

HUTT CITY COUNCIL**KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE**

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on
Thursday 17 February 2022 commencing at 2.00pm

PRESENT:

Cr B Dyer (Chair)	Cr G Barratt
Cr J Briggs (Deputy Chair)	Cr K Brown (via audio-visual link)
Cr A Mitchell	Cr N Shaw

APOLOGIES: There were no apologies.

IN ATTENDANCE: Mr K Puketapu-Dentice, Director Economy and Development
Mr J Kingsbury, Head of Transport
Mr B Hu, Traffic Engineer Manager
Mr R Soni, Traffic Engineer
Ms T Lealofi, Democracy Advisor

PUBLIC BUSINESS**1. APOLOGIES**

There were no apologies.

2. PUBLIC COMMENT

There was no public comment.

3. CONFLICT OF INTEREST DECLARATIONS

There were no conflict of interest declarations.

4. **RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI |
COUNCIL - 23 March 2022**

Hewer Crescent, Naenae - Broken Yellow Lines (22/58)

The Traffic Engineering Manager elaborated on the report.

In response to a question from a member, the Traffic Engineer advised public consultation had been undertaken and residents did not request an extension to the broken yellow lines.

Cr Mitchell advised this would be an issue for all day parking around the Naenae Centre. He said the matter should be reviewed in accordance with the re-design of the Naenae Centre.

	<p>RECOMMENDED: (Cr Dyer/Cr Mitchell)</p> <p><i>“That the Subcommittee recommends that Council:</i></p> <p>(1) <i>notes and receives the report;</i></p> <p>(2) <i>approves the installation of a No Stopping – At All Times restriction on a 28 metre section of Hewer Crescent, as shown on the plan attached as Appendix 1 to the report;</i></p> <p>(3) <i>rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this resolution; and</i></p> <p>(4) <i>notes that this resolution will take effect once the appropriate signage and/or road marking has been installed.”</i></p> <p>For the reasons of traffic flow optimisation and safer vehicle movement.</p>	<p>Minute No. TSC 22101</p>
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- b) Restrictions installed under Land Transport (Road User) Rule 2004 (22/70)

The Traffic Engineer elaborated on the report.

In response to a question from a member, the Traffic Engineer advised consideration would be given to add the white L bar at the other end of the designated parking slot.

Cr Mitchell suggested officers could review the other appendices regarding the white L bar being added on the designated parking slot.

In response to a question from a member regarding extending the broken yellow lines to the edge of the driveway of 57 Owen Street, Belmont, the Traffic Engineer advised a request was received from the property owner to leave the broken lines as they stand.

Cr Barratt highlighted an error in recommendation (6) of the officer's report. She said it should read Naenae and not Wainuiomata.

Cr Briggs foreshadowed an additional recommendation asking officers to extending the broken yellow lines on 57 and 59 Owen Street, Belmont.

RECOMMENDED: (Cr Dyer/Cr Briggs)

Minute No. TSC 22102

"That the Subcommittee recommends that Council:

- (1) *notes and receives the report.*
- (2) *approves retrospectively the installation of a No Stopping – At All Times restriction (eight metres) across the vehicle access (driveway) serving the property located at 134 Hutt Road, Petone, as shown on the plan attached as Appendix 1 to the report;*
- (3) *approves retrospectively the installation of a No Stopping – At All Times restriction (nine metres) across the vehicle accesses (driveways) serving property numbers 16 and 18 Tirangi Road, Moera, as shown on the plan attached as Appendix 2 to the report;*
- (4) *approves retrospectively the installation of a No Stopping – At All Times restriction (37 metres) on the inside of a bend outside property numbers 163 to 165 Riverside Drive, Waiwhetu, as shown on the plan attached as Appendix 3 to the report;*
- (5) *approves retrospectively the installation of a No Stopping – At All Times restriction (14.5 metres) across vehicle accesses (driveways) serving property numbers 9, 11, 12 and 13 Levin Grove, Kelson, as shown on the plan attached as Appendix 4 to the report;*
- (6) *approves retrospectively the installation of a No Stopping – At All Times restriction (five metres) across the vehicle access (driveway) servicing property number 1 Dempsey Street on Rata Street, Naenae, as shown on the plan attached as Appendix 5 to the report;*
- (7) *approves retrospectively the installation of a No Stopping – At All Times*

restriction (eight metres) across the vehicle access (driveway) serving property number 18 Main Road, Wainuiomata, as shown on the plan attached as Appendix 6 to the report;

- (8) approves retrospectively the installation of a No Stopping – At All Times restriction (nine metres) across the vehicle access (driveway) serving property number 110 Dowse Drive, Maungaraki, as shown on the plan attached as Appendix 7 to the report;*
- (9) approves retrospectively the installation of a No Stopping – At All Times restriction (8.5 metres) across the vehicle accesses (driveways) serving property numbers 64 and 1/66 Brunswick Street, Hutt Central, as shown on the plan attached as Appendix 8 to the report;*
- (10) approves retrospectively the installation of a No Stopping – At All Times restrictions (11 metres and 9 metres) across the vehicle accesses (driveways) serving property numbers 7 to 9 and 13 Richmond Street, Petone, as shown on the plan attached as Appendix 9 to the report;*
- (11) approves retrospectively the installation of a No Stopping – At All Times restriction (5 metres) across the vehicle access (driveway) serving property number 13 King Street, Petone, as shown on the plan attached as Appendix 10 to the report;*
- (12) approves retrospectively the installation of a No Stopping – At All Times restriction (five metres) across the vehicle access (driveway) serving property 57 Owen Street, Belmont, as shown on the plan attached as Appendix 11 to the report and asks officers to extend the broken yellow line to the edge of the driveway between 57 and 59 Owen Street, Belmont, subject to agreement from the property owner at 59 Owen Street, Belmont;*
- (13) approves retrospectively the installation of multiple No Stopping – At All Times restrictions (90 metres) across the vehicle accesses (driveways) serving NZOSL Hutt City Terminal at 55 Port Road, Seaview, as shown on the plan attached as Appendix 12 to the report;*
- (14) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this resolution; and*
- (15) notes that these restrictions have already been installed and are currently being enforced through the Land Transport (Road User) Rule 2004."*

For the reason that the parking restrictions appear in the Land Transport (Road User) Rule 2004, and these resolutions formally reinforce the restriction(s) as recommended in Part 13 – Parking Control – Traffic Control Devices Manual.

- c) Proposed Changes to Route 150 (Kelson - Lower Hutt - Maungaraki - Petone) Bus Stop Configuration (22/106)

Mr Yusuf Khan, Traffic Engineer and Mr Charlie Fairburn, Fixed Assets Bus and Ferry Operations Advisor from Greater Wellington Regional Council (GWRC) were in attendance for the item.

The Traffic Engineer Manager elaborated on the report. He said GWRC had asked to remove the following bus stops due to the negative feedback received during public consultation: 8046; 8047; 8059; 8206; 8212; 9058; 9060; 9062; 8060; 8062; 8215; 9051; 9214 and 9218. He said Council and GWRC would review the feedback and identify a solution going forward.

Mr Khan advised GWRC required additional time to systematically improve all bus stops in Lower Hutt. He noted it was important to work in partnership with Council to undertake significant improvement to the bus transport network.

In response to a question from a member regarding the timeline of its process for the excluded bus stops. Mr Khan advised GWRC would need to review the process. He said further consultation would be undertaken to ensure an improved work process.

The meeting adjourn at 2.38pm and reconvened at 2.46pm.

The Director Economy and Development advised there had been turnover in Council's Transport team along with an increased workload. He apologised for any confusion caused to members.

Cr Briggs asked that officers report back to the Subcommittee once the bus routes work had been completed.

Mr Khan acknowledged the request and advised Council and GWRC would continue to work together.

Members commended officers for the work towards safety of residents and their concerns.

Cr Briggs acknowledged the work being undertaken to improve the bus stop shelters and routes. He said it was a key project for Lower Hutt. He noted the wellbeing of the community and street safety for road users.

Cr Brown noted that Wainuiomata residents had expressed disappointment regarding the process for Wainuiomata route bus shelters. She said the current process would need to be retrospectively communicated back to the affected residents.

The Chair foreshadowed additional recommendations asking officers to work in partnership with GWRC on the excluded bus stops and to prepare a report outlining the process for future bus routes.

RECOMMENDED: (Cr Dyer/Cr Mitchell)

Minute No. TSC 22103

“That the Subcommittee recommends that Council:

- (1) notes and receives the report;*
- (2) approves the proposed changes attached as Appendix A to the report;*
- (3) requests the following bus stops to be excluded from the resolution: 8046; 8047; 8059; 8206; 8212; 9058; 9060; 9062; 8060; 8062; 8215; 9051; 9214; 9218;*
- (4) ask officers to work in partnership with Greater Wellington Regional Council on the excluded bus stops;*
- (5) asks the officers to prepare a report outlining the process for reviewing future bus routes;*
- (6) notes that these resolutions will take effect once the appropriate signage and/or road-markings have been installed; and*
- (7) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this resolution.”*

d) The Beltway - Cycle-only Path (22/176)

The Traffic Engineer Manager elaborated on the report.

In response to a question from a member, the Traffic Engineer Manager noted the beltway was designed as a cycling only pathway.

RECOMMENDED: (Cr Dyer/Cr Mitchell)

Minute No. TSC 22104

“That the Subcommittee recommends that Council:

- (1) notes and receives the report; and*
- (2) approves the classification of ‘The Beltway’ as a 6.5 kilometre cycle-only path, along sections of local roads as shown on the plans attached as Appendices 1 and 2 to the report.”*

For the reason that formalisation of the facility will allow for both enforcement, and improved safety.

5. **INFORMATION ITEM**

Work Programme 2022 (22/46)

Report No. TSC2022/1/18 by the Senior Democracy Advisor

Members asked that the Proposed Changes to the Route 170 (Wainuiomata) Bus Stop Configuration and the Harbour Ward – Bus Stop Review for Routes 81 and 83 reports be moved and reported back in meeting cycle 3 instead of meeting cycle 2.

RESOLVED: (Cr Dyer/Cr Briggs)

Minute No. TSC 22105

“That the work programme be received and noted.”

6. **QUESTIONS**

There were no questions.

There being no further business the Chair declared the meeting closed at 3.08pm.

B Dyer
CHAIR

CONFIRMED as a true and correct record
Dated this 23th day of March 2022