

**HUTT CITY COUNCIL****TRAFFIC SUBCOMMITTEE**

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

**Tuesday 30 June 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  
Cr N Shaw

**APOLOGY:**

Cr Brown

**IN ATTENDANCE:**

Mr C Agate, Traffic Engineer–Network Operations  
Ms T Malki, Traffic Engineer  
Ms R Bowman, Committee Advisor

**PUBLIC BUSINESS****1. APOLOGIES**

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

**Minute No. TSC 20401**

*"That the apology received from Cr Brown be accepted and leave of absence be granted."*

**2. PUBLIC COMMENT**

Public comment is recorded under the item to which it relates.

**3. CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

**4. RECOMMENDATIONS TO COUNCIL - 28 July 2020**

i) Greater Wellington Regional Council Bus Stop Modifications (20/425)

The Traffic Engineer-Network Operations elaborated on the report.

In response to a question from a member, the Traffic Engineer-Network Operations noted that inconsistent utility pole location was an issue not initially noticed throughout areas of Petone undergoing bus stop improvement works. He advised that utility poles were not consistent with the kerblines and footpaths causing bus accessibility from the kerblines to be compromised. He explained that Officers were aware of the issue, however the costs associated with relocation of existing poles can be prohibitive. The Officer undertook to find out the 'average' cost associated with relocation of a utility pole.

In response to a question from a member, the Traffic Engineer-Network Operations confirmed the proposed bus stop modifications to Gracefield Road would not extend the broken yellow lines over the driveway because it was a commercial location. He advised that parking issues around driveways predominantly occurred in residential, rather than commercial locations such as Gracefield Road.

Members noted that the Petone Community Board endorsed the recommendations contained in the officer's report at its meeting held on 22 June 2020.

The motion was taken in parts. Parts (i) (a) - (i)(k) were declared CARRIED on the voices. Parts (ii) (a)(aa) - (ii) (k)(cc) were declared CARRIED on the voices.

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

**Minute No. TSC 20402**

*"That the Traffic Subcommittee recommends that Council:*

- (i) *rescinds the current traffic resolutions associated with the following bus stops:*
  - (a) *Cuba Street (#'s 92 - 100) - Bus Stop #8008;*
  - (b) *Cuba Street (outside Weltec) - Bus Stop #9008;*
  - (c) *Jackson Street (#'s 428 - 430) - Bus Stop #8018;*
  - (d) *Jessie Street (outside #446 Jackson Street) - Bus Stop #8019;*
  - (e) *Jessie Street (outside #448 Jackson Street) - Bus Stop # 9019;*
  - (f) *Jessie Street (#'s 7 - 13) - Bus Stop #8020;*
  - (g) *Gracefield Road (opposite #'s 112 - 118) - Bus Stop #8780;*
  - (h) *Gracefield Road (#'s 112 - 118) - Bus Stop #9780;*
  - (i) *Gracefield Road (opposite # 240) - Bus Stop #8782;*
  - (j) *Gracefield Road (# 240) - Bus Stop #9782; and*
  - (k) *Randwick Road (#'s 25 - 29) - Bus Stop # 9153; and*

- (ii) *approves the installation of the following bus stop modifications and parking restrictions:*
- (a) *Cuba Street (#'s 92 – 100) – Bus Stop #8008;*
    - (aa) *9 metres of 'No Stopping At All Times' (entry taper) parking restriction as shown in Appendix 1 attached to the report;*
  - (b) *Cuba Street (outside Weltec) – Bus Stop #9008;*
    - (aa) *15 metre 'Bus Stop – At All Times' parking restriction as shown in Appendix 2 attached to the report; and*
    - (bb) *5 metres of 'No Stopping At All Times' (entry taper) parking restriction as shown in Appendix 2 attached to the report;*
  - (c) *Jackson Street (#'s 428 – 430) – Bus Stop #8018;*
    - (aa) *15 metre 'Bus Stop – At All Times', parking restriction, as shown in Appendix 3 attached to the report;*
    - (bb) *9 metres of 'No Stopping At All Times' (entry taper) parking restriction as shown in Appendix 3 attached to the report; and*
    - (cc) *8 metres of 'No Stopping At All Times' (exit taper) parking restriction as shown in Appendix 3 attached to the report;*
  - (d) *Jessie Street (outside #446 Jackson Street) – Bus Stop #8019;*
    - (aa) *15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 4 attached to the report;*
    - (bb) *9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 4 attached to the report; and*
    - (cc) *9 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 4 attached to the report;*
  - (e) *Jessie Street (outside #448 Jackson Street) – Bus Stop #9019;*
    - (aa) *15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 5;*
    - (bb) *9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 5 attached to the report; and*
    - (cc) *9 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 5 attached to the report;*
  - (f) *Jessie Street (#'s 7 – 13) – Bus Stop #8020;*
    - (aa) *15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 6 attached to the report;*
    - (bb) *9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 6 attached to the report; and*
    - (cc) *13 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 6 attached to the report;*
  - (g) *Gracefield Road (opposite #'s 112 – 118) – Bus Stop #8780;*
    - (aa) *15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 7 attached to the report;*

- (bb) 2 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 7 attached to the report; and
- (cc) 9 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 7 attached to the report;
- (h) Gracefield Road (#'s 112 - 118) – Bus Stop #9780;
  - (aa) 15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 8 attached to the report;
  - (bb) 9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 8 attached to the report; and
  - (cc) 9 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 8 attached to the report;
- (i) Gracefield Road (opposite #240) – Bus Stop #8782;
  - (aa) 15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 9 attached to the report; and
  - (bb) 9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 9 attached to the report;
- (j) Gracefield Road (outside # 240 ) – Bus Stop #9782;
  - (aa) 15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 10 attached to the report;
  - (bb) 9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 10 attached to the report; and
  - (cc) 9 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 10; and
- (k) Randwick Road (#'s 25 – 29) – Bus Stop # 9153;
  - (aa) 15 metre 'Bus Stop – At All Times', no parking restriction, as shown in Appendix 11 attached to the report;
  - (bb) 9 metres of 'no stopping at all times' (entry taper) parking restriction as shown in Appendix 11 attached to the report; and
  - (cc) 9 metres of 'no stopping at all times' (exit taper) parking restriction as shown in Appendix 11 attached to the report."

For the reasons that 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; reduce the instances of 'pole strikes'; and meet the requirements as set out in Council's Traffic Bylaw 2017.

ii) Campbell Terrace - Proposed Loading Zone Parking Restriction (20/296)

The Traffic Engineer-Network Operations elaborated on the report.

In response to a question from a member, the Traffic Engineer-Network Operations advised that signage would be installed to notify residents of the proposed loading zone parking restrictions. He noted that the current restrictions were P120 8am-6pm seven days per week, which were standard Land Transport Act industrial area timings unless otherwise specified by Officers.

Members noted that the Petone Community Board endorsed the recommendations contained in the officer's report at its meeting held on 22 June 2020.

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

**Minute No. TSC 20403**

*"That the Traffic Subcommittee recommends that Council:*

- (i) approves the rescinding (removal) of the existing P120 parking restrictions on Campbell Terrace, as shown in Appendix 1 attached to the report;*
- (ii) approves the rescinding (removal) of a portion of the existing 'No Stopping At All Times' parking restriction, as shown in Appendix 1 attached to the report; and*
- (iii) approves the installation of a 'Loading Zone – P30 , Monday to Sunday 8am to 6pm' parking restriction on Campbell Terrace, as shown in Appendix 1 attached to the report."*

For the reasons that the loading zone is a required condition of Resource Consent RM180417. It is needed for the delivery of goods during construction phase of the development, as well as allowing delivery vehicles, couriers and rubbish trucks to service the building and its new residents once built. The loading zone would also make deliveries to nearby local businesses easier.

- iii) Hebden Crescent - Proposed 'No Stopping At All Times' Parking Restriction (20/300)

The Traffic Engineer-Network Operations elaborated on the report.

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

**Minute No. TSC 20404**

*“That the Traffic Subcommittee recommends that Council approves the installation of a ‘No Stopping At All Times’ stopping restriction on the section of Hebden Crescent, as shown in Appendix 1 attached to the report.”*

For the reason that the proposed restriction will improve the safety of the driveway given the road’s posted speed limit, and high proportion of heavy vehicles using this section of Hebden Crescent.

iv) Ricoh Sports Centre Carpark - Confirmation of Existing Parking Restrictions (20/470)

The Traffic Engineer-Network Operations elaborated on the report.

In response to a question from a member, the Traffic Engineer-Network Operations advised that initially there had been no intention for restrictions to be implemented in the Ricoh Sports Centre Carpark. He explained that traffic reports without a prompt resolution from Council delayed traffic engineering works. He noted that parking layout for the Ricoh Sports Centre had been an ongoing process of trial and error which had delayed the formality of a Council resolution.

In response to a question from a member, the Traffic Engineer-Network Operations advised that Council did not usually consider parking restrictions. He noted that Ricoh Sports Centre was an exception as it was a Council-owned facility. He highlighted that a Council resolution was needed to confirm parking restrictions for enforcement purposes.

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

**Minute No. TSC 20405**

*"That the Traffic Subcommittee recommends that Council:*

- (i) approves the current 'No Stopping At All Times' parking restrictions within the Ricoh Sports Centre Carpark, defined by the broken yellow lines and yellow hatching, as shown in Appendix 1 attached to the report;*
- (ii) approves the current 'P180 Electric Vehicle – At All Times' parking restrictions within the Ricoh Sports Centre Carpark, defined by EV Charging Symbol, as shown in the Appendix 1 attached to the report; and*
- (iii) approves the current 'mobility' parking restrictions within the Ricoh Sports Centre Carpark, defined by Mobility Parking Symbol, as shown in Appendix 1 attached to the report."*

For the reason that the parking restrictions will assist in effectively managing the operation of the facility's parking resource for users of both the sports centre and the surrounding Fraser Park Sportsville facility, while meeting the requirements of the Council's Parking Policy 2017.

- v) London Road - Proposed No Stopping At All Times Parking Restrictions (20/289)

Speaking under public comment, Cr Dyer read out a statement from **Mr A Cassels**, attached as page 13 to the minutes.

The Traffic Engineer elaborated on the report.

In response to a question from a member, the Traffic Engineer-Network Operations advised it was not compulsory for Council to install broken yellow lines as an NZ Transport Agency requirement. He advised that it was illegal to park on a bend regardless of the presence of yellow lines.

Members noted that the Petone Community Board endorsed the recommendation contained in the officer's report at its meeting held on 22 June 2020.

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

**Minute No. TSC 20406**

*"That the Traffic Subcommittee recommends that Council:*

- (i) approves the installation of No Stopping At All Times Restrictions on London Road, as shown in Appendix 1 attached to the report; and*
- (ii) asks officers to investigate pedestrian improvements on London Road and report back to the next Traffic Subcommittee meeting to be held on 1 September 2020."*

For the reasons that 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 a majority of the local residents who responded to the consultation documents.



- vi) Gracefield Road - Proposed No Stopping At All Times Parking Restrictions (20/290)

The Traffic Engineer elaborated on the report.

Members noted that the Petone Community Board endorsed the recommendation contained in the officer's report at its meeting held on 22 June 2020.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Dyer)	<b>Minute No. TSC 20407</b>
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions on Gracefield Road, as shown in Appendix 1 attached to the report."</i>	
For the reasons the proposed restrictions would improve the safety within the street for the benefit of all road users and would promote compliance with the Land Transport (Road User) Rule 2004.	

- vii) William Street, Graham Street and North Street - No Stopping At All Times Parking Restrictions (20/291)

The Traffic Engineer elaborated on the report.

Cr Dyer commented that it was good to see Council rescinding broken yellow lines as opposed to installing them. He thanked Officers and asked them to continue using a wider colour code range on maps within their reports to depict proposed changes in future.

Members noted that the Petone Community Board endorsed the recommendation contained in the officer's report at its meeting held on 22 June 2020.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Shaw)	<b>Minute No. TSC 20408</b>
<i>"That the Traffic Subcommittee recommends that Council approves the existing No Stopping At All Times Restrictions on William Street, Graham Street and North Street, as shown (in yellow) in Appendix 1 attached to the report."</i>	
For the reasons the proposed restrictions would retain the improved safety and accessibility within the street for the benefit of all road users and would promote compliance with the Land Transport (Road User) Rule 2004.	

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

The Traffic Engineer and the Traffic Engineer-Network Operations elaborated on the report.

Members noted concerns expressed to Officers from a member of the public in regard to the lack of parking during daycare hours. Based on these concerns, members discussed amending the Officer's original parking restrictions proposal to 8.15am-9.30am allowing an additional 15 minutes.

In response to a question from a member, the Traffic Engineer and the Traffic Engineer-Network Operations advised that the concerns from a member of the public on Trafalgar Street had come to Officers directly prior to the meeting.

Cr Mitchell thanked the Officers for their ongoing consultation on the matter. He noted the amended restriction time would ease traffic congestion around the daycare centre.

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

**Minute No. TSC 20409**

*"That the Traffic Subcommittee recommends that Council approves the installation of P15 (8.15am-9.30am and 2.00pm-3.30pm Monday-Friday School Days Only) parking restrictions on Trafalgar Street, as shown in Appendix 1 attached to the report."*

For the reasons the proposed restrictions would improve accessibility and parking availability within the street for the benefit of all road users; would support Council's Parking Policy 2017; and are supported by a majority of the local residents who chose to respond to the consultation documents.

## ix) Waddington Drive - Proposed No Stopping At All Times Parking Restrictions (20/429)

The Traffic Engineer elaborated on the report.

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

**Minute No. TSC 20410**

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

For the reasons that the proposed restrictions would improve accessibility and safety for local residents; would promote compliance with the Land Transport (Road User) Rule 2004, and are supported by the immediately affected residents.

- x) Market Grove - Proposed No Stopping At All Times Parking Restrictions (20/430)

The Traffic Engineer elaborated on the report.

In response to a question from a member, the Traffic Engineer advised that clearer signage to depict parking restrictions could be installed in Market Grove. She advised the signage would prevent prohibited parking without impeding any technical issues.

In response to a question from a member, the Traffic Engineer advised that the broken yellow lines could not be extended any further due to a barrier.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Mitchell)	<b>Minute No. TSC 20411</b>
<i>"That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions and 'No Parking' marking at the Stop Bank Entrance on Market Grove, as shown in Appendix 1 attached to the report."</i>	
For the reasons the proposed restrictions would promote compliance with the Land Transport (Road User) Rule 2004 and improve accessibility to the stop bank service road.	

- xi) Mills Street - Proposed No Stopping At All Times Parking Restrictions (20/431)

The Traffic Engineer elaborated on the report.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Shaw)	<b>Minute No. TSC 20412</b>
<i>"That the Traffic Subcommittee recommends that Council approves the existing No Stopping At All Times Restrictions at the Stop Bank Entrance on Mills Street, as shown in Appendix 1 attached to the report."</i>	
For the reasons that the proposed restrictions would maintain accessibility to the stop bank entrance and would promote compliance with the Land Transport (Road User) Rule 2004.	

5. **WOBURN ROAD PEDESTRIAN REFUGE ISLAND UPDATE** (20/331)

Report No. TSC2020/4/139 by the Traffic Asset Manager

The Traffic Engineer-Network Operations elaborated on the report.

In response to a question from a member, the Traffic Engineer-Network Operations advised a potential loss of 10 carpark spaces following the installation of refuge islands. He advised that by utilising the kerb build-outs, the parking loss could be minimised.

In response to questions from members, the Traffic Engineer-Network Operations advised less parking would be lost by installing two refuge islands than a pedestrian crossing. He advised the intention of the refuges could potentially reduce traffic congestion on Woburn Road. He noted that congestion generated by school students could decline if they utilised the refuge islands instead of the pedestrian crossing further along Woburn Road.

The Chair noted the purpose of the refuge islands was to assist the elderly residents of Masonic Lodge as opposed to reducing school traffic on Woburn Road.

Cr Briggs noted the installation of the two refuge islands would significantly improve viability of both nearby residents and those utilising the Hutt Recreation ground.

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

**Minute No. TSC 20413**

*"That the Subcommittee notes and receives the report."*

For the reason a Council resolution is not necessary to install the proposed pedestrian refuge islands.

6. **QUESTIONS**

There were no questions.

There being no further business the Chair declared the meeting closed at 2.44 pm.

Cr L Sutton  
**CHAIR**

**CONFIRMED as a true and correct record**  
**Dated this 28<sup>th</sup> day of July 2020**

Good morning Brady,

My name is Andrew Cassels and my family live at 35 London Road next to the section of Road where the council is considering painting yellow lines to stop cars parking. A neighbour suggested that you would be happy to represent our concerns at council, and given the recent favour given to K-Mart customers over Korokoro residents I thought I should be proactive and share our concerns with you now rather than after a mistake is made.

Needless to say we are very concerned about the proposed changes.

The two uphill lanes encourage some motorists to speed and pass other vehicles with no regard for the safety of locals and in particular the children that frequent the playground or cross the road walking to/from school. Unfortunately children from Rakeiora Road and the uphill side of London Road have to cross the 3 lane road twice to get to school without any crossings or safety considerations.

The current parking on the uphill side of London Road effectively reduces the uphill side to one uphill lane and in turn forces vehicles to slow down.

There is no abundance of large slow vehicles that necessitate a passing lane, and buses have a dedicated bay in which to stop, well out of the flow of the traffic. The downhill lane seems to be too narrow with speeding vehicles coming down the hill often crossing the centre line.

I suggest amending the road to one uphill and one more generous downhill lane with some consideration taken for those that regularly cross London Road. This would also eliminate the concern motorists have with merging to avoid parked cars.

I thank you for your time, and would be happy to discuss or demonstrate our concerns any time.

Thanks,  
Andrew Cassels