

20 July 2023

File Ref: OIAPR-1274023063-3653

[REDACTED]
[REDACTED]

Tēnā koe [REDACTED]

Request for information 2023-166

I refer to your request for information dated 21 June 2023, which was transferred from Hutt City Council to Greater Wellington Regional Council (Greater Wellington) on 21 June 2023. You have requested the following:

“Please provide copies of all documents, reports, memoranda, letters, emails and drafts relating to moving the bus stop located at 56 Dowse Drive, Maungaraki to 62/64 Dowse drive, Maungaraki.

Please provide copies of any consultation documents provided to residents affected by the change of location of the bus stop from 56 Dowse Drive, Maungaraki, to 62/64 Dowse Drive, Maungaraki, along with details of any feedback received from these affected residents.”

On 17 July 2023, during a call with an Officer you advised the scope of your request was to only require documents relating to why the bus stop was moved and you believed that consultation for the movement of the bus stop had not occurred. You also emailed us a copy of a consultation document received from Hutt City Council regarding no stopping lines to be painted in the same area.

Greater Wellington’s response follows:

Please refer to **Attachments 1 – 6**. The content of each of the documents is briefly summarised below:

Attachment 1 – Report to Hutt City Council Traffic subcommittee on the proposed movement of the bus stop.

Attachment 2 – Feedback received from one of the residents affected by the proposed change.

Attachment 3 – The consultation letter sent to affected residents of the proposed change (noting this was done in August 2021).

Attachment 4 – The site map of the proposed change.

Attachment 5 – The changes to bus stop 8053 were approved at Hutt City Council's traffic subcommittee meeting on 17 February 2022. This attachment is the agenda document – refer to page 46 for the bus stop drawing as approved.

Attachment 6 – The minutes of the Hutt City Council traffic subcommittee meeting on 17 February 2022 confirming that the changes to stop 8053 were approved, while a number of other named stops were excluded.

One other document we have is a master spreadsheet relating to consultation and feedback on all bus stops in Wellington. The only information that is relevant to your request in this document is that six properties had letters delivered to them to consult on the proposed movement of the bus stop in question. The properties the letters were dropped to were: 52, 54, 56, 58, 60, and 62 Dowse Drive (this was done in August 2021).

We are withholding personal identifying information from the attachments section 7(2)(a) of the Local Government Official Information and Meetings Act 1987 (the Act) to protect the privacy of natural persons, including that of deceased natural persons.

We have considered whether the public interest in the requested information outweighs Greater Wellington's need to withhold certain aspects of the requested information. As a result, we do not consider that the public interest outweighs Greater Wellington's reason for withholding parts of the document under the grounds identified above.

Regarding your request for all emails relating to the movement of the bus stop, we have run multiple content searches through our internal system which checks every Greater Wellington email address for any relevant content. The content searches have returned between 500 to 64,000 emails. An Officer triaged through the content search which generated 500 emails and found nothing else that is not already attached relevant to the consultation and movement of that bus stop. The next content search returned over 800 emails. Given the volume of emails, we have considered consulting with you instead and continuing conversations with yourself regarding the movement of that bus stop as opposed to scanning each email.

Therefore, we have decided to refuse this part of your request for emails under section 17(f) of the Act in that that the information requested cannot be made available without substantial collation or research. When making a decision under this section of the Act, we are required to consider consulting you. As noted above, we have considered that consulting with you and continuing

conversations on the topic may be able to better satisfy your request. We are also required to consider extending the timeframe on the request, and charging you for the supply of information. In this case, we considered that these would not enable us to meet your request.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Act.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink

13 January 2021

File: (21/49)

Report no:

Space Filler

DECISION MAKING CHECKLIST

This checklist is designed to assist report writers and decision makers to more easily understand and comply with the obligations of the Local Government Act, whilst providing a legal record of how the process was followed.

There are specific obligations in the Local Government Act 2002 for Council to consider a range of factors when making decisions. The Decision Making Checklist is applicable to all reports *seeking a decision* to CLT, Council, Committees or Community Boards.

For information on decision making powers and delegations, check Council's [Terms of Reference](#), the [Delegations Register](#) and [Functions and Delegations for Community Boards 2019-2022](#).

For information on Council's approach to determining the significance of proposals and decisions, and when it will undertake engagement and/or consultation on those matters, check Council's [Significance and Engagement Policy 2018-2022](#).

LEGISLATIVE REQUIREMENTS	Comments	
Does this decision fit the purpose of local government by enabling local decision-making and action by, and on behalf of, communities; and promoting the social, economic, environmental, and cultural well-being of communities in the present and for the future <input type="checkbox"/>		
Does your report explain how the decision will promote the social, economic, environmental and cultural well-being of communities, and include reference to the relevant Council strategies covering these areas?	Choose an item.	Click here to enter text.

Have you identified, and assessed, all reasonably practicable options in your report?	Choose an item.	Click here to enter text.
Guided by the <i>Significance and Engagement Policy</i> , does the report address the views and preferences of persons likely to be affected by or have an interest in the matter, and provide opportunities for engagement or consultation with those parties, e.g. youth, iwi?	Choose an item.	Click here to enter text.
<i>If the decision sought is significantly inconsistent with Council policy or plans required by legislation, does the report identify the inconsistency, reasons for it, and any plans to amend documents in order to accommodate the decision?</i>	Choose an item.	Click here to enter text.
Are you providing opportunities for Maori to contribute to decision making on this matter? Refer to Community Engagement Strategy and Contact the Kaitakawaenga Kaupapa Maori	Choose an item.	Click here to enter text.
OTHER CONSIDERATIONS		Comments
Does this report require specialist input (for example, advice from the Legal team, the Communications team, People and Capability, Finance, or Risk Management)?	Choose an item.	Click here to enter text.
Health and Safety: Are there any health & safety implications or risks to others in making this decision? If so have these risks been assessed in accordance with the Health & Safety at Work Act 2015 and what actions may be taken to reduce the risk of harm?	Choose an item.	Click here to enter text.

Purpose of Report

1. The purpose of this report is to seek Council's approval to relocate bus stop #8053 Dowse Drive (near 56) associated with Class Restricted Parking and add the entry taper and exit taper associated with No Stopping At All Times Restrictions as shown in Appendix 1 attached to the report.

Recommendations

That Council approves changes to bus stop #8053 Dowse Drive (near 56) as shown in Appendix 1 of this report which includes:

- a) Relocate bus stop from outside #56 Dowse Drive to outside #62 Dowse Drive associated with Class Restricted Parking,
- b) Create a 15 metre bus box (broken yellow lines) associated with Class Restricted Parking,
- c) Create a 9 metre long entry taper (broken yellow lines) associated with No Stopping At All Times Restrictions,
- d) Create a 9 metre long exit taper (broken yellow lines) associated with No Stopping At All Times Restrictions.

For the reason(s):

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.

Background

2. From mid-2018 Greater Wellington Regional Council (GWRC) awarded new bus contracts across the Wellington Region. These new bus contracts introduced a fleet of modern lower emission buses. These new buses are fully disabled accessible and include space for mobility aids, prams and luggage, as well as bike racks, to better meet a range of customer and community mobility needs. These new contracts have also introduced larger buses on some high demand services to cater to growing customer demand.
3. Current bus stop infrastructure hasn't kept up with this improving bus fleet. While new buses are designed to be fully accessible for customers they are only accessible where the bus can pull up parallel to the kerb allowing customers step-free access to the bus. This is particularly critical for customers with wheelchairs or other mobility aids, as well as customers with prams or wheeled luggage where having to step out onto the roadway and then up into the bus is a significant barrier to access.
4. Even prior to the new buses being introduced there has been a history of inadequately designed bus stops which are too short, lack the required yellow bus stop box markings, and also lacked the no stopping lines marked along the kerb before and after the stop (entry/exit tapers). This results in buses being unable to access bus stops safely, increasing the risk to other road users, leading to costly damage to buses striking poles and verandas, as well as disadvantaging bus users boarding and alighting from services.
5. Since the new contracts became effective in July 2018, a large volume of concerns have been raised by drivers along a number of bus routes across Hutt City. The majority of these concerns relate to drivers being unable to

access stops safely, affecting the safety of other road users and that of passengers.

Discussion

6. The proposed changes will ensure that the bus stop complies with the NZTA standards "Guidelines for public transport infrastructure and facilities."
7. Two parking spaces will require removal in order to make these improvements.

Options

- a. To leave the bus stop as it is without any restrictions/road markings and accept that the bus access and passenger accessibility issues will continue to happen or,
- b. To make the proposed changes to ensure that the bus stop will be unobstructed at all times and passengers will be able to board and alight the bus safely and easily.

Climate Change Impact and Considerations

8. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

9. Yusuf Khan, from Greater Wellington Regional Council, delivered consultation documents to the six directly affected properties at 52, 54, 56, 58, 60 and 62 Dowse Drive, Maungaraki, Lower Hutt.
10. Consultation ran for two weeks – from 11 August 2021 to 12 September 2021.
11. One submission was received from the properties consulted at this stop.

Legal Considerations

12. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (Amended 20 November 2014).

Financial Considerations

13. These changes can be funded from Council's 2020/2021 road markings budget.

Appendices

There are no appendices for this report.

Author: Charles Agate
Traffic Engineer - Network Operations

Reviewed By: Marian Radu
Senior Traffic Engineer

Approved By: Damon Simmons
Traffic Asset Manager

Bus Stop	Address	Support the Proposal		Residents' Feedback	GW Response	GW Notes
		Yes	No			
8053 - Dowse Drive (near 56)			No	<p>I strongly object to the movement of this bus stop. The elimination of parking outside my residence / across the road in addition to the recent changes outside Walnut Way (removal of parking) will cause vehicles to park further up the road which will significantly impact visibility of vehicles travelling down the hill.</p> <p>A bus stop directly outside my residence will be detrimental to the value and resale of my house as it will no longer have off street parking in addition to impacting my well-being as a shift worker with increased noise.</p> <p>The lack of consultation over the lockdown period illustrates a lack of engagement by Metlink and it is unreasonable to expect people to follow up extensions when mail is delivered well after the date of the letter.</p>	Standard Response	<p>Consultation letters were hand-delivered to residents and posted to owners before lockdown on 11th August 2021. The consultation period was extended for an additional two weeks during lockdown to a total of four weeks. We were unable to advise residents personally that the consultation period had been extended due to Alert Level 4 rules, but the Metlink Contact Centre was advised that residents could have the extension of time if they requested it.</p>

PROACTIVELY RELEASED

20 July 2023

The Owner/Resident
Dowse Drive (near bus stop #8053)
Maungaraki
Lower Hutt 5010

Dear Owner/Resident,

PROPOSAL FOR BUS STOP CHANGES

Metlink has reviewed a bus stop(s) near your property. This letter includes a summary of the proposed changes and seeks your feedback on the proposal(s).

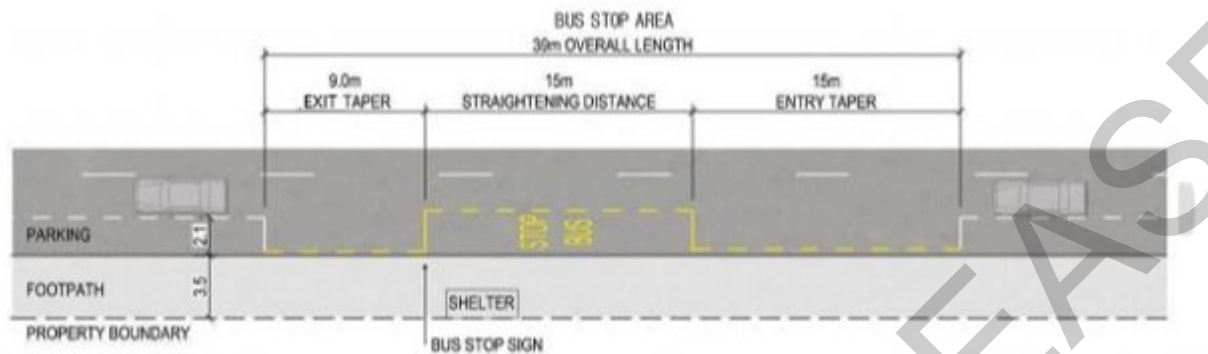
Proposal

As part of a region wide programme to improve safety and accessibility at bus stops, we are seeking your feedback on proposed changes to a bus stop(s) near your address.

In mid-2018 Metlink awarded new bus contracts across the Wellington Region. These new contracts introduced a fleet of modern lower emission buses. These new buses are fully disabled accessible and include space for mobility aids, prams and luggage, as well as bike racks, to better meet a range of customer and community mobility needs.

Current bus stop infrastructure hasn't kept up with this improving bus fleet. While new buses are designed to be fully accessible for customers they are only accessible where the bus can pull up parallel to the kerb allowing customers step-free access to the bus. This is particularly critical for customers with wheelchairs or other mobility aids, as well as customers with prams or wheeled luggage where having to step out onto the roadway and then up into the bus is a significant barrier to access.

However, for these fleet changes to be effective, some of our bus stop layouts need to be improved. Below is an example of current best practice as extracted from the NZTA standards "Guidelines for public transport infrastructure and facilities".



The layout of the stop should comply with these guidelines regardless of the bus stop location or frequency of use. However, given that in the Wellington region on street parking is often under pressure, we have been able to reduce the length of the required entry taper from 15m down to 9m which still allows for buses to pull into the stop properly and safely while reducing the effects on parking loss.

Where possible, we try to place entry and exit tapers over driveways to reduce the loss of on-street parking for residents and their visitors. For this new bus stop layout, two parking spaces will require removal in order to carry out these improvements.

Your Feedback

Please provide feedback about this proposal on the attached form (add additional pages if required), and return to Metlink by email or in the envelope provided by **27th August 2021**.

Your information will help us develop our final proposal, which we will take to Hutt City Council for their consideration.

Thank you for participating in this process. Further details, a site plan and feedback form are attached.

Yours sincerely,



Sue Bellihal
 Bus and Ferry Infrastructure Coordinator
 0800 801 700

Site Plan – 8053 Dowse Drive (near 56)



Feedback - Proposed New Bus Stop Layout

Name: _____

Address: _____

Email: _____

Do you support the proposal for the new bus stop layout?

Yes / No
(please circle)

If you do not support the proposal or any particular component of the proposal, please clearly explain the reasons for your objection and what changes you would support so Metlink can consider your view when deciding on this project. Please use additional sheets of paper, if required.

Please return by **27th August 2021**

by email to info@metlink.org.nz

or

by post using the Freepost envelope provided

Privacy Statement

I/We acknowledge that:

My/our personal information provided to Metlink will only be used and shared by Metlink to communicate with me/us regarding bus stops and shelters in my/our area, or where otherwise permitted by law.

I can contact privacy@gw.govt.nz to request access to or correction of the information held about me.



Date: ____ / ____ / ____

Site Plan – 8053 Dowse Drive (near 56)





KOMITI ITI ARA WAKA TRAFFIC SUBCOMMITTEE

10 February 2022

Order Paper for the meeting to be held in the
Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,
on:

Thursday 17 February 2022 commencing at 2.00pm

This meeting is held under the Red Traffic Light setting.
Members of the public wishing to speak to items on the agenda are asked to contact
democraticservicesteam@huttcity.govt.nz

Membership

Cr G Barratt
Cr K Brown
Cr N Shaw

Cr D Hislop (Alternate)
Cr S Rasheed (Alternate)

Cr B Dyer (Chair)
Cr J Briggs (Deputy Chair)
Cr A Mitchell

Deputy Mayor Lewis (Alternate)

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing DemocraticServicesTeam@huttcity.govt.nz or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Membership:	6
Alternates:	3
Quorum:	Half of the members
Meeting Cycle:	The Traffic Subcommittee will meet on an eight weekly basis or as required. Chair and Deputy Chair positions to rotate 18 months into each triennium, i.e. as at 30 April in the year prior to the next local authority election.
Reports to:	Council

PURPOSE:

The Traffic Subcommittee has primary responsibility for considering and making recommendations to Council on traffic matters and considering any traffic matters referred to it by Council.

For the avoidance of doubt, "traffic" includes parking, and excludes temporary road closures under clause 11(e) of the Tenth Schedule of the LGA 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965.

TERMS OF REFERENCE:

The Traffic Subcommittee has authority to:

- Do all things necessary to hear, consider and make recommendations to Council on any traffic related matter.
- Regulate its own processes and proceedings to achieve its purpose and objective.
- Provide options for the consideration of Council.

The Chair will have authority to refer any traffic matter to:

- A Community Board; or
- The Infrastructure & Regulatory Committee; or
- Council.

DELEGATED AUTHORITY:

The Traffic Subcommittee will have delegated authority to carry out activities within its terms of reference.

TE KAUNIHERA O TE AWA KAIRANGI | HUTT CITY COUNCIL

KOMITI ITI ARA WAKA | TRAFFIC SUBCOMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt

on

Thursday 17 February 2022 commencing at 2.00pm.

ORDER PAPER

PUBLIC BUSINESS

1. APOLOGIES

2. PUBLIC COMMENT

Generally up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

3. CONFLICT OF INTEREST DECLARATIONS

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have

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

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

Report No. TSC2022/1/13 by the Traffic Engineer

5

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- b) Restrictions installed under Land Transport (Road User) Rule 2004 (22/70)

Report No. TSC2022/1/14 by the Traffic Engineer

9

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

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

Report No. TSC2022/1/15 by the Traffic Engineer 27

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

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

Report No. TSC2022/1/16 by the Traffic Engineer 82

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

5. INFORMATION ITEM

Work Programme 2022 (22/46)

Report No. TSC2022/1/18 by the Senior Democracy Advisor 87

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the report be endorsed."

6. QUESTIONS

With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

Kate Glanville
SENIOR DEMOCRACY ADVISOR

20 January 2022

File: (22/58)

Report no: TSC2022/1/13

Hewer Crescent, Naenae - Broken Yellow Lines

Purpose of Report

1. The purpose of the report is to seek Council's approval for the installation of a No Stopping - At All Times (represented by 28 metres of broken yellow lines) on the bend outside number 6 Hewer Crescent, Naenae.

Recommendations

That the Subcommittee recommends that Council:

- (1) notes and receives the report;
- (2) 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;
- (3) 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
- (4) notes that this resolution will take effect once the appropriate signage and/or road marking have been installed.

For the reasons of traffic flow optimisation and safer vehicle movement.

Background

2. Council Officers received a request from a concerned resident about the safety of a section of Hewer Crescent, Naenae, just east of the Treadwell Street intersection.
3. The width of the road at and around the bend is approximately 7.5 metres and vehicles parked on both sides of the road, leaves approximately 3.5 metres parked vehicles make it narrow, no space to move aside for oncoming vehicles, visibility around the bend due to parked cars.

4. Crash Analysis Data (CAS) data summary of the last ten years shows 14 low to minor crashes in Hewer Crescent area.
5. The area is being used by all day / commuter parking given the existence of time limited parking within the suburban centre.

Discussion

6. Land Transport (Road User) Rule 2004, 6.3 Parking close to corners, bends, etc. (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.
7. Approximately five parking spaces will be covered by these broken yellow lines. Reference number of parking spaces removed (excluding those within the bend).

Options

8. The options are to:
 - a. Maintain the existing level of service – do nothing;
 - b. Improve the visibility and manoeuvrability of vehicles operating with this section of Hewer Crescent through the installation of 28 metres of No Stopping – At All Times restriction; or
 - c. Approve a modified restriction to a greater or lesser extent in consultation with Council Officers.
9. Officers support option b), as it provides improved visibility and manoeuvrability for vehicles approaching Treadwell Street.

Climate Change Impact and Considerations

10. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

11. Consultation flyers were delivered to 26 properties in the immediate vicinity seeking their feedback. Flyers were hand delivered and placed in the property letterboxes.
12. Seven responses were received, with six supporting the proposed restriction, and one against.
13. The submission against believes that the existing restrictions are enough.
14. In response to the feedback received, officers note the following:

- a. "I completely with the proposed changes!! Visibility is extremely limited with the drivers often speeding around this area despite not having right of way."
- b. There were many traffic problems observed when cars are parked on both side of the road.
- c. The road is narrow and many young ones on Hewer Crescent that have no idea that the speed at what they may hurt others, they threat the road as speedway.
- d. Yes, yellow lines must be put in place, bad crash area.

Legal Considerations

15. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017, and with reference to the Land Transport (Road User) Rule 2004. (6.3 Parking close to corners, bends, etc).

Financial Considerations

16. These changes can be funded from Council's existing 2021/22 transport budgets.

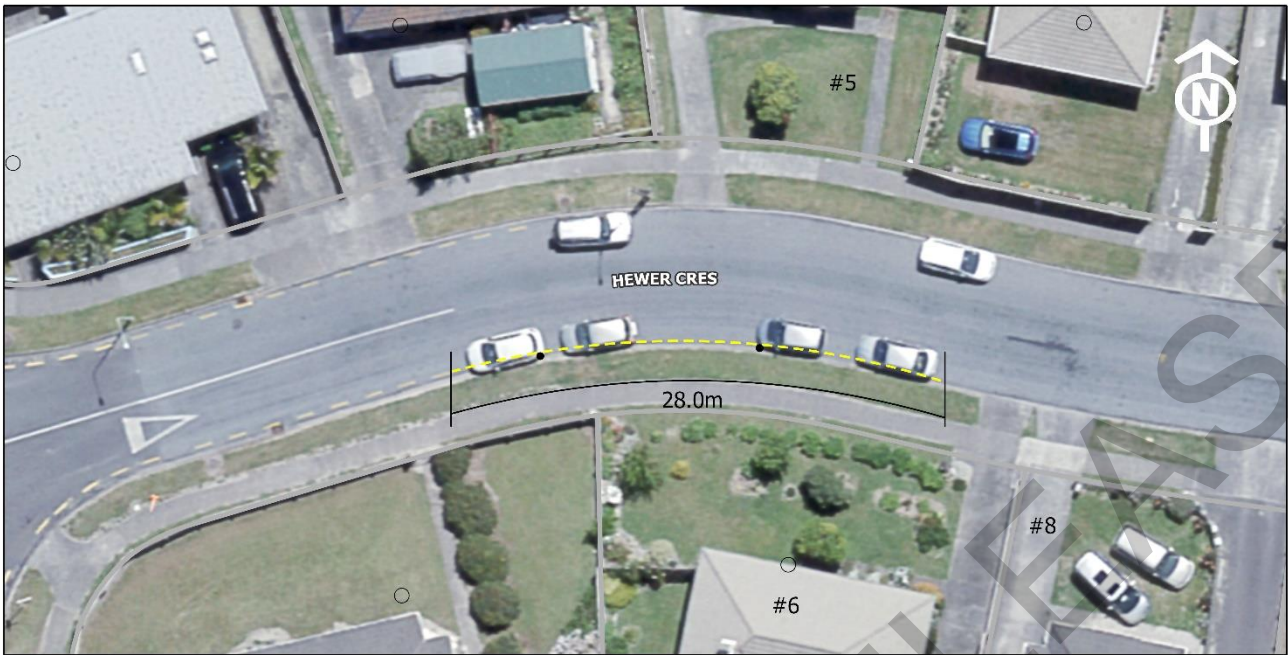
Appendices

No.	Title	Page
1↓	Appendix 1 - Hewer Crescent Aerial	8

Author: Ravi Soni
Traffic Engineer

Reviewed By: Bob Hu
Traffic Engineering Manager

Approved By: Jon Kingsbury
Head of Transport



LEGEND

- EXISTING MARKINGS — EXISTING POLE / SIGN
- NEW MARKINGS — NEW POLE / SIGN
- MARKING REMOVAL — EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



0 4.25 8.5 17 Meters Scale: 1:250

Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	21/12/2021



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
BYL's @ Bend / Curve - PROPOSAL 6 Hewer Crescent, Naenae
Project Ref.
TR102.2021

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss suffered as a result of reliance on it.
 Aerial photography (base map) was flown between Jan - Mar 2017 by AAM NZ Ltd for both Hutt City and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons Attribution 3.0 New Zealand License (<https://creativecommons.org/licenses/by/3.0/nz>).
 This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000. Cadastral Information sourced, Crown Copyright Reserved.

PROACTIVE

21 January 2022

File: (22/70)

Report no: TSC2022/1/14

Restrictions installed under Land Transport (Road User) Rule 2004

Purpose of Report

1. The purpose of this report is for Council to consider the retrospective parking restrictions installed under Part 6 of the Land Transport (Road User) Rule 2004.

Recommendations

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) under across the vehicle access (driveway) serving the property located at 134 Hutt Road, Petone, as shown on the plan attached as Appendix 1 to this 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 this 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 this 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, 13 and 12 Levin Grove, Kelson, as shown on the plan attached as Appendix 4 to this 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, Wainuiomata, as shown on the plan attached as Appendix 5 to this 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 this 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 this 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 this 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 this 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 this 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 this report;
- (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 this 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

Background

2. The Road User Rule stipulates how traffic must legally operate on the road and applies to all road users. With respect to stopping and parking, **the Road User Rule stipulates parking prohibitions in certain specific locations, such as near intersections, pedestrian crossings, and bus stops.**
3. The existence of underlying legislation prohibiting parking in certain locations (for instance, within 6 m of an intersection or obstructing vehicle entrances and exits) as prescribed in the Traffic Control Devices (TCD) and Road User Rules removes the need for such restrictions to be specifically

identified within a local authority bylaw and they may not need to be specifically marked or signed. However, **where appropriate, they can be reinforced and identified to road users through the provision of appropriate traffic control devices.** In such circumstances, however, care is needed to ensure any offence notice issued during enforcement stipulates the correct description of the offence committed. **Alternatively, it is recommended the restriction is implemented through the bylaw process to negate any confusion.** – (3.2 Regulation of parking - Part 13 - Parking Control - Traffic Control Devices Manual)

4. **Parking Close to corners, bends, etc** (Part 6.3 Land Transport (Road User) Rule 2004)
 - (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.
 - (2) A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.

5. **Obstructing vehicle entrances and exits** (Part 6.9 Land Transport (Road User) Rule 2004)
 - (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.
 - (2) For the purposes of this clause, a vehicle parked alongside any part of a kerb crossing provided for a driveway or within 1 m of the prolongation of the side of a driveway must be regarded as obstructing entry or exit.
 - (3) Nothing in subclause (1) or subclause (2) applies to a bus that has stopped at an authorised bus stop, or a light rail vehicle that has stopped at a light rail vehicle stop, for the purpose of picking up or dropping off passengers.

6. **Parking on footpaths or cycle paths** (Part 6.9 Land Transport (Road User) Rule 2004)
 - (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.
 - (2) Subclause (1) does not apply to cycle paths if a road controlling authority indicates otherwise by means of signs or markings or if it installs facilities for the parking, standing, or storage of cycles on a footpath or cycle path.
 - (3) Nothing in subclause (1) prevents a person from stopping, standing, or parking a cycle, mobility device, or wheeled recreational device on a footpath if doing so does not unreasonably obstruct any other user of the footpath.

Discussion

7. Waka Kotahi outlines where not to park on their website as follows;
 - <https://www.nzta.govt.nz/roadcode/general-road-code/road-code/about-driving/stopping-and-parking/where-not-to-park/>
 - a. on the right-hand side of the road, except in a one-way street

- b. where it will be in the way of other people using the road (including pedestrians)
- c. near a corner, curve, hill, traffic island or intersection, if it will stop other people from seeing along the road
- d. on the road, if you can park the vehicle off the road without damaging grass or gardens (a controlling authority may have a bylaw and/or signs prohibiting parking on a grass verge)
- e. on any footpath
- f. on a traffic island (whether it is flush or raised)
- g. on a marked bus stop or taxi stand
- h. on, or closer than 6 metres to, an intersection, *unless* there are parking spaces or a notice telling you that you can park there
- i. on, or closer than 6 metres to, the approach side of a pedestrian crossing
- j. closer than 6 metres to a bus stop marked only by a sign
- k. in front of, or closer than 1 metre to, a vehicle entrance
- l. alongside another parked vehicle – that is, you must not double-park
- m. on ‘no stopping’ lines (broken yellow lines) marked within 1 metre of the edge of the road, which you may see near pedestrian crossings, intersections, driveways or narrow roads
- n. where traffic signs say you must not stop or park
- o. where a sign says that part of the road is reserved for specified kinds of vehicles (for example, bus, taxi or goods service vehicles) – in many cases, this restriction is marked by a broken yellow line more than 1 metre from the kerb
- p. in a cycle lane
- q. in a bus or transit lane during the hours of operation as indicated by signs
- r. on, or closer than 500mm to, a fire hydrant, unless somebody who can move the vehicle stays with it
- s. on a yellow circle on the road containing a rectangle (as shown below) or between the circle and the footpath, unless somebody who can move the vehicle stays with it

- t. without due care and consideration for other road users. You must leave sufficient room between your vehicle and any adjacent parked vehicles to allow easy access.
8. Council Officers routinely receive numerous safety and accessibility concerns from residents.
9. Council Officers are looking to promote safer movement through improved manoeuvrability, visibility, and accessibility.

Options

10. Council's approval of these traffic resolutions will negate any confusion that may occur when enforcing offences committed.

Climate Change Impact and Considerations

11. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
12. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

13. As the restrictions contained within this report are reinforcing requirements made under Part 6 of the Land Transport (Road User) Rule 2004, consultation was undertaken with the affected property owners only.

Legal Considerations

14. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017, and with reference to the Land Transport (Road User) Rule 2004.

Financial Considerations

15. These changes can be funded from Council's existing 2021/22 transport budgets.

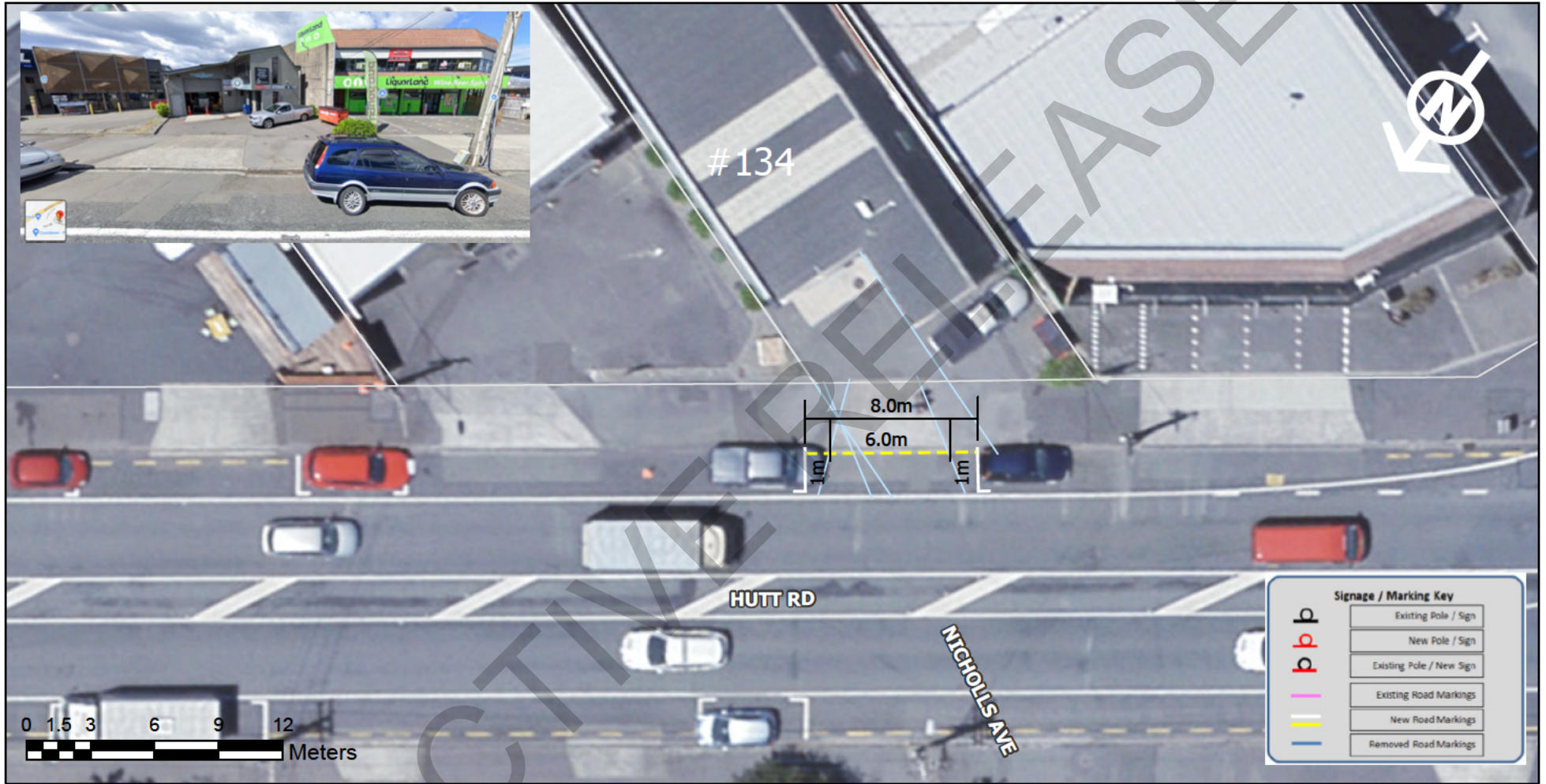
Appendices

No.	Title	Page
1	Appendix 1 - Hutt Road	15
2	Appendix 2 - Tirangi Rd	16
3	Appendix 3 - Riverside Dr	17
4	Appendix 4 - Levin Gr	18
5	Appendix 5 - Rata St	19
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7	Appendix 7 - Dowse Sr	21
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9	Appendix 9 - Richmond St	23
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11	Appendix 11 - Owen St	25
12	Appendix 12 - Port Rd	26

Author: Ravi Soni
Traffic Engineer

Reviewed By: Bob Hu
Traffic Engineering Manager

Approved By: Jon Kingsbury
Head of Transport



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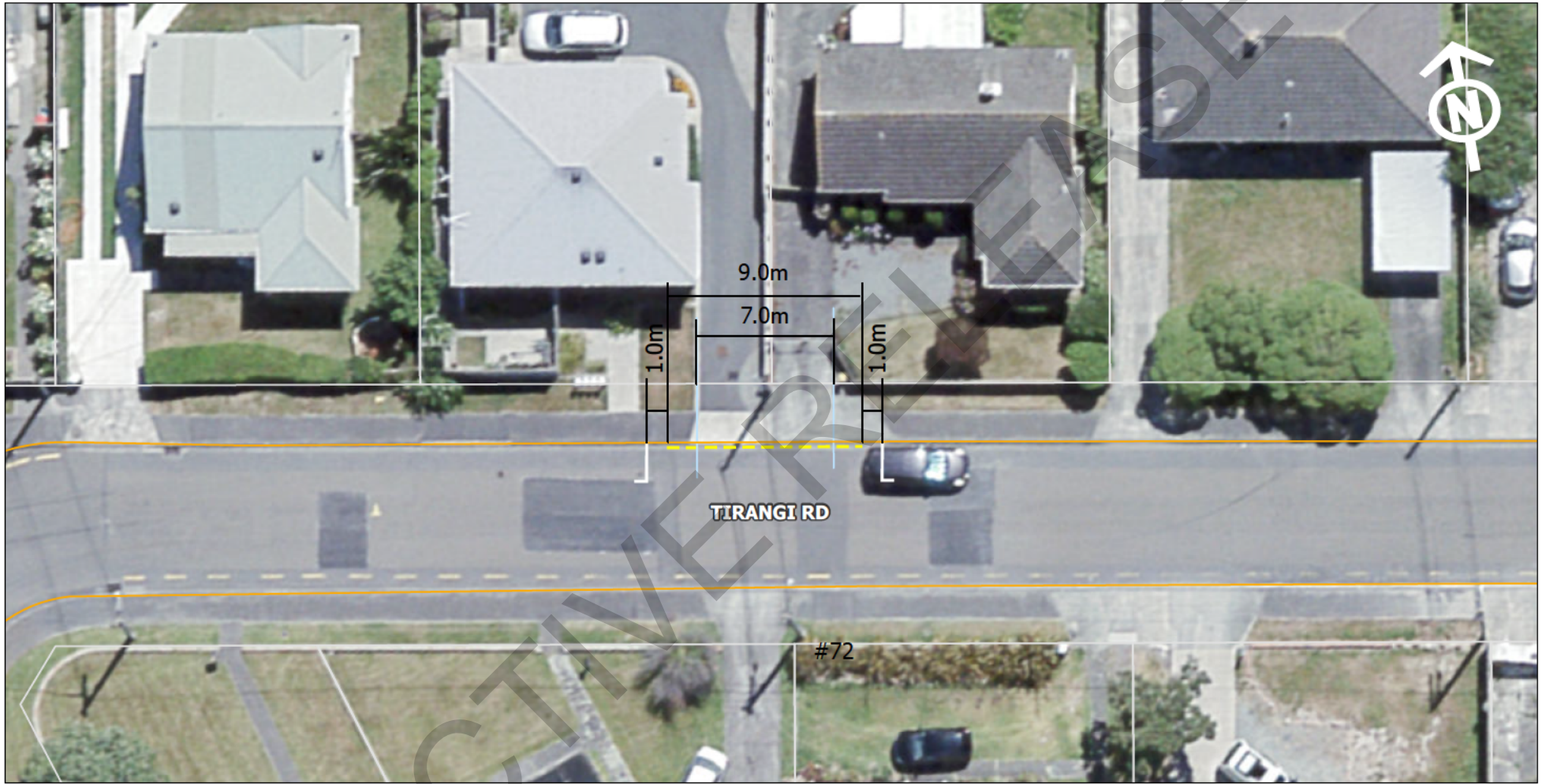
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APPROVAL	

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o.	Revision	Drawn	Reviewed	Approved	Date

Driveway Restriction & Parking Guidance - INSTALL
 134 Hutt Road, Petone
 RU1.2021 DIV/21/7702



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

0 4 8 16 Meters

Revision	Amendment	Approved	Revision Date
1	ISSUED FOR INFORMATION	CAG	13/08/2021
	ISSUED FOR INSTALLATION	CAG	16/08/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
Driveway Restrictions - INSTALL Tirangi Road (#'s 16-18), Moera
Project Ref.
RU12.2021 DIV/21/8799

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LEGEND

- EXISTING MARKINGS EXISTING POLE / SIGN o/p
- NEW MARKINGS NEW POLE / SIGN o/p
- MARKING REMOVAL EXISTING POLE / NEW SIGN o/p
- REMOVE POLE / SIGN REMOVE POLE / SIGN o/p



Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	21/10/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
BYL's on Corner - PROPOSAL 161 - 165 Riverside Drive, Waiwhetu
Project Ref.
RU02.2021 DIV/21/7899

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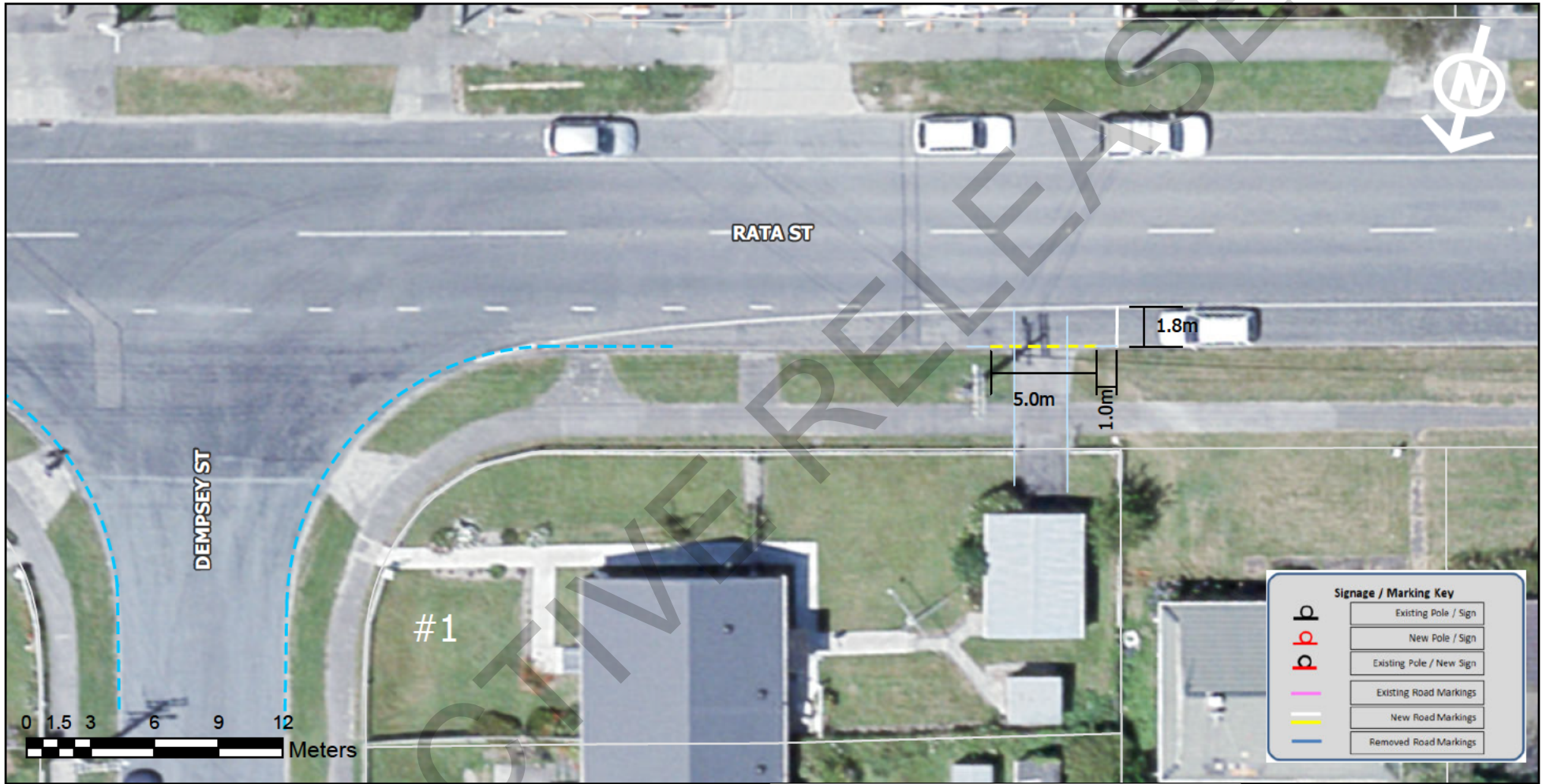
o.	Revision	Drawn	Reviewed	Approved	Date

DRAWN	DESIGNER
DRAFTING CHECK	DESIGN CHECK
APPROVAL	

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Driveway Restrictions - REVISED INSTALL
 12 - 9 Levin Grove, Belmont
 RU3.2021 DIV/21/7911



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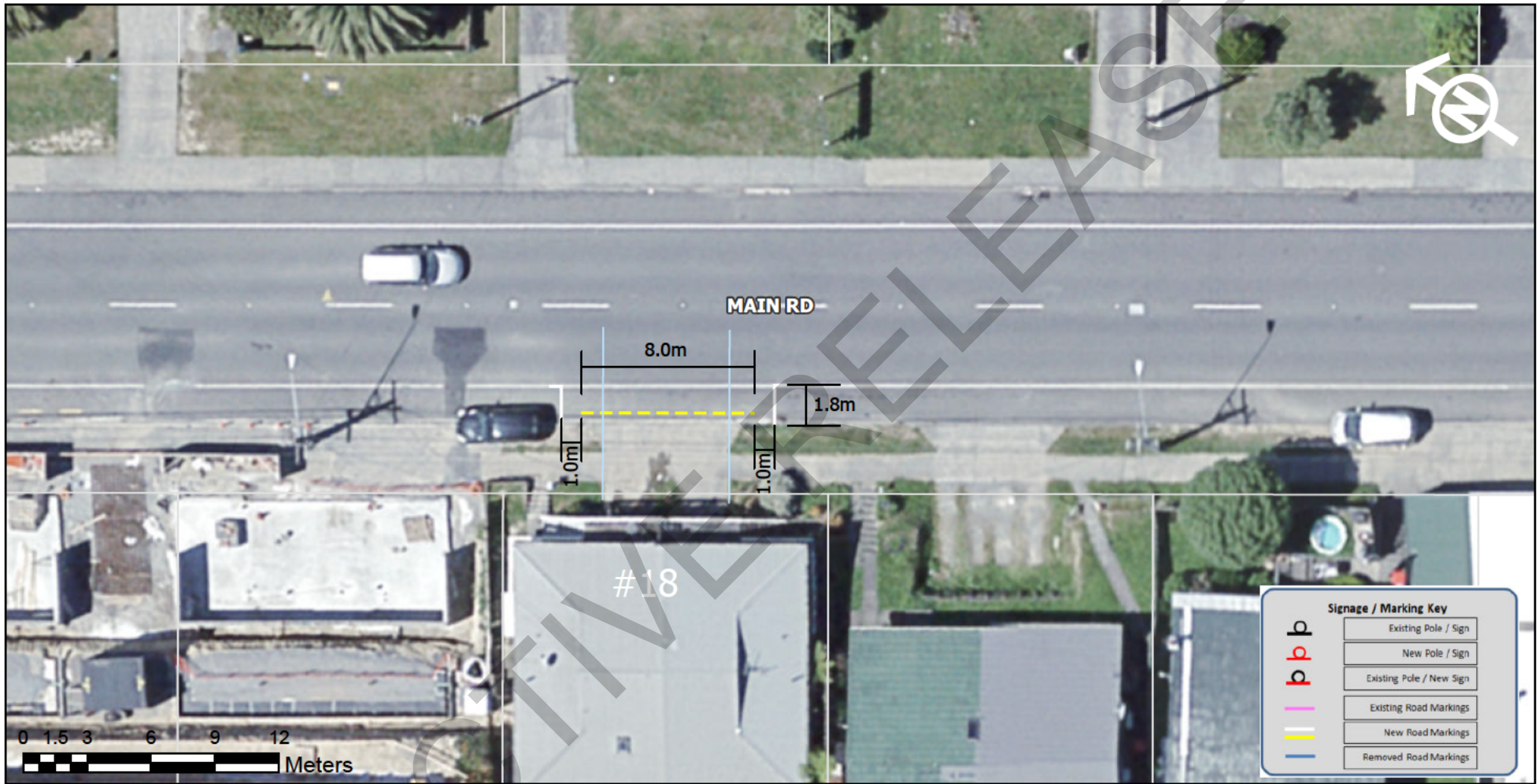
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DRAFTING CHECK	DESIGN CHECK
APPROVAL	

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o.	Revision	Drawn	Reviewed	Approved	Date

Driveway Restrictions - INSTALL
Rata Street, Naenae (#1 Dempsey St)
RU5.2021 DIV/21/8045



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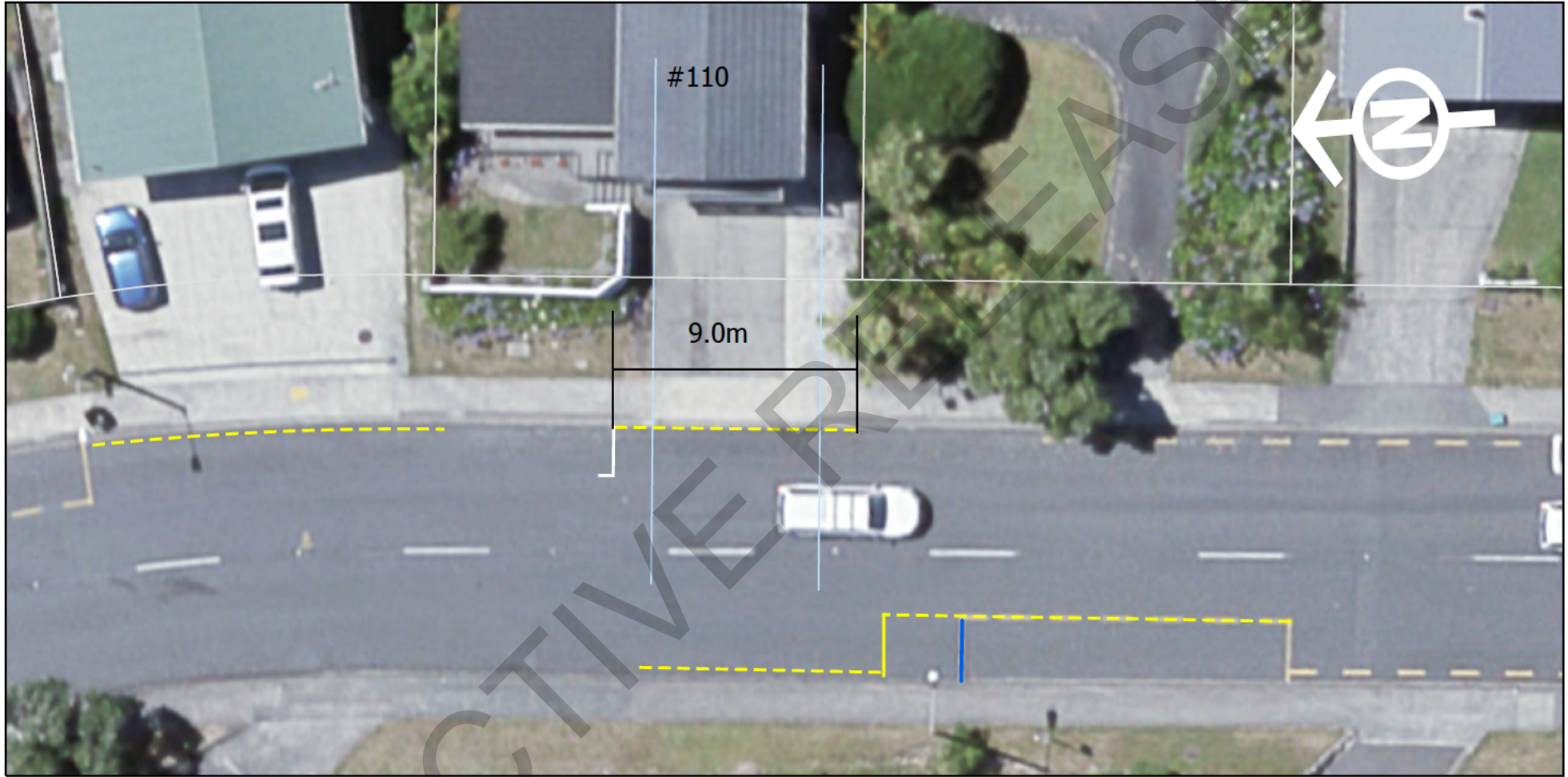
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APPROVAL	

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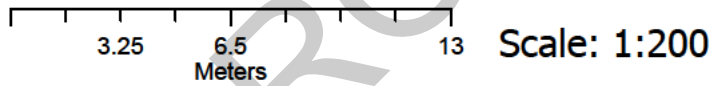
o.	Revision	Drawn	Reviewed	Approved	Date

Driveway Restrictions - INSTALL
18 Main Road, Wainuiomata
RU7.2021 DIV/21/8090



LEGEND

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| EXISTING MARKINGS |  | EXISTING POLE / SIGN |
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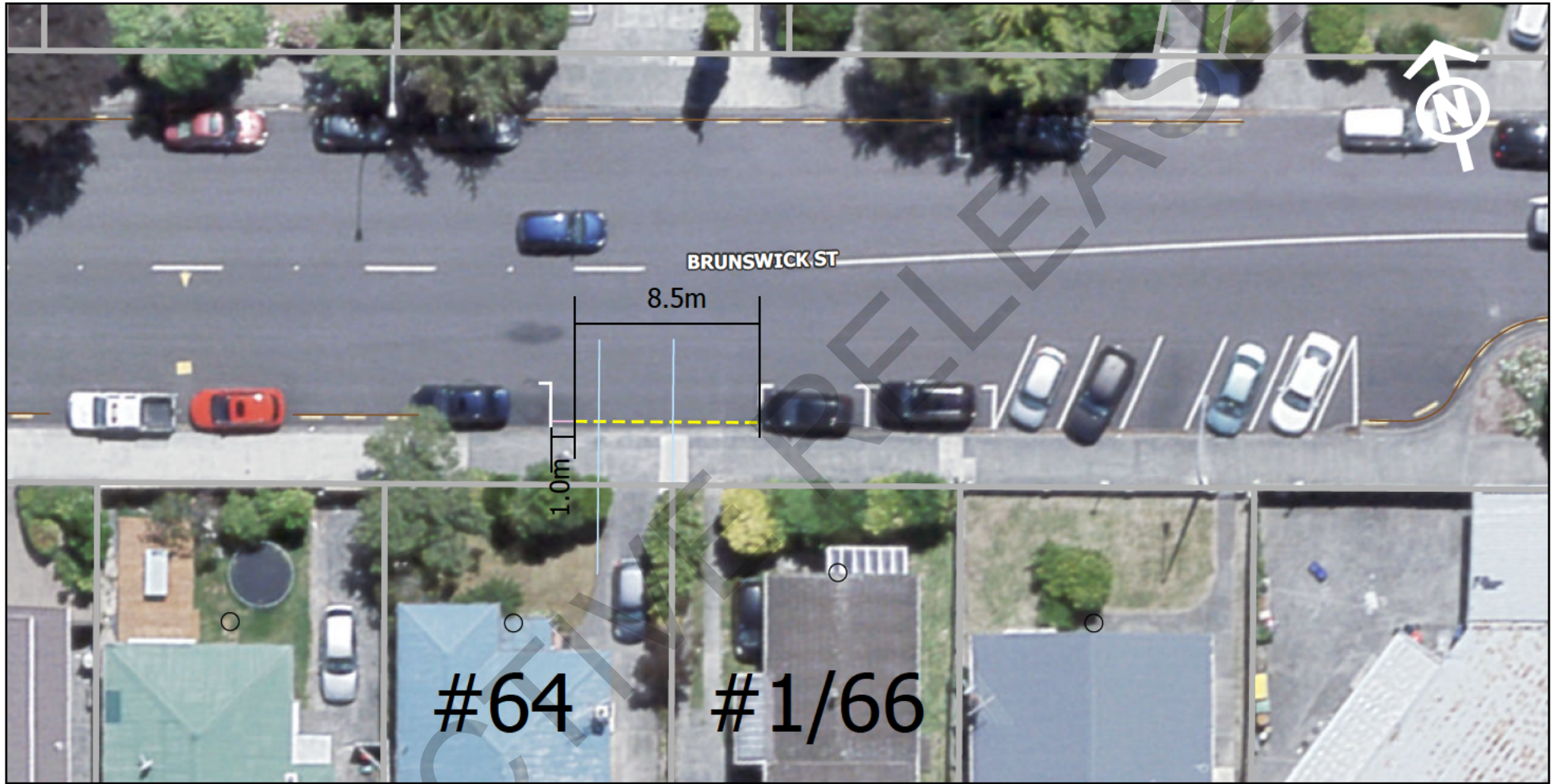


Revision	Amendment	Approved	Revision Date
1	ISSUED FOR INFORMATION	CEA	31/08/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
Driveway Restrictions - INSTALL 110 Dowse Drive, Maungaraki
Project Ref.
RU78.2021 DIV/21/9095

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
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MARKING REMOVAL		EXISTING POLE / NEW SIGN	
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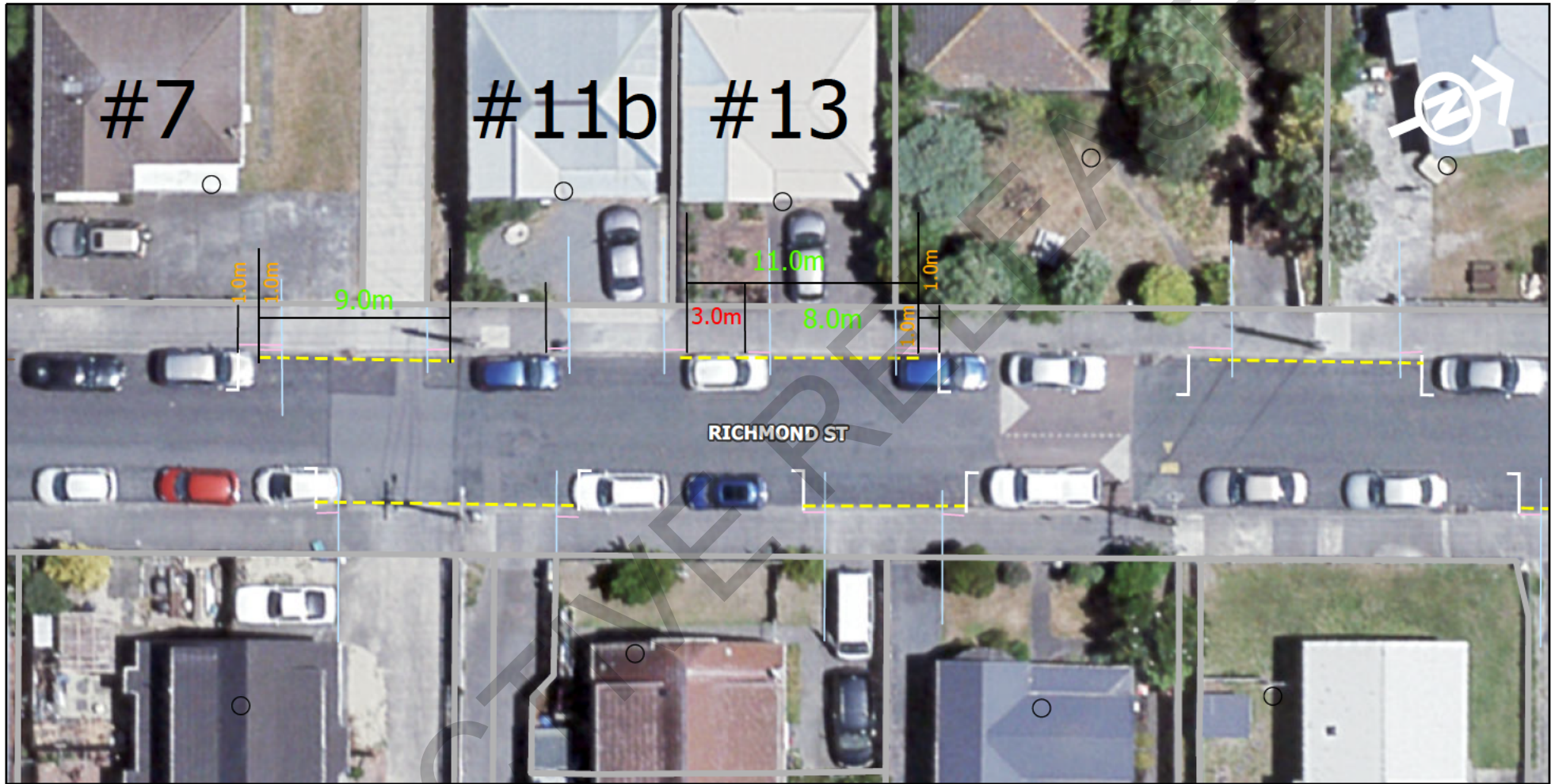
4.25 8.5 17 **Scale: 1:250**
Meters

Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	21/09/2021
2	Initial Design - REVISED	CAG	22/09/2021
3	Approved Design - INSTALLATION	CAG	23/09/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
BYL's and Lbar- PROPOSAL 64-66 Brunswick Street, Hutt Central
Project Ref.
RU82.2021 DIV/21/9507

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LEGEND

- EXISTING MARKINGS EXISTING POLE / SIGN
- NEW MARKINGS NEW POLE / SIGN
- MARKING REMOVAL EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	30/09/2021
2	Revised Design - DRAFT	CAG	06/10/2021
3	Design - FOR INSTALLATION	CAG	11/10/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
BYL's and Lbar- PROPOSAL 7 - 13 Richmond Street, Petone
Project Ref.
TR84.2021 DIV/21/9848

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- EXISTING MARKINGS EXISTING POLE / SIGN o
- NEW MARKINGS NEW POLE / SIGN o
- MARKING REMOVAL EXISTING POLE / NEW SIGN o
- REMOVE POLE / SIGN o



Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	13/10/2021
2	Design - FOR INSTALLATION	CAG	14/10/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
Driveway BYL's - PROPOSAL 13 King Street, Petone
Project Ref:
RU87.2021 DIV/21/10192

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
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4.25 8.5 17 **Scale: 1:250**
Meters

Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	09/11/2021
2	Design - INSTALL	CAG	16/11/2021



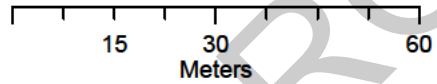
Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
Driveway BYL's & Lbar - PROPOSAL 57 Owen Street, Belmont
Project Ref.
RU97.2021 DIV/21/10649

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Revision	Amendment	Approved	Revision Date
1	Initial Design - DRAFT	CAG	14/10/2021
2	Revised Design - DRAFT	CAG	15/10/2021
3	Approved Design - INSTALL	CAG	27/10/2021



Project
RTC20-74-1 SIGNS & MARKINGS / GENERAL PLANS
Sheet
Comm Driveway BYL's - PROPOSAL 55 Port Road, Seaview
Project Ref.
TR89.2021 DIV/21/10214

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26 January 2022

File: (22/106)

Report no: TSC2022/1/15

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

Purpose of Report

1. The purpose of this report is to seek Council's approval of changes being proposed to local Route 150 Bus Stops to improve safety and accessibility in line with Waka Kotahi's 'Guidelines for Public Transport Infrastructure and Facilities' and the Wellington Regional Public Transport Plan 2021 - 2031.

Recommendations

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) 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
- (4) notes that these resolutions will take effect once the appropriate signage and/or road-markings have been installed.

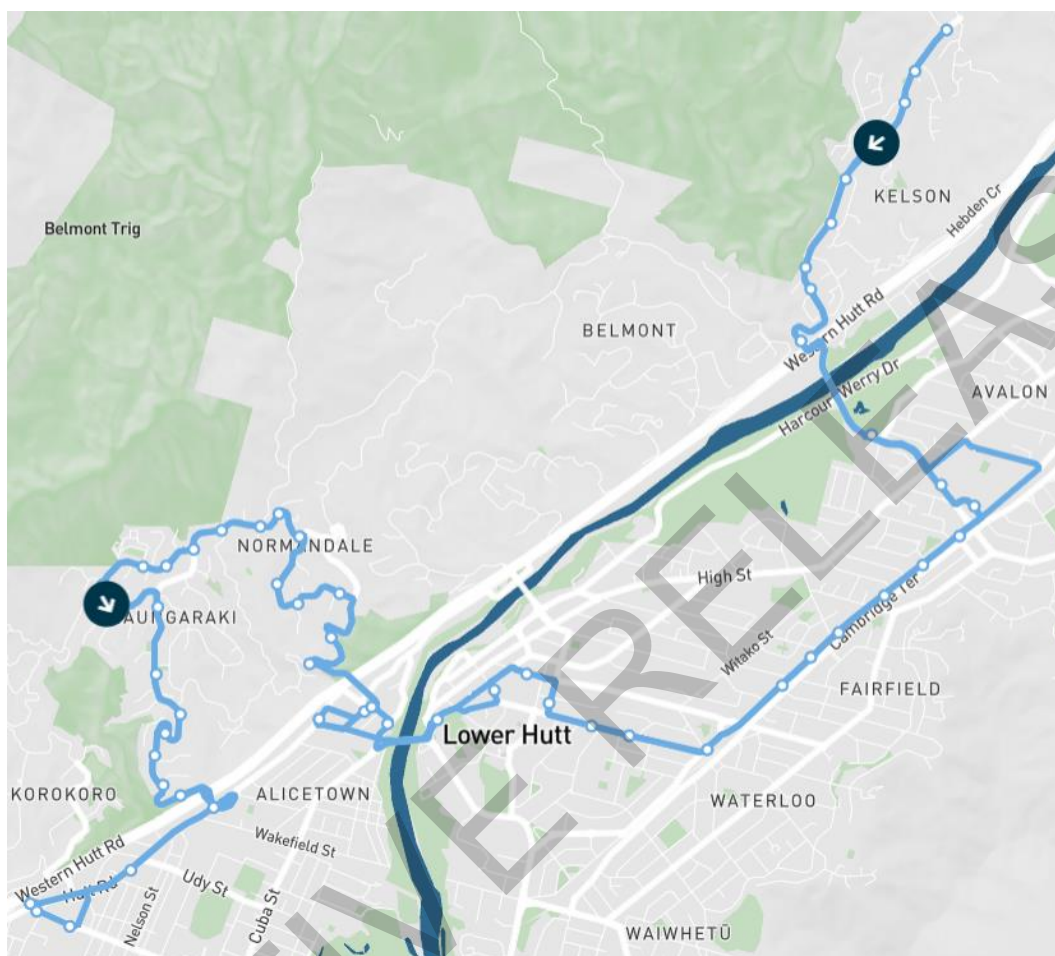
For the reasons that the proposed bus stop layout changes will ensure that the bus box is of sufficient length to accommodate buses; no stopping restrictions will prevent other vehicles from blocking full access to the bus stop; and passengers will be able to board and alight safely and easily.

Background

2. Greater Wellington Regional Council's (GWRC) Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke (Wellington Regional Public Transport Plan 2021 - 2031) has outline three Strategic Focus Areas:
 - a. Mode Shift;

- b. Decarbonise Public Transport Vehicle Fleet; and
 - c. Improve Customer Experience.
3. As part of improving the customer experience GWRC has committed to prioritising the safety and maintenance of the public transport network to encourage safe behaviours. The associated key measure is a 40% reduction in serious injuries on the public transport network by 2030 which can be achieved by prioritising safety through continuous improvements to both infrastructure and operations.
 4. In 2018 GWRC implemented the largest range of changes to Wellington City bus services for many years. The changes were the culmination of years of engagement with residents, and community representatives and technical work to review the bus network, as well as the development and implementation of new contractual arrangements with operators in line with the Government's Public Transport Operating Model (PTOM).
 5. The implementation of changes started on 30 April 2018 in Wairarapa, followed by the Hutt Valley on 17 June and then Kāpiti Coast, Porirua and Wellington on 15 July. While the changes caused some disruption and customer reaction, in Wellington City other less predictable issues like driver shortages led to ongoing operational issues such as reliability. The major change to bus routes and timetables occurred within Wellington City, with minor changes to timetables in other areas.
 6. A high quality, reliable, accessible and modern public transport network relies on the provision of fit for purpose, well designed and maintained infrastructure and facilities. This includes roads, bus stops and shelters, transport interchanges and hubs, rail tracks and associated infrastructure, train stations, ferry terminals and wharves, Park and Ride facilities, cycle paths and footpaths, and door-to-door transport services for those with limited access to public transport.
 7. Infrastructure and facilities need to provide good access, safety and personal security at all stages of the journey, particularly for people with impairments. Public transport elements also require clear and consistent branding with services and levels and information to meet customer needs for an integrated, easy-to-use customer focused system. As different agencies have ownership or control of various elements of the system, communication and cooperation between all parties is required to achieve this.

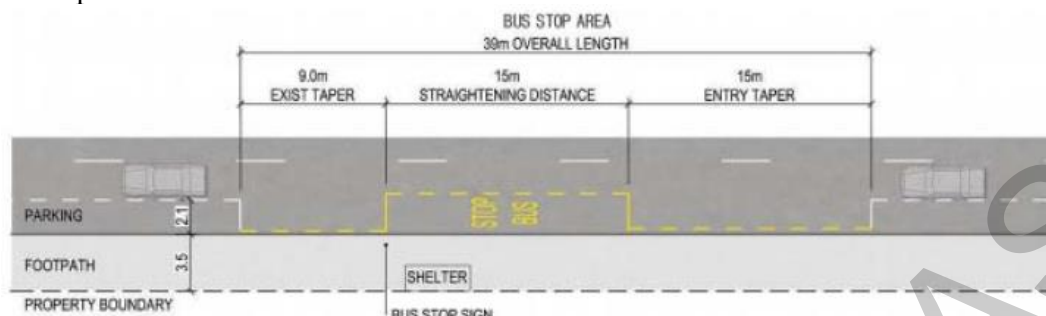
8. The bus route 150 runs between Kelson, Lower Hutt, Maungaraki and Petone as shown below:



Discussion

9. Current bus stop infrastructure hasn't kept pace with a changing and improving bus fleet. While new buses are designed to be fully accessible for customers, they are only accessible where the bus can pull up parallel to the kerb, allowing customers step-free access to the bus.
10. This is particularly critical for customers with wheelchairs or other mobility aids, along with prams and wheeled luggage, where having to step out onto the roadway and then up into the bus is a significant barrier to access.

11. In order to ensure consistency across the wider network, alterations to existing stops are designed to comply with Waka Kotahi's – Guidelines for Transport Infrastructure and Facilities.



Options

12. The options include:
- approve the proposed changes to the Route 150 bus stops as they appear in this report;
 - reject the proposed changes to the Route 150 bus stops as they appear in this report; and/or
 - provide comment to Council to assist in its decision regarding the proposed changes to the Route 150 bus stops.
13. Officers recommend options a. and c. as the proposed changes go toward achieving the goals of the Regional Public Transport Plan.

Climate Change Impact and Considerations

14. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
15. Transport infrastructure and facilities that provide good access, safety and personal security at all stages of the journey, particularly for people with impairments will help to remove barriers to the use of public transport. The more barriers removed by Council will make the choice to use public transport easier and will support moves to reduce car dependency and therefore the corresponding carbon emissions.
16. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

17. GWRC undertook consultation with all affected residents within proximity to the bus stops.
18. Consultation occurred between August and September 2021 for periods of two weeks given the extent of the bus stops affected.
19. Consultation letters were hand-delivered to residents and posted to owners before lockdown in August 2021. The consultation period was extended for an additional two weeks during lockdown to a total of four weeks. GWRC

were unable to advise residents personally that the consultation period had been extended due to Alert Level 4 rules, but the Metlink Contact Centre was advised that residents could have the extension of time if they requested it.

- 20. GWRC has notified the submitters regarding the upcoming meeting.
- 21. GWRC has responded to all the concerns raised by the submitters.
- 22. Below is a summary of the responses received:

Location	+ve	Neutral	-ve	Stop #
Dowse Drive, Maungaraki				8052
Dowse Drive, Maungaraki				8053
Dowse Drive, Maungaraki	1			8055
Dowse Drive, Maungaraki	1			8057
Dowse Drive, Maungaraki	1			8058
Maungaraki Road, Maungaraki	2			8061
Oakleigh Street, Maungaraki	2			8063
Dowse Drive, Maungaraki				8065
Major Drive, Kelson	2			8213
Major Drive, Kelson				8214
Major Drive, Kelson				8217
Hutt Road, Petone				9050
Dowse Drive, Maungaraki				9052
Dowse Drive, Maungaraki	2			9055
Dowse Drive, Maungaraki				9057
Acacia Avenue, Maungaraki	2			9059
Maungaraki Road, Maungaraki	1			9061
Oakleigh Street, Maungaraki	1			9063
Harrison Crescent, Avalon	1			9206
Major Drive, Kelson	2			9212
Major Drive, Kelson				9215
Major Drive, Kelson				9216
Major Drive, Kelson				9217
Hutt Road, Petone		1	1	8046

No!! Not prepared to have a bus stop right on our driveway entrance!!

We would like the entry taper to be 15 metres to remove the car park and give clear view to the crossing and pedestrians.

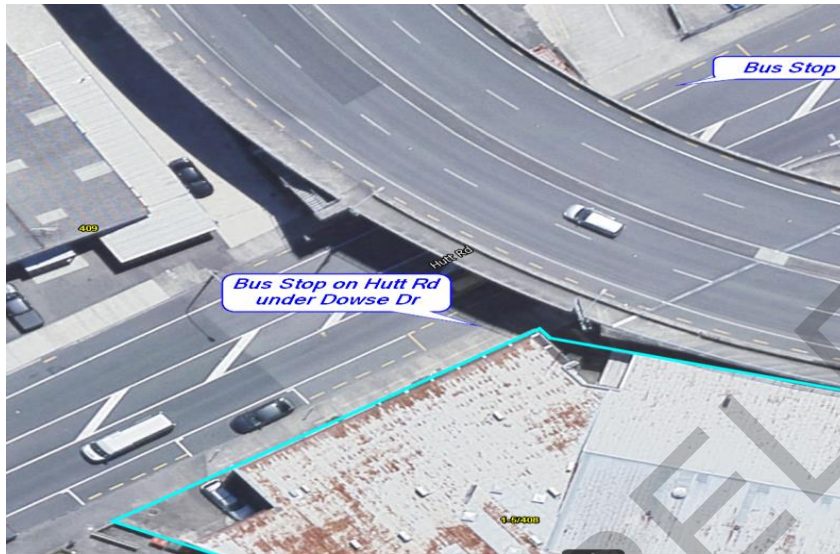
Hutt Road, Petone 1 1 8047

Here is my opposition to the changes as it will impact my and other people's businesses. If I lose money I will sue you for damages. There are 3 other people affected in this change you are proposing, I'm affected in Unit 1 and 3, and especially as this is a cafe that will be 24 hours but currently just standard and closed for renovations, but in saying that it is reliant on people driving in and parking any time so any bus that comes there or parks we will lose customers, I have seen buses park in the busstop at day and night while times are getting done or just waiting for their run to go for some reason,

They even sleep in them I've seen this, and the thought of this impact I big, I'm not sure if you have contacted the owners of unit 2 and unit 5 in this body corp but I suggest you do as they will be affected a lot, if its changed, it's hard enough as it is without any

more changes coming.

I totally reject this proposal as units 1, 2 3, 5 need the 60-minute car parks including for parking and dropped for close access to the shops and takeaway bar etc. also the access to car parks is needed all the time. It's already hard enough with the current situation as it is.



Acacia Avenue, Maungaraki 1 1 8059

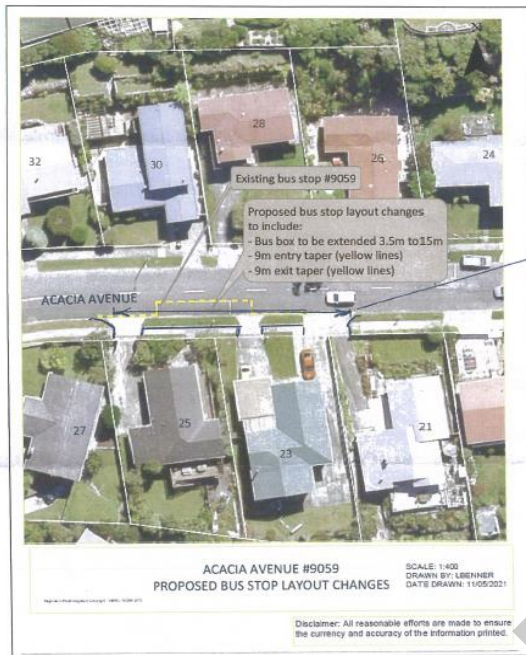
We do support better access to board the bus on one level for young people with prams, and older people to board the bus on one level also for getting off the bus.

The present bus area has ample room for kneeling and manoeuvring in and out of this stop. The buses already kneel to allow people to enter and alight! There has not been any difficulty with the bus pulling into the stop with vehicles parked there. This is an extremely busy street with not only residents in the vicinity using, but it is also used by vehicles coming from housing at the back of Maungaraki, and residents from Korokoro all using our street to get to the Dowse interchange to access Lower Hutt and the motorway. Since COVID-19 in 2020, we now have more people running their businesses from home, and there are a number of rental properties with high numbers of tenants in the immediate location where these stop changes are to be made. We cannot afford to lose any vehicle parking on this side of the road and including your Site Plan 8059.

Recommend:

1. Moving the bus stop outside either house number 22 and 24 and using the driveways as access in and out.
2. A survey be conducted to assess the actual amount of bus users. I am a bus user, and they aren't half full, even at peak hours. The only full buses are the school pick-ups. Assess the bus size for the delivery of the service, rather than one size bus fits all!

**Site Plan – 9059 Acacia Avenue at Camellia Terrace
(near 25)**



Harrison Crescent, Avalon 1 1 8206

Having measured out your proposed distances towards my address it seems that very little room is allocated for the car park next to my driveway! As it is people encroach next to my driveway! Happy to discuss on site a couple of solutions to mitigate this. i.e. marked lies for said carpark.

Major Drive, Kelson 1 8212

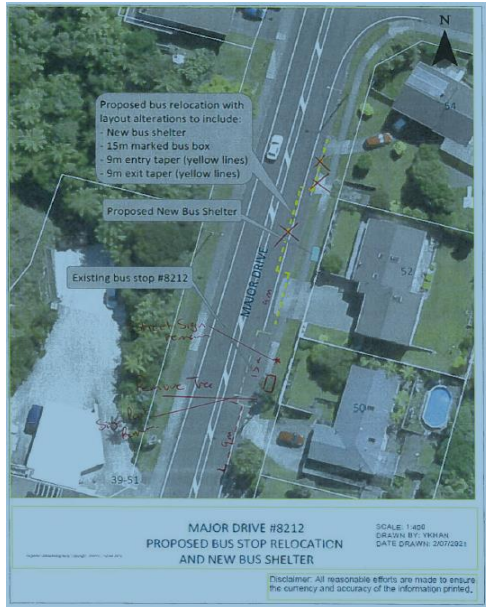
We support the bus stop location on the condition the yellow line for the exit taper is continued down to the start of No 50.

The reason for this is the area will be used as parking for people wishing to visit the shop across the road and whilst we do not wish to take trade away from them the amount of traffic that stops here now (within the current bus-stop) is increasing and our driveway gets blocked often. So with the new area being the only parking space and with the number of Cars/Trucks parking here it will make getting out of our driveway far more hazardous. Parked cars here may also block drivers coming down the hill from seeing the sign showing that a corner is coming up.

As the owner/resident of 50 Major Drive, we believe the following choices:

We support the location of the proposed new bus shelter with the following condition: That the yellow line for the exit taper is continued down to the start of the driveway of No 50. The reason for this is the area will be used as parking for people wishing to visit the shop and whilst we do not wish to take trade away from them the amount of traffic that stops here now (within the current bus stop) is increasing and our driveway gets blocked often. So with this new area being the only parking space and with the number of cars/trucks parking here it will make getting out of our driveway far more hazardous. Parked cars here may also block drivers coming down the hill from seeing the sign showing that a corner is coming up. OR we do not support the location of the proposed new shelter for the following reasons: With the pohutukawa tree and then a bus shelter either off set or in line with each other, our field of view when reversing out of our driveway will be considerably limited and with the amount of traffic that comes down the hill this will make getting out of our driveway far more hazardous. OR we could offer an alternative option: The bus stop remains where it currently is; the pohutukawa tree currently within the bus stop area be removed and a bus shelter be installed in its place; this bus shelter is to be either fully "see through" or at a minimum is 50/50 solid bottom and clear top and the 9m exit taper run to the end of the storm water drain grate between 50/438 Major Drive.

Advantages: Road marking remains the same; no new concrete footpath work required; provides a clear view of traffic coming down the road (apart from when buses are using the area); Reduces our risk when getting out of the driveway. We understand that a decision will be formed on the location/layout so offer the above ideas to assist.



Dowse Drive, Maungaraki 1 1 9058

Thank you for the opportunity to provide feedback. I am a resident and owner of 213 Dowse Drive. I do support Metlink's efforts to improve safety and accessibility. However I object to the proposed change because I believe it makes this site less safe for me and my family. Dowse Drive is the main route to Maungaraki and is very busy at peak times. Both 211 and 215 Dowse Drive are long term rental properties. Currently each property has 4 cars associated with it, that is 8 cars requiring parking. the car owners tend to park their cars on the street outside 211 and my place at 213. My cars are parked in the driveway. There are few options for parking nearby with bus stops on both sides of the road.

The proposed change reduces parking spaces by 2 it would seem. This will lead to 1. Parking on the berms, 2. Close parking encroaching on my driveway.

This will make it very unsafe for me exiting my property due to reduced visibility. This will be compounded on rubbish days when the new large bins must be placed at the curb and also between 9am and 9am during which school children hurtle down the footpath on scooters. Furthermore, opening up the access to the bus stop will mean buses will swoop into the stop at greater speed, further adding to the risks I face exiting my property.

Also turning into my property becomes dangerous when there is no street parking to allow me to pull into the side of the road and allow following traffic to pass before turning. I signal and slow down but often drivers behind thinks I signalling to turn into Acacia Avenue further up the hill and must break heavily. Therefore, I object to the proposal on health and safety issues.

General Comments and Questions: 1. The site plan is a "birds' eye" view that does not show the steep slope of Dowse Drive at this location. Is step-free access to the bus even possible on such a gradient? 2. The bus stop diagram you have provided, taken from the NZTA Standard and which you say Metlink should comply with regardless of location or frequency of use, has a bus shelter indicated on it. Will you be putting in a bus shelter to comply? That would certainly be an improvement for your customers.

Some suggestions. I would ask Metlink to consider the following options for this bus stop: 1. Given the low frequency of use of this stop and the congestion around it could the bus stop be removed entirely? Perhaps a safer option would be a stop on a flatter section of road in Acacia for example where there is less traffic and no gradient? 2. A greater separation between the two stops on opposite sides of Dowse Drive in this area may also be a solution. There appears to be much less congestion further up Dowse outside 217 and 219 for example. 3. Leave this stop as it is to preserve parking spaces. 4. If you ahead with proposal there needs to be yellow lines added at the driveway entrance of 213 to stop cars being parked too close which blocks my visibility when trying to exit. Removal of the tree growing on the berm outside 213 may also improve visibility.

Protea Street, Maungaraki 1 1 9060

I support move the Protea Street 8060 bus stop away from the Reese Jones corner. But if the proposed location requires no parking opposite the bus stop (which is not shown on the proposal) it will leave very little parking space on Protea Street. Also, cars turning right into Protea from Acacia usually do so at speed, and most cut the corner - if a bus is at the proposed stop, overtaking/passing cars will be in line with the turning cars. There is another bus stop about 200-300m on Acacia - the proposed stop is close to that. Protea Street is too narrow for

bus stops - and not many people catch the bus at this stop.

I do not support these changes as they introduce a road hazard, take away any safe drop/off collection area for our business and introduce a noise nuisance. I also believe the best practice design is excessive, appears to contradict the Land Transport (Road User) Rules and is unnecessary for the Western Hills. The total impact of this design across the entire route will be unacceptable. Metlink should consider the appropriateness and efficiency of the large buses they are using on this route – some of the corners on the road up through Normandale must be very demanding for the bus drivers and other road users. I will also add that our household are regular bus users of route 150 - both for commuting and leisure. 1. It creates a dangerous road hazard with the parking space on the corner with Reese Jones. 2. It creates a noise nuisance as the proposed bus stop is now directly opposite our bedrooms. 3. It removes safe parking for our courier collections and deliveries as part of our business. 4. It removes a tree.

Maungaraki Road, 1 1 9062

Maungaraki

There are currently no yellow lines behind the bus stop. Shifting the bus stop and putting in yellow lines would remove three car parks not one as stated in the letter. This is unacceptable to us as we have five cars registered to our address and we would have no street parking near our house. In the evening cars are parked on the road opposite us. Over 20 years ago the bus stop was outside #60 and our neighbours asked for it to be moved. Although the owners have changed I suggest it is moved back there or moved to outside #50. The current proposal means two houses have no parking on the street in front of them and both houses use the parking and would have to park a considerable distance away.

Protea Street, Maungaraki 1 8060

I am strongly opposed to the proposal to relocate bus stop 8060 closer to the intersection of Protea Street and Acacia Avenue.

The principal reason for my objection is one of safety. The intersection of Protea Street and Acacia Avenue is already dangerous – just ask any of the residents. The corner is blind for vehicles travelling up Acacia Ave and turning into Protea Street. Despite this vehicles coming up Acacia Avenue commonly cut this corner to varying degrees to minimise the need to slow down. This includes your own buses. It is not uncommon to see vehicles travelling around this corner at considerable speed completely on the wrong side of the road.

Protea St is not a wide street. Vehicles coming down Protea St need to move across onto the other side of the road of the road to pass buses stopped at the bus stop. If the bus stop is moved closer to the intersection, this will put them in direct line of vehicles coming at speed around the Protea St/ Acacia Ave corner. By moving the bus stop closer to this intersection you are significantly increasing the risk of accidents – there will be head on collisions, of that I have no doubt. Some vehicles may wait behind a stopped bus for it to move on, many will not and will move across the road to pass the bus.

Some people alighting from buses also cross the road after alighting. Some cross behind the stopped bus and some cross in front of it. It is desirable that this occurs as far as possible from the Protea St/Acacia Ave intersection. Moving the bus stop closer to the Acacia Ave/Protea St intersection also puts these people at greater risk.

In terms of the Health and Safety at Work Act 2015 you are a PCBU. You are required as a PCBU “to eliminate risks to health and safety, so far as is reasonably practicable; and if it is not reasonably practicable to eliminate risks to health and safety, to minimise those risks so far as is reasonably practicable”. You are proposing to do the complete opposite of this - far from eliminating or minimising a risk to health and safety, you are significantly aggravating it.

Accidents will occur as a result of moving the bus stop as proposed – that is inevitable. When these accidents occur, perhaps when someone dies, you will not be able to say, “We were unaware of this risk”. I do not want to be in a position following a serious accident of having to point out you were warned of the serious risk to health and safety you were creating but went ahead regardless.

You will have noted WorkSafe has been taking a much stronger line with respect to prosecutions under the Health and Safety at Work Act 2015. I see that the former Chief Executive of the Ports of Auckland is facing prosecution in relation to accidents at the port and that even the National Emergency Management Agency is being prosecuted following the Whakaari tragedy. I would not want to see you in a similar situation.

The bus stop is currently in a much safer location than that proposed. I appreciate there may be convenience benefits to moving the bus stop but believe that health and safety should be paramount, not taking second place.

A secondary reason for not moving the bus stop is the loss of parking spaces. Although I seldom park where the bus stop is proposed, and for safety reasons would not object to a no stopping line being put in, it is commonly used for parking by the people next door, and people from

several houses across the road. It is going to inconvenience a considerable number of people and encourage people to park closer to the corner.

The people across the road (at #3) have approached me with similar concerns to mine. They are fearful of the dangerous situation that will arise right in front of the driveway to their property if this goes ahead and are convinced it will lead to accidents. English is a second language for them, and they indicated that for this reason they were not providing a written submission but that they share my concerns in strongly opposing this proposal. I am sure they would be happy to discuss their concerns with you (particularly if an interpreter is available).

I hope these comments are helpful.

Maungaraki Road,

1 8062

Maungaraki

There is no real need to demolish the concrete bus shelter outside 57 Oakleigh Street. There appears to be enough room between the shelter and the kerb to manoeuvre a wheelchair, walker or pram into the shelter and go from the shelter into a bus once it has kneeled. The entry taper can be extended along the entire frontage of my section to enable a bus to always pull up to the existing shelter parallel to the kerb. If a replacement shelter were erected as shown on your site plan, it would be very close to our front fence, prohibiting me from painting the fence. My letterbox would have to be moved clear and remounted by your contractor securely in a suitable new location, at your expense. Very close to our boundary there are underground power cables, a gas pipe, and Chorus fibre-optic cables. If, for example, the power cable faulted under the bus shelter, fuses would blow at two substations on the street, cutting off power to several houses in the street. The new shelter would have to be moved rapidly to allow excavating to expose the cable and repair. The same action would be required if either the gas pipe or the Chorus cables faulted. For the above reasons I believe that a relocated bus shelter is not necessary and is not a good use of ratepayers' money.

The consultation letter omitted including a ground-level drawing of the exact placement of the bus shelter, and GWRC responded to the resident's feedback:

GWRC are undertaking a programme to replace all the older concrete shelters or shelters that don't meet accessibility standards in the network. The space between the kerb and shelter is quite slim with approximately 600mm space, the absolute minimum for a wheelchair is 900mm, the guidelines recommend 1.2m. For accessibility we are not only working with wheelchairs, but there are also many people who are infirm and use walking frames or other aids, plus there are partially sighted people who need better design for them to get about independently.

The shelter also has low functionality, this is how well people are protected from the weather, can see the bus coming and how people perceive the cleanliness and safety of using the shelter. The shelter will be bolted to the concrete pad so can be unbolted and moved if necessary, GWRC are happy to move the shelter if reasonable notice is received for any maintenance to be undertaken on the fence and/or for other utility companies. GWRC are aware of the water toby in the berm and we'll check for the other services before starting work. The concrete pad only goes down by 200mm at max so wouldn't expect to encounter services.

Major Drive, Kelson

1 8215

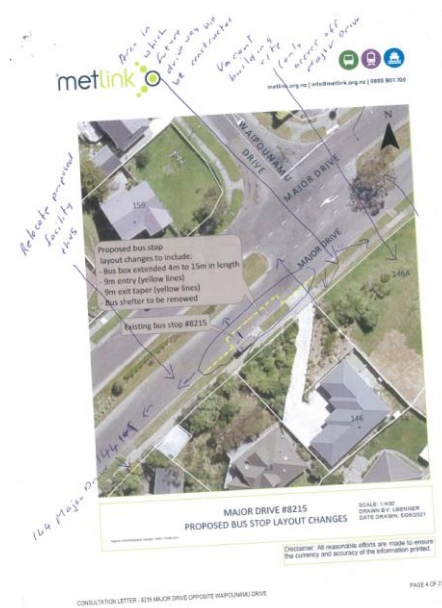
As the owner/occupier of the property located at the existing bus stop I would be the one most adversely affected by the new proposal. I am partially physically incapacitated and require visits from caregivers, many of whom choose to park at the kerbside of Major Drive rather than negotiate my steep driveway with their vehicles. Elimination of close by car parks would cause considerable inconvenience.

The vacant building site at 146A Major Drive is only accessible via Major Drive and at some point, in the not-too-distant future, will require the construction of a vehicle crossing and driveway thus reducing other parking options. Please refer attached proposal plan.

I would strongly advocate for moving the bus stop facility slightly south down Major Drive as per the attached proposal plan for the following reasons.

1. Locate the new bus stop adjacent to lot 23 which has its entrance way via Kelso Drive. There would be no impact upon this property.
2. Construct the new bus stop at a point beginning at the boundary of the substation and the property located at 144 Major Drive northwards back towards my property at 146 Major Drive. The vehicle crossing at 144 Major Drive would allow additional space for the exit taper as per the attached plan.
3. There is adequate space for the construction of the new shelter in front of lot 23.
4. Relocation of the new bus stop as I propose would allow vehicles turning south from Waipounamu Drive greater clearance to Major Drive at peak times when buses (inclusive of school runs) are picking up passengers.

I trust that favourable consideration will be given to this new proposal.



Dowse Drive, Maungaraki

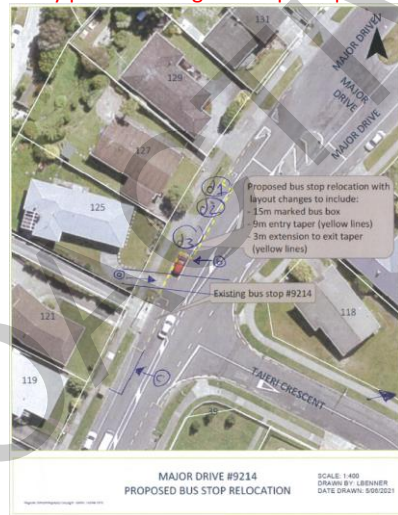
1 9051

I do not support losing a carpark, considering there is limited parking directly outside 10 houses. Pregnant, visitors or elderly should not be expected to walk up hill any more than needed. Considering weather! Logically the bus stop should be located further up the hill opposite the downhill bus stop.

Major Drive, Kelson

1 9214

Support: No (it's terrible) 125 Major Drive, Kelson a) My driveway is "angled", so what I reverse, I cannot have a car block my ability to get out of my driveway or block my visibility. b) The yellow lines will force the car to block my driveway as they need to be behind those lines. c) Why can't you extend the bus stop, cars always park here "illegally" and block the bus and my visibility when I reverse. d) PARKING - used to park my second car, used for guests, used for many parents doing school pick up.



Major Drive, Kelson

1 9218

I would like to know the number of people per day that board and alight at this particular bus stop. I wouldn't deem the bus stop as being accessible anyways, given it is grassed. These parks are needed for the residents in the area, especially those with tenants where there are multiple cars per household.

23. The Petone Community Board will consider this report and the associated bus stop changes within their catchment at its meeting to be held on 14 February 2022. Officers will provide an update on the Petone Community Board's recommendations relating to 9050, 8046 and 8047 Hutt Road at the subcommittee meeting.

Legal Considerations

24. Council is the Road Controlling Authority, as defined in the Land Transport Act 1998. In this capacity, it is empowered to make these changes. Council ensures it does so in line with all relevant requirements, including those in the Land Transport Rule: Traffic Control Devices 2004. That Rule specifies the requirements for the design, construction and operation of "traffic control devices" to ensure a safe and efficient road environment. The proposed changes in restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

Financial Considerations

25. These changes can be and will be funded from Council's 2021/22 transport budgets.

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Approved By: Jon Kingsbury
Head of Transport

Appendix A – Bus Stop Restrictions

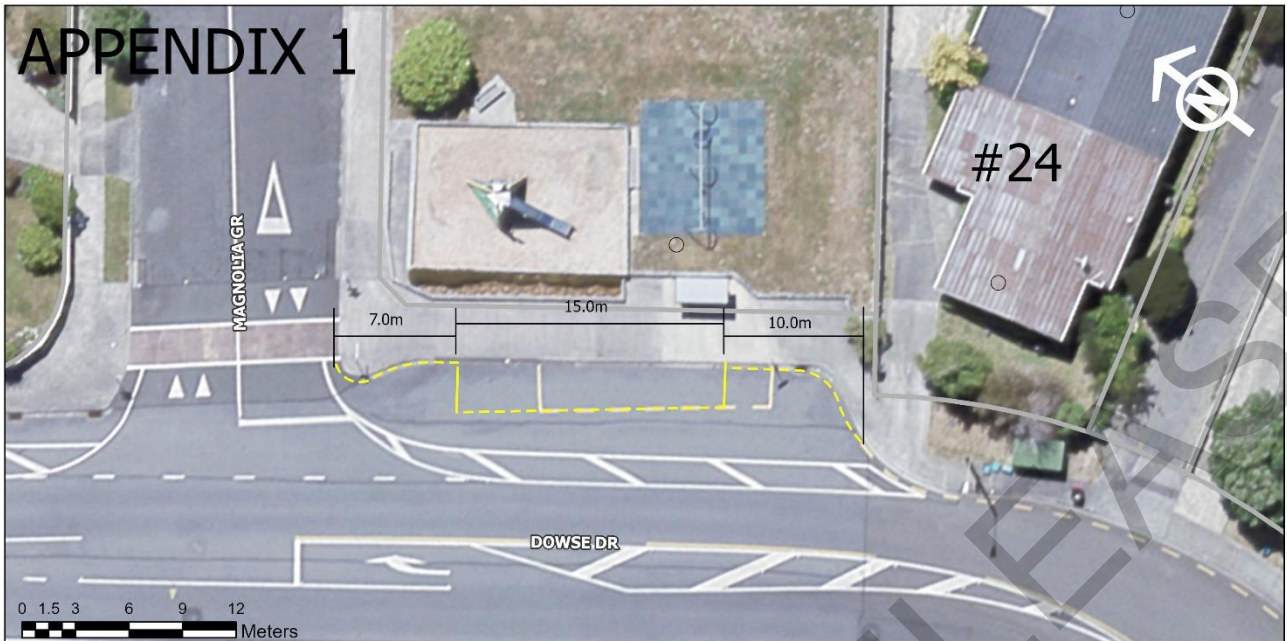
	Location	Schedule	Restriction	Explanation	Identifier	Stop #
a.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 1	TR4.2022	8052
		No Stopping	At All Times	7 metre 'entry taper' as shown in Appendix 1		
		No Stopping	At All Times	10 metre 'exit taper' as shown in Appendix 1		
b.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 2	TR5.2022	8053
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 2		
		No Stopping	At All Times	12 metre 'exit taper' as shown in Appendix 2		
c.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 3	TR6.2022	8055
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 3		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 3		
d.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 4	TR7.2022	8057
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 4		
e.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 5	TR8.2022	8058
		No Stopping	At All Times	19 metre 'entry taper' as shown in Appendix 5		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 5		
f.	Maungaraki Road, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 6	TR9.2022	8061
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 6		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 6		
g.	Oakleigh Street, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 7	TR10.2022	8063
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 7		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 7		
h.	Dowse Drive, Maungaraki	Class Restricted	At All Times	11 metre 'entry taper' as shown in Appendix 8	TR11.2022	8065
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 8		

i.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 9	TR12.2022	8213
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 9		
		No Stopping	At All Times	4 metre 'exit taper' as shown in Appendix 9		
j.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 10	TR13.2022	8214
		No Stopping	At All Times	2 metre 'entry taper' as shown in Appendix 10		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 10		
k.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 11	TR14.2022	8217
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 11		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 11		
l.	Hutt Road, Petone	Class Restricted	Bus Stop - At All Times	16 metre 'bus box' as shown in Appendix 12	TR15.2022	9050
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 12		
m.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 13	TR16.2022	9052
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 13		
		No Stopping	At All Times	19 metre 'exit taper' as shown in Appendix 13		
o.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 15	TR18.2022	9055
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 15		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 15		
p.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	25 metre 'bus box' as shown in Appendix 16	TR19.2022	9057
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 16		
		Class Restricted	Taxi Stand - At All Times	7 metre 'Taxi Stand' as shown in Appendix 16		
q.	Acacia Avenue, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 17	TR20.2022	9059
		No Stopping	At All Times	17 metre 'entry taper' as shown in Appendix 17		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 17		

r.	Maungaraki Road, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 18	TR21.2022	9061
		No Stopping	At All Times	15 metre 'entry taper' as shown in Appendix 18		
		No Stopping	At All Times	11 metre 'exit taper' as shown in Appendix 18		
s.	Oakleigh Street, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 19	TR22.2022	9063
		No Stopping	At All Times	14 metre 'entry taper' as shown in Appendix 19		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 19		
t.	Harrison Crescent, Avalon	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 20	TR23.2022	9206
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 20		
		No Stopping	At All Times	11 metre 'exit taper' as shown in Appendix 20		
u.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 21	TR24.2022	9212
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 21		
		No Stopping	At All Times	13 metre 'exit taper' as shown in Appendix 21		
v.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 22	TR25.2022	9215
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 22		
		No Stopping	At All Times	21 metre 'exit taper' as shown in Appendix 22		
w.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 23	TR26.2022	9216
		No Stopping	At All Times	10 metre 'entry taper' as shown in Appendix 23		
		No Stopping	At All Times	19 metre 'exit taper' as shown in Appendix 23		
x.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 24	TR27.2022	9217
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 24		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 24		
y.	Hutt Road, Petone	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 25	TR28.2022	8046
		No Stopping	At All Times	20 metre 'entry taper' as shown in Appendix 25		

		No Stopping	At All Times	14 metre 'exit taper' as shown in Appendix 25		
z.	Hutt Road, Petone	Class Restricted	Bus Stop - At All Times	15metre 'bus box' as shown in Appendix 26	TR29.2022	8047
		No Stopping	At All Times	17 metre 'exit taper' as shown in Appendix 26		
aa.	Acacia Avenue, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 27	TR30.2022	8059
		No Stopping	At All Times	20 metre 'entry taper' as shown in Appendix 27		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 27		
ab.	Harrison Crescent, Avalon	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 28	TR31.2022	8206
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 28		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 28		
ac.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 29	TR32.2022	8212
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 29		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 29		
ad.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 30	TR33.2022	9058
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 30		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 30		
ae.	Protea Street, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 31	TR34.2022	9060
		No Stopping	At All Times	25 metre 'entry taper' as shown in Appendix 31		
		No Stopping	At All Times	11 metre 'exit taper' as shown in Appendix 31		
af.	Oakleigh Street, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 32	TR35.2022	9062
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 32		
		No Stopping	At All Times	15 metre 'exit taper' as shown in Appendix 32		
ag.	Protea Street, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 33	TR36.2022	8060

		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 33		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 33		
ah.	Maungaraki Road, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 34	TR37.2022	8062
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 34		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 34		
ai.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 35	TR38.2022	8215
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 35		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 35		
aj.	Dowse Drive, Maungaraki	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 36	TR39.2022	9051
		No Stopping	At All Times	9 metre 'entry taper' as shown in Appendix 36		
		No Stopping	At All Times	9 metre 'exit taper' as shown in Appendix 36		
ak.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 37	TR40.2022	9214
		No Stopping	At All Times	10 metre 'entry taper' as shown in Appendix 37		
		No Stopping	At All Times	10 metre 'exit taper' as shown in Appendix 37		
al.	Major Drive, Kelson	Class Restricted	Bus Stop - At All Times	15 metre 'bus box' as shown in Appendix 38	TR41.2022	9218
		No Stopping	At All Times	15 metre 'entry taper' as shown in Appendix 38		
		No Stopping	At All Times	13 metre 'exit taper' as shown in Appendix 38		



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

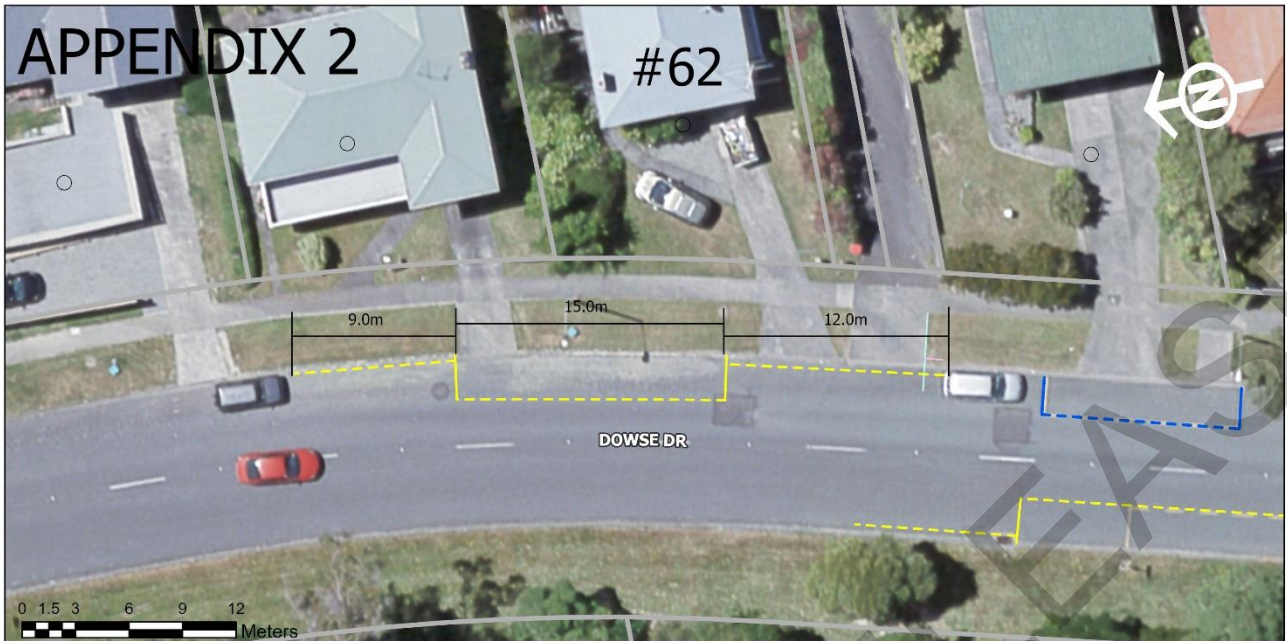
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8052 Dowse Drive, Maungaraki
Project Ref
TR4.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

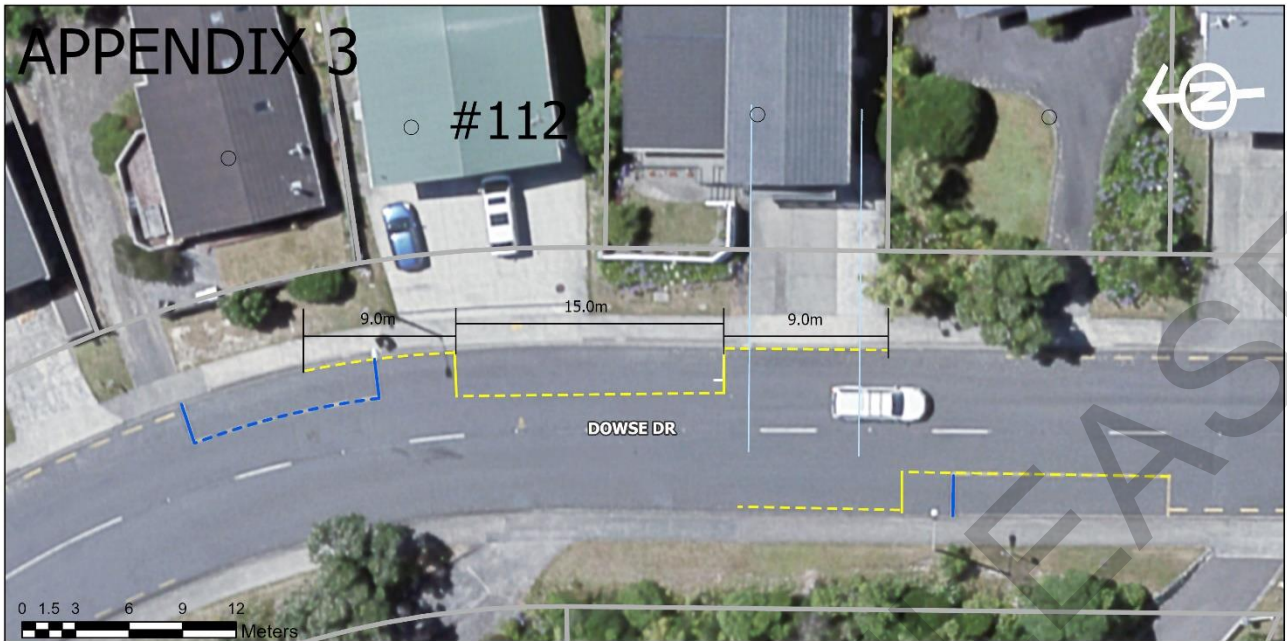
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8053 Dowse Drive, Maungaraki
Project Ref
TR5.2022

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PROACTIVE



LEGEND

- EXISTING MARKINGS — EXISTING POLE / SIGN
- NEW MARKINGS — NEW POLE / SIGN
- MARKING REMOVAL — EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8055 Dowse Drive, Maungaraki
Project Ref
TR6.2022

0 4.25 8.5 17 Meters Scale: 1:250

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8057 Dowse Drive, Maungaraki
Project Ref
TR7.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

0 4.25 8.5 17 Meters Scale: 1:250

Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8058 Dowse Drive, Maungaraki
Project Ref
TR8.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

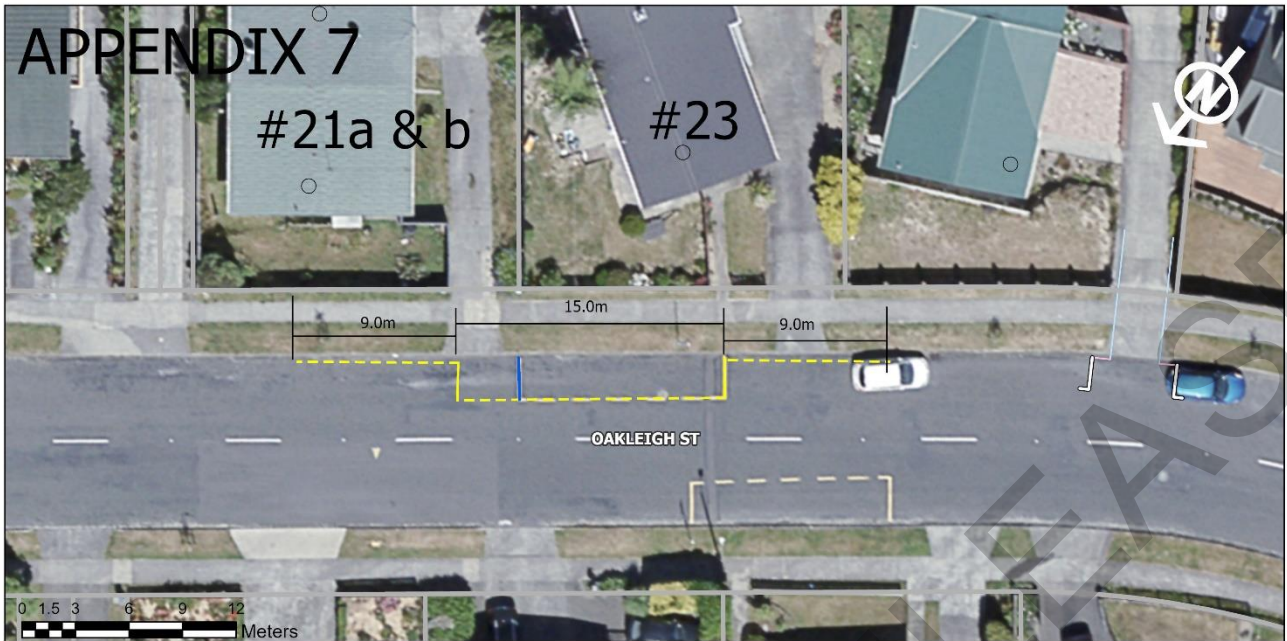
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8061 Maungaraki Road, Maungaraki
Project Ref
TR9.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

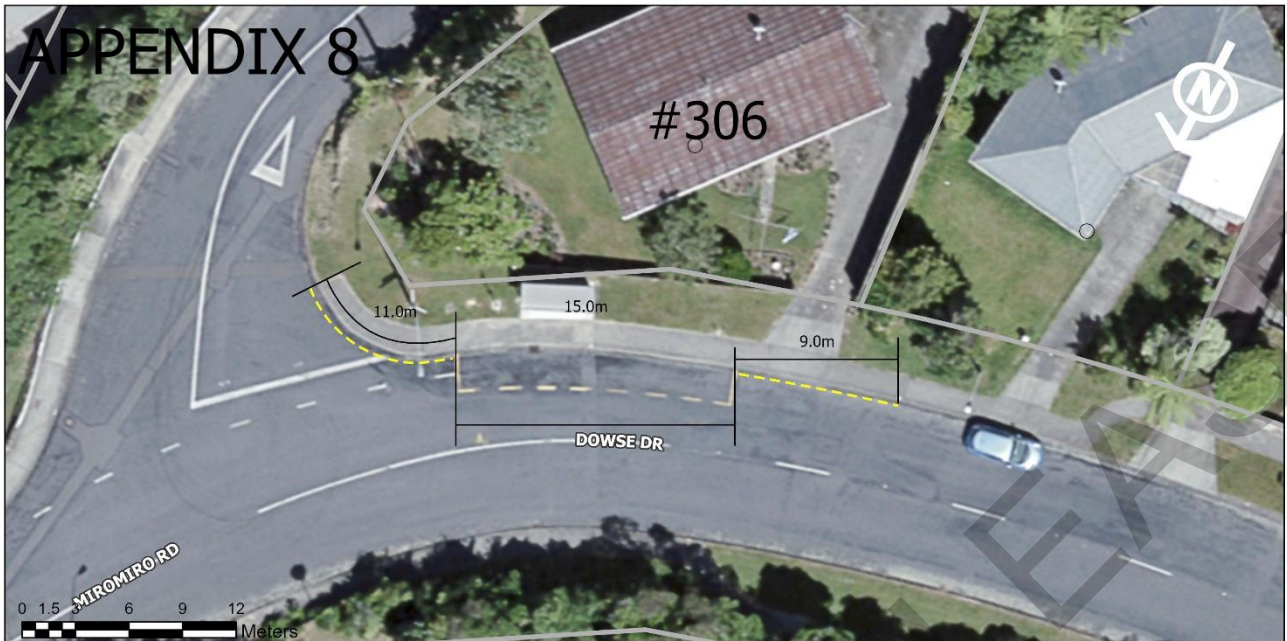
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8063 Oakleigh Street, Maungaraki
Project Ref.
TR10.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

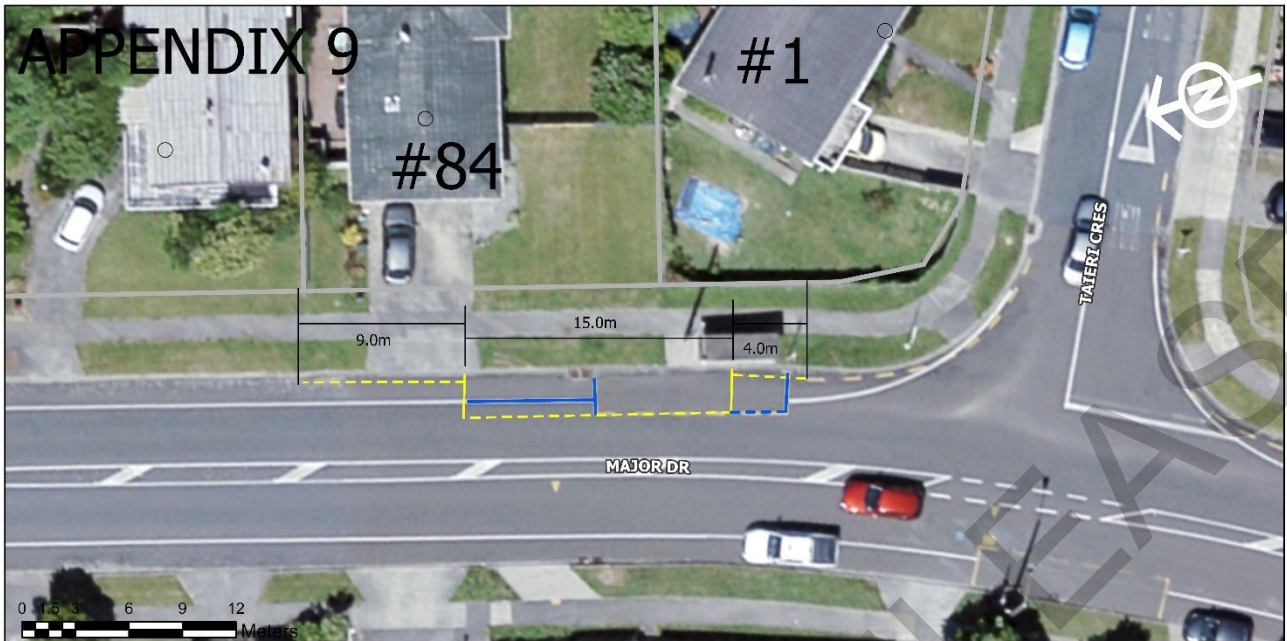
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Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8065 Dowse Drive, Maungaraki
Project Ref.
TR11.2022

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LEGEND

- EXISTING MARKINGS — EXISTING POLE / SIGN
- NEW MARKINGS — NEW POLE / SIGN
- MARKING REMOVAL — EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



0 4.25 8.5 17 Meters Scale: 1:250

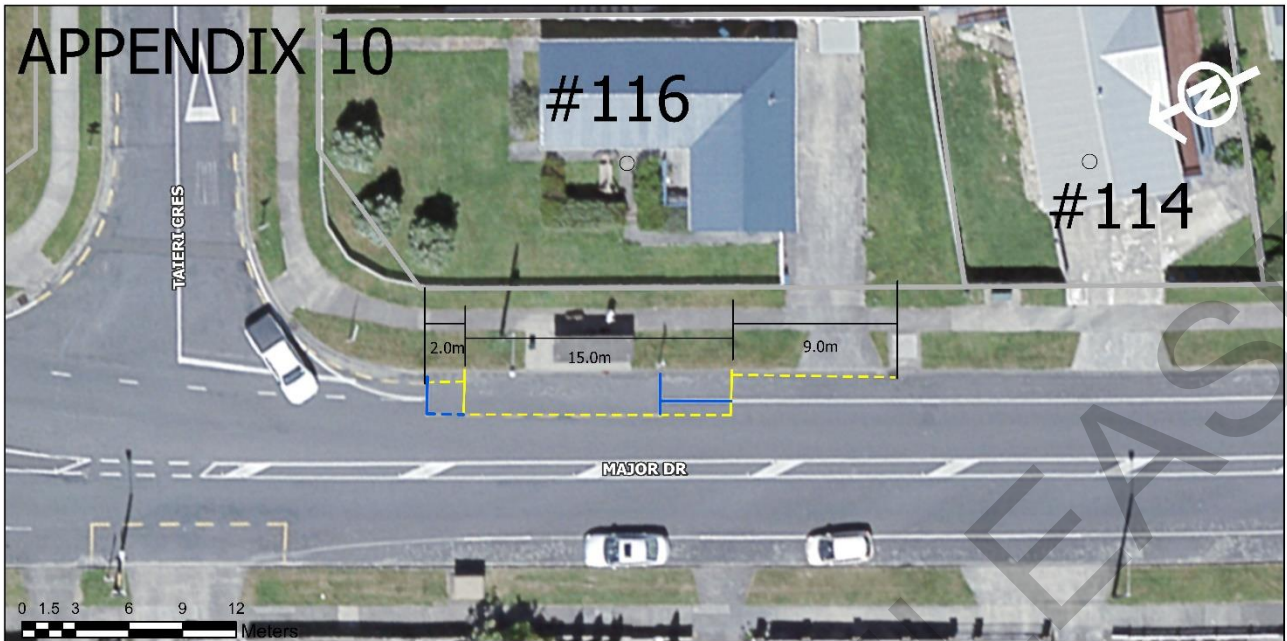
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8213 Major Drive, Kelson
Project Ref.
TR12.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

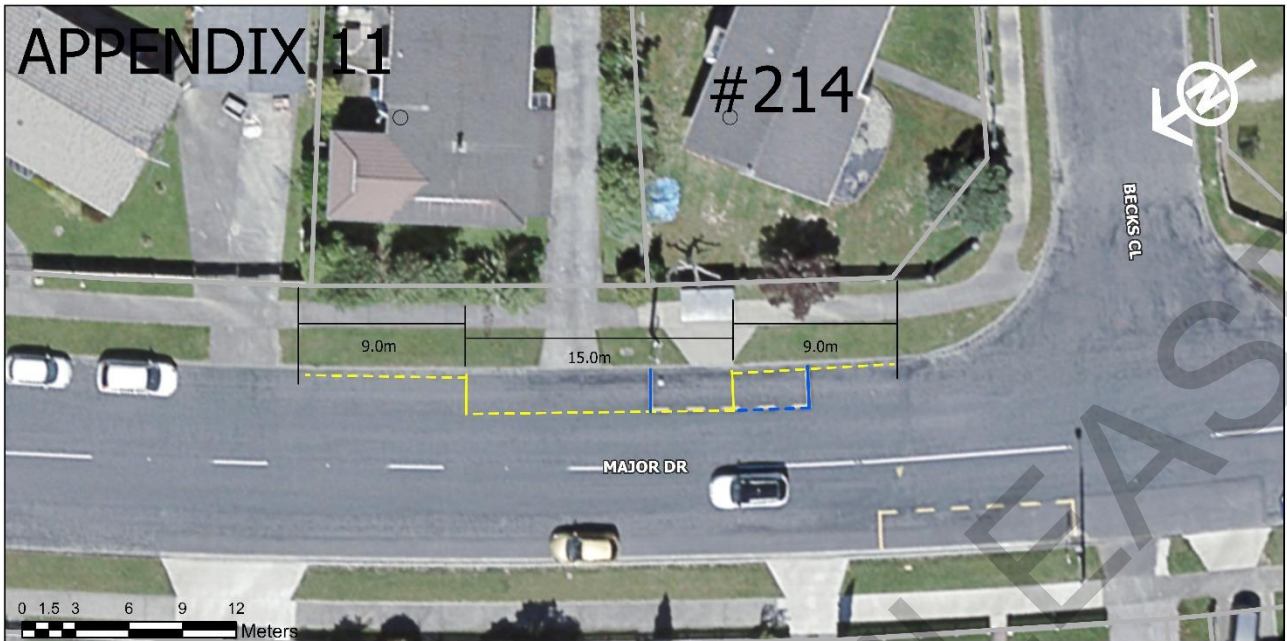
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8214 Major Drive, Kelson
Project Ref.
TR13.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

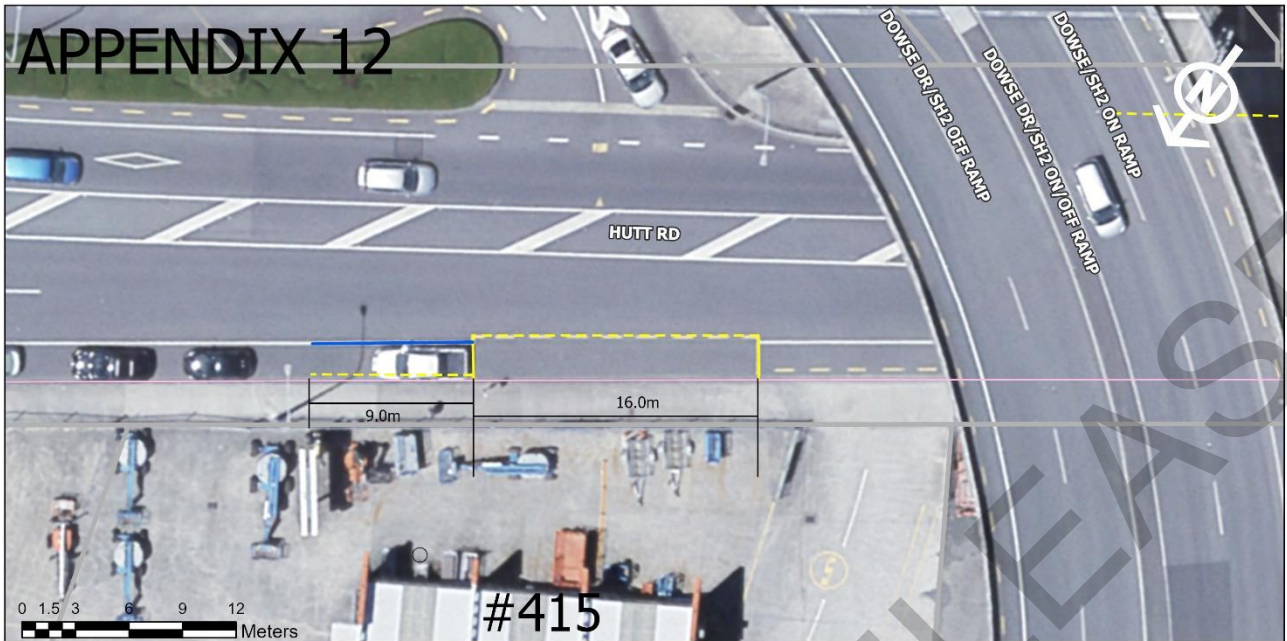
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8217 Major Drive, Kelson
Project Ref.
TR14.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

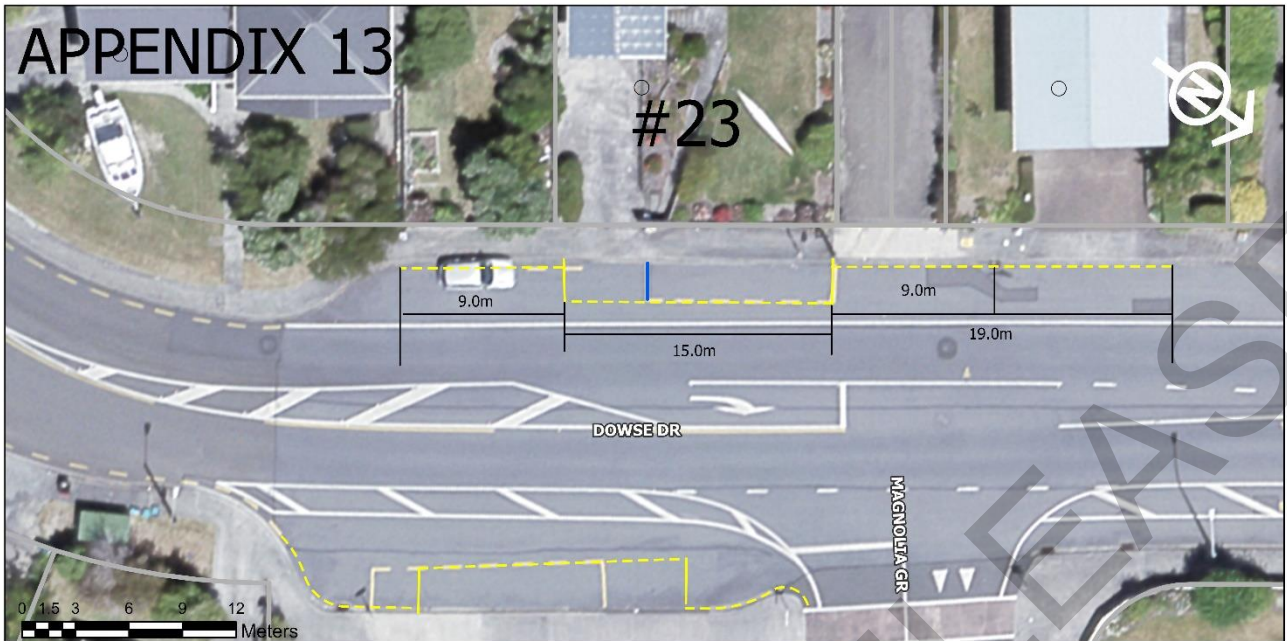
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Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9050 Hutt Road, Petone
Project Ref.
TR15.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

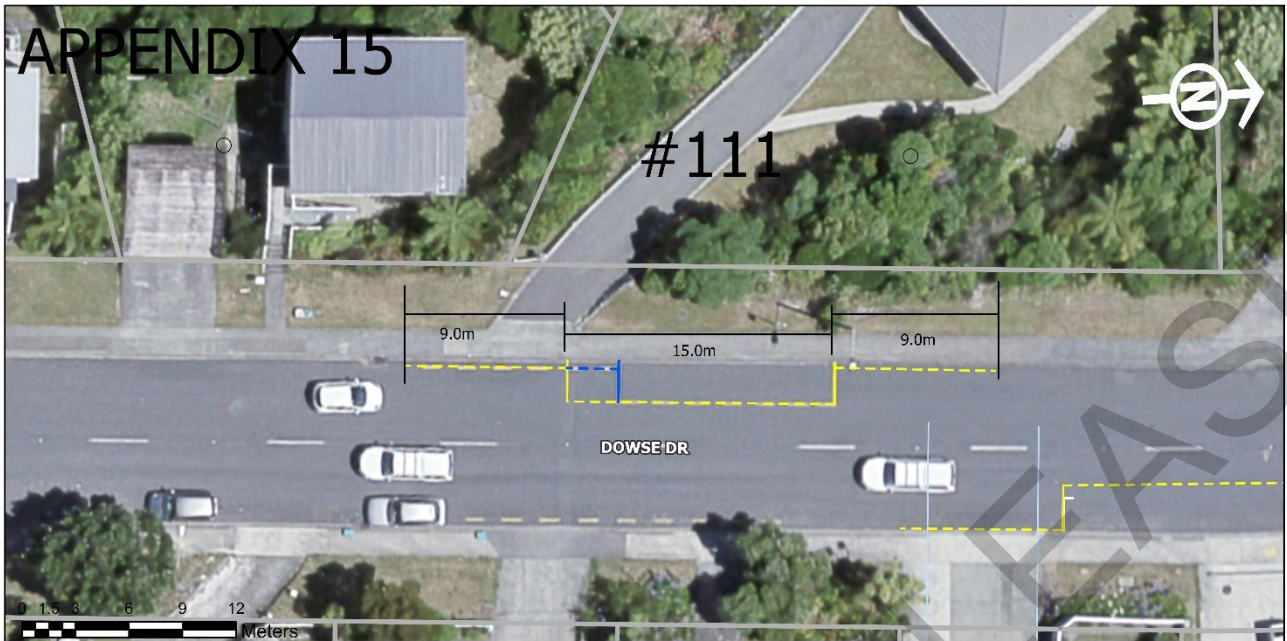
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9052 Dowse Drive, Maungaraki
Project Ref.
TR16.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

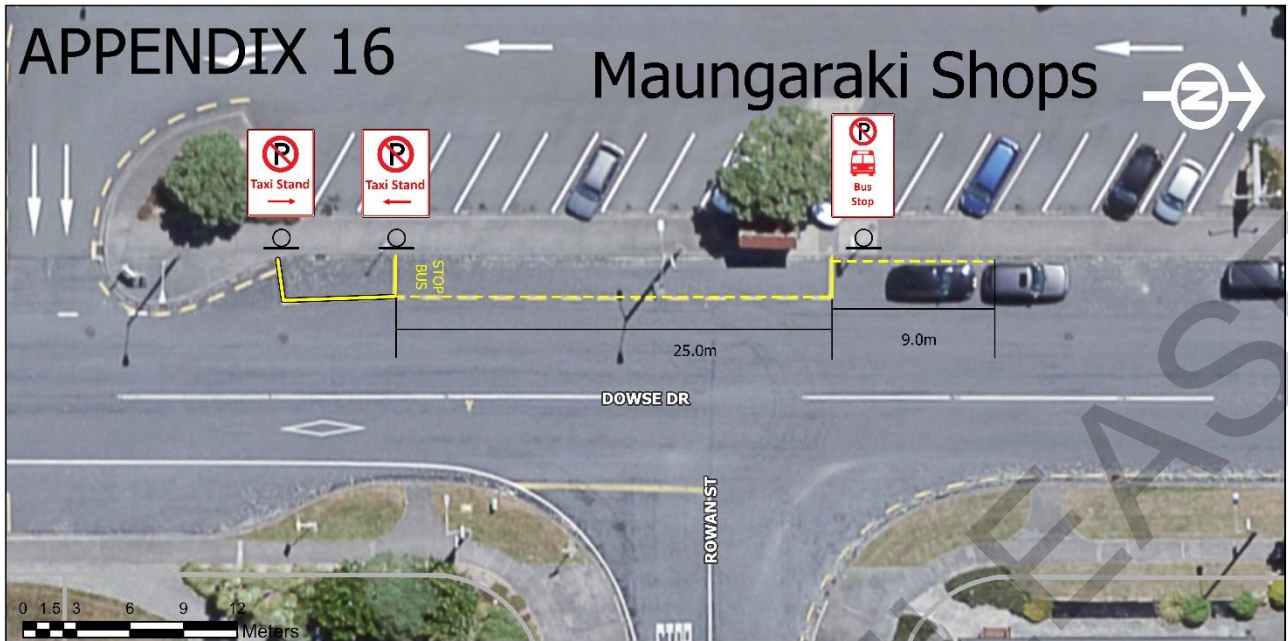
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9055 Dowse Drive, Maungaraki
Project Ref.
TR18.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

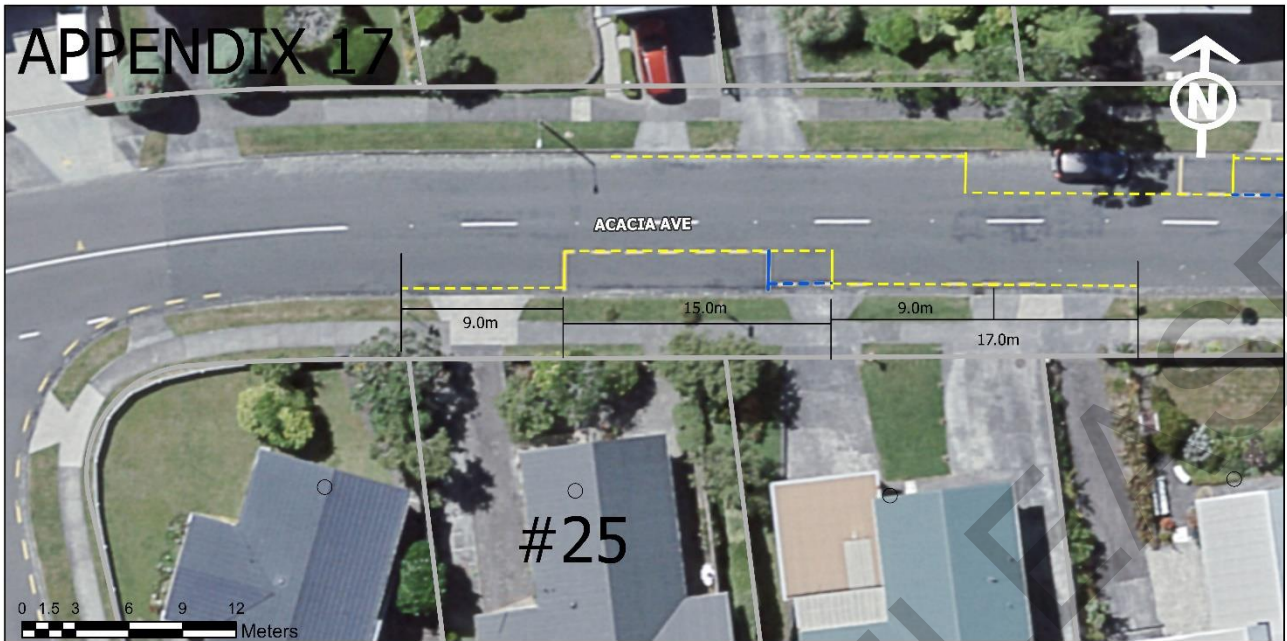
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9057 Dowse Drive, Maungaraki
Project Ref.
TR19.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

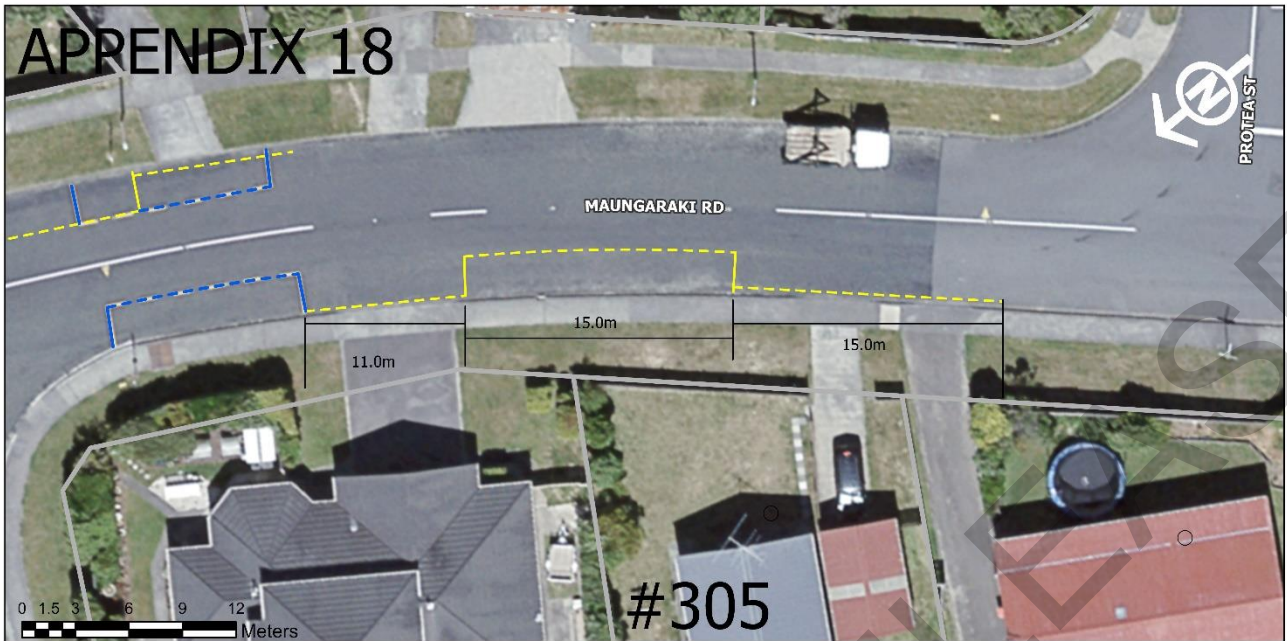
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9059 Acacia Avenue, Maungaraki
Project Ref.
TR20.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

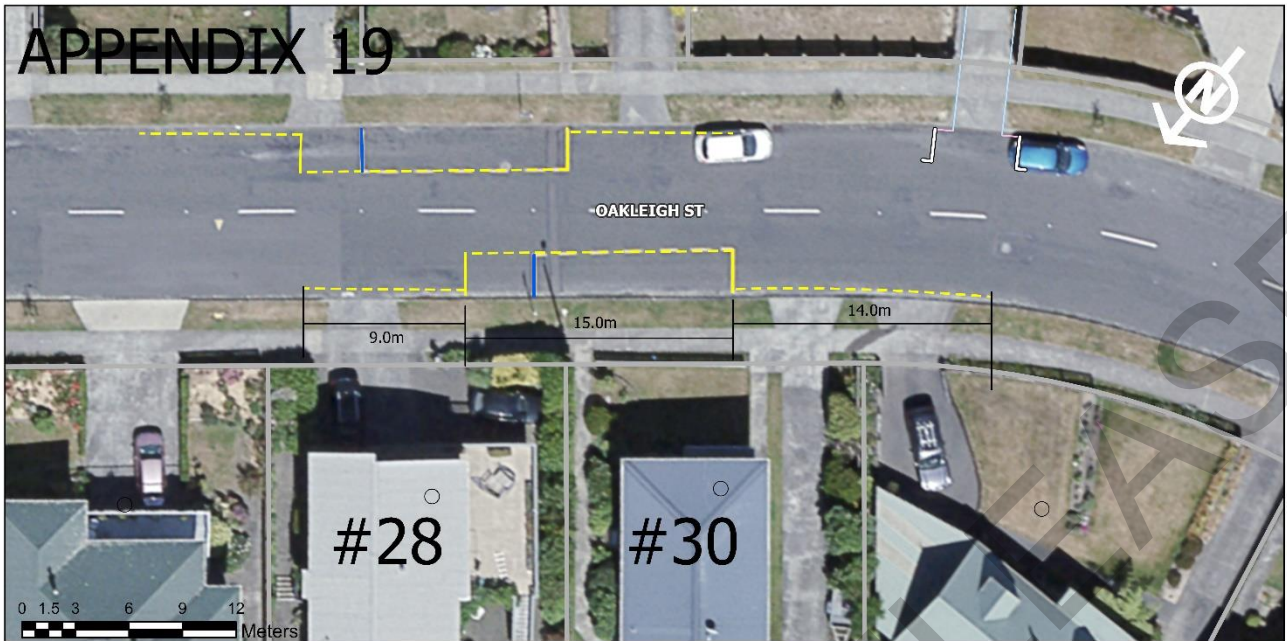
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9061 Maungaraki Road, Maungaraki
Project Ref.
TR21.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

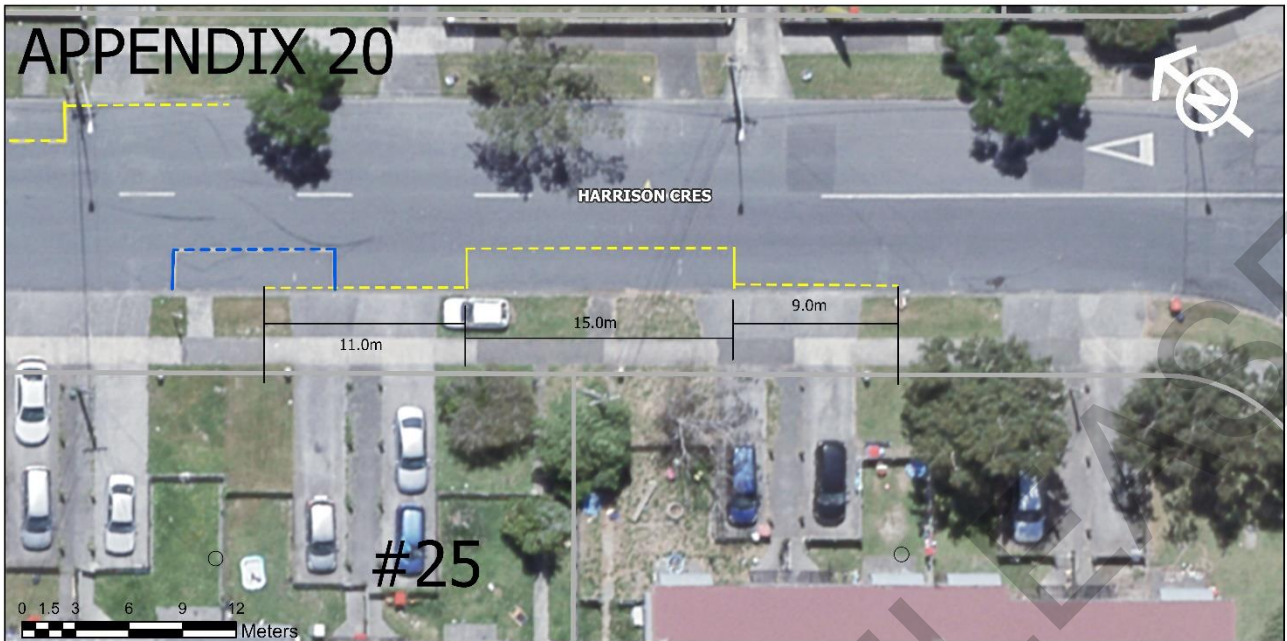
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9063 Oakleigh Street, Maungaraki
Project Ref.
TR22.2022

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LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

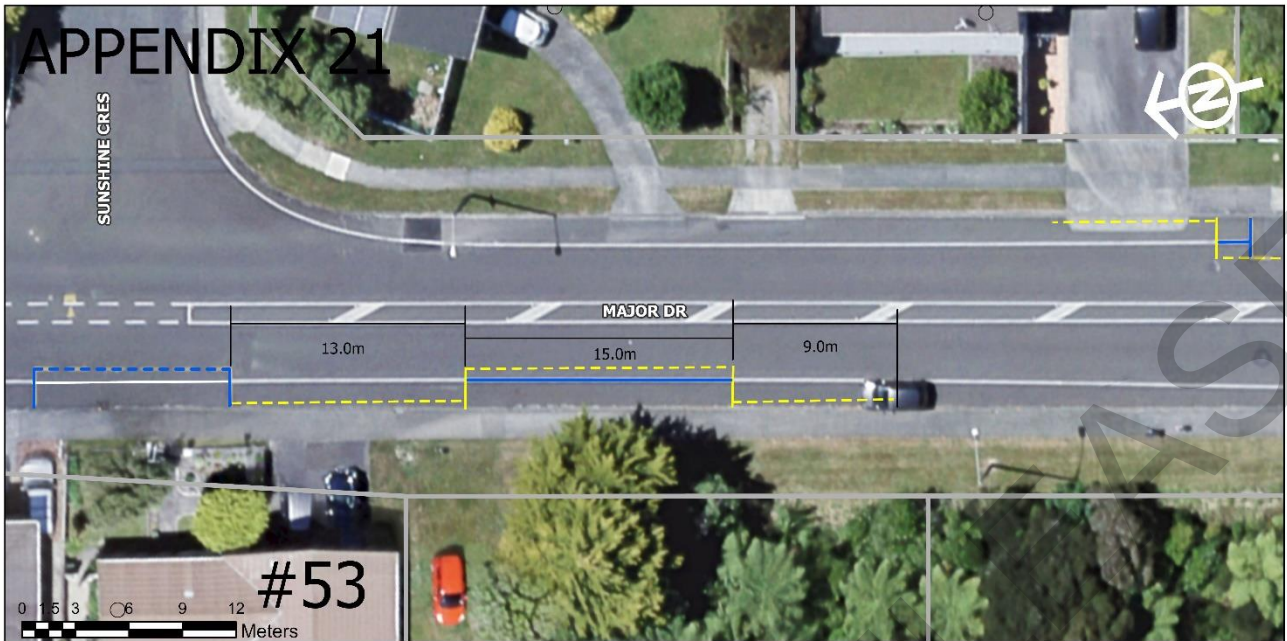
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9206 Harrison Crescent, Avalon
Project Ref.
TR23.2022

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PROACTIVE



LEGEND

- EXISTING MARKINGS —
- NEW MARKINGS —
- MARKING REMOVAL —
- EXISTING POLE / SIGN —
- NEW POLE / SIGN —
- EXISTING POLE / NEW SIGN —
- REMOVE POLE / SIGN —



Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9212 Major Drive, Kelson
Project Ref.
TR24.2022

0 4.25 8.5 17 Meters Scale: 1:250

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

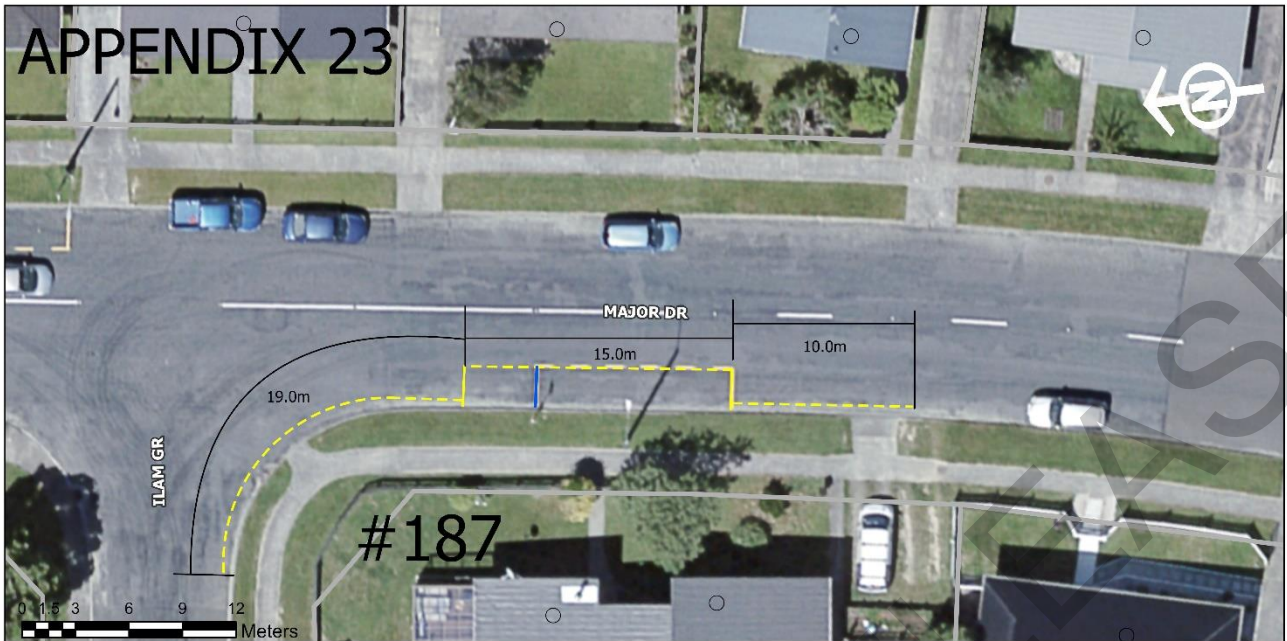
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9215 Major Drive, Kelson
Project Ref.
TR25.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

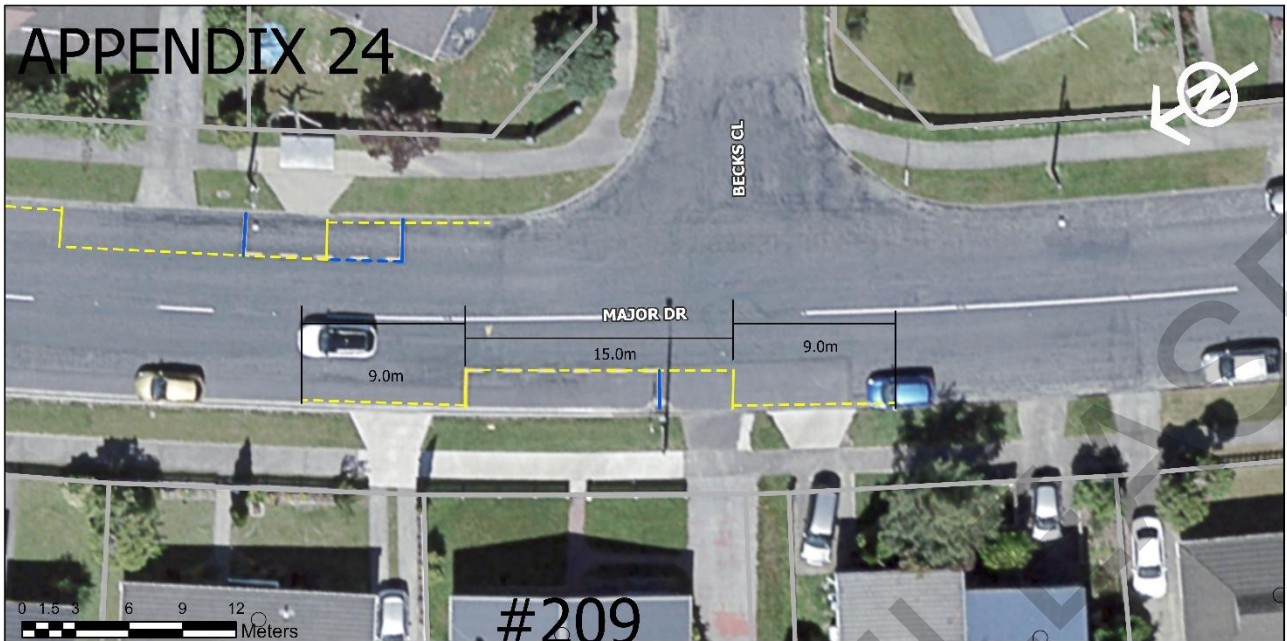
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9216 Major Drive, Kelson
Project Ref.
TR26.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

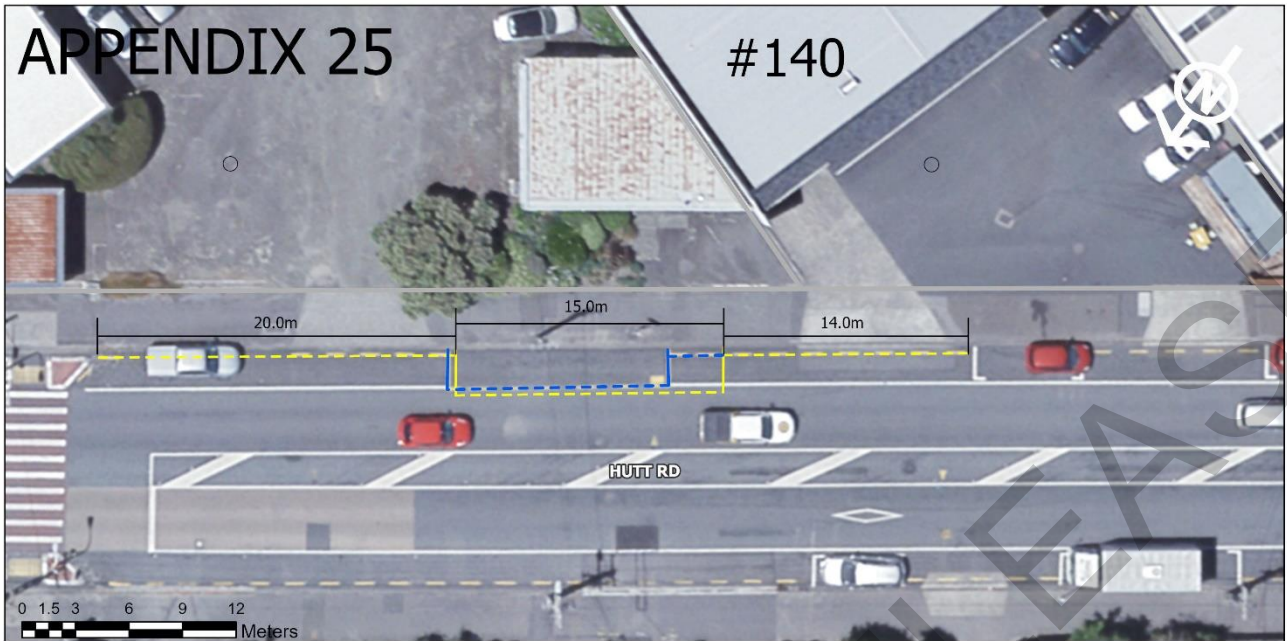
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project	TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet	Route 150 - Stop 9217 Major Drive, Kelson
Project Ref.	TR27.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN REMOVE POLE / SIGN

Scale: 1:250

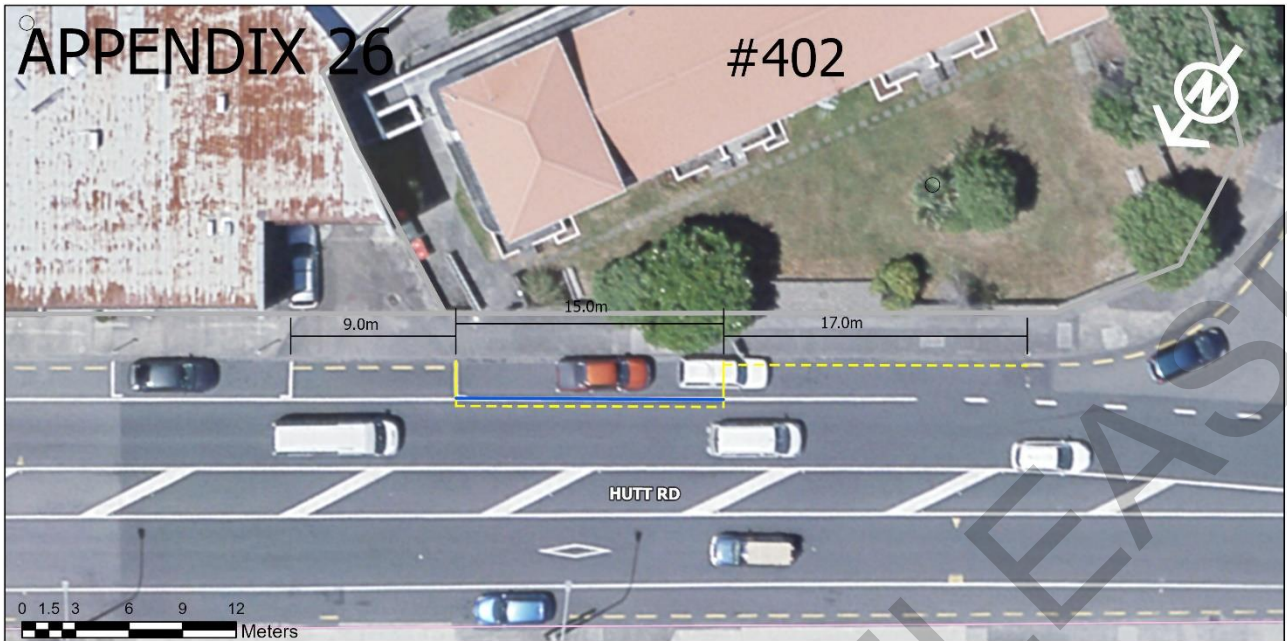
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8046 Hutt Road, Petone
Project Ref.
TR28.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8047 Hutt Road, Petone
Project Ref.
TR29.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

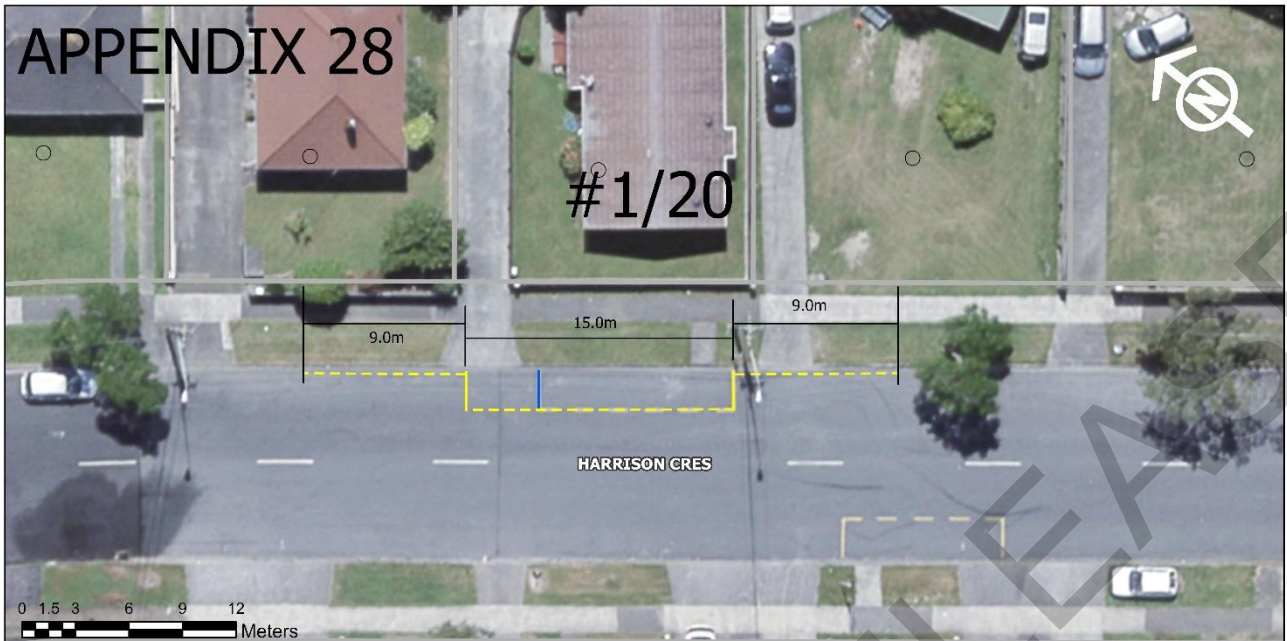
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8059 Acacia Avenue, Maungaraki
Project Ref.
TR30.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

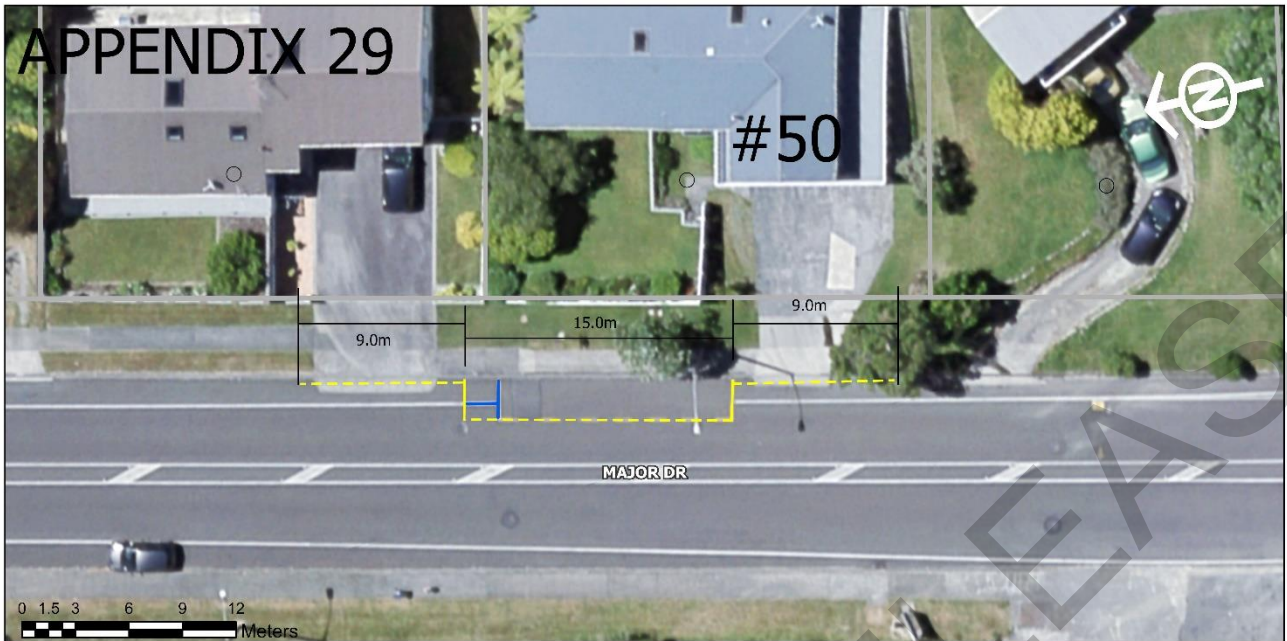
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8206 Harrison Crescent, Avalon
Project Ref.
TR31.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8212 Major Drive, Kelson
Project Ref.
TR32.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

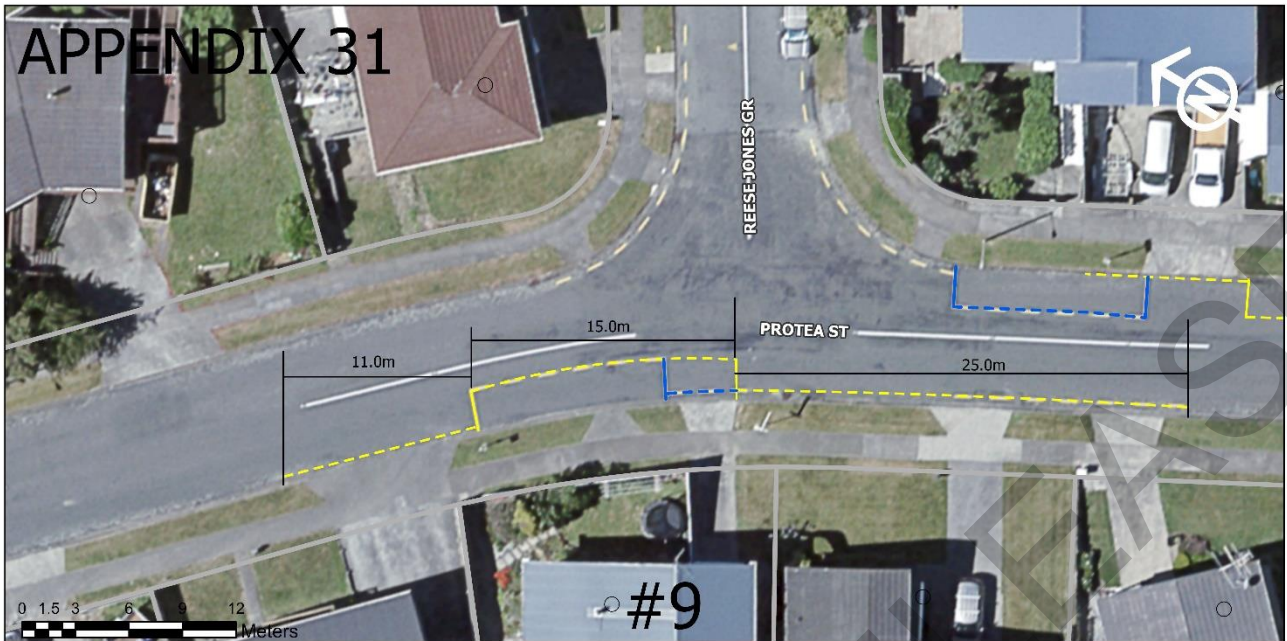
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9058 Dowse Drive, Maungaraki
Project Ref.
TR33.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN	
NEW MARKINGS		NEW POLE / SIGN	
MARKING REMOVAL		EXISTING POLE / NEW SIGN	
		REMOVE POLE / SIGN	

Scale: 1:250

Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9060 Protea Street, Maungaraki
Project Ref.
TR34.2022

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LEGEND

- EXISTING MARKINGS — EXISTING POLE / SIGN
- NEW MARKINGS — NEW POLE / SIGN
- MARKING REMOVAL — EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9062 Oakleigh Street, Maungaraki
Project Ref.
TR35.2022

0 4.25 8.5 17 Meters Scale: 1:250

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PROACTIVE



LEGEND

- EXISTING MARKINGS — EXISTING POLE / SIGN
- NEW MARKINGS — NEW POLE / SIGN
- MARKING REMOVAL — EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022

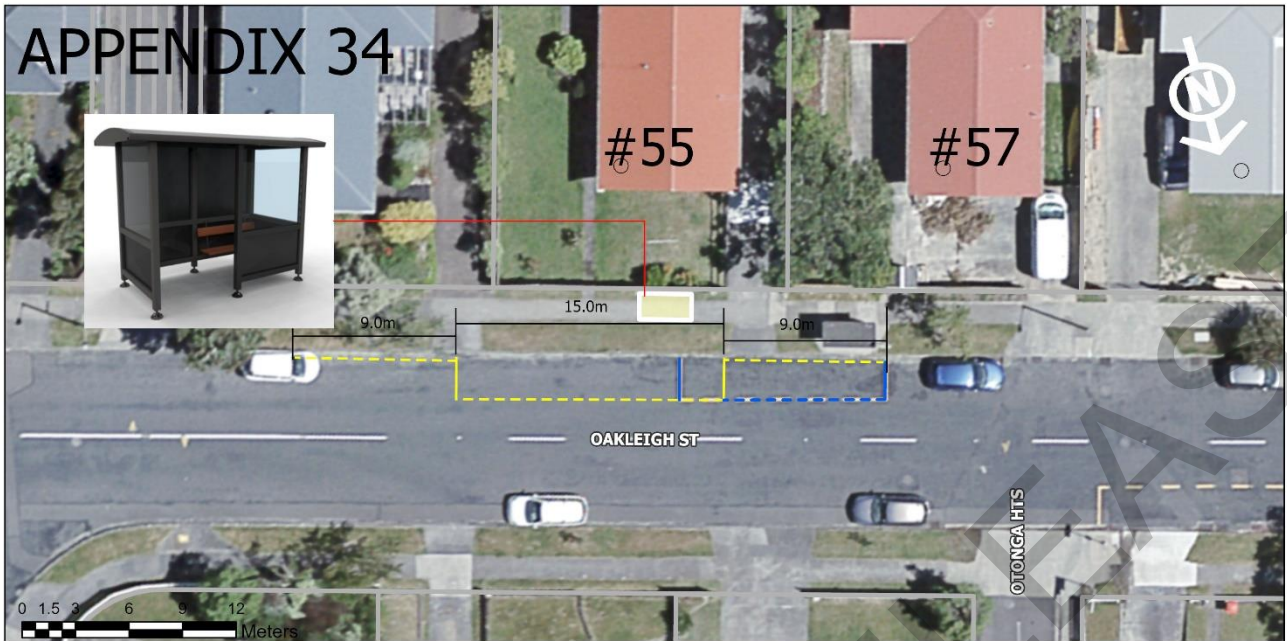


Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8060 Protea Street, Maungaraki
Project Ref.
TR36.2022

0 4.25 8.5 17 Meters Scale: 1:250

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN REMOVE POLE / SIGN

Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022

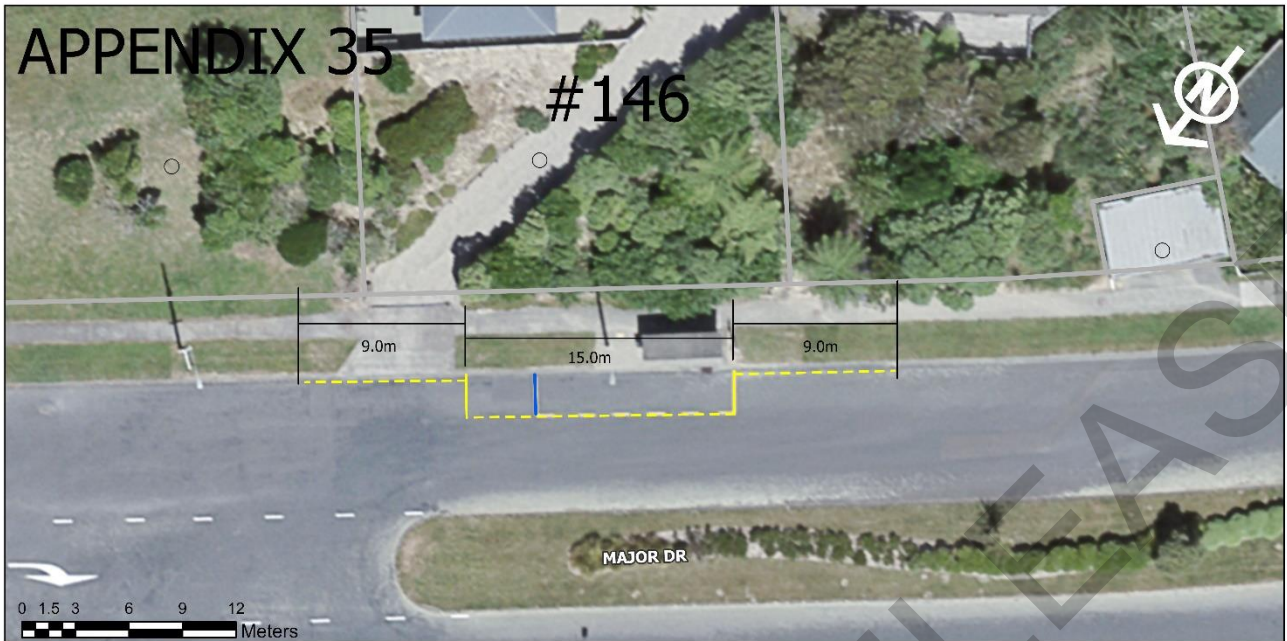


Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8062 Oakleigh Street, Maungaraki
Project Ref.
TR37.2022

0 4.25 8.5 17 Meters Scale: 1:250

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

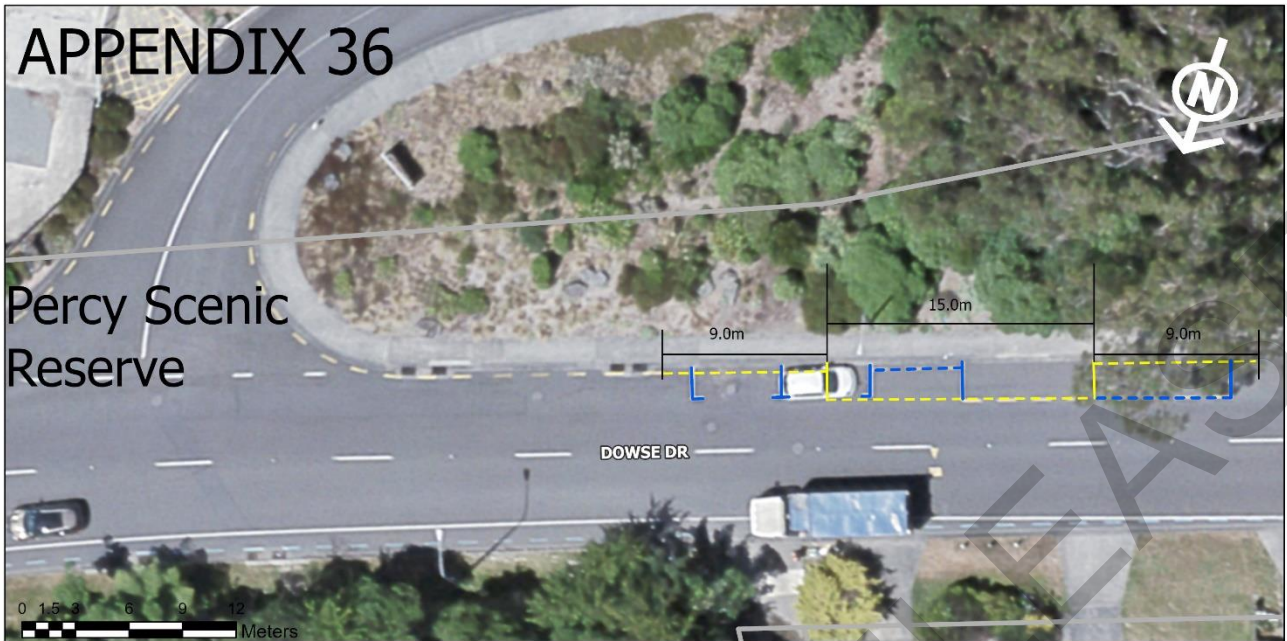
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 8215 Major Drive, Kelson
Project Ref.
TR38.2022

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PROACTIVE RELEASE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

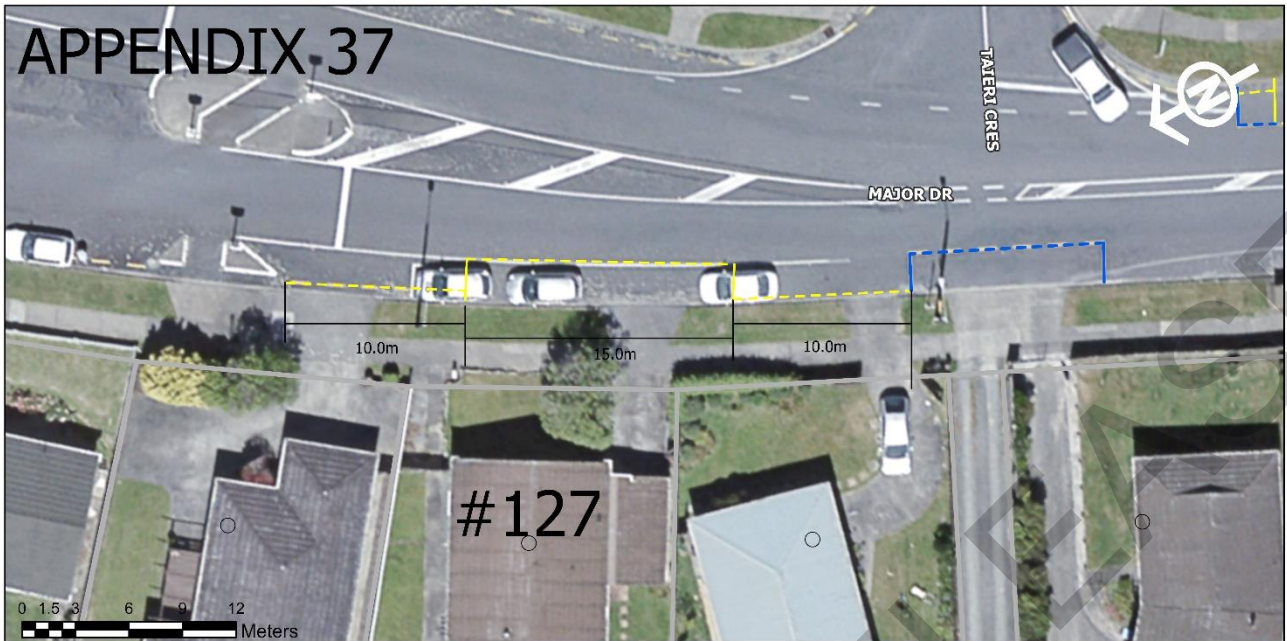
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for PCB	GWRC	14/02/2022
3	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9051 Dowse Drive, Maungaraki
Project Ref.
TR39.2022

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PROACTIVE



LEGEND

EXISTING MARKINGS		EXISTING POLE / SIGN
NEW MARKINGS		NEW POLE / SIGN
MARKING REMOVAL		EXISTING POLE / NEW SIGN
		REMOVE POLE / SIGN

Scale: 1:250

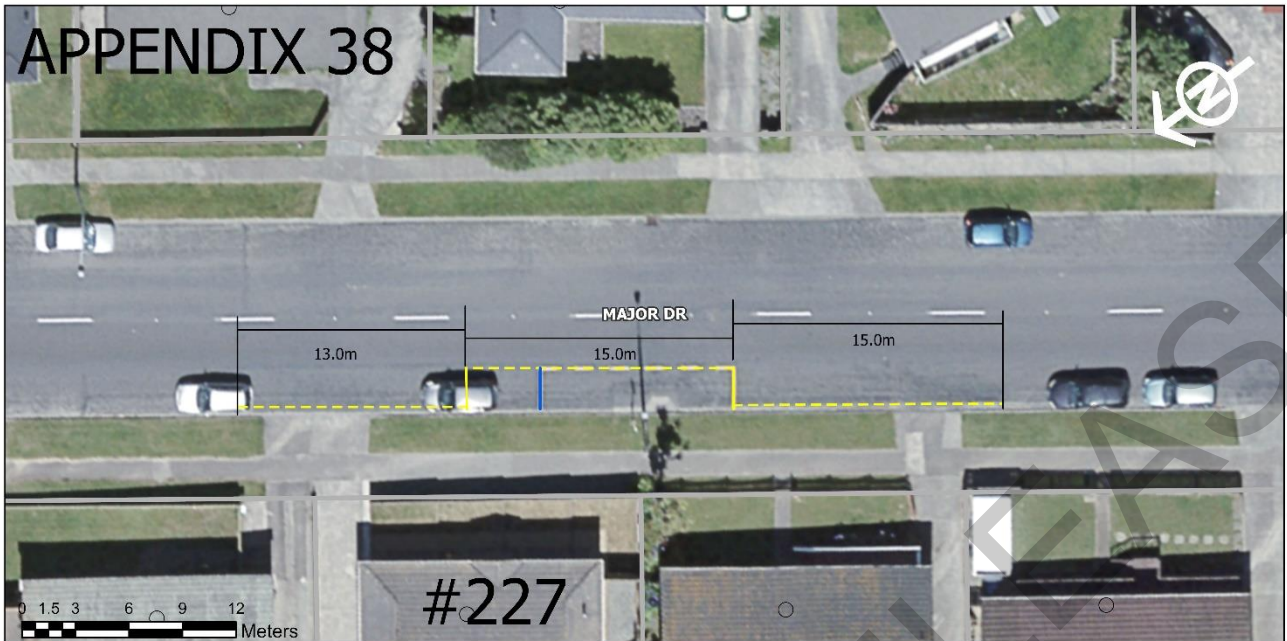
Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9214 Major Drive, Kelson
Project Ref.
TR40.2022

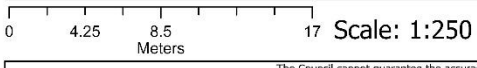
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LEGEND

- EXISTING MARKINGS —
- NEW MARKINGS —
- MARKING REMOVAL —
- EXISTING POLE / SIGN
- NEW POLE / SIGN
- EXISTING POLE / NEW SIGN
- REMOVE POLE / SIGN



Revision	Amendment	Approved	Revision Date
1	Issued for Information	GWRC	10/01/2022
2	Issued for TSC	GWRC	17/02/2022



Project
TRAFFIC ASSETS SIGNAGE & MARKINGS
Sheet
Route 150 - Stop 9218 Major Drive, Kelson
Project Ref.
TR41.2022

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PROACTIVE

31 January 2022

File: (22/176)

Report no: TSC2022/1/16

The Beltway - Cycle-only Path

Purpose of Report

1. The purpose of the report is to formalise 'The Beltway' as a cycle-only path.

Recommendations

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.

Background

2. The Beltway Cycleway is part of Council's work to change the way the city moves and to help everyone get from A to B in the easiest, safest and most enjoyable way, whether you are commuting to work, going to school or just out for a recreational ride.
3. Cycleways (like Beltway) and Shared Paths can reduce traffic and improve air quality. They are cheaper than roads, safer for cyclists, resilient and they will make our city more attractive.
4. The route, when completed, will eventually run from Taita to Seaview along High Street and Oxford Terrace adjacent to the Hutt Rail Line and, over time, will provide additional links to form a connected Lower Hutt cycling network between residential areas, workplaces, the hospital, schools and recreation areas.
5. This project was included in the National Land Transport Programme (NLTP) 2018-21 priority list of projects in the Wellington Region and was jointly funded by Hutt City Council and NZTA.

6. The cycleway runs 6.5 kilometers from north of the Waterloo Railway Station to the River Trail at Taita and is a 2.5m wide sealed lane that is fully separate from the road.
7. The Beltway cycleway is one of several major projects for cycling and walking in the Hutt Valley, including Te Hikoi Ararewa (Wainuiomata Hill Shared Path), Te Ara Tupua (Ngauranga to Petone Shared Path), and the Eastern Bays Shared Path.

Discussion

8. This report seeks to formalise 'The Beltway' as a cycle-only path.
9. Cycle-only paths are available for the exclusive use of cyclists and are therefore different to shared paths, which include other users such as pedestrians. Note however that the legal definition for cycle path is 'part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians.' (Land Transport Rule: Traffic Control Devices 2004 definition).
10. Cycle-only paths are assumed to not be located within the road corridor; they can be situated adjacent to a road or through reserves and non-road corridors.
11. Cycle-only paths are preferred over shared paths where they are likely to be used by a significant volume of people travelling by cycle.
12. Care is required to ensure pedestrians can be well accommodated elsewhere and that it is obvious to pedestrians not to use the cycle facility.
13. As the definition of cycle path permits pedestrians, there is no specific legislation for cycle only paths. At present, shared path legislation applies.

Options

14. The projects approval was based on the provision of a cycle-only path, which restricts Council to the current classification presented.

Climate Change Impact and Considerations

15. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
16. Cycleways (like Beltway) and Shared Paths, can reduce traffic and improve air quality, they're cheaper than roads, safer for cyclists, resilient and they will make our city more attractive.

Consultation

17. Extensive consultation was undertaken pre 2018 when The Beltway was first proposed. The agreed location was not without dissenting views, but Council agreed its importance, and approved the facility.

Legal Considerations

18. Land Transport (Road User) Rule 2004 - 6.14 Parking on footpaths or cycle paths.
- (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.
 - (2) Subclause (1) does not apply to cycles if a road controlling authority indicates otherwise by means of signs or markings or if it installs facilities for the parking, standing, or storage of cycles on a footpath or cycle path.
19. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017.

Financial Considerations

20. These changes were part of the National Land Transport Programme (NLTP) 2018-21 priority list of projects in the Wellington Region, and jointly funded by Hutt City Council and NZTA.

Appendices

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1	Appendix 1 - The Beltway Cycleway - Central Section	85
2	Appendix 2 - The Beltway Cycleway - Northern Section	86

Author: Ravi Soni
Traffic Engineer

Reviewed By: Bob Hu
Traffic Engineering Manager

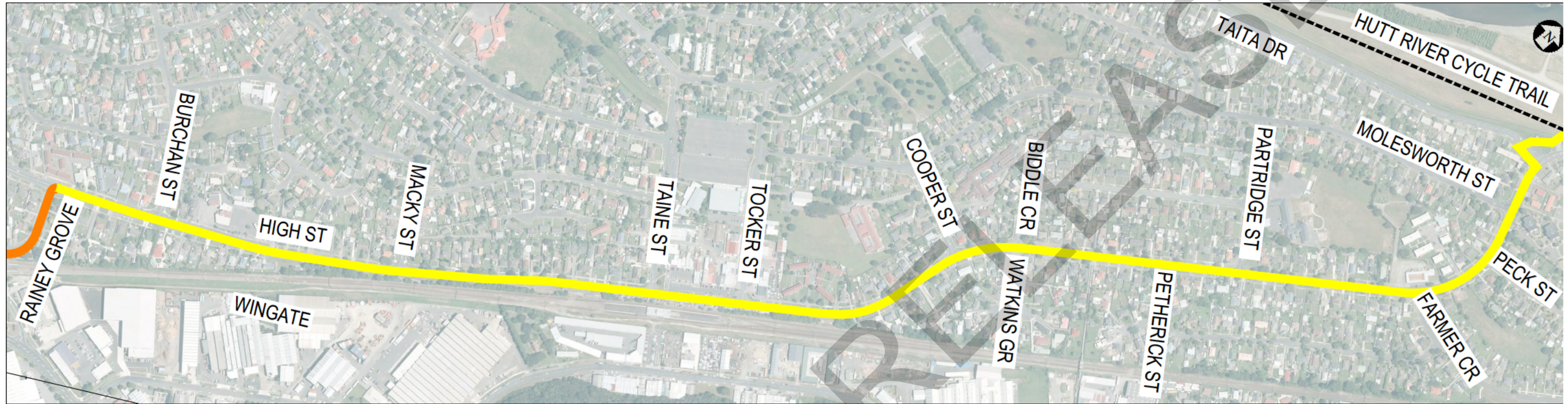
Approved By: Jon Kingsbury
Head of Transport



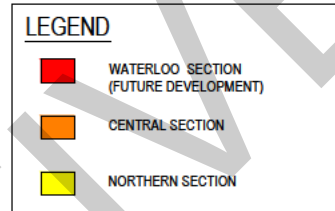
THE BELTWAY CYCLEWAY - CENTRAL SECTION

LEGEND	
█	WATERLOO SECTION (FUTURE DEVELOPMENT)
█	CENTRAL SECTION
█	NORTHERN SECTION





THE BELTWAY CYCLEWAY - NORTHERN SECTION



18 January 2022

File: (22/46)

Report no: TSC2022/1/18

Work Programme 2022

Recommendation

That the work programme be received and noted.

Appendices

No.	Title	Page
1↓	Traffic Subcommittee Work Programme 2022	88

Author: Kate Glanville
Senior Democracy Advisor

Approved By: Kathryn Stannard
Head of Democratic Services

Traffic Subcommittee - Work Programme 2022-2022					
	Author	Cycle 2 Apr 2022	Cycle 3 June 2022	Cycle 4 Sept 2022	Pending 2023
Work Programme	Democracy Advisor	x	x	x	
Restrictions installed under Land Transport (Road User) Rule 2004	R Soni/B Hu	x	x	x	
Restrictions installed under Part 6, Land Transport (Road User) Rule 2004	R Soni/B Hu	x			
Hine Road, Wainuiomata – No stopping At All Times	R Soni/B Hu	x			
Proposed Changes to Route 170 (Wainuiomata) Bus Stop Configuration	R Soni/B Hu	x			
Harbour Ward – Bus Stop Review for Routes 81 and 83	B Hu	x			
The Beltway				x	

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.

<u>RECOMMENDED:</u> (Cr Dyer/Cr Mitchell)	Minute No. TSC 22101
<i>"That the Subcommittee recommends that Council:</i>	
(1) <i>notes and receives the report;</i>	
(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>	
(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>	
(4) <i>notes that this resolution will take effect once the appropriate signage and/or road marking has been installed."</i>	
For the reasons of traffic flow optimisation and safer vehicle movement.	

- 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