

We are proposing a change in your area

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR85-24 Tyne Street, Island Bay- No Stopping At All Times
Location – where we propose to make the change	Tyne Street, Island Bay along the southern side of Tyne Street between Nos. 3-21.
What we'd like to do	<ul style="list-style-type: none"> Install No Stopping At All Times (Broken Yellow Lines) on the south side of Tyne Street between Nos. 3-21.
Why we are proposing the change	<ul style="list-style-type: none"> Council received a request from 16 residents who agreed and signed a request for action form to install broken yellow lines along the southern side of Tyne Street with five residents against the proposal. A proposal was presented to residents under TR16-24. Following consultation, the council received a second petition indicating residents who oppose the changes and those who wish to retract their support from the original proposal. As a result, the updated statistics from the consultation reveal that 10 residents still support the original proposal, while 11 have withdrawn their support, in addition to those who initially opposed it. Due to the width of the Tyne Street when vehicles park on both sides this can restrict vehicle access, this includes the ability for emergency vehicles such as a fire engine to drive unobstructed along Tyne Street, and as such is considered a safety concern. To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between property nos. 3 and 21. This location has been chosen as from property no. 3 onwards the road measures less than 6.9 meters in width which is too narrow for parking on both sides of the road. With Fire Emergency New Zealand's (FENZ) endorsement to introduce broken yellow lines as proposed in the plan, this is important as the minimum width required for vehicles to park on both sides of the road and allow unobstructed access for emergency vehicles is 6.9 metres. Due to this the proposal is to install No Stopping At All Times road markings on the southern side of Tyne Street from nos. 3-21, this will ensure that vehicles park only on the northern side of Tyne Street and enough space is retained so that emergency vehicles can drive along Tyne Street when required. Unrestricted parking is retained where the roadway is wide enough for larger vehicles to pass including emergency vehicles to access the street.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for all road users including emergency vehicles <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of 15 unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change

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How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 170 (estimate)• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none">• Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc)• What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.• For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 July 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.3. If approved, the proposal will be installed within the following three months.

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Absolutely Positively
Wellington City Council



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Legal Description:

Add to Schedule D (No stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Tyne Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 17 metres from the intersection with Beach Street (Grid coordinates X= 1,747,938.37 m, Y= 5,421,362.15) and extending in a westerly direction for 105 metres following the southern kerb line.</i>

Prepared By:

Karl Rudge

Transport Engineer

Approved By:

Kate Gourdie

(Team Leader Traffic Resolutions)

Date:

29/05/2024

Feedback

Name: Tyne Street Property Owner

Suburb: Island Bay

Agree: No

Okay. This is the third traffic resolution notice we have received regarding TR85-24 Tyne Street No Stopping at All Times. Each notice, or variation, has had a different proposal for adding new yellow lines in front of the 3 Tyne Street Property. It is now hard to imagine that the process has been done in good faith with the specific measurements of the road (the third version the only one showing measurements, which are still rather opaque and continue to obfuscate the actual reality of the road at lower Tyne Street, ie, along property and residence at 3 Tyne Street.

So it is difficult to fathom that this ongoing exercise is anything other than a continuance of preconceived solutions by somebody still searching for a real problem which at this end of the street simply and factually does not exist. The three proposals, with regards specifically to yellow lines in front of 3 Tyne Street, have had the following new yellow line suggestions:

1. December 2023 Proposal: NO NEW YELLOW LINES in front of 3 Tyne Street property, with only the existing yellow lines at the southeast corner retained.
2. March 2024 Proposal: NEW YELLOW LINES proposed for the entire length in front of 3 Tyne Street property, but with no measurements showing as to why.
3. June 2024 Proposal: NEW YELLOW LINES proposed for in front of 3 Tyne Street from the property's entrance gate running west up the street, but NO NEW YELLOW LINES proposed to the east side of the property's entrance gate--set at 5m length sufficient for one car to park.

In the latest proposal, the third, I argue that the measurements showing on the map provided are still not completely accurate and thus obfuscate the situation for the rationale to put in yellow lines west of the property's front gate. While it is true that the road is 6.9m wide where indicated on the map, it is also 6.9m to the west side of the white car and the orange car showing on the map, ie to the west end of the 3 Tyne Street property and running across to 4 Tyne Street property's letterbox. This corridor, again running all along 3 Tyne Street is indeed 6.9m wide and therefore sufficient for emergency vehicles and other large commercial vehicles to pass between parked cars, as is observed by street residents on a regular basis.

The 6.3m width showing on the map is indeed a bit further west up Tyne Street where this is a slight bend in the street. So in summary, the first proposal provided in December 2023, as it relates to the 3 Tyne Street property, is the appropriate one as it indicated NO YELLOW LINES in front of this property. Lastly, given that this particular property of 3 Tyne Street would have a very direct and negative impact from proposed new yellow lines, it is rather egregious that council has not once contacted owners/residents of this property to discuss specific concerns regarding safety and other interests that were shared in a previous comment on the second June 2024 proposal. Has council considered, for example, to discuss having a "coupon parking" area in front of 3 Tyne Street that would ensure the residents can park in front of the property on the west side of the gate which is a safety measure for ingress and egress to the property?

I realise that such an option should actually not be considered as the basis for putting new yellow lines in front of 3 Tyne Street is not warranted--note again measurements provided in my comments above!! Because I also don't know what happened to my first comments provided on the March 2024 proposal, I copy and paste those here again. They contain rather lengthy arguments against your process followed and the rationale for your decisions, those which have now changed three times.

I have also co-signed a letter with other residents of Tyne Street calling into question your entire process and rationale for decisions for the entire street, so therefore my comments today are again just specific to the 3 Tyne Street property.

Feedback on TR70-24 Personal context for the feedback we provide We have owned a property on Tyne Street since 2010, at a location where the existing house has stood since the early 1900s. Therefore we have direct observations and evidence, from our tenure at this property, to share that we believe are directly relevant to the situation presented. We believe the problem, as stated, is not factual and therefore the proposed solution is not warranted. For context here, the physical characteristics of the Tyne Street road have not changed one iota since we purchased our property, and we presume similarly for the many years preceding our time there.

We believe Council has misrepresented these physical characteristics and dimensions of the road. Because we believe the problem statement and 'evidence presented' to be inaccurate (not factual), we cannot support the recommendations for no-parking restrictions as currently proposed in the TR70-24 document. As they are, the costs associated with the proposed no-parking changes grossly outweigh any perceived benefits from making such change. We believe there has been a failure by Council to present credibility of evidence factors in the proposal, which has led to an incorrect articulation of the problem It is the obligation of the Council to present sufficient and credible evidence in order to support any interventions you consider and may undertake under TR70-24. This starts with an assessment and articulation of a real problem definition based on fact and proper analysis. Only then can a proper change proposal, or intervention logic, proceed.

If the problem stated is not real, then the recommendations that follow cannot be relevant. Or in the absence of a real problem, there is of course no need for any intervention. In the case of the TR70-24 change proposal document (the document), we believe it fails in the first instance to properly identify, assess and articulate a real fact-based problem definition of the situation on the street. Therefore no proposals for change, particularly those presented, can realistically be considered.

The problem statement in the document is not accurate or true to the reality of the street, as we observe and measure it. The problem definition, as stated in the latest document, has two related components each dealing with vehicle accessibility interests of the street. These are:

1. Due to narrowness of the road (6m) with bends and vehicles parked on both sides of the street, safe access is difficult and restricted along Tyne Street , and
2. Vehicles parked on both sides along this section of the road also obstruct emergency vehicles getting past to attend to any incidents. We do not believe either of these problem statements to be factual, particularly as they pertain to some, or perhaps all, of the relevant properties represented along the document's "this section of the road" definition.

Note that “this section of the road” definition, where it proposed to place no-parking broken yellow lines, is now inclusive of all the south side of street properties of Tyne Street, starting from the existing broken yellow lines at the corner of Beach Street, from property no. 3 to property no. 21. Also note here that the latest document delivered in the letter box made a significant change to the definition as it now includes ‘no parking’ in front of 3 Tyne Street, where the initial document proposed to retain parking at this particular location.

The inclusion of this property at #3 into the no-parking arena is particularly germane to our personal assertion that the problem statements above are not factual, as it is along this section of the road where we share measurement evidence and personal observations to counter what is stated by Council in defining the problem. Context for our disagreement to the problem statement information we present to you now is specifically based on measurements we made on Tyne Street on 11 April 2024 at the particular section of the street covering all of the 3 Tyne Street property, and from our personal observations on traffic movements along this stretch of the street. All of these measurement facts and observations we present will counter information Council has shared in the document, and therefore leads us to challenge and refute the problem definition articulated in the document regarding restrictions to vehicle access along all parts of “this section of the road”. specific counter-factuals to the problem statement The document indicates a couple of times that the width of the road is 6m. This is inaccurate. In fact, the road has various widths along its length, including over the “this section of the road” impact zone. We know the assertions of a 6m wide road are inaccurate because on 11 April 2024 we measured the width of Tyne Street as it runs along the 3 Tyne Street property and found this 6m width to not be true anywhere along this particular stretch of the road.

Our first measurement was made where the existing yellow lines end on Tyne Street at the east end entrance of the street. At this point the width of the road from southside kerb to northside footpath is 7.5m. Our second measurement was done from the 3 Tyne Street front gate across to the footpath/drive of the 1 Knoll Street property (the drive to this address is on Tyne Street). The width at this point from kerb to footpath is 7m. Our third and final measurement was made from the fence running along the front of the 3 Tyne Street property (west of its front gate) and across the road to the footpath in front of 4 Tyne Street. At this point the width of the road is 6.9m emergency vehicle access standards As such road width measurements also relate specifically to FENZ standards for Fire Truck access, we note the following statement from their Emergency Vehicle Access document: to accommodate a Fire and Emergency vehicle, carriageways should have a minimum width of 4m.

In September 2023 a neighbour on Tyne Street took a measurement between a parked car in front of 3 Tyne Street and one parked in front of the 1 Knoll Street property (car parked on northside of Tyne Street) to see what the carriageway access width is at this point. The neighbour shared this information with us at that time and reported the distance between the two parked cars measured 4.5 m, which we note appears to exceed the 4m FENZ standard for Fire Truck access. We of course see that FENZ has expressed concerns to the Council after being contacted by officials about access to this street, but without any detail on their concerns in the document as to exactly how or where they believe such impediments exist on Tyne Street.

Certainly not in front of 3 Tyne Street given the measurements shared above? concerns expressed of some street residents Our measurement information along 3 Tyne Street, provided above, might also mitigate concerns expressed in an email from Mr Tommy Wilson, Traffic

Resolutions Coordinator at Wellington City Council, dated 23 January 2024, where he shared “concerns raised by some about the ability of emergency vehicles to navigate the corridor, particularly at the beginning of Tyne Street where parking was intended to be retained”. These concerns or views of some don’t appear to be based on measurement facts regarding appropriate access standards at this entrance point to the street.

Our personal observations of traffic patterns and events at the entrance to Tyne Street Since purchasing our Tyne Street property in 2010, we have been direct and regular observers of traffic ‘entering and exiting at the beginning of Tyne Street’. Most of our observations have been made when our car, or cars of others, have been parked along the street at this location, i.e., on the south side of Tyne Street near to the entrance of the street.

The majority of our observations over the years have been of vehicles driven by residents and visitors to the street who enter and exit (mainly in cars and utes) on a regular basis and never with any access impediments coming onto the street or moving through it that could ever be considered more than temporary inconvenience, i.e., waiting just a short time for an oncoming vehicle to move aside or pass. This would be the reality whether cars are parked on the south side of the street or not.

We have also regularly observed quite large vehicles such as cement trucks, weekly rubbish collection trucks, and other large commercial vehicles all enter and exit the street in front of our house without impediment, again always with cars parked on both sides. Interestingly, many of the regular large rubbish collection trucks routinely back up the street in reverse without any access impediment up and down the street—we are uncertain why some take this reverse access approach.

Of particular note, given the seriousness of emergency vehicle access to properties on the street (or anywhere for that matter) and again with regards to communication Council held with FENZ, we have also had the occasion to view emergency vehicles of various types and sizes all enter and exit the street in front of our home, always with our car and/or others parked in front of the property on the south side and also on the north side, ie on both sides of the street. These vehicles have included large fire trucks, ambulances and other aid cars, power company vehicles, and others.

Again, each time we observed these emergency vehicles progressing up and down the street without impediment. We also note that in the absence of a car(s) parked on the south side of the street in front of property #3, we observed that vehicles tend to drive faster up and down the street and also come much closer to the property frontage along the road. Should car park spaces be removed from this location, we believe that increased speeds of traffic and closer proximity of the vehicles to the front of property would be a much more regular occurrence and could lead to critical safety situations for residents and other pedestrians entering and exiting property at these points in the road, noting that ingress and egress leads directly on to the street. Other perceived inaccuracies, omissions, and lack of specificity in the TR70-24 proposal documents – all of which hinder ability to properly analysis the situation or make critical decisions Incorrect consultation information.

The latest PTR70-24 document (the document) states that “Council received a request from 16 local residents to install broken yellow lines along the southern side of Tyne Street with five

residents against the proposal". This is not accurate. Via early consultation with the Council, in the joint submission and updated signatories to council dated 8th January 2024, it stated the majority of respondents, 12 out of 21, were not in favour of the proposal. In addition, 4 of the 4 households that are most affected: 3, 5, 15, & 19 Tyne street - that will lose nearby parking and vehicle access and whose frontage make up approximately 70% of the length of the street - were not in favour.

Physical description of road characteristics. The document further infers that in addition to the narrowness of the road (again falsely stated to be 6m at all points and refuted earlier in our feedback) that this section of the road includes "bends". We find this to be an inaccurate statement as to the nature of the road. There is only one small section of the street along this section of the road that could be considered to be a "bend" and we suggest to you this bend "is very slight". To infer that there are bends (plural) is to give a false impression of what is the reasonably straight nature of this street, and which likely overplays the perceived severity of accessibility impediments, if indeed there are any.

Safety concerns for properties without a pavement the adjacent properties to the proposed lines: 3, 5, 15, & 19 Tyne street all do not have a pedestrian pavement as part of their frontage. 3 & 5 Tyne street have paths that lead directly onto the road with one such household having a 3 year old child resident. Without the natural traffic calming effect of parked cars on the south side of the street there is a concern that there will be an increased risk of injury from vehicles travelling immediately next to property entrances. Inappropriate feedback timeline The second council notice was received by residents on 27th March 2024, with the opportunity to provide feedback by 14th April 2024, giving around 2 weeks to act.

With the Easter break in between, this is far too short for any feedback to be representative of the whole community's interests. Situational context related to nearby streets. Beach Street, High Street and Valley Street are similar in width, if not narrower, than Tyne Street but without continuous yellow lines. Respectfully submitted 12 April 2024

Officer Response:

Thank you for your feedback on TR85-24 Tyne Street, Island Bay- No Stopping At All Times.

We acknowledge that the proposed changes on Tyne Street is now in its third design iteration and we accept any confusion this may have caused. We can assure you that this Traffic Resolution proposal has been done in good faith and that the purpose of the proposed design changes is to create a safer transport corridor. This proposal follows Wellington City Council standard operating procedures as to the recent changes on Beech Street. Following these standard operating procedures if vehicles are to park on both sides of the road at this location where the road is below 6.9 metres wide, it would limit the ability for emergency vehicles to drive further up Tyne Street. Due to this reason, the No Stopping At All Times road markings have been proposed in a manner to allow emergency vehicle access as this is required along Tyne Street. If vehicles park in a manner limiting emergency vehicle access this is seen as a public safety concern.

The consultation period and process of community engagement for this Traffic Resolution has followed standard Council process and Bylaw with all affected residents receiving this Traffic Resolution in their letter box in conjunction with the relevant advertisement and webpage on the

Wellington City Council website. The measurements in this proposed traffic resolution have been measured on site by traffic engineers and can confirm that these measurements are correct.

While we appreciate that the removal of parking may be inconvenient for some residents, the proposal is to address significant public safety issue. By installing broken yellow lines in this location, we are ensuring that emergency vehicles have unobstructed access in the event of an emergency which is supported and endorsed by Fire and Emergency NZ.

Feedback

Name: Paula
Suburb: Island Bay
Agree: Yes

I want to register my support for the proposal for broken yellow lines in Tyne Street as this will address the access and safety issues within the street.

I do not agree however that there should remain a 5-metre space of unrestricted parking at the bottom end of the street. Tyne Street is not wide enough to allow for a fire appliance when cars are parked on both sides of the street. This has been proven (at least twice) when FENZ have taken a drive up our street, and the fire truck was blocked because of cars parked both sides.

Council must also be mindful that emergency responders cannot take an alternative route to get to properties up Tyne Street. We are a dead- end street and if a fire truck was obstructed at the entrance to our street, there could be serious, potentially life-threatening consequences.

Please take a common sense approach to this issue of emergency vehicle access. The broken yellow lines need to be continued all the way down the side of the street to meet the existing lines.

Officer Response:

Thank you for your feedback on TR85-24 Tyne Street, Island Bay- No Stopping At All Times, we appreciate the time taken to provide this feedback.

The reason for the 5.0m of parking space retained is following Wellington City Council standard operating procedure which specifies if the road is 6.9m in width or wider vehicles can park on both sides of the road. This road width allows unobstructed access for large vehicles such as emergency vehicles to access the street, which is the primary reason to retain the one carpark near the entrance where it is wide enough for parking on both sides of the road and to balance residents parking needs and their feedback.

Feedback

Name: CDKH
Suburb: Island Bay
Agree: Yes/No

- I support the majority of the proposal TR85-24 in that it proposes the installation of broken yellow lines from numbers 3-21 Tyne Street.
- However, I do **not** agree with the proposal that a 5-metre section of road, at the bottom of Tyne Street, should be retained as unrestricted parking. I submit that this part of the proposal is ill-considered and undermines the core issues of vehicle accessibility and public safety to the entire street.

Background

- I have lived in Tyne Street for over eight years. My home is located about half-way up the street.
- Tyne Street is a narrow, dead-end street where vehicle access and mobility have been an ongoing issue. There are almost always vehicles parked on both sides of the road, causing an already-narrow carriageway to be further narrowed. Drivers are forced to carefully manoeuvre around the cars parked on either side of the road, and hope that they do not meet a car coming from the other direction.
- There have been a number of accessibility issues in the past, including when a resident had to frantically search for the owner of a parked vehicle so that an ambulance could access their property to attend a medical emergency.
- The request for works submission was first provided to council way back in **June 2023** – a whole year ago. The initial submission proposed the installation of broken yellow lines down the full length of the southern side of the road, joining up with the existing lines around the corners leading to Beach Street.
- Throughout this past year there have been several variations of this proposal in what has become a prolonged public consultation process. Since June 2023, there have been no efforts by council to mitigate the accessibility issues within the street. This is despite council being in possession of street measurements and evidence to show that the street is too narrow for a fire appliance, when cars are parked on both sides of the street. This is appalling!

Fire and Emergency New Zealand (FENZ)

- Fire and Emergency NZ have been engaged on at least two occasions during this past year, to assist with a recommendation to this accessibility issue.
- The first contact was at the request of several residents whereby they asked a Senior Officer at the Newtown Fire Station to do a test run up Tyne Street. This was to ascertain if a fire appliance could be driven up Tyne Street when cars were parked on both sides of the road.
- The result – it could not.
- The result of this test run was fed back to council by the Senior Station Officer who completed the exercise.
- The next engagement with FENZ was done at the request of council. Another test run was completed to again ascertain if a fire appliance could be driven up Tyne Street, when cars were parked on both sides of the road.
- The result – it could not.
- I was personally present in Tyne Street for both of these FENZ test runs and was informed by both Fire Officers that they would be providing feedback to council

recommending that the broken yellow lines were installed on the southern side, down the entire length of the street.

- Therefore you can imagine my astonishment when I saw this latest proposal included a 5-metre length of unrestricted parking is retained...at the very entrance of the street!!
- How can council justify a traffic plan which ignores the recommendations of Fire and Emergency themselves? Surely, Fire Officers are best placed to make recommendations regarding emergency vehicle access, as they are the ones driving the very appliances we rely upon in an emergency. They are in effect, subject matter experts when it comes to knowing if a road is passable.
- Why were FENZ recommendations ignored?

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Please help me with the maths!

- In this proposal, council justifies retaining 5 metres of unrestricted parking citing that at this point in Tyne Street, the road measures 6.9 metres in width. Council informs us that 6.9 metres is the **minimum** width of road to allow vehicles to be parked on both sides of the street.
- Fire and Emergency NZ sources however state, *“To accommodate a Fire and Emergency vehicle, carriageways should have a minimum width of 4m”*.
- If we take 2 metres as the width for each parked vehicle (one parked on either side), add 4 metres for the fire appliance, this equates to 8 metres.
- It is no wonder that the fire appliances were not able to be driven up Tyne Street – the maths just doesn’t work!
- This equation doesn’t even allow for variables such as the size of the vehicles parked on either side of the road, or the manner in which they are parked.
- Council informs me that the measurement of 6.9 metres was taken from kerb edge to kerb edge, including the stormwater channels (gutters)
- Imagine if one or both of the cars were not parked directly up against the kerb edge, and instead parked on the tar sealed road? (i.e. not in the gutters). This would further narrow the available carriageway for the fire appliance.
- Imagine also if one or both of the parked vehicles was a truck or wide van? How would a fire appliance fit through this carriageway? It wouldn’t.
- It is crucial to acknowledge these variables when you are dealing with a section of road, which by the councils own admission is “the minimum” width for cars to be parked on both sides of the street.

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Council must ensure FENZ accessibility

- In my research I have asked FENZ what would happen if a fire truck could not drive up the road to access a property in an emergency situation.
- FENZ responded that they would take an alternative route to get to the property.
- The problem is in our case, there isn’t one.
- Tyne Street is a dead end street with no other streets feeding into it. There is only bushland and a steep hill at the end of the street.
- There is **no alternative route** that can be taken to access Tyne Street properties.
- The only option for fire crew, is to drive up from the bottom of Tyne Street, exactly where council proposes to maintain parking for cars on both sides of the street!

- At this point, I would also like to highlight the absurdity of retaining only 5 metres of unrestricted parking, only enough space for **one** vehicle.
- I find it unbelievable that council would be willing to risk the safety of Tyne Street residents for the sake of keeping parking space for **one** vehicle, especially given the availability of parking on the **other side of the street**.
- It seems council has not fully considered the ramifications if a fire appliance (or other emergency vehicle) was blocked at the very entrance to Tyne Street, and emergency responders had no alternative route to get to the scene of the emergency.
- It is my submission that this part of the proposal puts the safety of almost all Tyne Street residents in jeopardy.

Other impacts

- Decreased visibility for motorists to see what is coming up or down the Tyne Street. The presence of a single parked car will create a visual obstruction in an otherwise clear carriageway.
- A single parked car also creates the obvious physical obstruction, meaning every uphill driver will be forced to manoeuvre around the parked vehicle.
- Furthermore, every driver will be funnelled through the narrowed carriageway created by the cars parked on either side.
- A vehicle which is parked near the entrance of Tyne Street could also likely cause a complete impasse at the intersection with Beach Street.

Why broken yellow lines should be extended down full length of southern side.

- I urge council to take the correct course of action to continue the No Stopping At All Times lines down the entire length of Tyne Street.
- This action will provide unhindered access for emergency services, at all times.
- It will ensure a clear and unobstructed carriageway so that all drivers can access the properties and residents in the street.
- It will provide clear and unobstructed sightlines for all drivers in the street, which improves public safety.

Final points

- I am personally motivated on the issue of ensuring emergency access in Tyne Street. Last year my wife and I were victim of a house fire at a property in Lower Hutt.
- The house was ablaze within mere minutes of the fire starting, but thankfully nobody was seriously injured. The house was a total loss and has since been demolished.
- We are grateful that the fire did not spread to neighbouring homes and this can only be credited to the quick response of the Avalon Fire Station crew, who could access the house without delay or obstruction.
- I feel no confidence whatsoever, that if the same fire occurred at my home in Tyne Street, the outcome would be the same. There is every chance that the fire appliance would be blocked at the entrance of the street and crew would be delayed from starting their fire-fighting duties.

- The measurements of our narrow street, coupled with the evidence of the test runs by fire crew, show that our street is not wide enough to sustain parking on both sides of the street.
- I implore council to take a pragmatic and safety-first approach to this traffic resolution.
- The installation of broken yellow lines down the full length of (one side of) the street, will eliminate the possibility of an emergency vehicle obstruction, ensuring safety for all residents and property owners.

Officer Response:

Thank you for your feedback for TR85-24 Tyne Street, Island Bay- No Stopping At All Times, we appreciate your indepth information and insightful feedback.

The proposal for No Stopping At All Times is as per Wellington City Council standard operating procedures to ensure that emergency vehicle access can be maintained and not impeded by parked vehicles.

The reason for retaining a 5.0m parking space at the start of Tyne Street is following the Council standard operating procedure which states if the road is 6.9m in width or wider vehicles can park on both sides of the road. This carriageway width allows unobstructed access for large vehicles such as emergency vehicles to access the street, which is why officers propose to retain the one carpark near the entrance where it is wide enough for parking on both sides of the road and to balance residents parking needs and their feedback.

Feedback

Name: John
Suburb: Island Bay
Agree: No

This is an individual submission by a resident of Tyne street in response to the proposal TR85-24 Tyne Street, Island Bay - No Stopping At All Times.

This submission opposes the proposal with the following justifications: Proposal lacks appropriate support As in our joint submission regarding TR16-24, dated 8th January 2024 and reiterated in my individual submission regarding TR70-24, dated 10th April 2024. The proposal lacks the appropriate level of community support, specifically the 50% support needed to be presented to council for consideration.

It was recognised by the council that prior proposal TR70-24 did not follow the appropriate public consultation process as per an email from Tommy Wilson dated 19th April 2024 due to identified officer errors and incomplete information. As a consequence, proposal TR85-24 states that of the initial 16 that supported the proposal, 11 withdrew their support with 10 remaining. The street has a minimum of 30 residents across 17 residences. 10 people in support is far lower than the 50% threshold required for the committee's deliberation as per a council email from Keren Love dated 22nd June regarding TR16-24.

Given the contentious nature of the proposal, as indicated by the multiple submissions against the 2 prior proposals and the limited numbers of total residents - there needs to be an absolute majority in support. Additionally, there have been some changes in the population of residents since the initial petition, it is unknown if a number of supporting individuals still reside on the street. Safety concerns for properties without a pavement The adjacent properties to the proposed lines: 3, 5, 15, & 19 Tyne street all do not have a pedestrian pavement as part of their frontage. 3 & 5 Tyne street have paths that lead directly onto the road with one such household having a 4 year old child resident. With the recent yellow lines painted on Beach Street - traffic does naturally move faster down that road than it had before they were installed, so we expect a similar effect on Tyne Street. Without the natural traffic calming effect of parked cars on the south side of the street there is a concern that there will be an increased risk of injury from vehicles travelling immediately next to property entrances. Future parking contention The removal of 15 parking spots (reduced from 16 in the last proposal TR70-24) on a street which at times can have contentious parking problems will likely lead to community tension over the remaining parking spots and potential future council involvement. Access justification is questionable The proposal's primary stated justification is that emergency vehicles cannot easily access the road. The current informal community parking arrangement is effective at keeping the south side of the street clear. Heavy vehicles regularly access the length of the street for weekly rubbish removal, deliveries or contract work. This proposal does not reflect the community and may have limited benefit or even potential negative effects on resident safety.

Officer Response:

Thank you for your feedback for TR85-24 Tyne Street, Island Bay- No Stopping At All Times.

This proposal is to address the safety concerns which Council has been alerted to, and action was taken to make these changes given the public safety risks and emergency circumstances. The proposed changes were done as per Council standard to allow emergency vehicle access along the transport corridor. In regard to your comment describing that less than 50% of residents agree with the proposed changes, Council does not require 50% agreement from residents to consider these proposed changes. Officers have taken into consideration all feedback from residents and have recommended to proceed with the proposed Traffic Resolution to the Regulatory Process Committee as this proposal is to primarily address significant public safety issues to ensure that emergency services can access all of Tyne Street in the event of an emergency. A traffic resolution will require a majority of the Committee members to agree before the proposed changes will be approved.

The proposed No Stopping At All Times road markings to the southern side of Tyne Street, will formalise what has been described in your feedback as an informal parking arrangement by the residents of Tyne Street. This formal arrangement is important as it provides the legal basis for regulation to the current informal parking arrangement to ensure that emergency access is maintained at all times.

Feedback

Name: Steph

Suburb: Miramar

Agree: No

No Comment

Officer Response:

[Thank you for your feedback on TR85-24 Tyne Street, Island Bay- No Stopping At All Times](#)

Feedback

Name: Sharon

Suburb:

Agree: No

This is a joint submission by two residents of Tyne Street in response to the proposal *TR85-24 Tyne Street, Island Bay – No Stopping At All Times*. This submission opposes the proposal and the process taken for the following reasons:

Proposal Lacks > 50% Support

Feedback provided to the Council dated 8th January 2024, noted that a significant number of the residents in the street rescinded their original support. The Council's letter of 27th March repeated the original petition numbers and not the updated numbers provided to the Council in January 2024.

The proposal lacks the support needed to be presented to Council for consideration. Given the contentious nature of the proposal there needs to be an absolute majority in support.

It is not known if the tenants or the landlord(s) of the small rental block on the street signed the petition. Accounting for the time since the initial petition it is unknown if the supporting tenants still reside at the property.

Collaboration and Neighbourly Approach

To reiterate what I stated in my individual submission of 11th April 2024. There has been a complete absence of a collaborative street approach with one or two residents strongly promoting the proposal, but it does not reflect the wider view of the street. Tyne Street is a small neighbourly street in Island Bay. Current co-operation on Tyne Street ensures that there is reasonable and safe access for all vehicles.

Over half of the residents have stated that they oppose the proposal for the yellow lines and have expressed a preference to meet to discuss concerns and possible solutions to any restricted safe access versus having a solution imposed on them.

I have lived in Tyne Street for over 26 years, it is incorrect for the Council to state that safe access is difficult and restricted, it is factually incorrect. Tradespeople, rubbish, and recycling trucks regularly access the street with no restrictions to access.

Future Parking Contentions

The proposed removal of some 16 parking spots on the street will likely lead to tension in the street and potential future council involvement.

I have genuine concerns that the average daily traffic count – 170 (estimate) is over-represented.

Petitioner's Email of 17th September 2023

The petitioner's email of 17th September 2023 which initiated the yellow lines proposals for Tyne Street is inaccurate in the following respects:

- a) The photograph attached to the email exaggerates the issue and does not represent congestion that occurs on a regular basis; the vehicle is parked away from the kerb, is a rare occurrence and even so allows for a 2.55m FENZ appliance (the NZTA maximum allowable) to easily pass.
- b) Drivers use common sense further up Tyne Street because by parking both sides it is obvious vehicular access (not just emergency vehicle) will be impeded – this is the case for very many streets in Island Bay and Wellington generally; all without yellow lines.
- c) Unlike Tyne Street, Knoll Street is not a dead-end street and has different characteristics (steeper/narrower).
- d) A majority of residents were not aware a large fire appliance would be impeded or that the issue of access is front of mind.

Traffic Resolution Plan TR85-24 Tyne Street

This diagram showing 6.3mtrs has been remeasured curb to curb to 6.83mtrs could you please confirm, which measurement is correct.

The proposal and process does not reflect the street, the process has not been reasonable there are remedies that could be deployed first before yellow lines are installed and should be explored and piloted first. The proposal has limited benefit and against the majority view.

Officer Response:

Thank you for your feedback on TR85-24 Tyne Street, Island Bay- No Stopping At All Times.

The proposed changes within this traffic resolution follow the Council standards on the road width required for emergency vehicle to access the road corridor. Council Engineers have also conducted on-site carriageway measurements which are correctly shown on the proposed plan.

The proposed changes are recommended to the Regulatory Processes Committee to address a significant safety concern and an issue for public feedback. For a Traffic Resolution to be approved, a majority of the Committee members has to vote in favour of the proposed changes. In the case of Tyne Street, the proposed changes are to increase safety by ensuring that there will be enough space on the road so that emergency vehicles can access all of Tyne Street unimpeded by parked vehicles.

Feedback

Name: Kirsty

Suburb:

Agree: No

Submission in response to TR 85-24 Tyne Street, Island Bay – No Stopping At All Times

4 July 2024

I oppose the above proposal on the grounds that it does not include an accurate, reliable, or reasonable assessment of unsafe parking in Tyne Street. An accurate, reliable, and reasonable assessment of unsafe parking is a required civil pre-requisite for the addition of any yellow lines to Tyne Street.

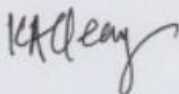
I reiterate the position taken in my previous individual submission and the joint submission made by a number of Tyne Street residents, opposing TR16-24.

In December 2024, I observed a FENZ applicant towards the top of Tyne Street (past 15 Tyne Street). At this time I also observed that there were cars parked on both sides of the entrance to Tyne Street. I noticed that one of these parked cars belongs to the petitioner and was parked jutting out from the curb. Regardless, the FENZ appliance was in motion and I therefore deduce there was adequate space for the FENZ appliance to both enter and exit the street.

To my knowledge, no invitation to observe the FENZ appliance and communicate with the FENZ officer was extended to anyone else in the street. This exclusion points to the lack of transparency that has prevailed during the entire petitioning process (TR16-24 and TR85-24).

By favouring unnecessary regulation, all council proposals fail to consider the reality that there is no current issue of access for large vehicles. I have been a resident on Tyne Street for over 25 years, and do not recall any issues with large vehicles, including weekly rubbish trucks, accessing the street.

Regards



Kirstie Cleary

Additionally, below is the joint submission.

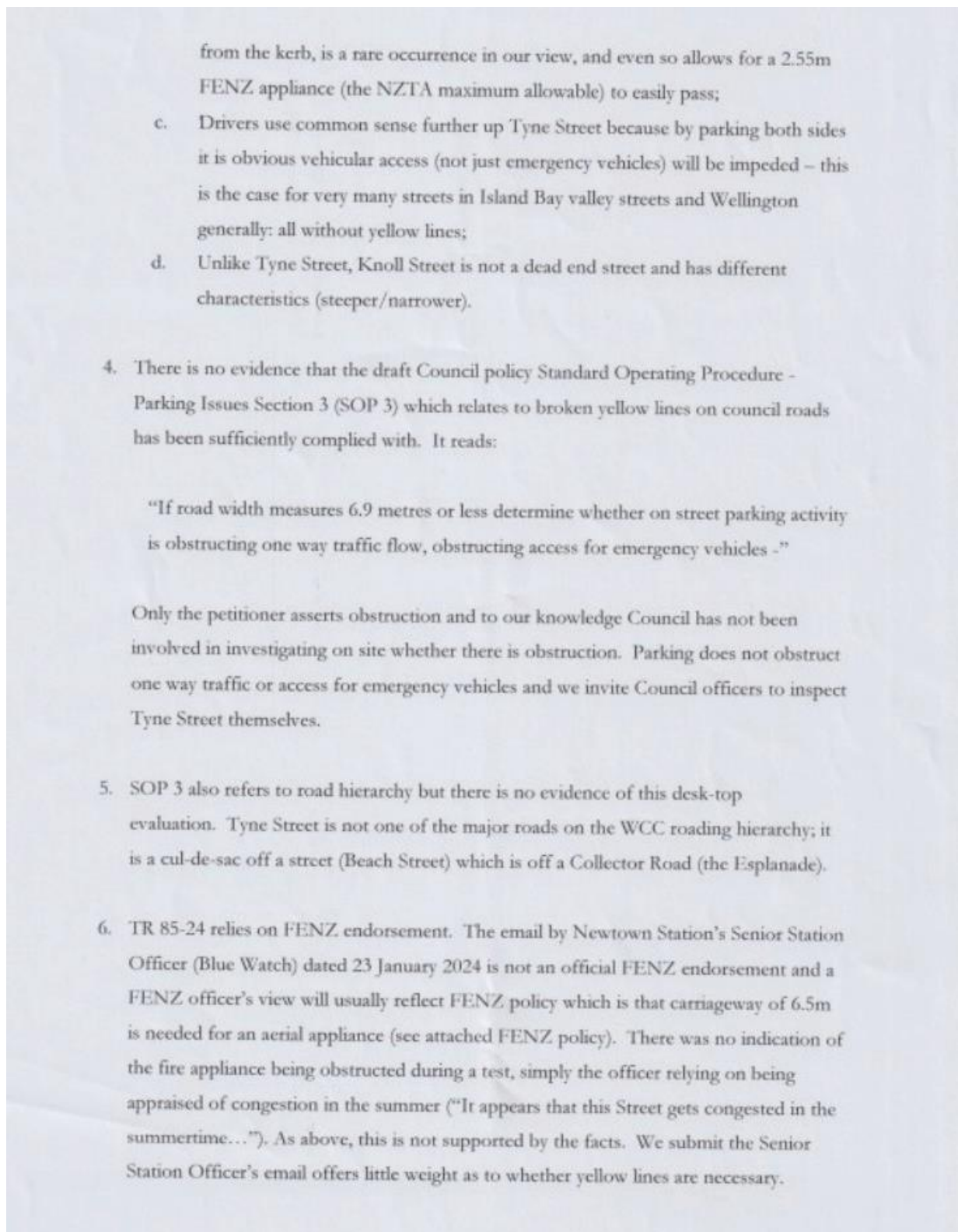
TR85-24 Tyne Street, Island Bay – No Stopping At All Times

We, the undersigned make the following joint submission regarding Council proposal TR 85-24 Tyne Street, Island Bay – No Stopping At All Times. *Note: signatories may also make their own individual submissions.*

We submit this proposal ought not be considered by the committee on the basis that less than 50% of residents were in favour of yellow lines from the first proposal TR 16-24. We refer to the email from Keren Love dated 22 June 2023 which cites a 50% threshold needed for the committee's deliberation, and the attached list of residents opposing yellow lines (attachment: TR16-24 Joint Submission.pdf).

If, nonetheless, the committee resolves to hear the proposal we submit the following:

1. There is insufficient evidence Tyne Street is unsafe or has access problems whether in summer or any other season. No remedial action is required and the proposed permanent no stopping restriction for most of the southern side of the street is unnecessary and in any event disproportionate.
2. Considerably less than 50% of Tyne Street households favour the imposition of yellow lines. As far as we (the submitters) are aware the proposal is being pursued mainly by one petitioner and does not reflect the wider view which is that the street's parking situation (as has existed for decades) is safe and the loss of parking is a disproportionate response. The petition initially lodged included names of some petitioners who later revoked their support. We refer again to the list of residents opposing the initial proposal attachment (attachment: TR16-24 Joint Submission.pdf).
3. The petitioner's email of 17 September 2023 which initiated the yellow lines proposals for Tyne Street is inaccurate in the following respects:
 - a. A majority of residents are not aware a large fire appliance would be impeded or that the issue of access is front of mind;
 - b. The photograph attached to the email exaggerates the issue and does not represent congestion that occurs on a regular basis; the vehicle is parked away



[The images of the group signatories have been redacted as they contained personal information]

Officer Response:

Thank you for your feedback on TR85-24 Tyne Street, Island Bay- No Stopping At All Times.

The proposed changes have been done as per Council standard operating procedures. The No Stopping At All Times road markings have been proposed along the road where it is too narrow for Emergency services to drive through where there are private vehicles parked on both sides of the road.

For Council officers to propose changes to address a public safety issue, it is not necessary to gain residents' support. When a request for action form is sent to residents, Council officers choose to gauge the impact of the requested changes on the affected residents and to design the proposed changes to address the residents' input. For a Traffic resolution to be approved, a majority of the members at the Regulatory Processes Committee has to agree to the proposed changes.

While we appreciate that the removal of parking may be inconvenient for some residents, the proposed changes are to address significant community safety issues. By installing broken yellow lines in the proposed locations, Council is ensuring that the emergency vehicles have unobstructed access in the event of an emergency which has been supported and endorsed by Fire and Emergency NZ.

Feedback

Name: Tim

Suburb: Island Bay

Agree: No

Submission in relation to TR 85-24:

Proposal TR 85-24 should not be considered by the Committee as less than 50% of residents of Tyne St support it.

If the proposal is to be considered by the Committee:

- I oppose it primarily on the basis that the Tyne St parking situation is not objectively unsafe.
- I repeat the previous joint submission made in relation to TR16-24 and the joint submission made by several other residents opposing proposal TR 85-24.
- In December 2023 I saw a FENZ fire truck opposite our residence on Tyne St (about halfway up Tyne St) and noticed that there were cars parked on both sides of the street at the entrance to Tyne St including a car parked away from the curb. I observed there remained more than adequate space for the FENZ truck to exit the street. To my knowledge there had been no invitation to residents to observe the FENZ trial. I have lived here over 25 years and do not recall any problems with large appliances, rubbish trucks and the like accessing the street.

Thank you for considering this submission.

Officer Response:

Thank you for your feedback on TR85-24 Tyne Street, Island Bay- No Stopping At All Times.

The Council engineers have followed Council standard operating procedures in assessing Tyne Street. The assessment shows that the carriageway width along a large section of Tyne Street is inadequate to allow vehicles to park on both sides of the road. Therefore, the proposed changes within this traffic resolution in which No Stopping At All Times road markings are required to ensure that parked private vehicles do not block emergency vehicles access during an event.

For Council officers to propose changes to address a public safety issue, it is not necessary to gain residents' support. When a request for action form is sent to residents, Council officers choose to gauge the impact of the requested changes on the affected residents and to design the proposed changes to address the residents' input. For a Traffic resolution to be approved, a majority of the members at the Regulatory Processes Committee has to agree to the proposed changes.
