19/1270)

The Traffic Engineer elaborated on the report.

Members noted that the Eastbourne Community Board endorsed the recommendation contained in the officer's report at its meeting held on 18 February 2020.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Dyer)	<b>Minute No. TSC 20212</b>
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions on Cheviot Road, as shown attached as Appendix 1 to the report."</i>	
For the reasons the proposed restrictions would improve the safety within the street for the benefit of all road users; would promote compliance with the Land Transport (Road User) Rule 2004; support Council's Parking Policy 2017; and are supported by majority of the local residents who responded to the consultation documents.	

- x) Martin Grove Extension - Proposed No Stopping at All Times Restrictions (19/1366)

The Traffic Engineer and Traffic Asset Manager elaborated on the report.

In response to a question from a member, the Traffic Engineer advised that there had been previous consultation where officers had acknowledged the school's direction. She noted that contacting parents regarding implemented changes could potentially be within the school's jurisdiction.

In response to concern from a member, the Traffic Asset Manager agreed to liaise with the school regarding the engagement officers had carried out with parents. He advised members that often schools implemented non official enforcements internally. He agreed to investigate this further.

In response to a question from a member, the Traffic Engineer advised that a time restriction was applicable to this area due to the suggestions from parents.

**RECOMMENDED:** (Cr Sutton/Cr Mitchell)

**Minute No. TSC 20213**

*"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping at All Times restrictions on Martin Grove Extension, as shown in Appendix 1 attached to the report."*

For the reasons the proposed restrictions would reduce the risk of vehicle conflict on this section of Martin Grove Extension; improve visibility and safety within the street for the benefit of all road users; promote compliance with the Land Transport (Road User) Rule 2004; and support Council's Parking Policy 2017.

## xi) Cressy Street - Proposed P15 Parking Restrictions (20/34)

The Traffic Engineer and Traffic Asset Manager elaborated on the report.

In response to a question from a member, the Traffic Asset Manager advised that there were currently no P120 restrictions in Cressy Street. He advised that P15 restrictions were applicable for this area due to resource consent requirements. He noted P120 parks were available further down the road.

**RECOMMENDED:** (Cr Sutton/Cr Dyer)

**Minute No. TSC 20214**

*"That the Traffic Subcommittee recommends that Council approves the installation of P15, 7.30-9.00am and 3.30-5.30pm Monday-Friday parking restrictions on Cressy Street, as shown in Appendix 1 attached to the report."*

For the reasons, the proposed restrictions would improve parking availability within the street for the benefit of all road users; would promote compliance with the Land Transport (Road User) Rule 2004; would support Council's Parking Policy 2017; and are required to meet compliance with the granted resource consent.

## xii) Martha Turnell Crescent - No Stopping At All Times Restrictions (20/89)

The Traffic Engineer elaborated on the report.

**RECOMMENDED:** (Cr Sutton/Cr Dyer)

**Minute No. TSC 20215**

*"That the Traffic Subcommittee recommends that Council approves the installed No Stopping At All Times Restrictions on Martha Turnell Crescent, as shown in Appendix 1 attached to the report."*

For the reasons, the restrictions improve the safety and accessibility within the street for the benefit of all road users; promote compliance with the Land Transport (Road User) Rule 2004; support Council's Parking Policy 2017; and were required to meet compliance with the granted resource consent.

### 3. QUESTIONS

There were no questions.

There being no further business the Chair declared the meeting closed at 3.13pm.

Cr L Sutton  
**CHAIR**

**CONFIRMED as a true and correct record**  
**Dated this 24<sup>th</sup> day of March 2020**

*Kia ora Brady,*

*I am unfortunately unable to make it to the Traffic Subcommittee meeting scheduled for tomorrow but am very keen to input into the item on Bus Stop Modifications. I have written the following statement and would be very appreciative if it could be shared during public comment;*

"This is an item I am really pleased to see being considered by Council. As a regular user of the bus network I often see the troubles caused by having insufficient entry and exit lengths for bus stops around the city and the very real impact it has on those trying to use the service.

One elderly lady I talked to uses a walker and has reduced mobility, this makes it necessary for the bus to be curbside and the ramp to be put out for her to board. The inability of drivers to service this need has meant she often now takes a taxi at greater cost to herself.

I certainly aspire for our city to have a safer, more timely and accessible public transport network than what is currently on offer and the proposed changes are a very cost effective (and indeed necessary) way of seeing meaningful improvement. A quality bus network has huge advantages for our city from mitigating our climate impact, reducing congestion, contributing towards social cohesion, improving accessibility for those with limited mobility and offering a cost effective means of travel.

With this in mind I note that there are several objections to these proposed changes and, while being cognisant that we should seek out solutions that work for everyone, where suitable compromises can't be found I implore Councillors to prioritise our public transport network.

I also note that the paper before you does not mention that these changes are part of a bigger body of work reviewing the suitability of all bus stops in the city. In my experience there are many more bus stops in our city that would see great benefit from modifications and I hope that this work continues. I would be interested to hear the comments of officers in this regard."

*Thanks for the help,  
Matt*