

HUTT CITY COUNCILKOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

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

PRESENT: Cr B Dyer (Chair) Cr G Barratt
Cr J Briggs (Deputy Chair) Cr K Brown
Cr A Mitchell Cr N Shaw

APOLOGIES: There were no apologies.

IN ATTENDANCE: Mr J Kingsbury, Head of Transport
Mr B Hu, Traffic Engineering Manager
Mr S Ravi, Traffic Engineer
Ms C Allen, Placemaking Advisor
Ms J Zhang, Transport Project Manager
Ms A Manda, Traffic Engineer
Ms K Glanville, Senior Democracy Advisor
Ms K Davey, Democracy Advisor
Mrs H Clegg, Minute Taker (via audio-visual link)

PUBLIC BUSINESS**1. APOLOGIES**

RESOLVED: (Cr Dyer/Cr Briggs)

Minute No. TSC 22301

"That the apology received from Deputy Mayor Lewis for lateness 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.

4. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI |
COUNCIL - 2 August 2022

a) Route 150 Bus Stop Configuration Part 2 (22/1437)

Speaking under public comment, **Mr Terry Stock** spoke to his written comments, attached as pages 16-17 to the minutes.

In response to questions from members, Mr Stock explained his loss of amenity concerns related to the displacement of the carparks and the loss of on-street carparks for residents. He expressed concern for pedestrian safety and considered the hazard issues had not been properly evaluated. He believed more community consultation should have occurred for the proposed bus stop change. He observed that areas with Community Boards had bus stop changes debated at that level, whereas in the Western Hills area, only properties directly abutting bus stops were sent information.

In response to further questions from members, Mr Stock advised that as his property did not abutt the original proposed bus stop location, he was not notified of the proposal. He said that if the bus stop itself and the lead-in and lead-out lengths were reduced, that would go some way to alleviating his concerns. He believed that was only one of a number of possible options which required investigation by officers.

The Traffic Engineering Manager elaborated on the report. He explained this was the second stage of the review of bus route 150. He said the location of bus stop 9214, Major Drive, Kelson needed to be changed, as currently it was in an unsafe location opposite an intersection and next to a school. He added that a bus stop was required to be located after a pedestrian crossing. He said officers had visited the area several times, including once with a bus to confirm the proposed location would not impact on the existing pedestrian crossing. He confirmed officers had observed that there was a low demand for on-street carparking in the area.

The Head of Transport added that access to bus stops was an important factor in determining proposed bus stop locations. He said officers were working with the local school on a School Travel Plan to assist with student safety.

In response to questions from members, the Traffic Engineering Manager confirmed the proposed location was a safer option for pedestrians than the original proposal submitted to the Subcommittee in February 2022. He explained that reducing the exit taper to 9m would have no impact on the number of on-street carparks available due to the location of a driveway. He added that providing a less than legal space between the taper and the driveway could lead to illegal parking. He agreed to reassess whether an on-street carpark outside Major Drive could be retained with boxed in white lines. He said that Metlink was trying to future proof the bus stops to provide for the residential growth projected in the suburb. He confirmed Waka Kotahi's guidelines allowed officers to assess each individual bus stop as to their appropriateness, taking safety issues into account.

In response to a question from a member regarding proposed bus stop 8206 Harrison Crescent, Avalon, the Traffic Engineering Manager confirmed the Traffic Engineer assessed that the remaining space outside number 18 Harrison Crescent could accommodate one carpark. He confirmed the L bars could be painted to clearly delineate the space if required.

In response to further questions from members, the Traffic Engineering Manager confirmed that as part of the review of bus stops in the city, three bus stops had been reconsulted, with minor design improvements satisfying all parties. He said this excluded bus stop 9214, Major Drive, Kelson. He advised officers had discussed with Metlink about a more suitable location for the bus stop shelter at the end of the route.

Cr Mitchell commended officers for taking into consideration comments and concerns raised in the public feedback. He acknowledged that whilst safety was paramount, if on-street carparks could be retained, it was preferable to do so.

Members agreed that the amendment to bus stop 9214 be reported back to the Subcommittee before being considered by Council so the issues can be resolved.

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| RECOMMENDED: (Cr Dyer/Cr Mitchell) | Minute No. TSC 22302 |
| <i>"That Traffic Subcommittee recommends that Council;</i> | |
| <i>(1) notes and receives the information;</i> | |
| <i>(2) approves the proposed changes to the Route 150 bus stops attached as Appendix 2 to the report, with the exception of bus stop 9214, 135 Major Drive. Kelson."</i> | |
| For the reasons that the proposed bus stop layout changes will ensure that the bus box is of sufficient length to accommodate buses; no stopping restrictions will prevent other vehicles from blocking full access to the bus stop; and passengers will be able to board and alight safely and easily. | |

b) Barnes Street Speed Management (22/1600)

The Head of Traffic elaborated on the report.

In response to questions from members, the Head of Transport acknowledged the proposal may result in illegal street racing moving operations elsewhere. He advised officers were collaborating with Police. He said it would not be desirable to have speed bumps in all known illegal street racing areas, however the Barnes Street location had the added safety issues of the Marae and residents.

In response to questions from members, the Traffic Engineering Manager advised the 75mm high asphalt cushions were fit for purpose for this location. He noted the rubber cushions trialed in Cornish Street were not successful in fully curbing illegal street racing activities. He said the closure of access to State Highway 2 from Cornish Street had lowered the number of issues and complaints received. He stated that blocking off Barnes Street was not an option due to safety concerns and emergency service access. He confirmed full consultation had occurred with the Seaview Business Association and the Marae, who both supported the proposal.

Cr Mitchell thanked officers for putting the safety and wellbeing of people and residents first and for taking into account environmental issues when assessing solutions to the issue. He expressed support for the recommendations.

The Chair expressed support for the resolutions he encouraged officers to continue liaising with Police and investigate options to monitor the situation.

RECOMMENDED: (Cr Dyer/Cr Briggs)

Minute No. TSC 22303

"That the Traffic Subcommittee recommends that Council:

- (1) receives and notes the report; and*
- (2) approves the implementation of five sets of the proposed speed cushions on Barnes Street, Seaview under 2.2(b)(xi) of the Traffic Bylaw, attached as Appendix 1 to the report."*

For the reasons that reducing the unnecessary speeding and antisocial behaviour, improving safety for all street users and local community.

c) Route 160 Bus Stop Configuration Review (22/1495)

The Traffic Engineering Manager elaborated on the report. He confirmed the recommendations had been endorsed by the Wainuiomata Community Board.

In response to questions from members concerning bus stop 8964 on Wellington Road, the Traffic Engineering Manager advised the bus stop had been reviewed and alterations made in response to comments received from residents. He said that one additional carpark was being made available in the current bus stop location. He said he would confirm the location of the concrete access pad to be installed.

Cr Briggs thanked officers for the work completed to date and for the redesign of the bus stops 8964 and 8143 in response to public consultation.

RECOMMENDED: (Cr Dyer/Cr Shaw)

Minute No. TSC 22304

"That the Subcommittee recommends that Council:

- (1) notes and receives the information; and*
- (2) approves the proposed changes on Route 160 Bus Stop 8964 (Wellington Road) as attached in Appendix 2 to the report, and*
- (3) approves the proposed changes on Route 160 Bus Stop 8143 (Waiwhetu Road) as attached in Appendix 3 to the report."*

For the reasons that the proposed bus stop layout changes will ensure that the bus box is of sufficient length to accommodate buses; no stopping restrictions will prevent other vehicles from blocking full access to the bus stop; and passengers will be able to board and alight safely and easily.

d) Wainuiomata Town Centre Upgrade - P10, P120 & Mobility Parking Restriction (22/1289)

The Head of Traffic elaborated on the report. He noted the recommendations had been endorsed by the Wainuiomata Community Board. He said officers would review the carparking area behind the community centre.

In response to a question from a member, the Traffic Engineer confirmed the after-hours parking enforcement service was available to businesses.

In response to a question from a member, the Head of Transport acknowledged that the recent and upcoming changes being made to on-site carparking requirements might cause pressure in suburban shopping areas for resident parking. He confirmed officers had not undertaken carparking reviews of other suburban shopping centres and reviews may be undertaken if a need was demonstrated.

Cr Brown expressed support for the recommendations. She commended officers for the work undertaken in the Wainuiomata commercial area. She suggested all areas of the city should undergo carparking reviews. She believed that until the public transport system offered a good alternative, households would still require private transport and a place to park at least one car.

Cr Briggs expressed support for the recommendations. He thanked officers for listening to public feedback on this issue. He acknowledged the upcoming challenging changes to carparking that were required to be included in the District Plan.

Cr Mitchell supported the variety of carparking offered especially the parallel mobility parks. He requested feedback on the success of these car parks for possible use elsewhere in the city.

The Chair expressed support for the recommendations. He suggested officers proactively review all suburban shopping area carparking.

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| RECOMMENDED: (Cr Dyer/Cr Brown) | Minute No. TSC 22305 |
| <i>"That the Subcommittee recommends that Council:</i> | |
| (1) | <i>approves the installation of 73 carparks in the new layout as shown in Appendices 1-8 attached to the report;</i> |
| (2) | <i>approves the installation of six disabled parking spaces defined by Mobility Parking Symbol and time restriction;</i> |
| (3) | <i>approves the installation of 63 P120 time limited car parks (at all times) Monday to Sunday (excluding Public Holidays);</i> |
| (4) | <i>approves the installation of four P10 time restricted car parks (at all times) (excluding Public Holidays);</i> |

- (5) *approves the installation of road signs reflecting the parking restrictions that are proposed to be made, pursuant to the provisions of clauses 3.1, 3.2 and 7.1 of the Hutt City Council Traffic Bylaw 2017, and section 6.4 of the Land Transport (Road User) Rule 2004;*
- (6) *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;*
- (7) *notes that this resolution will take effect when the traffic control devices that evidence the restrictions described in this resolution, are in place, and*
- (8) *instructs officers to review the carparking as shown in Appendices 1-8 attached to the report, 12 months after installation, to ensure it is fit for purpose."*

For the reason that the parking restrictions will assist in effectively managing the operation of the Wainuiomata Town Centre Upgrade parking resource for users of both shoppers and visitors, while meeting the requirements of the Council's Parking Policy 2017.

e) Arakura Local Area Traffic Management (22/1496)

The Traffic Engineering Manager elaborated on the report. He noted the recommendations had been endorsed by the Wainuiomata Community Board.

In response to questions from members, the Head of Transport advised 13 speed cushions was the maximum number of speed cushions to be installed. He said officers would monitor the effectiveness of the speed cushions as they were installed to ensure the most effective number was obtained.

The Traffic Engineering Manager added that initially a three month assessment period would be in place after each set of speed cushions was installed. He explained the information could result in the location of some speed cushions being altered.

In response to further questions from members, the Head of Transport confirmed Council's Maintenance Manager had been informed about the need for white centre line markings in Wise Street to aid in slowing traffic down.

In response to questions from members, the Traffic Engineering Manager advised officers were assessing a redesign of the pedestrian crossing outside Arakura School and a raised crossing could also serve as a speed cushion. He further advised this school had been identified for assessment in the School Speed Zone Programme. The Head of Transport added that officers were currently working with the school to develop a School Travel Plan. He said updates on the traffic and pedestrian issues in the area would be reported after the local body elections.

Cr Shaw expressed support for the recommendations. She commended officers for responding to residents' concerns regarding traffic speeds especially in the Taita area.

Cr Brown expressed support for the recommendations. She thanked officers for the high level of community engagement undertaken on the Traffic Plan.

Cr Barrett expressed support for the recommendations.

Cr Briggs expressed support for the recommendations. He acknowledged officers for the level of public engagement undertaken. He noted Pukeatua School was also in close proximity. He suggested a similar whole of area approach be used in the future when assessing traffic issues.

The Chair expressed support for the recommendations. He added that the proposed solution could also encourage a change in traffic mode shift.

RECOMMENDED: (Cr Dyer/Cr Brown)

Minute No. TSC 22306

"That the Subcommittee recommends that Council:

- (1) receives and notes this report; and*
- (2) approves the implementation of up to 13 sets of the proposed speed cushions under 2.2(b)(xi) of the Traffic Bylaw detailed in the report."*

For the reasons of

- a) reducing the likelihood of unnecessary speeding,
- b) improving safety for all street users, encouraging sustainable travel mode choices (i.e. cyclists and pedestrians),
- c) reducing traffic volumes, especially heavy vehicles, and
- d) providing an improved streetscape amenity.

- f) Tyndall Street (Cul-De-Sac), Waiwhetu - No Stopping (At All Times)
(22/1250)

The Traffic Engineer elaborated on the report.

In response to questions from members, the Traffic Engineer advised all feedback received from public consultation had been considered and many were outside the scope of the report. He confirmed a Wrong Way sign had already been installed to deter vehicles taking shortcuts around the cul-de-sac.

Cr Mitchell expressed support for the recommendations. He thanked officers for listening to and acknowledging the feedback from the public consultation.

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| RECOMMENDED: (Cr Dyer/Cr Mitchell) | Minute No. TSC 22307 |
| <i>“That the Subcommittee recommends that Council:</i> | |
| <ol style="list-style-type: none"> (1) <i>notes and receives the report;</i> (2) <i>approves the extension of the No Stopping – At All Times restriction (Broken Yellow Lines) and 2 x L Bars in Tyndall Street (cul-de-sac), as shown on the plan attached as Appendix 1 to the 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 this resolution will take effect once the appropriate signage and/or road-markings have been installed.”</i> | |
| <p>For the reason that the proposed restrictions will improve safety for road users and the operational efficiency of the local emergency service and is supported by current Hutt City Policies.</p> | |

- g) Restrictions installed under Land Transport (Road User) Rule 2004 (22/1175)

The Traffic Engineering Manager elaborated on the report.

In response to a question from a member, the Traffic Engineer explained that the use of white L Bar markings for carparks was on a case by case basis. He agreed there should be L Bars installed at each end of a designated carpark. He confirmed that white lines and L bars did not require the approval of the Subcommittee.

In response to a question from a member, the Head of Transport agreed a whole of city approach would be advantageous regarding how the city should deal with the residential intensification developments. He added officers were currently assessing the best way to approach the issue.

| RECOMMENDED: (Cr Dyer/Cr Briggs) | Minute No. TSC 22308 |
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| <p><i>“That the Traffic Subcommittee recommends that Council:</i></p> | |
| <p>(1) <i>approves the installation of a No Stopping, At All Times restriction (10 metres) across the vehicle accesses (driveways) serving property numbers 10 and 11 Johnston Grove, Taita, as shown on the plan attached as Appendix 1 to the report;</i></p> | |
| <p>(2) <i>approves the installation of a No Stopping, At All Times restriction (10 metres) across the vehicle access (driveways) serving property numbers 28 and 30 Sladden Street, Naenae and 2 x L Bars, as shown on the plan attached as Appendix 2 to the report;</i></p> | |
| <p>(3) <i>approves the installation of a No Stopping, At All Times restriction (6 metres) across the vehicle access (driveway) serving property number 93 Wainuiomata Road, Wainuiomata, as shown on the plan attached as Appendix 3 to the report;</i></p> | |
| <p>(4) <i>approves the installation of a No Stopping, At All Times restriction (5.2 metres) across the vehicle access (driveway) serving property number 40A Cambridge Terrace, Waiwhetu, as shown on the plan attached as Appendix 4 to the report;</i></p> | |
| <p>(5) <i>approves the installation of a No Stopping, At All Times restriction (4.5 metres) across the vehicle access (driveway) serving property number 33 Biddle Crescent, Taita, and 2 x L Bars as shown on the plan attached as Appendix 5 to the report;</i></p> | |
| <p>(6) <i>approves the installation of a No Stopping, At All Times restriction (1.5 metres) across the vehicle access (driveways) serving property numbers 26A and 28 Arika Street, Boulcott and 2 x L Bars as shown on the plan attached as Appendix 6 to the report;</i></p> | |
| <p>(7) <i>approves the installation of a No Stopping, At All Times restriction (7.6 metres on) across the vehicle access (driveway) serving property number 1245 Taita Drive, Taita and 2 x L Bars as shown on the plan attached as Appendix 7 to the report;</i></p> | |

- (8) *approves the installation of a No Stopping, At All Times restriction (14.3 metres) across the vehicle access (driveways) serving property numbers 1005 and 1007 High Street, Avolon and white parking lines as shown on the plan attached as Appendix 8 to the report;*
- (9) *approves the installation of No Stopping, At All Times restrictions (7.8 metres) across the vehicle access (driveway) serving property number 17 and from property numbers 21 to 18 (23.4 metres) Rintoul Grove (Cul-de-sec) Stokes Valley, as shown on the plan attached as Appendix 9 to the report;*
- (10) *approves the installation of No Stopping, At All Times restrictions (7.9 metres) across the vehicle access (driveway) serving property number 8 and property number 9 to 10 (8.8 metres) and between property numbers 15 to 20 (7.1 metres) and property number 15 (3.2 metres) and property numbers 20 and 21 (10 metres) Tiroiti Grove (Cul-de-sec), Stokes Valley, and 6 x L Bars as shown on the plan attached as Appendix 10 to the report;*
- (11) *approves the installation of a No Stopping, At All Times restriction (14.5 metres) across the vehicle access (driveways) serving property numbers 45 and 49 Maungaraki Road, Korokoro, as shown on the plan attached as Appendix 11 to the report;*
- (12) *approves the installation of a No Stopping, At All Times restriction (16.2 metres) across the vehicle access (driveways) serving property number 343 and 337 Waterloo Road, Waterloo, as shown on the plan attached as Appendix 12 to the report;*
- (13) *approves the installation of a No Stopping, At All Times restriction (4.8 metres) across the vehicle access (driveway) serving property number 29 A Farmer Crescent, Taita, as shown on the plan attached as Appendix 13 to the report;*
- (14) *approves the installation of a No Stopping, At All Times restriction (10.1 metres no both sides) across the vehicle access (driveways) serving property number 40 and 42 Cypress Drive, Maungaraki, and 2 x L Bar as shown on the plan attached as Appendix 14 to the report;*
- (15) *approves the installation of a No Stopping, At All Times restriction (13.5 metres) across the vehicle access (driveways) serving property numbers 17 and 19 Tennyson Avenue, Avalon and 2 x L Bars, as shown on the plan attached as Appendix 15 to the report;*
- (16) *approves the installation of a No Stopping, At All Times restriction (6.1 metres) across the vehicle access (driveway) serving property number 47 Porutu Street, Fairfield, as shown on the plan attached as Appendix 16 to the report;*
- (17) *approves the installation of a No Stopping, At All Times restriction (5.2 metres x 2) across the vehicle access (driveways) serving property numbers 3 and 5 Collingwood Street, Waterloo, L Bars as shown on the plan attached as Appendix 17 to the report;*
- (18) *approves the installation of a No Stopping, At All Times restriction (12.1 metres) across the vehicle access (driveways) serving property numbers 1 and 1A Cedar Street, Maungaraki, and 2 x L Bars as shown on the plan attached as Appendix 18 to the report;*

- (19) *approves the installation of a No Stopping, At All Times restriction (23.9 metres) across the vehicle access (driveways) serving property numbers 93 to 97 Randwick Crescent, Moera, as shown on the plan attached as Appendix 19 to the report;*
- (20) *approves the installation of a No Stopping, At All Times restriction (8.8 metres) across the vehicle access (driveways) serving property number 14B and 15 Holly Grove, Maungaraki, and a L Bar as shown on the plan attached as Appendix 20 to the report;*
- (21) *approves the installation of a No Stopping, At All Times restriction (4 metres) across the vehicle access (driveway) serving property number 18 Douglas Street, Waiwhetu, and a L Bar as shown on the plan attached as Appendix 21 to the report;*
- (22) *approves the installation of a No Stopping, At All Times restriction (6.6 metres) across the vehicle access (driveway) serving property number 2 Pirie Crescent, Lower Hutt and 2 x L Bars, as shown on the plan attached as Appendix 22 to the report;*
- (23) *approves the installation of a No Stopping, At All Times restriction (6.5 metres) across the vehicle access (driveway) serving property number 32 Howard Road, Point Howard, as shown on the plan attached as Appendix 23 to the report;*
- (24) *approves the installation of a No Stopping, At All Times restriction (1.5 metres on both sides) across the vehicle access (driveway) serving property number 2 Pirie Crescent, Lower Hutt, and 2 x L Bars as shown on the plan attached as Appendix 24 to the report;*
- (25) *approves the installation of a No Stopping, At All Times restriction (5.8 metres) across the vehicle access (driveway) serving property number 48 Cypress Drive, Maungaraki, and 2 x L Bar as shown on the plan attached as Appendix 25 to the report; and*
- (26) *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."*

For the reason that the parking restrictions referred to reinforce current restrictions listed within the Land Transport (Road User) Rule 2004, and Part 13 (Parking Control) of the Traffic Control Devices Manual and the Land Transport (Traffic Control Devices) Rule 2004.

5. INFORMATION ITEMS

a) Streets for People Programme Update (22/1431)

Memorandum dated 8 June 2022 by the Transport Project Manager

The Traffic Engineering Manager elaborated on the report.

In response to questions from members, the Traffic Engineering Manager advised the Wainuiomata Shared Path project was confined to the Wainuiomata side of the hill. He said the objective of the Streets for People Programmes was to co-design the programme with the community from the outset. He explained there were a number of options for the Taita, Avalon, Naenae Triangle project which would ensure better connectivity to the Beltway and the River Trail. He acknowledged the upcoming Metlink upgrading works proposed for Naenae Station and the work of officers with schools.

In response to a question from a member regarding the self-reflection workshops, the Transport Project Manager confirmed they had already been held and involved the project team. The Traffic Engineering Manager added that a requirement of the funding received from Waka Kotahi was that project teams self-reflect before any work commenced.

Cr Mitchell and Cr Shaw believed this was a great opportunity to accelerate the cycle network across the city, with links to the Beltway. They commended officers for their work to date especially with schools.

The Chair commended officers for the inclusion of micromobility in their work to date. He endorsed the officers work with schools.

RESOLVED: (Cr Dyer/Cr Mitchell)

Minute No. TSC 22309

"That the Subcommittee receives and notes the memorandum."

b) **Traffic Subcommittee Forward Programme 2022** (22/1426)

Report No. TSC2022/3/110 by the Senior Democracy Advisor

In response to a question from a member, the Head of Traffic confirmed the following matters would be included in the Forward Programme:

- a pedestrian safety update in the Arakura area;
- a report concerning parking behind the community hall in Wainuiomta;
- a comprehensive plan for future parking across the city, noting the requirements of the National Policy Statement-Urban Design and areas of competing needs; and
- a 12 month review of the Queen Street parking area.

RESOLVED: (Cr Dyer/Cr Shaw)

Minute No. TSC 22310

“That the Subcommittee receives and notes the Forward Programme for 2022 attached as Appendix 1 to the memorandum, subject to amendments made at the meeting.”

6. **QUESTIONS**

There were no questions.

There being no further business the Chair declared the meeting closed at 3.52 pm.

B Dyer
CHAIR

CONFIRMED as a true and correct record
Dated this 2nd day of August 2022

HUTT CITY TRAFFIC SUBCOMMITTEE

Thursday 30 June 2022 commencing at 2.00pm

Notes, Terry Stock, 135 Major Drive, Kelson

Item 5 a) Route 150 Bus Stop Configuration Part 2 (22/1437)**Bus stop 9214 relocation.**

The proposal we received

We received a proposal from Metlink to create a new bus stop 9214 at 131, 133 & 135 Major Drive. The proposal was dated 14 June 2022.

This new stop would replace the current stop 9214 at 121-125 Major Drive. The plan included with the letter is at page 34 of your agenda.

The proposed new 45 metre bus stop straddles three properties and is marked in yellow on the plan. The current stop 9214 is marked blue on the plan.

On 15 June I sought clarification of many aspects of the proposal.

On 21 June we received an impromptu visit from Yusuf Khan of Metlink and Bob Hu of Hutt City Council.

On 22 June we received a \Nritten reply from Yusuf Khan. As Metlink required a 22 June response, I provided an interim letter of objection that day and I followed up later with a more extensive letter. For brevity I am covering only some of the issues here.

There was an earlier proposal to expand the existing stop
I then learned from Yusuf Khan's 22 June letter that there had been an earlier (but unexplained) proposal in respect of stop 9214.

A plan of the first proposal is on page 80 of your 21 February agenda. That plan spanned two properties (125 and 127 Major Drive) plus the driveway at 129. A total of 35 metres.

An objection was received. Page 21 of today's agenda states the objection to the first proposal. Objections a, b & c deserve to be clarified.

School drop-off & pick-up

This neighbourhood of Major Drive is a popular place for drop-off and pick-ups of pupils attending Kelson School. The proposed 45 metre bus stop at 131-135 Major Drive means a loss of this area for drop-off, pick-ups.

The new stop will create new pupil, pedestrian and traffic hazard risks which have not been assessed so far as I am aware

Length of bus stops, Kelson

Large buses (but not largest) are now used on route 150. Previously much shorter buses were used. This means that Metlink is initiating larger bus stops than would be needed with more suitably sized buses.

Looking at your February agenda, the bus stop proposals that were deferred from the February meeting seem to have adopted a standard 33 metres total. There are a few shorter and longer exceptions affected by corners and relative vehicle crossing positions.

Length of the new stop

The 14 June Metlink letter advised a total 33 metre requirement (box & tapers). The accompanying plan (on today's agenda page 34) straddles 3 properties and is 45 metres. Yusuf Khan of Metlink confirmed on 22 June it is the 45 metres that is sought.

45 metres is surely excessive. The first proposal at the current 9214 site was 35 metres. Together with the crossing refuges at 129 Major Drive this means that four properties would have on-street parking removed by Council. There are also parking restrictions across the road that curtail on-road parking in the neighbourhood.

Conclusion

Officers need re-examine what can be done to meet reasonable needs around the existing stop site and avoid the unhappy impact at a new location.

A decision by Council should be deferred until after objections are properly considered and alternative options for stop 9214 are properly reviewed, including reassessment or adaptation of the first proposal shown in your February agenda.