

HUTT CITY COUNCILTRAFFIC SUBCOMMITTEE | KOMITI ITI ARA WAKA

Minutes of a meeting held remotely via Zoom
Tuesday 2 March 2021 commencing at 2.00pm

PRESENT: Cr B Dyer (Chair) Cr J Briggs
(via audio-visual) Cr K Brown (from 2.09pm) Cr A Mitchell
 Cr N Shaw

APOLOGIES: Cr L Sutton and Cr K Brown for lateness

IN ATTENDANCE: Mr D Simmons, Traffic Asset Manager
 Mr M Radu, Senior Traffic Engineer (part meeting)
 Mr C Agate, Traffic Engineer – Network Operations
 Ms K Glanville, Senior Democracy Advisor

PUBLIC BUSINESS1. APOLOGIES

RESOLVED: (Cr Dyer / Cr Briggs)

Minute No. TSC 21101

“That the apology received from Cr Sutton be accepted and leave of absence be granted and the apology for lateness from Cr Brown 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.

PRECEDENCE OF BUSINESS

Pursuant to Standing Order 10.4, the Chair accorded precedence to Item 5a) Taita Drive Local Area Traffic Management (Stage 1) and Item 5b) Innovating Streets for People: Update on Knights Road Connectivity Project.

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

Cr Brown joined the meeting at 2.09pm.

4. RECOMMENDATIONS TO COUNCIL | Te Kaunihera o Te Awa Kairangi - 24 March 2021

a) Jackson Street, Petone - Proposed P60 Parking Restrictions (21/15)

Speaking under public comment, **Ms Hellen Swales representing Jackson Street Programme (JSP)** spoke to a request supported by 12 Jackson Street businesses. She said that while the businesses supported the loading zone outside no.195-197 Jackson Street being converted to a time restricted parking space, they asked that the first space of the taxi stand on Britannia Street be converted to a loading zone. She preferred that all loading zones be removed from Jackson Street.

The Traffic Asset Manager elaborated on the report. He advised that due to the submission from JSP, officers would undertake further investigation and consultation in the area.

In response to a question from a member, the Traffic Asset Manager agreed to provide further information about parking priorities in terms of loading zones and taxi stands to ensure there was consistent decision-making.

RESOLVED: (Cr Dyer/Cr Briggs)

Minute No. TSC 21102

"That the Subcommittee:

- (1) notes the report;*
- (2) agrees that item 4a) Jackson Street, Petone – Proposed P60 Parking Restriction lies on the table and officers present an updated report, following further investigation and consultation, to a future Subcommittee meeting."*

b) Elizabeth Street, Petone - Proposed P15 Parking Restrictions (21/16)

The Traffic Asset Manager elaborated on the report. He noted at its meeting on 15 February 2021, the Petone Community Board had suggested only one parking space be converted into a P15 parking restriction. He advised that officers were still proposing two P15 parking restrictions to ensure visibility, reduce possible congestion and allow for monitoring of the car parks.

RECOMMENDED: (Cr Dyer/Cr Mitchell) **Minute No. TSC 21103**

“That the Subcommittee recommends that Council:

- (1) receives and notes the information;*
- (2) approves the application of P15, 7.30 am to 5.30 pm, Monday-Friday (excluding Public Holidays), time limited parking restriction on Elizabeth Street, Petone, as attached in Appendix 1 of this report; and*
- (3) notes that these resolutions will take effect once the appropriate signage and/or road-marking have been installed.”*

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).

c) Queen Street, Petone - Proposed P60 Parking Restrictions (21/17)

The Traffic Asset Manager elaborated on the report. He noted at its meeting on 15 February 2021, the Petone Community Board had suggested a P60 parking restriction to maintain consistency with other parking restrictions in the area. He said the officer's recommendation now reflected the Community Board's suggestion.

RECOMMENDED: (Cr Dyer/Cr Shaw)	Minute No. TSC 21104
<i>"That the Subcommittee recommends that Council:</i>	
(1) <i>receives and notes the information;</i>	
(2) <i>approves the application of P60 (8 am to 6 pm, Monday to Sunday other than public holidays) time limited parking restriction over four parking spaces on Queen Street, outside no.284 Jackson Street, Petone, as shown in Appendix 1 of this report;</i>	
(3) <i>rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this resolution; and</i>	
(4) <i>notes that these resolutions will take effect once the appropriate signage and/or road-markings have been installed."</i>	
For the reasons that the proposed restrictions would improve the level of service for nearby businesses and support Council's Parking Policy (2017).	

- d) Greater Wellington Regional Council - High Street Bus Stop Modifications - Phase 1 (21/171)

The Traffic Engineer – Network Operations elaborated on the report.

RECOMMENDED: (Cr Dyer/Cr Brown)	Minute No. TSC 21105
<i>“That the Subcommittee recommends that Council:</i>	
(1) <i>receives and notes the information;</i>	
(2) <i>approves the installation of the following bus stop modifications and/or associated parking restrictions;</i>	
(a)	<i>High Street, Boulcott (773) - Stop #9225, as shown in Appendix 1, attached to the report:</i>
1)	<i>15 metre ‘Bus Stop – At All Times’ class restriction</i>
2)	<i>18 metres of ‘No Stopping At All Times’ (entry taper) parking restriction</i>
3)	<i>9 metres of ‘No Stopping At All Times’ (exit taper) parking restriction</i>
(b)	<i>High Street, Boulcott (803-805) - Stop #9226, as shown in Appendix 2, attached to the report:</i>
1)	<i>15 metre ‘Bus Stop – At All Times’ class restriction</i>
2)	<i>8 metres of ‘No Stopping At All Times’ (entry taper) parking restriction</i>
3)	<i>3 metres of ‘No Stopping At All Times’ (exit taper) parking restriction</i>
(c)	<i>High Street, Avalon (939-943) - Stop #9245, as shown in Appendix 3, attached to the report:</i>
1)	<i>15 metre ‘Bus Stop – At All Times’ class restriction</i>
2)	<i>10 metres of ‘No Stopping At All Times’ (exit taper) parking restriction</i>
(d)	<i>High Street, Taita (1139-1145) - Stop #9250, as shown in Appendix 4, attached to the report:</i>
1)	<i>15 metre ‘Bus Stop – At All Times’ class restriction</i>
2)	<i>9 metres of ‘No Stopping At All Times’ (entry taper) parking restriction</i>
3)	<i>9 metres of ‘No Stopping At All Times’ (exit taper) parking restriction</i>
(e)	<i>High Street, Taita (opp 1381-1383) - Stop #9256, as shown in Appendix 5, attached to the report:</i>
1)	<i>15 metre ‘Bus Stop – At All Times’ class restriction</i>
2)	<i>9 metres of ‘No Stopping At All Times’ (entry taper) parking</i>

restriction

- 3) 9 metres of 'No Stopping At All Times' (exit taper) parking restriction
- (f) *High Street, Taita (opp 1399-1402) - Stop #9257, as shown in Appendix 6, attached to the report:*
- 1) 15 metre 'Bus Stop - At All Times' class restriction
 - 2) 9 metres of 'No Stopping At All Times' (entry taper) parking restriction
 - 3) 9 metres of 'No Stopping At All Times' (exit taper) parking restriction
- (g) *High Street, Taita (1394-1396) - Stop #8256, as shown in Appendix 7, attached to the report:*
- 1) 15 metre 'Bus Stop - At All Times' class restriction
 - 2) 9 metres of 'No Stopping At All Times' (entry taper) parking restriction
 - 3) 16 metres of 'No Stopping At All Times' (exit taper) parking restriction
- (h) *High Street, Taita (opp 1141-1145) - Stop #8250, as shown in Appendix 8, attached to the report:*
- 1) 15 metre 'Bus Stop - At All Times' class restriction
 - 2) 9 metres of 'No Stopping At All Times' (entry taper) parking restriction
 - 3) 9 metres of 'No Stopping At All Times' (exit taper) parking restriction
- (i) *High Street, Avalon (1058-1062) - Stop #8247, as shown in Appendix 9, attached to the report:*
- 1) 15 metre 'Bus Stop - At All Times' class restriction
 - 2) 13 metres of 'No Stopping At All Times' (entry taper) parking restriction
 - 3) 10 metres of 'No Stopping At All Times' (exit taper) parking restriction
- (j) *High Street, Avalon (1006) - Stop #8246, as shown in Appendix 10, attached to the report:*
- 1) 11 metre 'Bus Stop - At All Times' class restriction
 - 2) 4 metres of 'No Stopping At All Times' (entry taper) parking restriction
 - 3) 9 metres of 'No Stopping At All Times' (exit taper) parking restriction
- (k) *High Street, Boulcott (814) - Stop #8227, as shown in Appendix 11, attached to the report:*
- 1) 15 metre 'Bus Stop - At All Times' class restriction

- 2) 10 metres of 'No Stopping At All Times' (entry taper) parking restriction
- (l) High Street, Boulcott (776) - Stop #8226, as shown in Appendix 12, attached to the report:
- 1) 15 metre 'Bus Stop - At All Times' class restriction
- 2) 9 metres of 'No Stopping At All Times' (entry taper) parking restriction
- 3) 12 metres of P180 (Monday to Friday 8am to 6pm excludes Public Holidays) parking restriction
- (m) High Street, Boulcott (736-740) - Stop #8225, as shown in Appendix 13, attached to the report:
- 1) 15 metre 'Bus Stop - At All Times' class restriction
- 2) 9 metres of 'No Stopping At All Times' (entry taper) parking restriction
- (3) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this resolution; and
- (4) notes that these resolutions will take effect once the appropriate signage and/or road-markings have been installed."
- For the reason that the proposed restrictions will:
- 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.

5. INFORMATION ITEMS

a) Taita Drive Local Area Traffic Management (Stage 1) (21/130)

Memorandum dated 2 February 2021 by the Senior Traffic Engineer

The Senior Traffic Engineer elaborated on the report.

RESOLVED: (Cr Dyer/Cr Shaw)

Minute No. TSC 21106

"That the Subcommittee notes the future installation of four sets of speed cushions on Taita Drive between Percy Cameron Street and Reynolds Street, Taita."

b) Innovating Streets for People: Update on Knights Road Connectivity Project (21/131)

Memorandum dated 2 February 2021 by the Road Safety Coordinator

The Traffic Asset Manager elaborated on the report. He outlined the consultation undertaken for the one month trial. He advised that once the feedback from the consultation had been collated, a decision would be made whether the temporary layout would become permanent.

RESOLVED: (Cr Dyer/Cr Mitchell)

Minute No. TSC 21107

"That the Subcommittee notes the installation of a temporary new layout on Knights Road between Waterloo Station and Willoughby Street, attached as Appendix 1 to the report."

6. QUESTIONS

There were no questions.

There being no further business the Chair declared the meeting closed at 2.42 pm.

Cr B Dyer
CHAIR

CONFIRMED as a true and correct record
Dated this 24th day of March 2021