

HUTT CITY COUNCILTRAFFIC SUBCOMMITTEE

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

Tuesday 1 September 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

APOLOGIES:

Cr K Brown

IN ATTENDANCE:

Mr D Simmons, Traffic Asset Manager  
Mr C Agate, Traffic Engineer – Network Operations  
Ms T Malki, Traffic Engineer  
Ms K Glanville, Senior Democracy Advisor  
Ms J Stevens, Consultant

PUBLIC BUSINESS1. APOLOGIES

RESOLVED: (Cr Sutton/Cr Dyer)

**Minute No. TSC20501**

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

2. PUBLIC COMMENT

Comments are recorded under the item to which they relate.

RESOLVED: (Cr Sutton/Cr Dyer)

**Minute No. TSC20502**

*"That, in accordance with Standing Order 15.2, public comment be extended by 15 minutes."*

3. CONFLICT OF INTEREST DECLARATIONS

There were no conflict of interest declarations.

4. RECOMMENDATIONS TO COUNCIL - 29 September 2020

- i) Woburn Road - Proposed No Stopping At All Times Restrictions for the Proposed Median Refuge Islands (20/877)

Speaking under public comment, **Ms E McAlister** spoke against the proposal, expressing safety concerns over the proximity of the proposed median refuge island to the corner of Wai-iti Crescent, given the poor visibility in that location and vehicle speeds in the area. She also considered that the proposal would increase congestion due to turning traffic stopping at the island, and that the loss of car parks would exacerbate existing parking issues. She noted that people cross where convenient to them and do not necessarily use the crossings provided. She asked that the island be installed where it was needed most, between the bus stops, near the Bellevue Hotel or near Te Omanga Hospice.

Speaking under public comment, **Mr M Hill** noted that the proposal would help only those few petitioners who requested it to help them cross the street out of Wai-iti Crescent. He said it would not help with school children crossing, as they crossed anywhere between the school gate and Wai-iti Crescent.

Responding to questions from members, Ms McAlister advised that she was not aware of any near misses in the area. Mr Hill added that he had seen wing mirrors hit by vehicles cutting the corner. Ms McAlister considered that a median island would encourage people to cross in that location, and increase the risk of pedestrians being hit by a car.

Speaking under public comment, **Mr G Scott** advised that he was representing the residents of Woburn Apartments who petitioned Council for a crossing in February 2019. He noted that the proposed island was well located for their use and particularly for access to the Hutt Recreation Ground, with reasonable visibility in both directions, particularly from the west. He commented that New Zealand Transport Agency (NZTA) guidelines mentioned a resting rail, noting that many residents had poor vision and issues with balance and mobility. He said the installation of such a hand rail would enhance the sense of security when standing in the middle of Woburn Road. He thanked Council for the progress made on this issue in 2020, and urged that construction proceed as soon as possible.

Responding to questions from members, Mr Scott advised that he crossed the road four times per week, a total of eight crossings, and that people with severe mobility issues did not attempt to cross as this required an element of speed. He confirmed that it was usually necessary to cross the road in two stages and wait in the middle of the road before completing the crossing. He was happy with the location between Wai-iti Crescent and the Bellevue Hotel and considered the suggestion for one island further up the road too far away to be useful. He added he would attempt to cross the road near the Hutt Recreation

Ground if the closer option was not approved.

Speaking under public comment, **Ms F Neate** acknowledged the desire to make a safer crossing for people using Woburn Road. She expressed concern over visibility for vehicles travelling from west to east and the danger this would pose to pedestrians. She noted that traffic from east to west tended to veer across the white painted line and that the island space was needed to enable them to pull across and turn safely into their driveway, as they had no alternative access. She also noted that the volume of traffic turning in and out of Wai-iti Crescent often needed to use the painted island space as well. She also commented on the proximity of the controlled crossing 150 metres along the road outside Hutt Valley High School, the incidence of illegal parking on broken yellow lines on both sides of the road, and past incidents where speeding cars had lost control on the corner. She advised that one pedestrian had been hit by a car in the 30 years they had lived there. She considered island 2 to be on straight road with good visibility and that a proper pedestrian crossing may be preferable in this location.

Speaking under public comment, **Mr A Neate** elaborated on the difficulties associated with turning into their driveway, noting that a concrete obstruction would change the angle required for them to access their driveway. He opposed construction of a median island at this busy corner and favoured locating the island by the Bellevue Hotel.

Responding to questions from members, Mr Neate considered it would be impossible with the median island to turn a car and trailer into his driveway, as they would hang out into the traffic.

The Traffic Asset Manager elaborated on the report. He advised that a petition requesting a crossing was submitted on behalf of the residents of the Masonic Village. He noted the two crossing desire lines identified in the appendices attached to the officer's report indicated that the traffic signals located 150 metres away were too far away. He noted that zebra crossings had a time and place however tended to decrease rather than increase pedestrian safety as pedestrians depend on motorists to observe them. He advised that refuge islands were preferred in order to minimise the crossing distance for pedestrians.

The Traffic Asset Manager advised that Woburn Road was a wide road with high traffic volumes and many pedestrian users, and that all property accessways were considered when looking for a location for a pedestrian refuge. He indicated that the two locations proposed were the only places that would not prevent access to one or more of the existing accessways, with both locations providing in excess of 50 metres visibility. This exceeded the NZTA requirement by 10 metres. He noted that these sight distances represented a vast improvement on current sight distances.

The Traffic Asset Manager considered that, if the refuge was not

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installed, people would continue to cross there. He advised that two cars or a car and trailer could park in the median space and that, prior to installing the island, the location of the island would be marked with cones and hit sticks to allay residents' fears about being able to turn into their driveways. He noted that the majority of feedback against the proposal was from immediately adjacent residents, and that the school supported the proposal.

The Traffic Asset Manager advised that each of the islands would remove four parking spaces, and car parking loss had been minimised with the proposal. He acknowledged the level of parking demand near the school at certain times of the day, along with the fact that Council was unable to change the existing parking behaviour. He believed that the loss of four car parks would not significantly exacerbate the current situation.

The Traffic Asset Manager considered that constructing pedestrian islands would halve the crossing distance and tend to funnel pedestrian movements to those locations. He said this would not make the situation worse and possibly improve the situation. He indicated that a handrail could be included in the proposal.

The Traffic Asset Manager concluded that the options for the members was to leave the situation as it was or install either or both of the median islands. He noted that the islands could be installed without the no stopping restrictions. However it was considered preferable for this decision to be made by the members given the previous dialogue on the matter.

Responding to questions from members, the Traffic Asset Manager advised that officers had checked the vehicle tracking to all driveways turning both in and out and had not identified any locations on that stretch of road where a single island solution would be possible. He commented on the sight distances for pedestrians, and considered that the presence of islands in the flush median would make it less likely that cars would drive in that area. He believed that installation of both islands would improve amenity and safety, and advised that signage, painting and reflectorising would all be used to maximise the visibility of the refuges. He noted that islands were tapered so that any vehicles hitting the end of an island were directed in the right direction.

In moving the motion, the Chair requested that cones and hit sticks be used ahead of the island installation to mark the location for residents.

Cr Briggs noted that action would be taken to address the risks and the concerns expressed by residents. He thanked officers for their work on this. He considered that levels of safety would be increased if both islands were installed, and provided a level of service that improved the current situation.

Cr Shaw expressed concern over safety, particularly for the elderly, and

supported the installation of islands together with railings and appropriate signage.

Cr Dyer supported the motion as this would increase the safety of pedestrians crossing the road.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Mitchell)	<b>Minute No. TSC 20503</b>
<i>"That the Traffic Subcommittee recommends that Council:</i>	
<ul style="list-style-type: none"> <li><i>(i) approves the installation of No Stopping - At All Times parking restrictions on Woburn Road, as shown in Appendix 2 attached to the report; and</i></li> <li><i>(ii) approves the installation of No Stopping - At All Times parking restrictions on Woburn Road, as shown in Appendix 3 attached to the report."</i></li> </ul>	
<p>For the reasons that the proposed restrictions would facilitate the installation, effective operation and visibility of the kerb extensions associated with the proposed median pedestrian islands.</p>	

ii) Hautonga Street, Petone - Proposed P15 Parking Restrictions (20/775)

The Traffic Engineer elaborated on the report.

Members noted the Petone Community Board had endorsed the recommendation contained in the officer's report.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Shaw)	<b>Minute No. TSC 20504</b>
<i>"That the Traffic Subcommittee recommends that Council approves the installation of a P15 (8am-5pm Monday-Friday) parking restriction on Hautonga Street, Petone, as shown in Appendix 1 of the report."</i>	
<p>For the reason that the proposed restrictions would improve parking turnover and availability on Hautonga Street, benefitting both local businesses and their customers. The proposed changes are supported by the nearby businesses, and would support Council's Parking Policy (2017).</p>	

- iii) Muritai Road, Eastbourne - Proposed P15 Parking Restrictions (20/774)

The Traffic Engineer elaborated on the report.

In response to a question from a member, the Traffic Engineer confirmed the Eastbourne Community Board had endorsed the recommendation contained in the officer's report.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Dyer)	<b>Minute No. TSC 20505</b>
<i>"That the Traffic Subcommittee recommends that Council approves the application of P15, 8am to 9.30am and 2pm to 3pm, Monday-Friday, School Days' time limited parking restriction on Muritai Road, Eastbourne, as shown in Appendix 1 of the report."</i>	
For the reasons that the proposed restrictions would improve accessibility and parking availability for parents and caregivers accessing the kindergarten and the proposed changes would support Council's Parking Policy (2017).	

- iv) High Street, Boulcott - Proposed P15 Parking Restrictions (20/773)

Speaking under public comment, **Mr D Patel** advised that he opened his new business six weeks ago and commented on parking behaviour in the area of the Hutt Hospital.

Responding to questions from members, Mr Patel asked that members look at introducing time limits for the car parks across the road from his business, which provided unrestricted parking.

The Traffic Asset Manager elaborated on the report. He noted that officers try and find a balance in areas of high parking demand and were always hesitant to take away on-street parking spaces in these areas. He noted that traffic enforcement could be asked to monitor areas where parking restrictions had changed. He said these were difficult to enforce for short time restrictions, and the shop owner could report incidents of parking offending to Council.

Cr Briggs asked that the restrictions on the northern side be reviewed in 12 months time. He advised that he would not support the business owner's request for restrictions on the southern side at this time.

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**RECOMMENDED:** (Cr Sutton/Cr Briggs) **Minute No. TSC 20506**

*"That the Traffic Subcommittee recommends that Council:*

- (i) *rescinds the existing P30 (8.00am to 6.00pm, Monday to Sunday other than public holidays) parking restrictions on the section of High Street, as shown in Appendix 1 attached to the report; and*
- (ii) *approves the installation of a P15 (8.00am to 6.00pm, Monday to Sunday other than public holidays), parking restriction on the section of High Street, as shown in Appendix 1 attached to the report."*

For the reason that the proposed restrictions would improve parking turnover and availability on High Street, benefitting both local businesses and their customers. The proposed changes are supported by the nearby businesses, and would support Council's Parking Policy (2017).

- v) Dowse Drive - Proposed No Stopping At All Times Restrictions (20/776)

Speaking under public comment, **Ms J Schofer** explained the circumstances surrounding access to and egress from her property via a steep driveway. She supported the proposal to extend yellow lines across her driveway to make it safer to get into and out of her drive due to the poor visibility.

Responding to questions from members, Ms Schofer noted that the broken yellow lines on Dowse Drive led people to park where there were no lines. She said the issue was on the southern side, not where the bus stop was located outside her property.

The Traffic Asset Manager suggested that the no stopping restriction could be modified by one additional metre to start from the end of the existing bus stop for a distance of 11 metres over the driveway of 111 Dowse Drive, providing the property owner with 3.7 metres and the neighbour at 109 Dowse Drive with 1.7 metres.

**RECOMMENDED:** (Cr Sutton/Cr Dyer) **Minute No. TSC 20507**

*"That the Traffic Subcommittee recommends that Council approves the installation of a No Stopping At All Times restriction on Dowse Drive, as shown in the Appendix 1 attached to this report with the addition of one metre, to start from the end of the existing bus stop for a distance of 11 metres over the driveway of 111 Dowse Drive."*

For the reasons that the proposed restrictions would improve accessibility and safety for local residents and promote compliance with the Land Transport (Road User) Rule 2004.

- vi) Stokes Valley Road - Proposed Bus Stop Relocation and 'No Stopping at All Times' Parking Restrictions (20/298)

The Traffic Engineer – Network Operations elaborated on the report. He advised that this was a retrospective decision. He said works had already been put in place by the developer, with the exception of moving the bus stop, which Greater Wellington would do.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Shaw)	<b>Minute No. TSC 20508</b>
<i>“That the Traffic Subcommittee recommends that Council:</i>	
<i>(i) rescinds the existing Bus Stop and No Stopping At All Times restrictions along the frontage of 397 – 405 Stokes Valley Road;</i>	
<i>(ii) approves the relocation of Metlink bus stop number 9375 on Stokes Valley Road; and</i>	
<i>(iii) approves the installation of additional parking restrictions (No Stopping At All Times) as shown in Appendix 1, attached to the report.”</i>	
For the following reasons:	
- The approved residential development will result in a new driveway access to Stokes Valley Road which does not align with the existing markings;	
- Improved bus stop kerb alignment and safety as outlined in ‘Guidelines for public transport infrastructure and facilities – Interim Consultation Draft’.	
- Meets the requirements of Councils Road Space Hierarchy – Live and Play, as set down in Councils Parking Policy 2017.	
- Supported by Resource Consent Approval RM180262.	



- vii ) Bloomfield Terrace - Revised Time Restricted (P120) and 'No Stopping At All Times' Parking Restrictions. (20/297)

The Traffic Engineer – Network Operations elaborated on the report.

<b>RECOMMENDED:</b> (Cr Sutton/Cr Shaw)	<b>Minute No. TSC 20509</b>
<i>“That the Traffic Subcommittee recommends that Council:</i>	
<i>(i) rescinds the existing P120 (8.30 to 9am &amp; 2.45 to 3.15pm, Monday to Friday) parking restrictions outside 7 – 7a Bloomfield Terrace as shown in Appendix 1 attached to this report;</i>	
<i>(ii) rescinds the existing P5 (8am to 6pm, Monday to Saturday) parking restrictions outside 7 – 7a Bloomfield Terrace as shown in Appendix 1 attached to this report;</i>	
<i>(iii) rescinds the existing No Stopping (At All Times) parking restrictions outside 7 – 7a Bloomfield Terrace as shown in Appendix 1 to this report;</i>	
<i>(iv) approves the installation of P120 (8am to 6pm, Monday to Saturday) parking restrictions outside 7 – 7a Bloomfield Terrace as shown in Appendix 1 to this report; and</i>	
<i>(v) approves the installation of No Stopping (At All Times) parking restrictions outside 7 – 7a Bloomfield Terrace as shown in Appendix 1 attached to this report.”</i>	
For the reason that the recent multi-unit development on the abovementioned site has resulted in changes to the existing kerb line to facilitate vehicle access, and the existing parking restrictions do not align with the new access locations.	

## 5. QUESTIONS

There were no questions.

There being no further business the Chair declared the meeting closed at 3.33 pm.

Cr L Sutton  
**CHAIR**

**CONFIRMED as a true and correct record**  
**Dated this 29th day of September 2020**