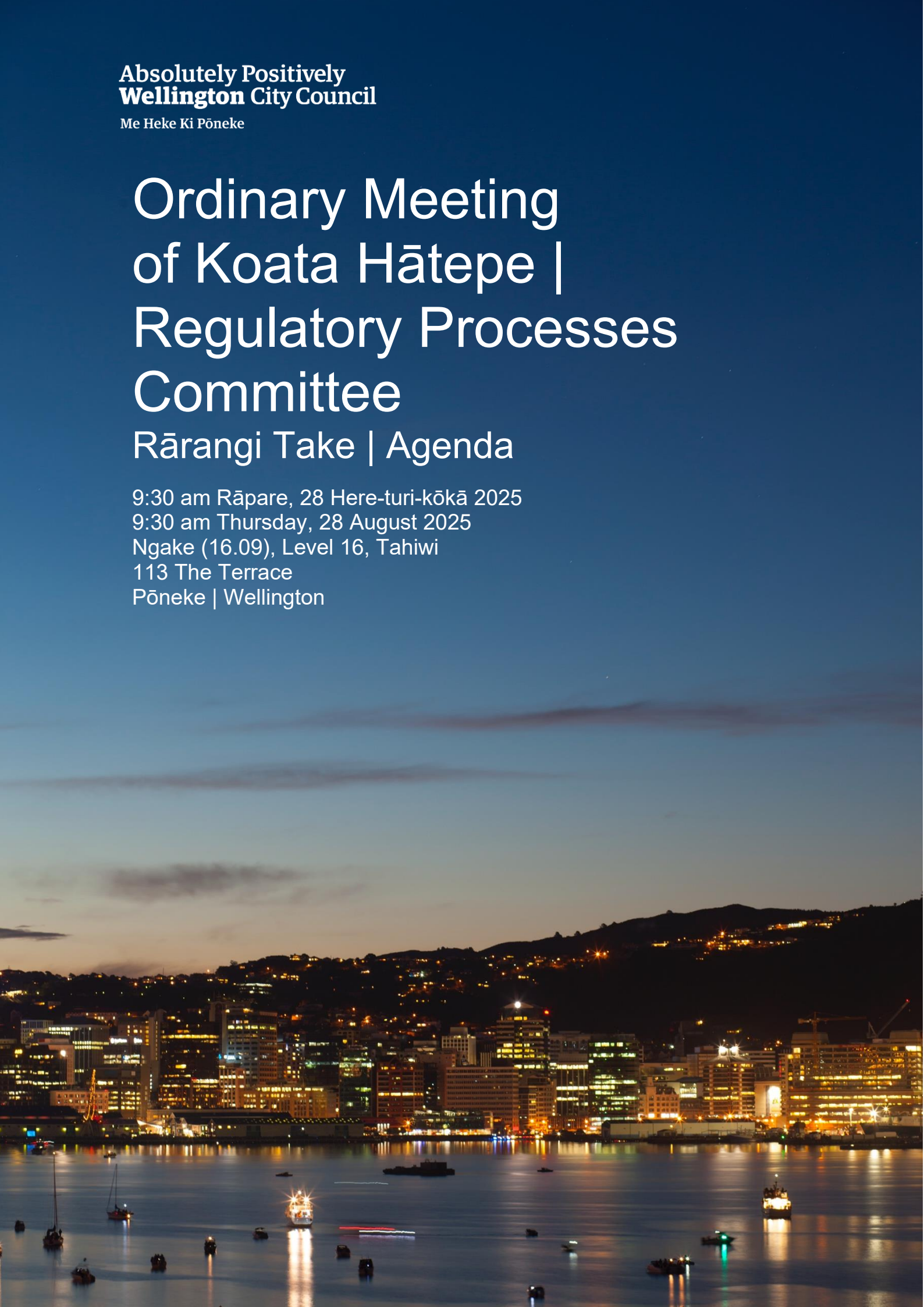
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

Rārangi Take | Agenda

9:30 am Rāpare, 28 Here-turi-kōkā 2025
9:30 am Thursday, 28 August 2025
Ngake (16.09), Level 16, Tahiwi
113 The Terrace
Pōneke | Wellington



KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE
28 AUGUST 2025

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

MEMBERSHIP

Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly
Councillor McNulty
Councillor Rogers
Mayor Whanau

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

1) Naming places in accordance with the naming policy, except for regionally significant decisions.
2) Development contribution remissions.
3) Leases, licences, and easements.
4) Objections to classifications under the Dog Control Act 1996.
5) Suburb boundaries.
6) Traffic resolutions.
7) Temporary road closures.
8) Road stopping.
9) Approving the list of Resource Management Act commissioners and the associated appointment guidelines.

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

1.3 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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 18 June 2025 will be put to the Koata Hātepe | Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

The item may be allowed onto the agenda by resolution of the Koata Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Koata Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral, or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

PROPOSED ROAD CLOSURES

Kōrero taunaki | Summary of considerations

Purpose

1. This report to the Koata Hatepe | Regulatory Processes Committee seeks approval for road closure subject to the conditions listed in the attached road closures impact reports.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:

    Cultural Wellbeing – a welcoming diverse and creative city.

    Social Wellbeing – a city of healthy and thriving whanau and communities.

    Engaging our community.

Relevant previous decisions

3. The Round the Bays 2026 event covers the same footprint as in previous years, this event will be operated by a new event organiser.
4. The Khandallah Fair is the same community event as previous years with the same footprint; no issues have been raised with the previously held events.
5. The Newtown Ave Block Fest Community has previously been approved, though no closures have been held under these approvals thus far.
6. The Paniyiri Greek Orthodox Fair follows on from the very successful event held in 2025. Whilst not the first Paniyiri to be held, 2025 was the first to be held under a road closure.
7. Cuba Dupa 2026 will follow the same plans as previously held events. The events, while disruptive, have proven to be very well run and a popular event on the Wellington calendar.
8. The Shelly Bay Seal Sprint event has been happening for over 10 years, is a very well run and supported event with no issues in previous years.
9. The Alexandra Road Sealed Hill Climb is a regular even on the Wellington motorsport calendar. Held in the same location each year without any major issues.
10. Test cricket will be taking place at the Basin Reserve with the West Indies visiting.
11. The White Ferns will be hosting South Africa in a series of one day international matches at the Basin Reserve.
12. Domestic cricket will once again be hosted at the Basin Reserve with several Super Smash matches held. The Basin Reserve regularly holds large events with the Buckle Street slip lane closed to traffic.

13. The Christmas Market is a new event and part of the Christmas in Quarters series of events.
14. Fringe takeover on the Street is a new event.
15. Park(ing) Day is an event that has been held for several years. This is the first year this event has requested a road closure.

Significance

16. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Sean Woodcock, Customer, Compliance and Business Service Manager Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Agree to close the following roads on Sunday 15 February 2026 0500 to 1300hrs to enable the **Southern Cross Round the Bays** event. The roads will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

    2.1 SH1 Wellington Rd (full closure between Hamilton Rd intersection and Cobham Dr 0730 to 1230hrs southbound, 0715 to 1230hrs northbound).

    2.2 SH1 Cobham Dr (full closure between Evans Bay Pde and Troy St roundabout 0730 to 1130hrs).

    2.3 SH1 Cobham Dr (full left lane closure on eastbound between Troy St roundabout and Calabar roundabout 0730 to 1200hrs).

    2.4 Cable St (between Jevois Quay and Oriental Pde left lane between Tory St to Kent Tce 0500 to 1130hrs).

    2.5 Oriental Pde (full closure to Carlton Gore Rd and all the adjoining side roads. Herd St, Fryberg car park, Oriental Tce, Hay St, Grass St 0500 to 1130hrs).

2.6 Evans Bay Pde (full closure between Carlton Gore Rd / Oriental Pde to Cobham Dr, includes at point of entry of all side roads, 0715 to 1230hrs).

2.7 Evans Bay Pde (between Cobham Dr and Kilbirnie Cres intersection 0715 to 1300hrs. All arterial roads joining Evans Bay Pde 0715 to 1230hrs. Kilbirnie Cres / Hamilton Rd / Wellington Rd intersection to the Evans Bay Pde / Cobham Dr / Wellington Rd intersection 0715 to 1230hrs northbound, 0715 to 1130hrs southbound. Cobham Dr / Evans Bay Pde intersection to Troy St roundabout 0715 to 1130).

2.8 Taurima St and Goa St (0715 to 1130hrs).

2.9 Shelly Bay Rd (between Miramar Ave and Massey Rd 0730 to 1200hrs).

2.10 Massey Rd (between Shelly Bay Rd and Point Gordon 0730 to 1200hrs).

2.11 Parking Restrictions 0500 to 1300 on Sunday 15 February 2026.

2.11.1 Cable St (Jervois Quay to Chaffers St)

2.11.2 Kilbirnie Cres (park side, Wellington Rd to Evans Bay Pde intersection).

2.11.3 Hamilton Rd (eastern side southbound lane).

2.11.4 Wellington Rd / Hamilton Rd intersection to 107 Hamilton Rd.

2.11.5 Wellington Rd (between Hamilton Rd and Evans Bay Pde).

2.11.6 Evans Bay Pde (Cobham Dr intersection to Kemp St).

2.11.7 Calabar Rd roundabout to Shelly Bay Rd.

2.11.8 Oriental Pde between Cable St and Hay St.

3. Agree to close Ganges Road (1 to 19) on Sunday 14 December 2025 (1000 to 1500hrs) to enable the **Rotary Khandallah Fair**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

4. Agree to close Newtown Avenue (no#6 to 24) on the below dates from 1400hrs Friday to 2130hrs on Sunday to enable the **Newtown Ave Block Fest**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports. The weekend dates requested are:

4.1 Weekend of Saturday 13 September 2025

4.2 Weekend of Saturday 20 September 2025

4.3 Weekend of Saturday 25 october 2025

4.4 Weekend of Saturday 7 February 2026

4.5 Weekend of Saturday 18 April 2026

4.6 Weekend of Saturday 2 May 2026

5. Agree to close Hania Street (1 to 13) on Saturday February 14, 2026 (0900 to 1500hrs) to enable the **Paniyiri** food festival. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

6. Agree to close the following roads from Friday 27 March 1159hrs to Monday 30 March 2026 0300hrs to enable the **Cuba Dupa** event. The roads will be closed to vehicles and

cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

6.1 Cuba St (between Arthurs St / Karo Dr and Wakefield St).

6.2 Manners St (between Taranaki St and Victoria St).

6.3 Luke Street (restricted access).

6.4 Dixon St (between Ghuznee St and Dixon St).

6.5 Inglewood Pl (between Taranaki St and Dixon St).

6.6 Ghuznee St (between Taranaki St and Dixon St).

6.7 Leeds St (off Ghuznee St).

6.8 Marion St (restricted access to Swan Ln).

6.9 Furness Ln.

6.10 Garrett St (off Cuba St).

6.11 Swan Ln (restricted access).

6.12 Abel Smith St (between Taranaki St and Victoria St).

6.13 Wigan St (restricted access).

6.14 Kensington St (restricted access).

6.15 Kelvin Gr.

6.16 Foot Scray Ave (behind Toi Poneke).

6.17 Victoria St (slip Lane).

6.18 Vivian St (at key times).

6.18.1 There will be a lane closure on Vivian Street Saturday 28 March 1700 to Sunday 29 March 2026 0500hrd to allow for safe passage of pedestrians to cross.

7. Agree to close Massey Rd (northern entrance to Shelly Bay defence base to north end Scorching Bay reserve) on Sunday 7 December 2025 (0700 to 1800hrs) to enable the **Shelly Bay Seal Sprint**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

8. Agree to close Alexandra Road (Constable St to lookout) on Sunday 15 March 2026 (0700 to 1800hrs) to enable the **Alexandra Road Hillclimb**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

9. Agree to close the Slip Lane (between buckle St and Ellice St) on Sunday 7 0600 to Monday 15 December 2025 2100hrs to enable the Basin Reserve to host the **West Indies Test Match**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

10. Agree to close the Slip Lane (between Buckle St and Ellice St) on Monday 30 March 0600hrs to Thursday 5 April 2026 2100hrs to enable the Basin Reserve to host the **White Ferns vs South Africa ODI** cricket matches. The road will be closed to vehicles

and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports Closure Impacts Reports.

11. Agree to close the Slip Lane (between buckle St and Ellice St) on the below listed dates to enable the Basin Reserve to host the **Super Smash** domestic cricket matches. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports Closure Impacts Reports.

    11.1 December 2025

        11.1.1 Sunday 28 to Monday 29 December 2025, 0600 to 2100hrs.

    11.2 January 2026

        11.2.1 Tuesday 6 to Sunday 11 January 2026 0600 to 2100hrs.

        11.2.2 Sunday 18 to Monday 19 January 2026 0600 to 2100hrs

12. Agree to close Cuba Street (Vivian Street to Ghuznee St, including Garrett Street) on Sunday 15 February 2026 (0700 to 2200hrs) to enable the **Fringe Takeover on the Street**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

13. Agree to close Cuba Street (Vivian Street to Ghuznee St – including Garrett Street) on Saturday February 28, 2026 (0700 to 2200hrs) to enable the **Park(ing) Day**. A rain day is proposed for Saturday 7 March 2026 (0700 to 2200hrs). The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

Whakarāpopoto | Executive Summary

17. The report recommends the approval of road closures to facilitate the:
    - Southern Cross Round the Bays 2026
    - Khandallah Fair
    - Paniyiri Greek Fair
    - Newtown Ave Block Fest
    - Cuba Dupa 2026
    - Shelly Bay Seal Sprint
    - Alexandra Road Sealed Hill Climb
    - West Indies test match cricket
    - White Ferns vs South Africa one day international cricket
    - Super Smash domestic cricket
    - Christmas Market
    - Fringe takeover on the street
    - Park(ing) Day

18. All the closures are to be subject to the conditions listed in the proposed road closure impact reports and will apply to vehicles and cyclists, including motorised scooters.

Takenga mai | Background

19. The council receives numerous request through the year for public roads to be closed for public and private events.

20. In order for the closures to have a effect under Schedule 10 of the Local government Act 1974, council approval is required.

21. The authority to approve request for road closure is made under Schedule 10. Clause 11e of the local government Act 1974 and the Transport Vehicular Trafic road closure regulation 1965. This authority is delegated to the Koata Hatepe | Regulatory Processes Committee.

Kōrerorero | Discussion

22. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary these are:

    (a) An event organiser applies for a road closure when proposed events require one.

    (b) Council officers receive proposals and assess the merits and need of a road closure.

    (c) Council advertised its intention to close the road in the public notice column of the local newspaper.

    (d) Together with the event organisers, council officers ensure that consultation with effected stakeholders is carried out and a communication plan is formulated.

    (e) Any objections are followed up and resolved as far as practicable.

    (f) The event organisers works together with the council officers who are responsible for notifying any plans responding to public submissions and preparing a impact report for the Committee.

    (g) Council officers recommend any conditions that should apply for approval

    (h) The committee deliberates on the proposed road closures

    (i) Council officers recommend any conditions that should apply for approval.

23. Clause 11e of schedule 10 of the Local Government 1974 provides for road closures to facillitate any exibition, fair, show, market, concert, film making, race or other sporting event, or public functions provided that the Council finds no unreasnable impact to traffic.

24. The Act does not prohibit multiply recurring request, being granted by the Council as a single approval.

Kōwhiringa | Options

25. Option 1: Agree to the temporary road closures.

26. Option 2: Do not agrees to the temporary road closures.

27. Option 3: Agree to the temporary road closure with amendments, noting that any changes to the proposed closures would result in a need to consult and will also require a traffic engineering assessment.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

28. The proposed closures support Council's aspiration to maintain a "dynamic, city and thriving suburban centres" which is an outcome from the Economic Wellbeing Strategy.

Engagement and Consultation

29. The City Events team has assessed the proposed closures and has confirmed their support.

30. Members of the public have been advised of the road closures and informed of the right to object.

31. Event organisers are working with resident groups where applicable as well as community groups and local retailers.

32. The public notice advertising these proposed closures have been published via the following channels:

    (a) The Post

    (b) Have Your Say

    (c) Let's Talk

33. Members of the public will also be advised of the road closures prior to the event via:

    (a) Advanced roadside event signage

    (b) Media Releases

    (c) Council Website

Māori Impact Statement

34. There are no Te Tiriti O Waitangi implications.

Financial implications

35. Not applicable

Legal considerations

36. The road closures are proposed in accordance with Schedule10, clause 11e, of the Local Government Act 1974 and the Transport (Vehicular Traffic Road closure)

    Regulations 1965.

    Schedule 10, clause 11e, of the Local Government Act 1974:*11 – the council may, subject object to suck conditions as it thinks fit (including the imposition of a reasonable bond) and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)-*

    (a) While the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired: or

(b) Where in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required: or

(c) During a period when public disorder exists or is anticipated: or

(d) When for any reason it is considered desirable that traffic should be temporarily diverted to other roads: or

(e) For a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert film-making race or other sporting event, or public function.

Provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, int eh opinion of the council, be likely to impede traffic unreasonably.

11A – The council shall give public notice of its intention to consider closing any road or part of a road under clause 11€ and shall give public notice of any decision to close any road or part of a road under that provision.

11B – Where any road or part of a road is closed under clause 11€, the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under control or the council or the promoter on adjoining land.

Risks and mitigations

37. All safety risks for road closure are managed by way of an approved Traffic Management Plan (TMP).

38. Clause 11e of Schedule 10 of the Local Government Act 1974 provides for road closures to facilitate any exhibition, fair show, market, concert, film making, race or other sporting event, or public function provided that the Council finds no unreasonable impact to traffic.

40. Officers have undertaken the impacts assessment of the requests for the road closures in this report and not found adverse impacts to traffic.

Disability and accessibility impact

41. Council officers work with the event organisers to evaluate each event in terms of accessibility and ensure that appropriate changes to improve accessibility are incorporated into the Traffic Management plan

Climate Change impact and considerations

42. Each organiser is required to add the climate change consideration to their road closure impact report.

Communications Plan

43. Retailers affected by the road closures will be contacted by the event organisers either in person or by way of a letter drop to explain what is happening.

Health and Safety Impact considered

44. Health and Safety is covered by the event management plan submitted to council for approval prior to the event. This is assessed together with the Events team alongside the Traffic Management Plan to ensure that the event and associated road closure are managed safely.

Ngā mahinga e whai ake nei | Next actions

45. Should the proposed road closures be approved; the event organiser will issue further communications advising of the approved closures and implement the approved TMP to run the event and clear the site.

46. Council officers will monitor the impact of the closures and undertake a debrief with the organiser following the conclusion of the event.

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REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

SOUTHERN CROSS ROUND THE BAYS
SUNDAY 15 FEBRUARY 2026 5.00AM TO 1.00PM

1. Description of Event

The Southern Cross Wellington Round the Bays held on 15 February 2026 takes advantage of the picturesque setting which winds its way around Wellington's stunning inner-city harbour. Southern Cross Round the Bays is an 8.4km community fun run & 21km half marathon, catering for all ages and fitness levels with entertainment along with track and dedicated corporate hospitality sites at the finish line. It is an accessibility friendly event that fundraises large amounts of money for many different charities. It exists around 3 core principles; Health, Community, and Fun.

The proposed road closures to vehicles, cyclists, and motorised scooters are as follows:

- **Southern Cross Round the Bays: Sunday 15 February 2026 5.00am to 1.00pm**

    - **SH1 Wellington Road.** Full Closure between Hamilton Road intersection and Cobham Drive.
        - 7.30am to 12.30pm South Bound.
        - 7.15am to 1.00pm North Bound.
    - **SH1 Cobham Drive.** Full closure between Evans Bay parade and Troy Street. roundabout 7.30am to 11.30am.
    - **SH1 Cobham Drive.** Full left lane closure and east bound between Troy Street. roundabout and Calabar Road roundabout 7.30am to 12.00pm.
    - **Cable Street.** Between Jervois Quay and Oriental Parade. Left lane Tory Street to Kent Terrace 5.00am to 11.30am.
    - **Oriental Parade.** Full closure to Carlton Gore Road and all the adjoining side roads. (Herd Street, Fryberg car park, Oriental Terrace, Hay Street, Grass Street) 5.00am to 11.30pm.
    - **Evans Bay Parade.** Full closure between Carlton Gore Road / Oriental Parade to Cobham Drive (includes at point of entry of all side roads) 7.15am to 12.30pm.
    - **Evans Bay Parade.** Closed between Cobham Drive and Kilbirnie Crescent intersection 7.15am to 1.00pm.
    - **All arterial** roads joining Evans Bay Parade 7.15am to 12.30pm.
    - **Kilbirnie Crescent / Hamilton Road / Wellington Road intersection to the Evans Bay Parade / Cobham Drive / Wellington Road intersection.**
        - 7.15am to 12.30pm Northbound.
        - 7.15am to 11.30am Southbound.
    - **Cobham Drive / Evans Bay Parade** intersection to Troy Street roundabout 7.15am to 11.30am.
    - **Taurima Street and Goa Street** 7.15am to 11.30am.
    - **Wellington Road.** One way eastbound between Crawford Road roundabout and Ruahine Street 7.15am to 12.00pm.

- **Shelly Bay Road.** Full closure between Miramar Avenue and Massey Road 7.30am to 12.00pm.
- **Massey Road.** Full closure between Shelly Bay Road and Point Gordon 7.30am to 12.00pm.
- **Parking Restrictions**
  - From 5.00am to 1.00pm on Sunday 15 February 2026 Listed streets:
  - Cable Street Jervois Quay to Chaffers Street
  - Kilbirnie Crescent (park side) Wellington Road to Evans Bay Parade intersection.
  - Hamilton Road on the eastern side (along southbound lane) from Wellington Road / Hamilton Road intersection to residential address at 107 Hamilton Road.
  - Wellington Road between Hamilton Road and Evans Bay Parade.
  - Evans Bay Parade (Cobham Drive intersection to Kemp Street).
  - Calabar Road roundabout to Shelly Bay Road
  - Oriental Parade between Cable Street and Hay Street

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 19 July 2025
- Have your say, Tuesday 22 July 2025
- Let's Talk Thursday 24 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 5.00am to 1.00pm on Sunday 15 February 2026.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The event organiser must work with Coastguard Emergency services at Evans Bay Marina to ensure in an emergency, coastguard is able to enter the first driveway from State Highway 1 within the road closure.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025

Me Heke Ki Pōneke

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

Southern Cross Round the Bays
Road Closure
Sunday 15 February 2026 5.00am to 1.00pm

SH1 Wellington Road - full closure between Hamilton Road intersection and Cobham Drive.
7.30am to 12.30pm South bound
7.15am to 1.00pm North bound

SH1 Cobham Drive - full closure between Evans Bay parade and Troy Street roundabout **7.30am to 11.30am**

SH1 Cobham Drive - full left lane closure on east-bound between Troy Street roundabout and Calabar Road roundabout **7.30am to 12.00pm**

Cable Street between Jervois Quay and Oriental Parade - left lane between Tory Street to Kent Terrace **5.00am to 11.30am**

Oriental Parade - full closure to Carlton Gore Road and all the adjoining side roads. (Herd Street, Fryberg car park, Oriental Terrace, Hay Street, Grass Street) **5.00am to 11.30pm**

Evans Bay Parade - full closure between Carlton Gore Road/ Oriental Bay to Cobham Drive (includes at point of entry of all side roads) **7.15am to 12.30pm**

Evans Bay Parade closed between Cobham Drive and Kilbirnie Crescent intersection **7.15am to 1.00pm**

All arterial roads joining Evans Bay Parade 7.15am to 12.30pm

Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to the Evans Bay Parade/Cobham Drive/Wellington Road intersection
7.15am to 12.30pm, Northbound
7.15am to 11.30am Southbound

Cobham Drive/Evans Bay Parade intersection to Troy Street roundabout
7.15am to 11.30am

Taurima Street and Goa Street **7.15am to 11.30am**

Wellington Road one way eastbound between Crawford Road roundabout and Ruahine Street **7.15am to 12.00pm**

Shelly Bay Road Full closure between Miramar Avenue and Massey Road
7.30am to 12.00pm

Massey Road Full closure between Shelly Bay Road and Point Gordon
7.30am to 12.00pm

Parking Restrictions
From 5.00am to 1.00pm on Sunday 15 February 2026 listed streets:

Cable Street - Jervois Quay to Chaffers Street

Kilbirnie Crescent - Park side - Wellington Road to Evans Bay Parade intersection

Hamilton Road on the Eastern Side (along southbound Lane)

From Wellington Road/Hamilton Road intersection to residential address at 107 Hamilton Road

Wellington Road between Hamilton Road and Evans Bay Parade

Evans Bay Parade (Cobham Drive intersection to Kemp Street)

Calabar Road roundabout to Shelly Bay Road

Oriental Parade between Cable Street and Hay Street

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1 August 2025.**

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Event Name: Southern Cross Round The Bays From: 15/02/2026 5:00:00 am Until: 15/02/2026 1:00:00 pm

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ROTARY KHANDALLAH FAIR
SUNDAY 14 DECEMBER 2025 10.00AM TO 3.00PM

1. Description of Event

The Rotary Khandallah Fair has been a signature event for the Rotary Club of Wellington North and is one of the Club's flagship annual fundraising events. The club is extremely excited to once again be putting this event together for their local community.

The proposed road closures to vehicles, cyclists and motorised scooters, are as follows:

Rotary Khandallah Fair: Sunday 14 December 2025 10.00am to 3.00pm

- **Ganges Road** (1 to 19 Ganges Road)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

The Khandallah Fair is a local community event which has grown in popularity in recent years. The Products on sale are predominately made in New Zealand which means less transport emissions that imported products. Additionally, the Khandallah Fair appeals to local people buying local products and involves less travel than shopping at other places in Wellington City or in the wider Wellington region.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post, Saturday 28 June 2025
- Have your say, 1 July 2025
- Let's Talk 3 July 2025

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 10.00am to 3.00pm on Sunday 14 December 2025.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.

- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
28 Jun 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for below events,

Paniyiri Food Festival
Road Closure
Hania Street, (from 1 to 13)
Access to Hania Street via Ellice Street
Saturday 14 February 2026 9.00am to 3.00pm

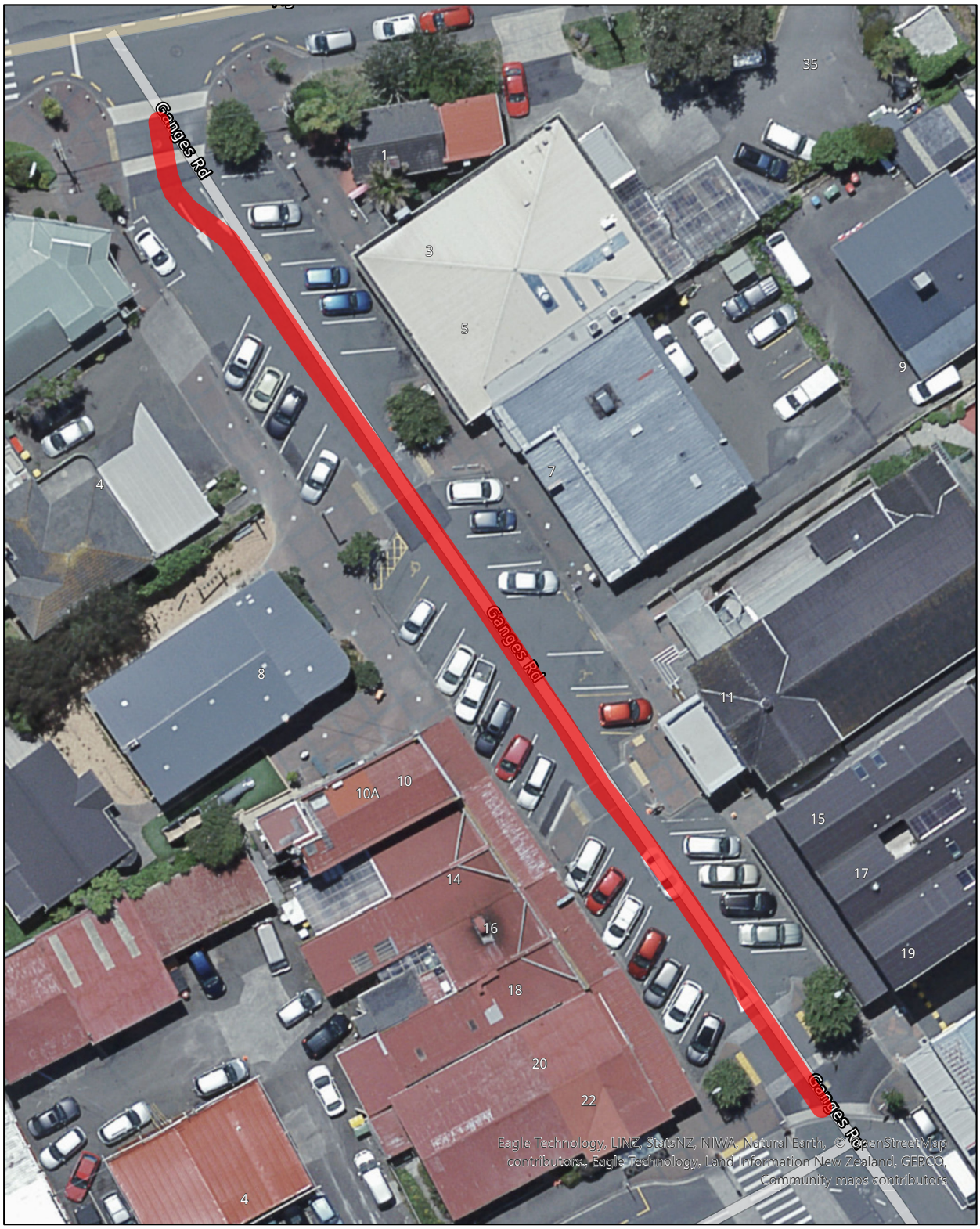
Newtown Avenue Block Fest
Road Closure
Newtown Avenue, (from 16 to 24)
Event may be held 6 weekends between 1 July 2025 to 30 June 2026 2.00pm on a Friday to 9.30pm on a Sunday.
Saturday dates below, closure from Friday to Sunday:
13 September 2025, 20 September 2025, 25 October 2025, 7 February 2026, 18 April 2026, 2 May 2026.

Rotary Khandallah Fair
Road Closure
Ganges Road, (from 1 to 19)
Sunday 14 December 2025 10.00am to 3.00pm

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 July 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



Event Name: Rotary Khandallah Fair From: 14/12/2025 10:00:00 am Until: 14/12/2025 3:00:00 pm

Event Details:

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

NEWTOWN AVENUE BLOCK FEST

1 JULY 2025 TO 30 JUNE 2026 2.00PM FRIDAY TO 9.30PM SUNDAY

13 SEPTEMBER 2025, 20 SEPTEMBER 2025, 25 OCTOBER 2025, 7 FEBRUARY 2026, 18 APRIL 2026, 2 MAY 2026.

1. Description of Event

Newtown Festival is applying for this road closure as the co-producing event partner, being a facilitator supporting the local community to run their own events.

Chung from Calibre Equipment at 17 Newtown Avenue is involved in funding and running the event zone and performance stage in Newtown Avenue on Newtown Festival Day. His local business and the Laundry Collective want to be able to bring vibrancy and creative performance to this short segment of Newtown side street at other times of the year, in addition to Newtown Festival Day.

On three occasions in the year these locals here in Newtown Ave plan to stage their own street event. They have asked us to apply for six potential weekend dates, when they know they could all be available to stage their event. This gives neighbours, and the wider Newtown community, advance notice of defined potential dates when a Newtown Ave Block Fest might happen. When weather and circumstances are favourable these pre-consented road closure weekends enables them to convene a Block Fest Street event day with a 3-week operational lead time.

The proposed road closures to vehicles, cyclists and motorised scooters, are as follows:

- **Newtown Avenue Block Fest:** 2pm Friday to 9.30pm Sunday between 1 July 2025 to 30 June 2026. On the following dates:
    - 13 September 2025.
    - 20 September 2025.
    - 25 October 2025.
    - 7 February 2026.
    - 18 April 2026.
    - 2 May 2026.
    - **Newtown Avenue** (front of number 16 to in front of number 24 Newtown Avenue)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Climate Change

Local business and local retailers will be aiming for zero waste; all aimed at minimising waste to landfill. Members of the public will be encouraged to use alternative transport to this event. Public transport will not be affected by this road closure and there will be minimum disruption to other retailers outside this road closure.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 28 June 2025.
- Let's Talk Thursday 3 July 2025.
- Have your say, Tuesday 1 July 2025.

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 9.00am to 3.00pm on various dates 2025 to 2026. As stated in the Impact Report.

- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Newtown Avenue Block Fest, various dates 2025 to 2026 as stated in the Impact Report from 2.00pm on a Friday to 9.30pm on a Sunday subject to an Alcohol Licence being obtained.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- The Post Public notice

Maria Taumaa

Prepared By ……..
Maria Taumaa
Street Activities Coordinator

The Post
28 Jun 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for below events,

Paniyiri Food Festival
Road Closure
Hania Street, (from 1 to 13)
Access to Hania Street via Ellice Street
Saturday 14 February 2026 9.00am to 3.00pm

Newtown Avenue Block Fest
Road Closure
Newtown Avenue, (from 16 to 24)
Event may be held 6 weekends between 1 July 2025 to 30 June 2026 2.00pm on a Friday to 9.30pm on a Sunday.
Saturday dates below, closure from Friday to Sunday:
13 September 2025, 20 September 2025, 25 October 2025, 7 February 2026, 18 April 2026, 2 May 2026.

Rotary Khandallah Fair
Road Closure
Ganges Road, (from 1 to 19)
Sunday 14 December 2025 10.00am to 3.00pm

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 July 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

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Event Name: Newtown Avenue Block Fest From: 1/07/2025 2:00:00 pm Until: 30/06/2026 8:00:00 pm

Event Details: Event may be held 6 weekends between 1 July 2025 to 30 June 2026 2.00pm on a Friday to 9.30pm on a Sunday.
Saturday dates below, closure from Friday to Sunday:
13 September 2025, 20 September 2025, 25 October 2025, 7 February 2026, 18 April 2026, 2 May 2026.

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

PANYIRI GREEK FOOD FESTIVAL

SATURDAY 22 FEBRUARY 2025 9.00AM TO 3.00PM

1. Description of Event

The annual Paniyiri (food Festival) of the Greek Orthodox Community of Wellington has been going for at least the last 30 years, with the exception of 2021 and 2022 when organisers were concerned about possible-last minute Covid restrictions or the likelihood of Covid restrictions, it has returned to its former glory in the last two years and keeps attracting more and more people of all ethnic backgrounds.

The proposed road closures to vehicles motorised scooters and cyclists, are as follows:
Paniyiri Greek Food Festival: Saturday 22 February 2025 9.00am to 3.00pm

- **Hania Street number 1 to 13**
- **Access to Hania Street via Ellice Street**

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Organisers hire a lot of bins to assist with managing waste and clearing of rubbish after the event. Although LPG is used, care is taken to ensure no gas is unnecessarily, and LPG is more climate-friendly than alternate fuels. Organisers are confident activities do not impinge negatively on climate sustainability.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- Dominion Post, Saturday 5 October 2024
- Social Media, Tuesday 8 October 2024
- Twitter, Tuesday 8 October 2024
- Facebook, Tuesday 8 October 2024
- Have your say, Tuesday 8 October 2024

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of traffic management.

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 9.00am to 3.00pm on Saturday 22 February 2025.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.

- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of Dom Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post | Te Upoko o te Ika
28 Jun 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for below events,

Paniyiri Food Festival
Road Closure
Hania Street, (from 1 to 13)
Access to Hania Street via Ellice Street
Saturday 14 February 2026 9.00am to 3.00pm

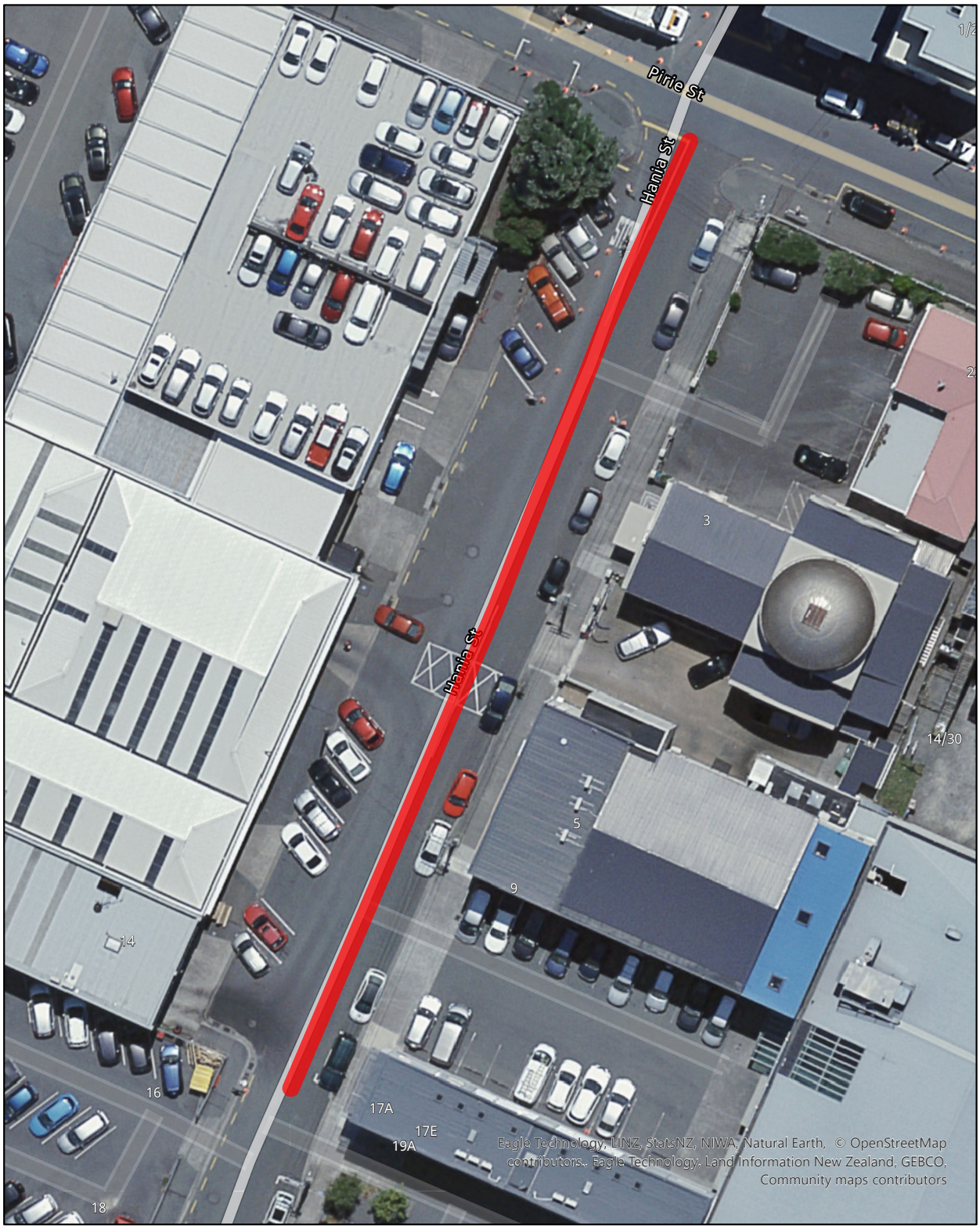
Newtown Avenue Block Fest
Road Closure
Newtown Avenue, (from 16 to 24)
Event may be held 6 weekends between 1 July 2025 to 30 June 2026 2.00pm on a Friday to 9.30pm on a Sunday.
Saturday dates below, closure from Friday to Sunday:
13 September 2025, 20 September 2025, 25 October 2025, 7 February 2026, 18 April 2026, 2 May 2026.

Rotary Khandallah Fair
Road Closure
Ganges Road, (from 1 to 19)
Sunday 14 December 2025 10.00am to 3.00pm

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 July 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



Event Name: Paniyiri (Food Festival) From: 14/02/2026 9:00:00 am Until: 14/02/2026 3:00:00 pm

Event Details:

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CUBA DUPA 2026

FRIDAY 27 MARCH 2026 11.59PM TO MONDAY 30 MARCH 2026 3.00AM

1. Description of Event

Cuba Dupa is an iconic event where for two days pedestrians take over the streets to showcase and celebrate Wellington's Cuba Quarter and surrounds. The diverse programme will include street performances, site-specific installations, music and performance, feature events and zones, hospitality and community participation. Cuba Dupa will encourage participants to engage in interactive activities and be entertained in surprising and fun ways whilst exploring and rediscovering all the nooks and crannies of the Cuba Quarter.

The proposed road closures to vehicles, cyclists, and motorised scooters are as follows:

Cuba Dupa 2026: Friday 27 March 2026 11.59pm to 30 March 2026 3.00am

- **Cuba Street** (between Arthurs Street / Karo Drive and Wakefield Street)
- **Manners Street** (between Taranaki Street and Victoria Street)
- **Dixon Street** (between Taranaki Street and Victoria Street)
- **Eva Street** (off Dixon Street)
- **Egmont Street** (between Ghuznee Street and Dixon Street – restricted access)
- **Inglewood Place** (between Taranaki Street and Dixon Street)
- **Ghuznee Street** (between Taranaki Street and Victoria Street)
- **Leeds Street** (off Ghuznee Street)
- **Marion Street** (restricted access to Swan Lane)
- **Furness Lane**
- **Garrett Street** (off Cuba Street)
- **Swan Lane** (restricted access)
- **Abel Smith Street** (between Taranaki Street and Victoria Street)
- **Wigan Street** (restricted access)
- **Kensington Street** (restricted access)
- **Kelvin Grove**
- **Foot Scray Avenue** (behind Toi Poneke)
- **Victoria Street Slip Lane**

There will be lane closure on Vivian Street Saturday 28 March 2026 5.00pm to Sunday 29 March 2026 5.00am to allow for safe passage of pedestrians to cross Vivian Street at key times.

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Climate Change

Cuba Dupa is committed to improving and promoting sustainable practice in NZ Festivals. From the inception of the event, organisers have worked closely with some of Wellington's waste guidelines and goals have been implemented and measured each year. Organisers are working towards making Cuba Dupa a Zero Waste event. Some key focuses are ensuring that all participating street food stall are required to serve compostable packaging, and the reusable bags and cups are exclusively used through the site.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 19 July 2025
- Have your say, Tuesday 22 July 2025
- Let's Talk Thursday 24 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from Friday 27 March 2026 11.59pm to Monday 30 March 2026 3.00am.

- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Cuba Dupa 2026 Friday 27 March 20026 11.59pm to Monday 30th March 2026 3.00am subject to an Alcohol Licence being obtained.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

Cuba Dupa 2026
Friday 27 March 2026 11.59pm to Monday 30 March 2026 3.00am
Cuba Street (between Arthur Street/Karo Drive and Wakefield Street)
Manners Street (between Taranaki Street and Victoria Street)
Lukes Lane (restricted access)
Dixon Street (between Taranaki Street and Victoria Street)
Eva Street (off Dixon Street)
Egmont Street (between Ghuznee Street and Dixon Street - restricted access)
Inglewood Place (between Taranaki Street and Dixon Street)
Ghuznee Street (between Taranaki Street and Victoria Street)
Leeds Street (off Ghuznee Street)
Marion Street (restricted access to Swan Lane)
Furness Lane
Garrett Street (off Cuba Street)
Swan Lane (restricted access)
Abel Smith Street (between Taranaki Street and Victoria Street)
Wigan Street (restricted access)
Kensington Street (restricted access)
Kelvin Grove
Footscray Avenue (behind Toi Poneke)
Victoria Street Slip Lane

There will be a lane closure on Vivian Street Saturday 28 March 2026 5pm to 5am Sunday 29 March 2026 (pedestrian management.)

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1 August 2025.**

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Event Name: Cuba-Dupa From: 27/03/2026 11:59:59 pm Until: 30/03/2026 3:00:00 am

Event Details: There will be a lane closure on Vivian Street Saturday 28 March 2026 5pm to 5am Sunday 29 March 2026 (pedestrian management.)

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

SHELLY BAY SEAL SPRINT
SUNDAY 7 DECEMBER 2025 7.00AM TO 6.00PM

1. Description of Event

The Wellington Car Club (Inc) wish to run. A Motorsport New Zealand sanctioned race, under their approval by way of an Event Organisers Permit. This event has been held for several years in Shelly Bay on a 2.6km course, The regulations and other relevant documentation are endorsed by Motorsport New Zealand stewards.

The proposed road closures to vehicles, cyclists, and motorised scooters are as follows:

- **Shelly Bay seal Sprint: Sunday 7 December 2025 7.00am to 6.00pm**
    - Massey Road (Northern entrance to Shelly Bay Defence Base to Norh end Scorching Bay Reserve).

Please refer to the map attachment for further detail.

Pedestrian access will be restricted. Emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Organises will be looking at how to include electric vehicles (EVs) in this event using the recently released Motorsport NZ guidelines. Organisers are aware of concerns around the perception of motorsport and the use of fossil fuels. The advances being made in technologies for alternative fuels in now allowing electric and hybrid vehicles to be used at the club level motorsport. Availability of suitable vehicles will continue to be a hindrance, as it is for normal road vehicles, but developments like those seen with Haydon Paddon's electric rally car, and with the EV series cars overseas (where Emma Gilmour recently signed on as a driver for McLaren as an example) will see that technology flow down over time.

While the technology and safety features are continuing to evolve, the message that organisers would like to share is that the desire to complete in motorsport will remain, irrespective of the motive power. Organisers are of the belief electric, and hydrogen powered cars will soon become the norm in motorsport over the coming years. Motorsport is not exclusive to petrol powered cars.

2. Events Directorate Support

The Events Unit has no connection with and no objection to this event.

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 26 July 2025
- Have your say, Tuesday 29 July 2025
- Let's Talk Wednesday 30 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 7.00am to 6.00pm on Sunday 7 December 2025.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.

- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for below events.

Shelly Bay Seal Sprint
Road Closure:
Massey Road (Northern entrance Shelley Bay Defence Base to North end of Scorching Bay Reserve).
Sunday 7 December 2025 7.00am to 6.00pm

Alexandra Road Sealed Hillclimb
Road Closure:
Alexander Road (Constable Street to Lookout Road).
Sunday 15 March 2026 7.00am to 6.00pm

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1 August 2025.**

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Event Name: Shelly Bay Sealed Sprint From: 7/12/2025 7:00:00 am Until: 7/12/2025 6:00:00 pm

Event Details:

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WEST INDIES TEST
SUNDAY 7 DECEMBER 2025 6.00AM TO MONDAY 15 DECEMBER 2025 9.00PM

1. Description of Event

The Basin reserve will host several international cricket matches this season in which they close Buckle Street slip lane allowing for a greater space for food vendors and a safe entry point ensuring spectators do not have a busy road to cross to enter the ground.

The proposed road closures to vehicles, cyclists, and motorised scooters are as follows:

West Indies Test: Sunday 7 December 2025 to Monday 15 December 2025 6.00am to 9.00pm

- **Slip Lane** (between Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

The Basin Reserve has attempted to minimise its environmental impact in practical terms this means after each match they try and ensure nothing is left behind to show an event ever occurred, if anything had to be changed to accommodate, it is returned to its original state afterwards. Waste Management is a key part of the Basin Reserve Trust Statement of intent. After each event there is a specialised waste management team to man a series of bins around the Basin. The venue has been working with food vendors to ensure all plated, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

2. Events Directorate Support

The Events Unit has no connection with and no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 19 July 2025
- Have your say, Tuesday 22 July 2025
- Let's Talk Thursday 24 July 2025

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 6.00am Sunday 7 December 2025 to Monday 15 December 2025 9.00pm.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.

- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the West Indies Test Sunday 7 December 2025 to Monday 15 December 2025 6.00am to 9.00pm subject to an Alcohol Licence being obtained.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025

Wellington.govt.nz

Wellington City Council
Me Heke Ki Pōneke

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

West Indies Test
Slip Lane (between Buckle Street and Ellice Street)
Sunday December 7 to Monday 15 December 2025
December 10-14 West Indies Test 6.00am to 9.00pm

White Ferns vs South Africa ODI
Slip Lane (between Buckle Street and Ellice Street)
Monday 30 March 2026 to Thursday April 5, 2026 6.00am to 9.00pm
April 1st White Ferns vs South Africa ODI
April 4th White Ferns vs South Africa ODI

Super Smash
December 2025
Slip Lane (between Buckle Street and Ellice Street) 6.00am to 9.00pm T20
Sunday 28 December 2025 to Monday 29 December 2025
January 2026
Tuesday 6 January 2026 to Sunday 11 January 2026
Sunday 18 January 2026 to Monday 19 January 2026

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1st August 2025**.

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
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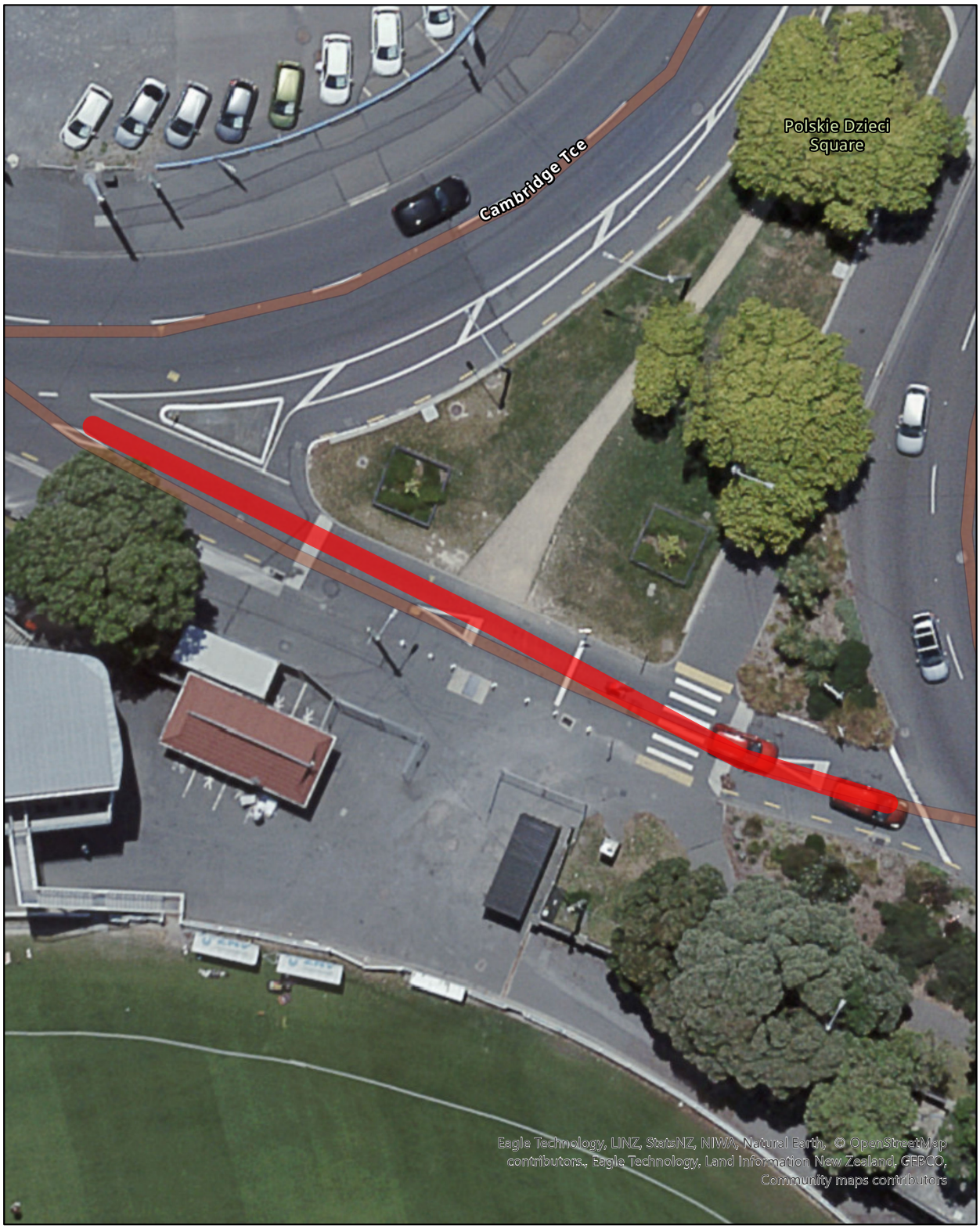
Classified advertisement in your local newspaper today



Event Name: West Indies Test From: 7/12/2025 6:00:00 am Until: 15/12/2025 9:00:00 pm

Event Details: Sunday December 7 to Monday 15 December 2025
December 10-14th West Indies Test 6.00am to 9.00pm

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ALEXANDRA ROAD SEALED HILLCLIMB
SUNDAY 15 MARCH 2026 7.00AM TO 6.00PM

1. Description of Event

The Wellington Car club (Inc) has once again applied to run this annual event. The event is sanctioned by Motorsport New Zealand and under their approval by way of an Event Organiser Permit. The event has been carried out on this section of road, as advised by the club, since the 1960" s.

The proposed road closures to vehicles, cyclists, and motorised scooters are as follows:

Alexandra Road Sealed Hillclimb: Sunday 15 March 2026 7.00am to 6.00pm

- **Alexandra Road** (Constable Street to Lookout Road)

Please refer to the map attachment for further detail.

Pedestrian access will be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Motorsport NZ have released guidelines on how electric vehicles are able to compete in sprint events like this. Organisers will be looking at how they are able to include EV's in this event, although there are a few things that need to be covered off to meet the guidelines.

Organisers are aware of concerns around the perception of motorsport and the use of fossil fuels. The advances being made in technologies for alternative fuels is now allowing electric and hybrid vehicles to be used at the club level of motorsport. Availability of suitable vehicles will continue to be a hindrance, as it is for normal road cars, but development like those seen with Haydon Paddon's electric rally car, and the EV series cars overseas (where Emma Gilmour recently signed on as a driver for McLaren as an example) will see that technology flow down over time.

While the technology and safety features are continuing to evolve, the message organisers would like to share is that the desire to compete in motorsport will remain, irrespective of the motive power. Organisers see that electric and hydrogen powered cars will soon become the norm in motorsport over the coming years. Motorsport is not exclusive to petrol powered cars.

2. Events Directorate Support

The Events Unit has no connection with and no objection to this event.

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 26 July 2025
- Have your say, Tuesday 29 July 2025
- Let's Talk Thursday 29 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 7.00am to 6.00pm on Sunday 15 March 2026.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.

- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post public notice

Maria Taumaa

Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for below events.

Shelly Bay Seal Sprint
Road Closure:
Massey Road (Northern entrance Shelley Bay Defence Base to North end of Scorching Bay Reserve).
Sunday 7 December 2025 7.00am to 6.00pm

Alexandra Road Sealed Hillclimb
Road Closure:
Alexander Road (Constable Street to Lookout Road).
Sunday 15 March 2026 7.00am to 6.00pm

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1 August 2025.**

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Event Name: Alexander Rd Hill Climb From: 15/03/2026 7:00:00 am Until: 15/03/2026 6:00:00 pm

Event Details:

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WHITE FERNS VS SOUTH AFRICA ODI
MONDAY 30 MARCH 2026 TO SUNDAY 5 APRIL 2026

1. Description of Event

The Basin Reserve will once again be hosting several international crickets matches this 2025 / 2026 season during which Buckle Street is closed allowing for a greater space for food vendors and a safe point ensuring spectator's do not have a busy road to cross to enter northern entrance to the ground.

The proposed road closures to vehicles and cyclists, including motorised scooters are as follows:

- **White Ferns vs South Africa ODI:**
  - Monday 30 March 2026 6.00am to Sunday 5 April 2026 9.00pm
- **Slip Lane between buckle Street and Ellice Street**

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

The Basin Reserve as a venue is continuing to minimise its environmental impact. In practical terms this means after each match event organisers try to ensure nothing is left behind to show it ever occurred. If anything had to be changed to accommodate the matches, it is returned to its original state afterwards. Waste management is a key part of the Basin Reserve Trust statement of intent. After each event organisers have a specialised waste management team to man a series of bins around the venue. The venue has been working with the food vendors to ensure all plates, sutlery are compostable or recyclable. As a result, the volume of actual waste has been reducing in recent years.

2. Events Directorate Support

The Events Unit has no connection with and no objection to this event.

3. Proposal Notice and Consultation

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 19 July 2025
- Have your say, Tuesday 22 July 2025
- Let's Talk Thursday 24 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from Monday 30 March 2026 6.00am to Sunday 5 April 2026 9.00pm.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
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- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.

- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
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- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the White Ferns vs South Africa ODI Monday 30 March 2026 6.00am to Sunday 5 April 2026 9.00pm subject to an Alcohol Licence being obtained.

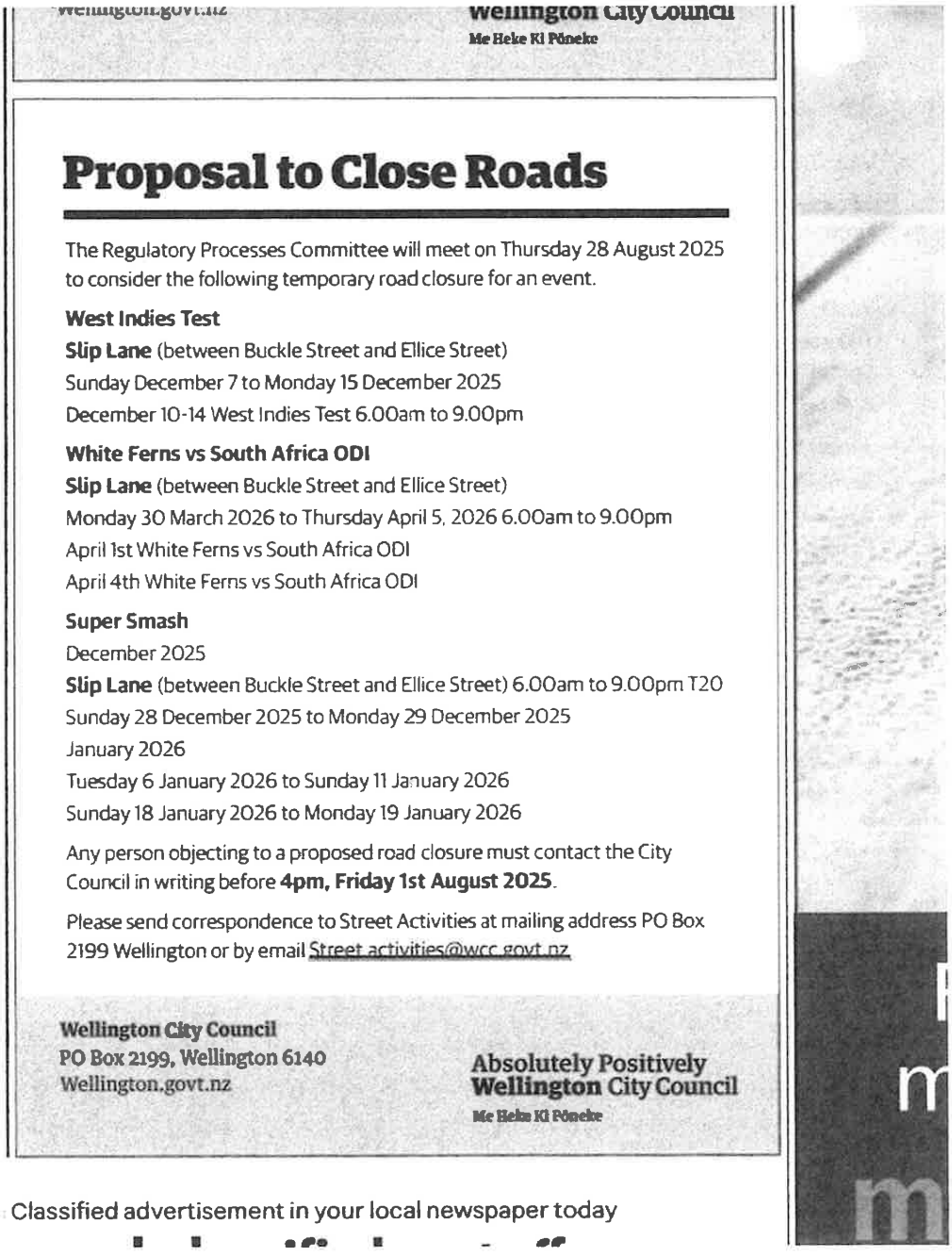
However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……..
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025



wellington.govt.nz

Wellington City Council
Me Heke Ki Pōneke

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

West Indies Test
Slip Lane (between Buckle Street and Ellice Street)
Sunday December 7 to Monday 15 December 2025
December 10-14 West Indies Test 6.00am to 9.00pm

White Ferns vs South Africa ODI
Slip Lane (between Buckle Street and Ellice Street)
Monday 30 March 2026 to Thursday April 5, 2026 6.00am to 9.00pm
April 1st White Ferns vs South Africa ODI
April 4th White Ferns vs South Africa ODI

Super Smash
December 2025
Slip Lane (between Buckle Street and Ellice Street) 6.00am to 9.00pm T20
Sunday 28 December 2025 to Monday 29 December 2025
January 2026
Tuesday 6 January 2026 to Sunday 11 January 2026
Sunday 18 January 2026 to Monday 19 January 2026

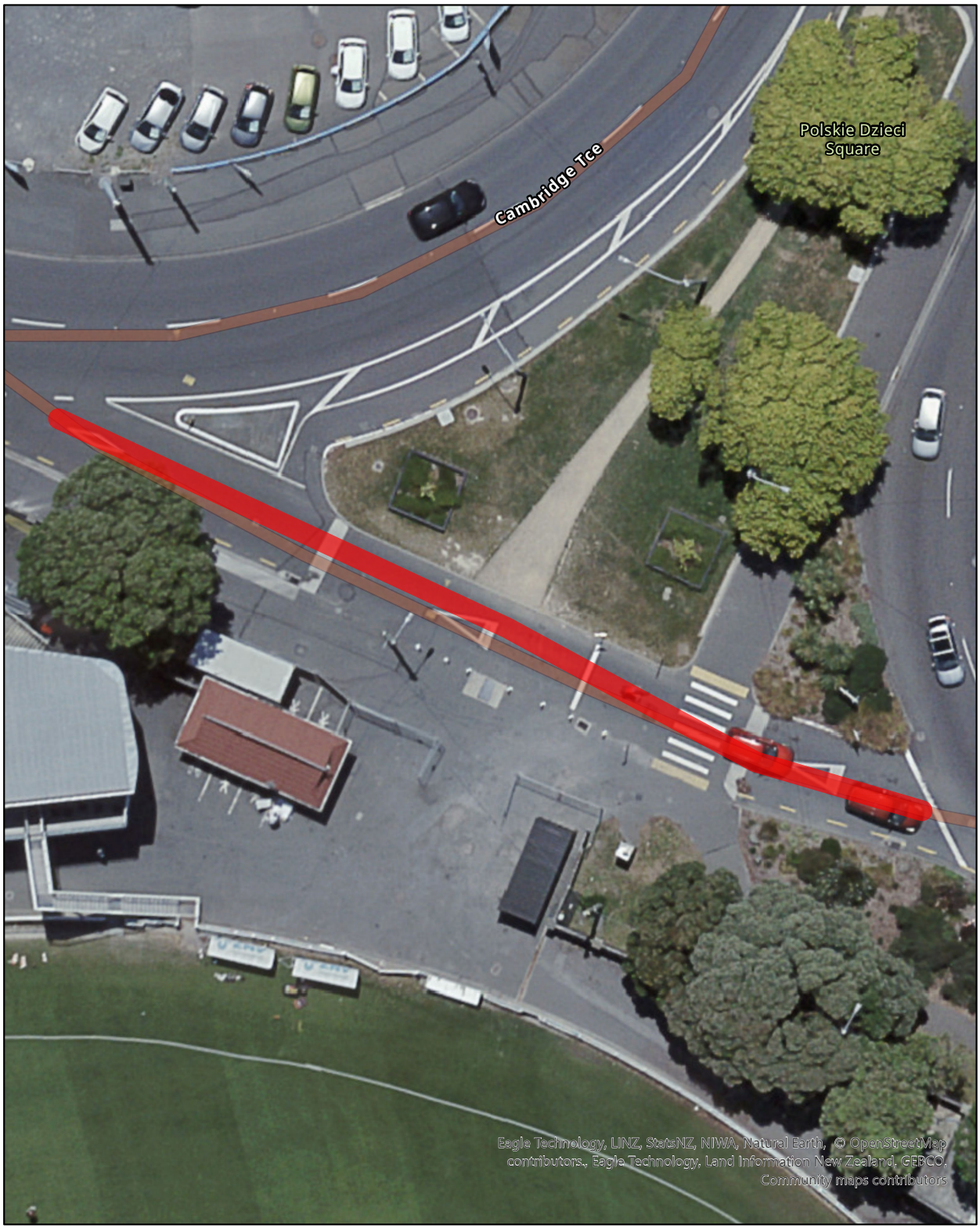
Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1st August 2025**.

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Classified advertisement in your local newspaper today



Event Name: White Ferns vs South Africa ODI From: 30/03/2026 6:00:00 am Until: 5/04/2026 9:00:00 pm

Event Details: Monday 30th March 2026 to Thursday April 5, 2026 6.00am to 9.00pm
April 1st White Ferns vs South Africa ODI
April 4th White Ferns vs South Africa ODI

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

SUPER SMASH
SUNDAY 28 DECEMBER 2025 6.00AM TO MONDAY 29 DECEMBER 2025 9.00PM

T20

TUESDAY 6 JANUARY 2026 TO SUNDAY 11 JANUARY 2026

SUNDAY 18 JANUARY 2026 TO MONDAY 19 JANUARY 2026

1. Description of Event

The Basin Reserve will once again be hosting several domestic cricket matches this 2025/26 season. During which Buckle Street is closed allowing for a greater space for food vendors and a safe point ensuring spectators do not have a busy road to cross to enter northern entrance to the ground.

The proposed road closures to vehicles and cyclists, motorised scooters are as follows:

- **Super Smash:**
  - Sunday 28 December 2025 6.00am to Monday 29 December 2025 9.00pm

- **T20:**
  - Tuesday 6 January 2026 6.00am to Sunday 11 January 2026 9.00pm.
  - Sunday 18 January 2026 6.00am to Monday 19 January 2026 9.00pm.

- **Slip Lane between Buckle Street and Ellice Street**

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

The Basin Reserve as a venue is continuing to minimise its environment impact, in practical terms this means after each match event organisers try to ensure nothing is left behind to show it ever occurred. If anything must be changed to accommodate the matches, if is returned to its original state afterwards. Waste management is a key part of the Basin reserve Trust statement of intent. After each event organisers have a specialised waste management team to man a series of bins around the venue. The venue has been working with food vendors to ensure all plates; cutlery is compostable or recyclable. As a result, the volume of actual waste has been reducing in recent years.

REGULATORY PROCESSES COMMITTEE

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2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post Saturday 19 July 2026
- Have your say, Tuesday 22 July 2025
- Let's Talk Thursday 24 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from `Sunday 28 December 2025 6.00am to Monday 29th December 2025 9. 00pm.Tuesday 6 January 2026 6.00am to Sunday 11 January 2026 9.00pm and Sunday 18 January 2026 6.00am to Monday 19 January 2026 9.00pm.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.

- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Super Smash, Sunday 28 December 2025 6.00am to Monday 29 December 2026 9.00pm. Tuesday 6 January 2026 6.00am to Sunday 11 January 2026 9.00pm, and Sunday 18 January 2026 6.00am to Monday 19 January 2026 9.00pm subject to an Alcohol Licence being obtained.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post
19 Jul 2025

wellington.govt.nz

Wellington City Council
Me Heke Ki Pōneke

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

West Indies Test
Slip Lane (between Buckle Street and Ellice Street)
Sunday December 7 to Monday 15 December 2025
December 10-14 West Indies Test 6.00am to 9.00pm

White Ferns vs South Africa ODI
Slip Lane (between Buckle Street and Ellice Street)
Monday 30 March 2026 to Thursday April 5, 2026 6.00am to 9.00pm
April 1st White Ferns vs South Africa ODI
April 4th White Ferns vs South Africa ODI

Super Smash
December 2025
Slip Lane (between Buckle Street and Ellice Street) 6.00am to 9.00pm T20
Sunday 28 December 2025 to Monday 29 December 2025
January 2026
Tuesday 6 January 2026 to Sunday 11 January 2026
Sunday 18 January 2026 to Monday 19 January 2026

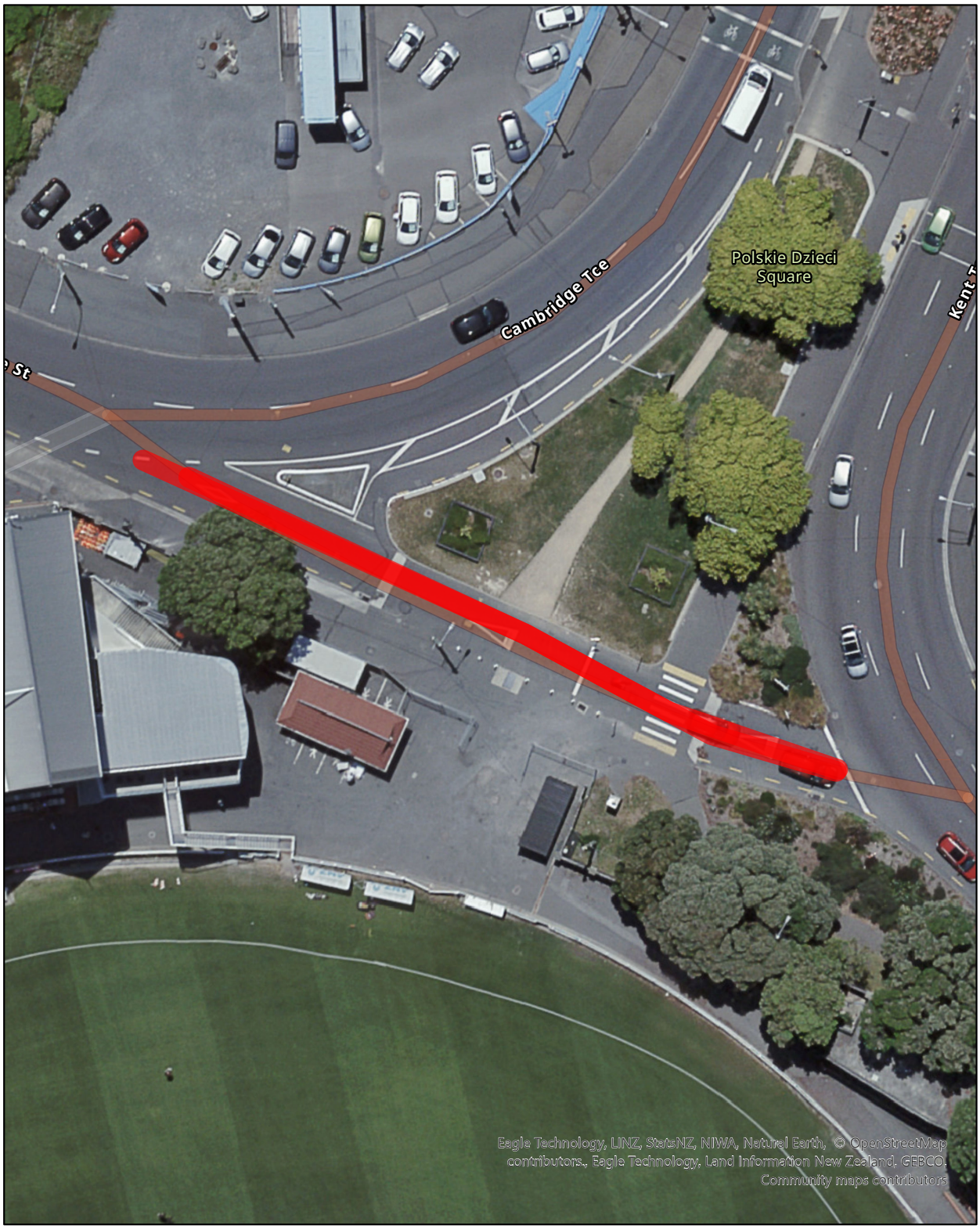
Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 1st August 2025**.

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Classified advertisement in your local newspaper today



Event Name: Super Smash From: 28/12/2025 6:00:00 am Until: 19/01/2026 9:00:00 pm

Event Details: Sunday 28th December 2025 to Monday 29 December 2025
January 2026
Tuesday 6th January 2026 to Sunday 11th January 2026
Sunday 18 January 2026 to Monday 19 January 2026

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CHRISTMAS IN QUARTERS – CHRISTMAS MARKET
SATURDAY 29 NOVEMBER 2025 7.00AM TO 10.00PM

1. Description of Event

Linking in with Christmas in the Quarters in Glover Park, the festivities will bring Cuba Street to life with opportunities for businesses to spill out and create a Christmas market to work alongside the WCC event.

The proposed road closures to vehicles and cyclists, including motorised scooters are as follows:

Christmas Market: Saturday 29 November 2025 7.00am to 10.00pm.

- **Cuba Street** (Vivian Street to Ghuznee Street – including Garrett Street).

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Any waste will be managed in accordance with WCC's Solid Waste Management and minimisation bylaw. The series will spotlight active transport options.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post, Saturday 26 July 2025
- Have your say, Monday 28th July 2025
- Let's Talk Monday 28th July 2025

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

- **Conditions:**
- The road closure is valid from 7.00am to 10.00pm on Saturday 29th November 2025.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.

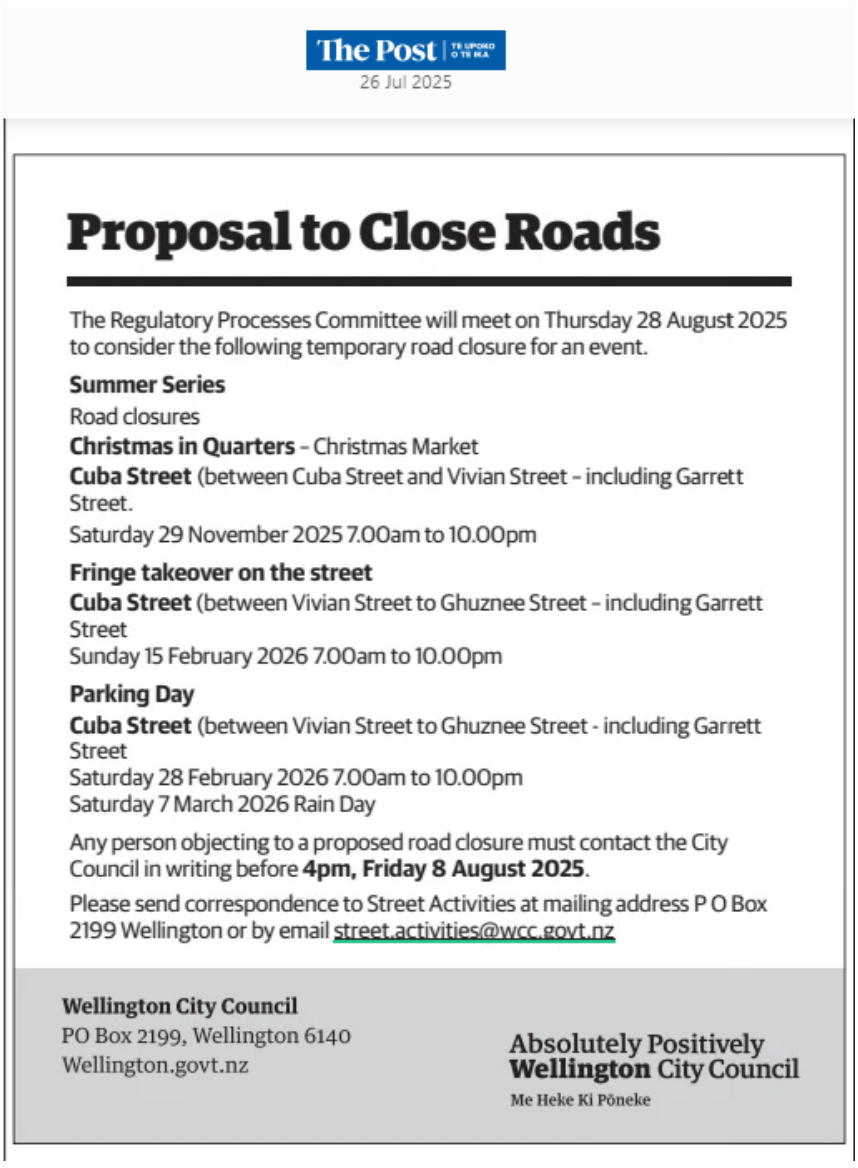
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Christmas Market Saturday 29 November 2025 7.00am to 10.00pm subject to an Alcohol Licence being obtained.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator



The Post | Te Upoko o te Ika
26 Jul 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

Summer Series
Road closures
Christmas in Quarters – Christmas Market
Cuba Street (between Cuba Street and Vivian Street – including Garrett Street.
Saturday 29 November 2025 7.00am to 10.00pm

Fringe takeover on the street
Cuba Street (between Vivian Street to Ghuznee Street – including Garrett Street
Sunday 15 February 2026 7.00am to 10.00pm

Parking Day
Cuba Street (between Vivian Street to Ghuznee Street - including Garrett Street
Saturday 28 February 2026 7.00am to 10.00pm
Saturday 7 March 2026 Rain Day

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 8 August 2025**.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz

Wellington City Council
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Absolutely Positively Wellington City Council
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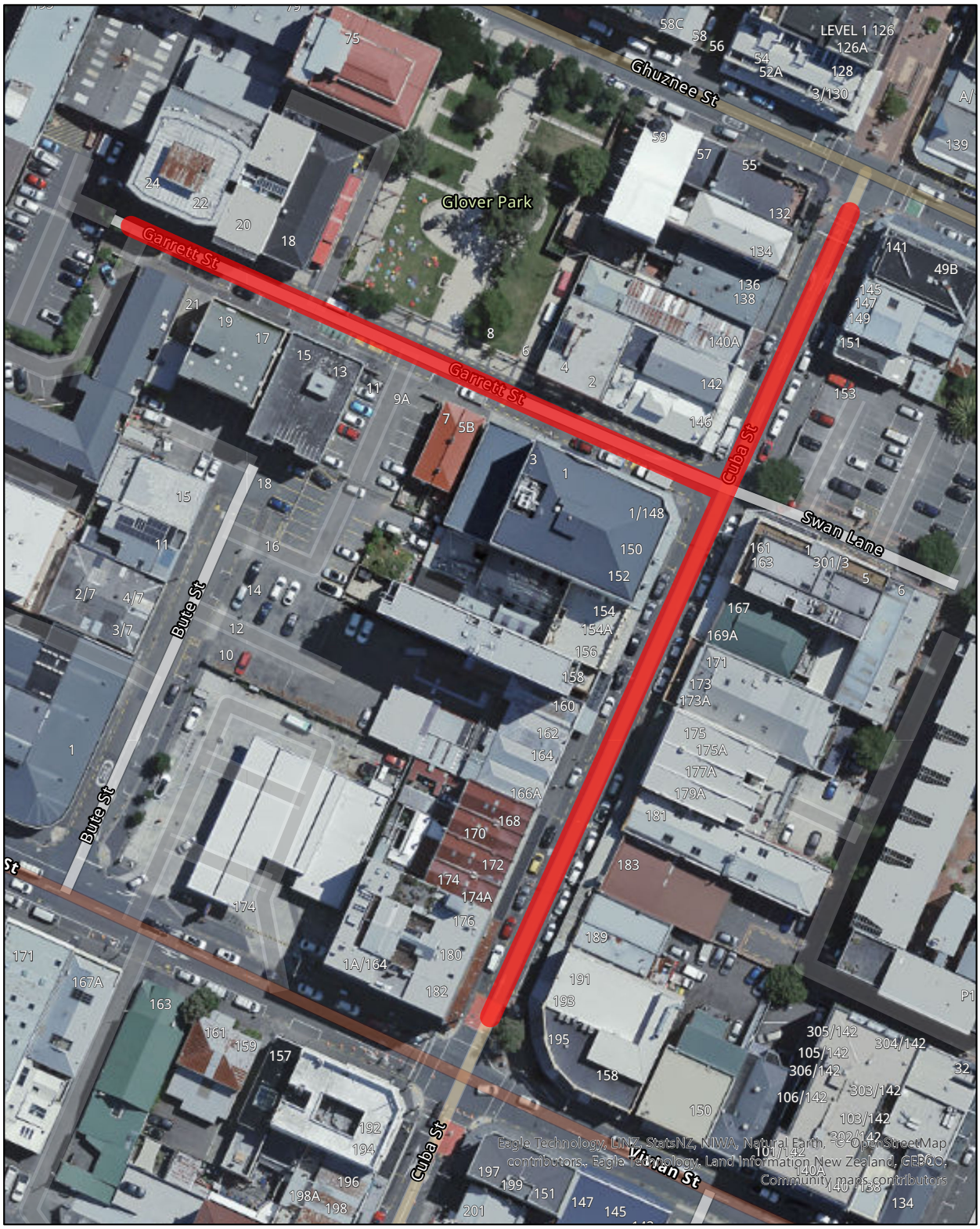

Event Name: Christmas in Quarters – Christmas Market From: 29/11/2025 7:00:00 am Until: 29/11/2025 1:00:00 pm

Event Details:

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

FRINGE TAKEOVER ON THE STREET
SUNDAY 15 FEBRUARY 2026 7.00AM TO 10.00PM

1. Description of Event

In homage to the iconic Edinburgh fringe garden bars, the NZ Fringe Festival will transform Cuba Street into a vibrant celebration of Fringe greatness. This activation will showcase the best and brightest emerging artists, offering a sneak peek into the exciting upcoming 2026 programme.

The proposed road closures to vehicles and cyclists, including motorised scooters are as follows:

Fringe Takeover on the Street: Sunday 15 February 2026, 7.00am to 10.00pm

- **Cuba Street** (Vivian Street to Ghuznee Street – including Garrett Street)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Any waste will be managed in accordance with WCC's Solid Waste Managment and minimisation bylaw. The series will spotlight active transport options.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post, Saturday 26 July 2025
- Let's Talk, Monday 28 July 2025
- Have your say, Monday 28th July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 7.00am to 10.00pm on Sunday 15 February 2026.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
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- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Fringe takeover on the street: on Sunday 15 February 2026 7.00am to 10.00pm subject to an Alcohol Licence being obtained.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……...
Maria Taumaa
Street Activities Coordinator

The Post | Te Upoko o te Ika
26 Jul 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

Summer Series

Road closures

Christmas in Quarters – Christmas Market

Cuba Street (between Cuba Street and Vivian Street – including Garrett Street.

Saturday 29 November 2025 7.00am to 10.00pm

Fringe takeover on the street

Cuba Street (between Vivian Street to Ghuznee Street – including Garrett Street

Sunday 15 February 2026 7.00am to 10.00pm

Parking Day

Cuba Street (between Vivian Street to Ghuznee Street - including Garrett Street

Saturday 28 February 2026 7.00am to 10.00pm

Saturday 7 March 2026 Rain Day

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 8 August 2025**.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
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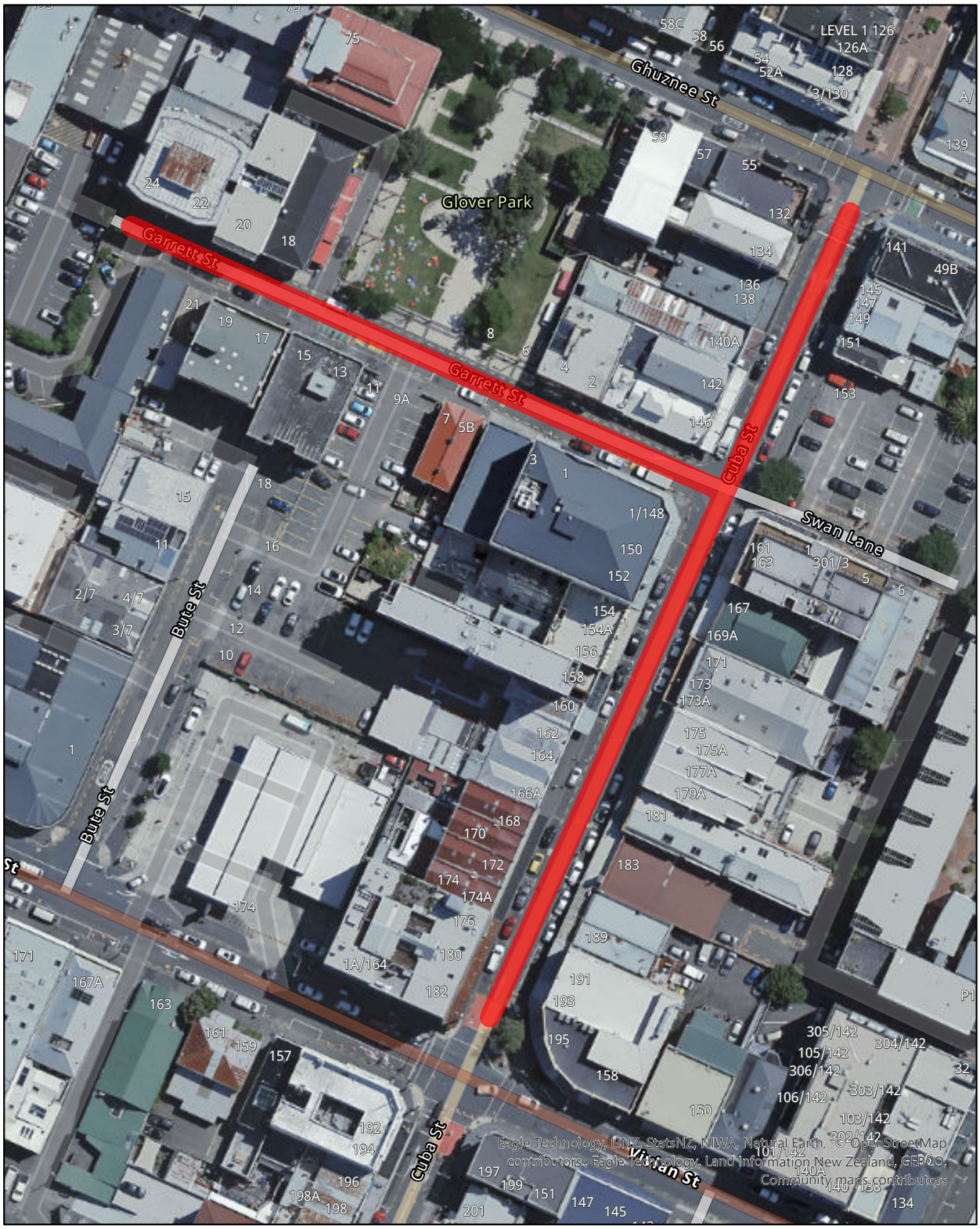
Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke



Event Name: Fringe takeover on the street From: 15/02/2026 7:00:00 am Until: 15/02/2026 10:00:00 pm

Event Details:

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

PARK(ING) DAY
SATURDAY 28 FEBRUARY 2026 7.00AM TO 10.00PM SATURDAY 7 MARCH 2026 7.00AM TO 10.00PM RAIN DAY

1. Description of Event

Park(ing) Day is a global event where creatives occupy city car parks to engage, entertain and ask how we can better use public spaces. Cuba Street will come alive as participants transform carparks. Accessible to all, the public will enjoy Cuba Street from 10am to 6.00pm. Creative Capital Arts Trust hold strong relationships across the precinct. Businesses will be invited to be part of the event and residents will be notified accordingly.

The proposed road closures to vehicles and cyclists, motorised scooters are as follows:

Park(ing) Day: Saturday 28 February 2026 7.00am to 7.00pm, rain day Saturday 7 March 2026 7.00am to 10.00pm.

- **Cuba Street** (Vivian Street to Ghuznee Street – including Garrett Street)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Any waste will be managed in accordance with WCC's Solid Waste Managment and minimisation bylaw. The series will spotlight active transport options.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- The Post, Saturday 26 July 2025

REGULATORY PROCESSES COMMITTEE

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

- Have your say, Monday 28 July 2025
- Let's Talk, Monday 28 July 2025

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: Local Government Act 1974, Section 342, Schedule 10, clause 11(e)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

- The road closure is valid from 7.00am to 10.00pm on Saturday February 28, 2026.
- The event organiser is to notify the public via letter drop to affected parties, and advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required, ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.

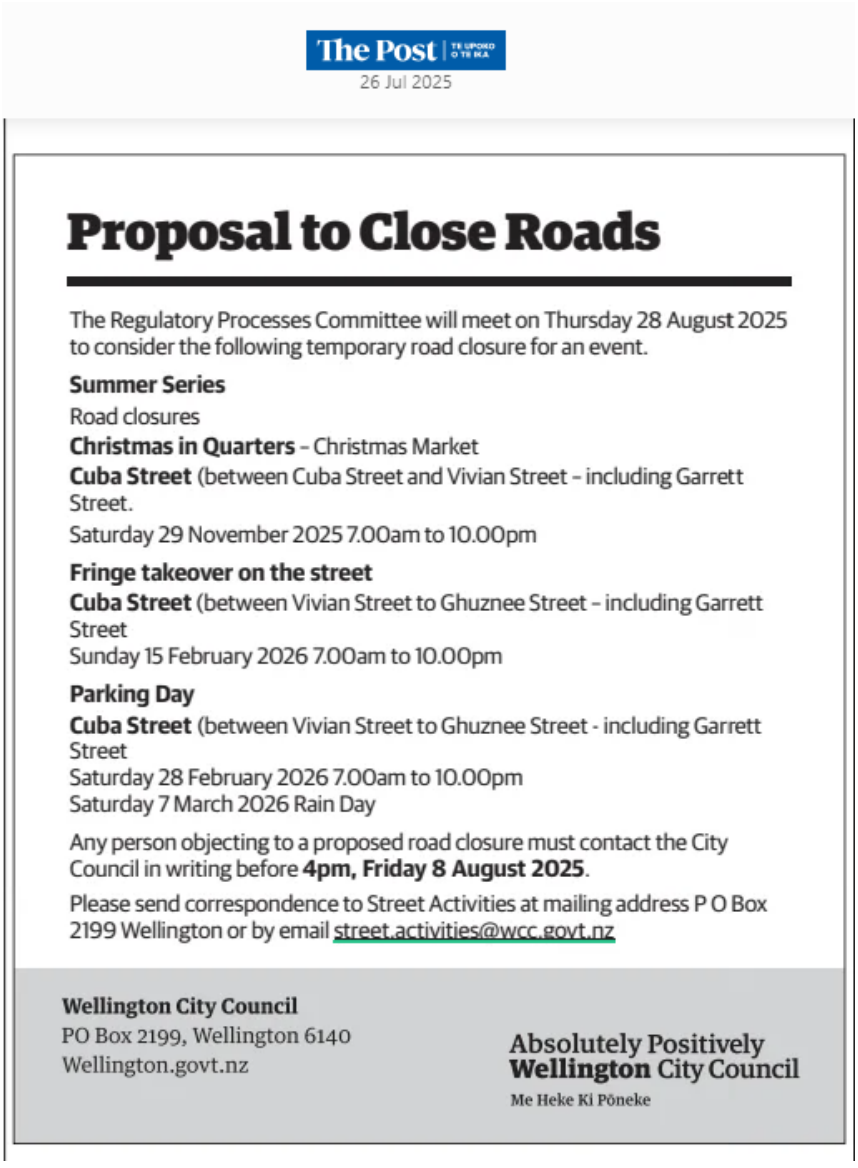
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

- Map of proposed closure
- Copy of The Post Public notice

Maria Taumaa
Prepared By ……..
Maria Taumaa
Street Activities Coordinator



The Post | Te Upoko o te Ika
26 Jul 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 28 August 2025 to consider the following temporary road closure for an event.

Summer Series
Road closures
Christmas in Quarters – Christmas Market
Cuba Street (between Cuba Street and Vivian Street – including Garrett Street.
Saturday 29 November 2025 7.00am to 10.00pm

Fringe takeover on the street
Cuba Street (between Vivian Street to Ghuznee Street – including Garrett Street
Sunday 15 February 2026 7.00am to 10.00pm

Parking Day
Cuba Street (between Vivian Street to Ghuznee Street - including Garrett Street
Saturday 28 February 2026 7.00am to 10.00pm
Saturday 7 March 2026 Rain Day

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 8 August 2025**.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz

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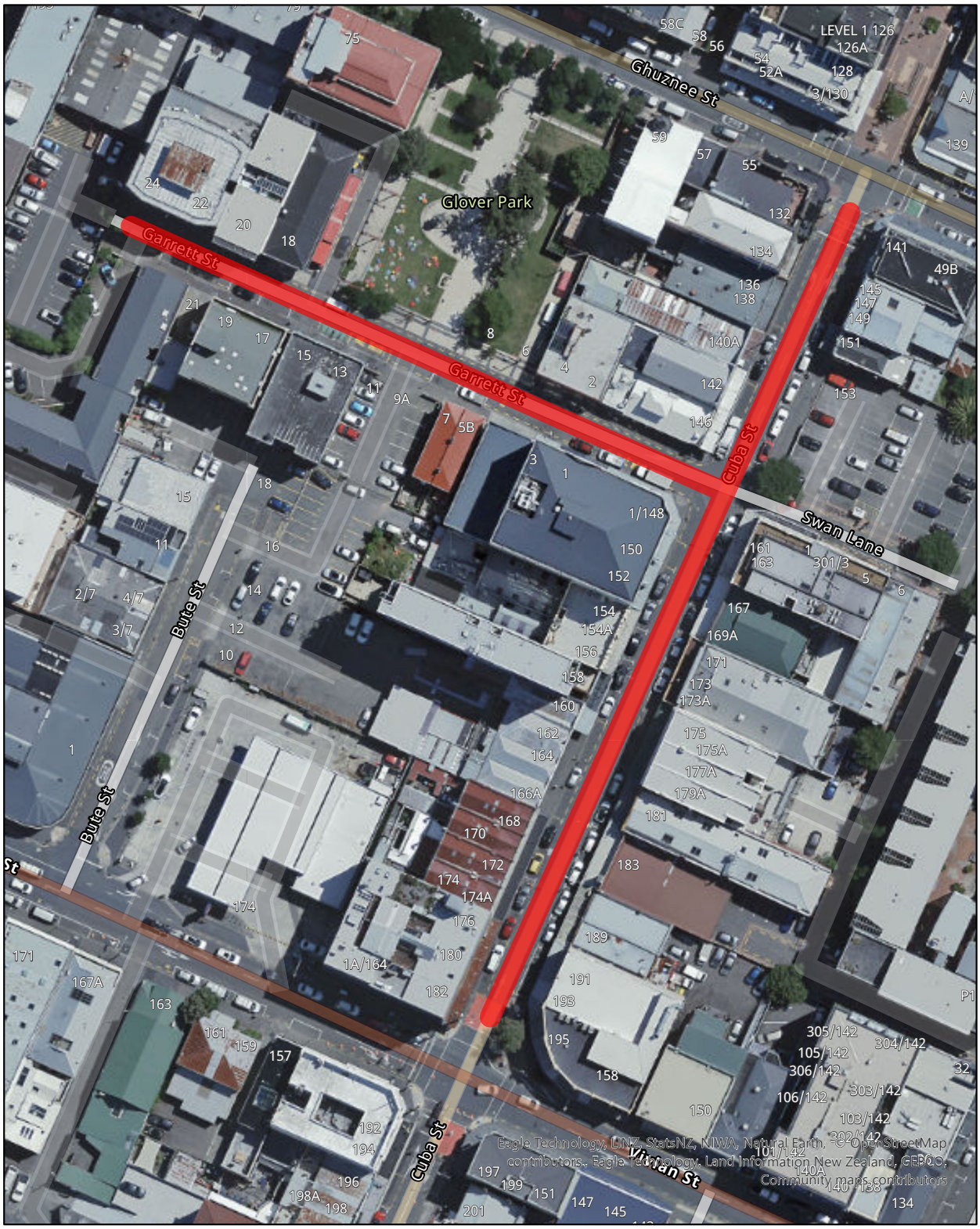

Event Name: Parking Day From: 28/02/2026 7:00:00 am Until: 28/02/2026 10:00:00 pm

Event Details:

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the 14 proposed traffic resolutions issued for consultation between the 11th of July 2025 - 25th of July 2025 as well as one traffic resolution issued for consultation between the 30th of April 2025 – 14th of May 2025.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: Urban Form – A liveable and accessible, compact city; Transform our transport system to move more people with fewer vehicles.

Relevant previous decisions

3. There are no relevant previous decisions.

Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☐ Low	☒ Medium	☐ High	☐ Extreme

Author	Anika Knox, Traffic Resolutions Coordinator
Authoriser	Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information

2. Adopt the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
   - 2.1 TR36-25 Frederick Street, Te Aro – Parking Changes
   - 2.2 TR44-25 Cecil Road, Wilton – No Stopping At All Times
   - 2.3 TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Change
   - 2.4 TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times
   - 2.5 TR48-25 Ryan Grove, Tawa – No Stopping At All Times
   - 2.6 TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction
   - 2.7 TR113-25 Marewa Road, Hataitai – No Stopping At All Times
   - 2.8 TR114-25 Ruskin Road, Newlands – No Stopping At All Times
   - 2.9 TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times
   - 2.10 TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking
   - 2.11 TR117-25 Duncan Street, Tawa – Bus Replacing Trains (BRT) Bus Stop Relocation
   - 2.12 TR118-25 Mana Street. Vogeltown – No Stopping At All Times
   - 2.13 TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street
   - 2.14 TR121-25 Te Ngākau Precinct Street Scape – Harris Street
   - 2.15 TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times

Whakarāpopoto | Executive Summary

5. 16 Traffic Resolutions were available for submission on the Kōrero Mai Let's Talk platform between the 11th July 2025- 25th July 2025. All input received throughout the consultation period has been incorporated into the traffic resolutions report provided in this document, with relevant responses from officers.

6. After reviewing feedback, 14 resolutions are being recommended for approval (refer to recommendations), as well as one traffic resolution (TR26-25) from the consultation round in June. Further information on this traffic resolution can be found at no, 13.

7. TR44-25 Cecil Road, Wilton – No Stopping At All Times was amended post-consultation. Following the feedback Council received from the residents of Salisbury Garden Court, Council Officers have decided to retain the two parking spaces at the northern most area of the plan directly outside Salisbury Garden Court. This is due to the 16 households that live in this location not having vehicle access to their properties and that vehicles parking at this location will not obstruct Fire Emergency New Zealand trucks in the event of an emergency. Refer to amended plan.

8. TR118-25 Mana Street. Vogeltown – No Stopping At All Times was amended post-consultation. Officers propose to shift the L-bar road marking on the North side of the shared driveway for 14, 16, 18 and 20 Mana Street to be located 3 metres away from the side of the edge of the driveway, as per the amended traffic resolution plan.

9. TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements is to be presented to the RPC committee on 28 August 2025 under a separate paper, due to the volume of feedback received.

10. TR47-25 Ranui Crescent, Khandallah – Bus Stop Formalisation (#5422) Bus Stop Relocation (#4422), was deferred post-consultation to allow for further consultation with GWRC.

11. TR36-25 Frederick Street, Te Aro – Parking Changes, was available for submission on the the Kōrero Mai Let's Talk platform between the 30th April 2025 – 14th May 2025. It was deferred before going to the June RPC to allow more time to review feedback and identify where to make amendments to the proposal. The following amendment has been made: "In response to public feedback submitted in review of the proposed TR36-25; officers have redacted any proposed changes to the 3x existing metered parking bays located in front of Kirva Trust/Te Ki a Alasdair to ensure no further impact to residents maneuvering into the adjacent double garages. This has resulted in the removal of on-street bike parking and seen the garden bed in front of the Chinese Mission Hall extended. Removal of the on-street bike parking was considered appropriate given that 4x bike racks remain available within the park site itself, with sufficient space provided to enable cargo-bike use." It is now being presented to the August RPC committee within this paper.

Takenga mai | Background

12. On the 11th July 2025, 16 traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to the local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were available on the Wellington City Council website.

Kōrerorero | Discussion

13. A summary report for each traffic resolution can be found in the attachments.

    Each summary contains:

    - The proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback,
    - All feedback received, and
    - Where appropriate, Council officers' responses to the feedback.

Kōwhiringa | Options

14. The attached Traffic Resolutions Summary Table RPC August 2025 outlines the options reviewed and the resultant proposed changes which are detailed in the attached Traffic Resolutions.

15. The proposed changes were developed using WCC Standard Operating Procedures which are aligned to national NZTA Standards as well as good engineering practice.

16. Options considered post consultation are outlined further in the Officers responses to feedback as well as reflected in the Traffic Resolutions Summary Table.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

17. The proposed changes are in alignment with the Council Parking Policy at: Policies - Plans, policies and bylaws - Wellington City Council.

Engagement and Consultation

18. On 11th July 2025 16 traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.

19. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 14 days, from the 11th July 2025 – 25th July 2025, allowing submissions during this timeframe.

20. On 30th April 2025 seven traffic resolutions (including TR36-25) were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.

21. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 14 days, from the 30th April 2025 – 14th May 2025, allowing submissions during this timeframe.

Māori Impact Statement

22. No specific impact to Tūpuki Ora Māori strategy or the Tākai Here partnership.

Financial implications

23. The funding for all works required in implementing these Traffic Resolutions can be met through existing budgets.

Legal considerations

24. The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws.

Risks and mitigations

25. None identified.

Disability and accessibility impact

26. The proposed changes will improve the accessibility for all users at all ages utilising different transport choices.

Climate Change impact and considerations

27. We need to move more people with fewer vehicles in Wellington, especially at peak travel times. We are looking at ways to give buses more priority while making sure walking, cycling and other transport options are not unduly affected. The benefits of the bus related resolutions will be realised by more people using public transport, less traffic, and therefore, reduced greenhouse gas emissions.

Communications Plan

28. All Traffic Resolutions have been through a consultation process.

Health and Safety Impact considered

29. We have considered the safety impacts of these proposals with the aim to improve safety of all road users.

Ngā mahinga e whai ake nei | Next actions

30. If approved, the proposals will be installed within six months.

Attachments

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August 2025 Traffic Resolution Summary Table

TR36-25 Frederick Street, Te Aro - Parking Changes	
Traffic Resolution (TR)	TR36-25
Location	Frederick street, Te Aro, between 38-46 Frederick St and in front of 133 Taranaki located at the corner of Taranaki and Fredrick Streets.
Current State	Metered Parking, No Stopping At All Times
Proposed State	Metered Mobility Parking, Metered Parking, No Stopping At All Times
Strategic Driver	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. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Support a move to becoming an eco-city. To facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon, Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Source of TR	The Council is delivering the Frederick Street Park project upgrade at 129-133 Taranaki Street, providing a new central city urban park in Te Aro as part of the Green Network Plan and Our City tomorrow goals for a greener city. As part of this upgrade, Council proposes to make changes to Frederick St road corridor, to open the park into the adjoining streetscape. This proposal to remove parking bays is to enable the installation of a raingarden (water sensitive design), garden beds, and an accessible mobility park. The Council shared the parks concept design with the public in October 2023. Engagement showed 96% public support for the proposed design which included proposed changes to Frederick Street road corridor.
Other Options Considered	N/A
Net Parking Removal/Addition	Removal of (4#) parking spaces (metered parking) Converting of (1#) parking spaces (metered mobility parking)
Annual Parking Revenue Impact	Removal of 4 x parking bays results in an annual parking revenue reduction of $17,617.20
Daily Traffic Volume	Average daily traffic count – 1,053 (2021 Data)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	•Improves safety and accessibility for mobility park users, providing for a gap in southeast Te Aro. •Improved visibility into the proposed park site, opening site lines through reduction in parking bays. •This is a positive result as this change will open visibility into the park from the adjoining streetscape, increasing natural surveillance and safety with an improved pedestrian priority environment. •Additional greening and safer pedestrian environment adjoining the proposed park site.
Description	•Install 1x P120 metered Mobility Parking. •Remove 4x metered parking bays •Amendment – In response to public feedback submitted in review of the proposed TR36-25; officers have redacted any proposed changes to the 3x existing metered parking bays located in front of Kirva Trust/Te Ki a Alasdair to ensure no further impact to residents maneuvering into the adjoining double garages. This has resulted in the removal of on-street bike parking and seen the garden bed in front of the Chinese Mission Hall extended. Removal of the on-street bike parking was considered appropriate given that 4x bike racks remain available within the park site itself, with sufficient space provided to enable cargo-bike use.
Feedback	Yes with feedback: 4 Yes without feedback: 11 No with feedback: 3 No without feedback: 5

TR44-25 Cecil Road, Wilton - No Stopping At All Times	
Traffic Resolution (TR)	TR44-25
Location	Cecil Road, Wilton From Euston Road to outside nos. 164.
Current State	No current restrictions.
Proposed State	No Stopping At All Times (BYL's)
Strategic Driver	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.
Source of TR	To ensure safe access for both private and emergency vehicles, a minimum road width of 6.9 metres is required when parking is allowed on both sides. Unfortunately, this section of Cecil Road is significantly narrower than the minimum width required, and with its numerous bends, unrestricted parking could impede both everyday vehicle movement and emergency vehicle access. To mitigate the issue and ensure emergency access, Council officers are proposing the installation of Broken Yellow Lines (no stopping restrictions) along certain sections of Cecil Road. This measure will help maintain clear passage for emergency vehicles while also guiding residents to appropriate parking areas that do not obstruct traffic flow.
Other Options Considered	**Option 1:** • No viable alternative solutions have been identified to effectively resolve the obstruction of emergency vehicles on this section of Cecil Road. Therefore, the installation of broken yellow lines is deemed essential to maintain clear access to properties at the end of the road during emergencies. This proposal has been developed in consultation with local residents and adjusted to reflect their concerns, while still ensuring that fire trucks and other emergency vehicles can safely pass through the street
Net Parking Removal/Addition	Removal of 45 perceived unrestricted parking spaces is proposed; however, these spaces are currently unsuitable for safe parking due to the narrow width of the road and the presence of several blind corners.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 370
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for both general traffic and emergency vehicles • Improves safer turning movements • Improves driver visibility
Description	Install No Stopping At All Times (Broken Yellow Lines)
Feedback	Yes with feedback: 4 Yes/No with feedback: 2 No with feedback: 9

August 2025 Traffic Resolution Summary Table

TR45-25 Donald Street, Karori - New Vehicle Crossing Parking Changes	
Traffic Resolution (TR)	TR45-25
Location	Karori Normal School, Donald Street, Karori
Current State	P5 and Unrestricted Parking.
Proposed State	P5 Parking
Strategic Driver	• 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. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Source of TR	A new vehicle crossing has been constructed on Donald Street to serve Karori Normal School. • This crossing is essential to provide emergency vehicle access to the school in the event of an emergency. • In order to accommodate the new crossing, Council officers propose removing a small section of the existing P5 parking and extending the P5 zone northward into an area that is currently unmarked and unrestricted.
Other Options Considered	**Option 1:** • Other option is to only remove the parking in front of the vehicle crossing and not to extend the P5, this is not preferable as this would mean parents will have one less space for picking up or dropping off their Tamariki.
Net Parking Removal/Addition	• Removal of one time limited parking spaces from the vehicle crossing. • Converting one unmarked, unrestricted parking space to P5 time limited parking
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 2453
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves the viability of Karori Normal School wellbeing • Improves safety and accessibility for Emergency services • Improves safety of all Tamariki and staff
Description	Remove one P5 parking space and to Convert one unmarked, unrestricted parking space into P5 time limited parking
Feedback	Yes with feedback: 3 No with feedback: 2 Yes without feedback: 6 No without feedback: 2

TR46-25 Fore Street, Winchester Street, Kaiwharawhara - No Stopping At All Times	
Traffic Resolution (TR)	TR46-25
Location	The entire length of Fore Street The entire length of Winchester Street
Current State	No Stopping At All Times, Unrestricted Parking
Proposed State	No Stopping At All Times
Strategic Driver	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.
Source of TR	To ensure both general and emergency vehicle access, a street must have a minimum width of 4.7 metres. Measurements taken all along Fore Street show it is only 4 metres wide, widening slightly to 4.1 metres at its broadest point. Vehicle tracking tests confirmed that a fire truck cannot safely navigate the street when vehicles are parked, highlighting the need for broken yellow lines to ensure access. Further investigation and FENZ's input have led Council officers to propose the installation of broken yellow lines along both Fore Street and Winchester Street, as outlined in the attached plan.
Other Options Considered	**Option 1:** • Install broken yellow lines as per the original request, which would involve installing broken yellow lines on a smaller section near the bottom of Fore Street. This option is not preferable as it will not prevent vehicles from obstructing the rest of Fore Street and Winchester Street. Additionally, council officers consulted residents and was provided positive feedback with the current plan.
Net Parking Removal/Addition	Removal of no legal parking spaces.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – Fore Street: 67 (2008), Winchester Street: Not available
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for general and emergency vehicles • Improves safer turning movements
Description	• Install No Stopping At All Times (Broken Yellow Lines)
Feedback	Yes with feedback: 1 No with feedback: 1

August 2025 Traffic Resolution Summary Table

TR48-25 Ryan Grove, Tawa - No Stopping At All Times	
Traffic Resolution (TR)	TR48-25
Location	Ryan Grove, Tawa between nos. 3 and the intersection with Taylor Terrace.
Current State	Unrestricted parking.
Proposed State	No Stopping At All Times.
Strategic Driver	• 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.
Source of TR	• Following a detailed assessment, officers have determined that the road width at this location falls below the required minimum of 6.9 metres, which is necessary to accommodate parking on both sides while allowing for safe passage of vehicles, especially emergency vehicles including fire trucks and ambulances. A similar issue has been identified near the intersection with Taylor Terrace, where the road also fails to meet the minimum width requirements. • In order to improve safety and accessibility, it is proposed to implement "No Stopping At All Times" (broken yellow lines) along the road from the intersection with Taylor Terrace to No. 3 Ryan Grove. Additionally, the intersection formalised with broken yellow lines, as per the attached plans.
Other Options Considered	**Option 1:** • One option considered was to only install broken yellow lines between Nos. 1A and 3 without formalising the intersection. However, this option is not preferred, as it would still allow vehicles to block the entrance to Ryan Grove, preventing access for emergency vehicles.
Net Parking Removal/Addition	Removal of five unrestricted parking spaces.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	N/A
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for all vehicles, specifically for emergency vehicles • Improves safer turning movements • Improves driver visibility
Description	Install No Stopping At All Times (Broken Yellow Lines).
Feedback	Yes with feedback: 2

TR50-25 Oxford Street, Tawa - Proposed P15 Time Limited Parking Restriction	
Traffic Resolution (TR)	TR50-25
Location	Oxford Street, Tawa – Between no. 17 and the Tawa Central Kindergarten.
Current State	Unrestricted Parking.
Proposed State	P15 8:30-9:15am, 2-3:15pm, Monday-Friday spaces.
Strategic Driver	• 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• A request has been received from a member of the public to install a P15 pick-up and drop-off space for parents with Tamariki attending the Tawa Central Kindergarten. • To improve parking turnover and accommodate the needs of parents who have Tamariki at the kindergarten, Council Officers propose to convert approx. seven unrestricted parks to a P15 8:30-9:15am, 2-3:15pm, Monday to Friday, time restricted parks.
Other Options Considered	**Option 1:** • Converting 10 unrestricted parks into P15. This option is not preferred as it limits the parking availability for nearby residents and long-stay users of Coronation Park. **Option 2:** • Install P5 parking instead of P15. This option is not preferred as five minutes does not allow parents enough time to pick-up or drop-off their children at the kindergarten
Net Parking Removal/Addition	Converting of approx. seven unrestricted parks to P15 parks.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 751 (2010 data)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for Tamariki and parents • Improves parking availability during peak times by promoting a higher turnover of parked vehicles. **Pedestrian impact:** • Positive – improves safer access to the Childcare Centre by minimising unsafe parking practices and allowing parking directly outside the centre
Description	Convert approx. seven unrestricted parking spaces into P15 8:30-9:15am, 2-3:15pm, Monday-Friday spaces.
Feedback	Yes with feedback: 2 Not stated with feedback: 1

August 2025 Traffic Resolution Summary Table

TR113-25 Marewa Road, Hataitai - No Stopping At All Times	
Traffic Resolution (TR)	TR113-25
Location	Marewa Road, Hataitai – outside no. 78.
Current State	No Stopping At All Times, Unrestricted Parking.
Proposed State	No Stopping At All Times.
Strategic Driver	• 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• FENZ reported that while attending a call-out, they were unable to reach the required address due to parked vehicles on both sides of Marewa Road making the road too narrow to get through. • To ensure access for emergency vehicles while having vehicles parked on both sides of a road, the road must measure at least 6.9 metres in width. • Council officers conducted a site visit to measure Marewa Road and found that the section of road outside no. 78 measures between 6.3 to 6.4 metres wide. • As this section of Marewa Road is less than 6.9 metres wide, parking on both sides of the streets limits access and safety for vehicles and particularly large vehicles such as fire engines, ambulances and rubbish trucks. • To improve safety and accessibility, Council officers are proposing to extend the existing Broken Yellow Lines on the Eastern side of Marewa Road outside no. 78 by 48 metres, as per the attached plan.
Other Options Considered	**Option 1:** • Install Broken Yellow Lines on the Western side of Marewa Road between nos. 57 and 63. This option is not preferred, for safety reasons it is preferable to retain parking on the footpath side of Marewa Road.
Net Parking Removal/Addition	Removal of approx. eight unrestricted parking spaces.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 434.9 (2009 count)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for emergency vehicles and other road users • Improves safer turning movements
Description	Install No Stopping At All Times (Broken Yellow Lines)
Feedback	Yes with feedback: 1 No with feedback: 1

TR114-25 Ruskin Road, Newlands - No Stopping At All Times	
Traffic Resolution (TR)	TR114-25
Location	Ruskin Road, Newlands between nos. 50 and nos. 62.
Current State	Unrestricted parking.
Proposed State	No Stopping At All Times.
Strategic Driver	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.
Source of TR	As the current road width falls below the required width of 6.9 metres to allow vehicles to park on both sides, Council officers are proposing the installation of broken yellow lines using a chicane style layout. This approach is intended to guide drivers on where to park safely while ensuring emergency vehicle access is not obstructed, as per attached plans.
Other Options Considered	**Option 1:** • Another option considered was to retain parking on the left-hand side outside #50 and #54 and to have broken yellow lines on the other side, however, this is not preferred as there is an existing driveway at his location and would remove more parking spaces than what is proposed.
Net Parking Removal/Addition	Removal of 17 perceived parking spaces however, these are not suitable due to the bends and of how narrow the road is.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 514
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for service and emergency vehicles • Improves safer turning movements • Improves driver visibility
Description	Install No Stopping At All Times (Broken Yellow Lines)
Feedback	Yes with feedback: 1 Yes/No with feedback: 1

August 2025 Traffic Resolution Summary Table

TR115-25 Fortification Road, Karaka Bays - No Stopping At All Times	
Traffic Resolution (TR)	TR115-25
Location	Fortification Road, Karaka Bays – outside no. 5 to no. 9
Current State	Unrestricted parking.
Proposed State	No Stopping At All Times.
Strategic Driver	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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• A Request for Action form has been signed by 26 residents in the area expressing concerns regarding the narrow road and requesting for No Stopping At All Times (Broken Yellow Lines) to be installed on one side of the road between nos. 5 and 9 Fortification Road. • As per WCC's Standard Operating Procedures (SOPs) a road must be at least 6.9 metres wide to sufficiently accommodate vehicles parked on both sides while still allowing enough space for vehicles to pass through . • After conducting a site visit, Council officers found that the section of road between nos. 5 and 9 Fortification Road measures between 5.1 and 5.7 metres wide, indicating that this stretch of road is too narrow for parking on both sides while allowing enough room for large vehicles such as emergency vehicles to navigate through. • To improve safety and accessibility on Fortification Road, officers are proposing to install Broken Yellow Lines along the road between property nos. 5 and 9 as per the attached plan.
Other Options Considered	**Option 1:** • One option explored was to install Broken Yellow Lines on the Eastern side of the road. This option is not preferred as there is a footpath on the Eastern side. This is not preferred as it reduces safe access to the footpath by removing the option to park adjacent to it.
Net Parking Removal/Addition	Removal of approx. six unrestricted parking spaces.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 216 (2011 count)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for emergency vehicles and other road users • Improves safer turning movements
Description	Install No Stopping At All Times (Broken Yellow Lines)
Feedback	Yes with feedback: 8 No with feedback: 4 Yes without feedback: 1

TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking	
Traffic Resolution (TR)	TR116-25
Location	Broderick Road, Johnsonville – outside no. 3
Current State	P5 Time Limited Parking
Proposed State	P60 Time Limited Parking
Strategic Driver	• Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• Johnsonville Library | Waitohi has relocated to 34 Moorefield Road, and the council public toilets previously operating at this location are now closed, having been replaced by the public toilets near Waitohi at 11 Frankmoore Avenue. As a result, the shorter time limit of the P5 parking space is no longer required for library pick-ups and drop-offs, nor for those using the former public toilet facilities. • Council officers therefore propose to convert the P5 time limited parking space outside no. 3 Broderick Road to a P60 time limited parking space. This is compatible with other parking restrictions in this location, as the remaining parking spaces on this section of Broderick Road also have a P60 time restriction. • This change will be beneficial to local businesses as it will allow individuals more time to park and shop, whilst still being a short enough to encourage parking turnover
Other Options Considered	• **Option 1**: ***Convert the P5 Parking Space into a P15 Parking Space:*** This option is not preferred as many nearby businesses have a higher turnaround time than 15 minutes, making it impractical for those requiring a longer staying time. There are also both P5 and P10 spots available on Johnsonville Road on either side of its intersection with Broderick Road, so a quick turnaround time for pick up/drop off for nearby businesses such as takeaway shops is still available. • **Option 2**: ***Convert the P5 Parking Space to Unrestricted Parking:*** This option is not preferred as it does not facilitate parking turnover for local businesses, and it is inconsistent with the other parking restrictions on Broderick Road. Additionally, there are options for longer term parking available nearby
Net Parking Removal/Addition	• Converting one P5 Time Limited Parking to P60 Time Limited Parking.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count - 9,629 (2025 count)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves viability of business wellbeing.
Description	Convert one P5 Time Limited Parking space to P60 Time Limited Parking space.
Feedback	Yes with feedback: 1 Yes without feedback: 1

August 2025 Traffic Resolution Summary Table

TR117-25 Duncan Street, Tawa - Bus Replacing Trains (BRT) Bus Stop	
Traffic Resolution (TR)	TR117-25
Location	Duncan Street, Tawa outside #24 and #25
Current State	Bus Replacing Trains Stop
Proposed State	Bus Replacing Trains Stop - Relocated
Strategic Driver	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• Greater Wellington Regional Council (GWRC) and Wellington City Council have received complaints from passengers using Bus Replacement Train (BRT) bus stops at Tawa Station regarding the lack of shelter at the current bus stop locations. • This issue is particularly concerning during adverse weather conditions, where passengers are left exposed to strong winds and rain while waiting for buses. • By formalising these bus stops and positioning the bus stops in locations where GWRC can install new bus shelters, we increase visibility of this crucial service for passengers. This also improves the resilience of the transport network by providing a consistent and comfortable customer experience on a BRT service despite the disruptions to passengers usual travel methods. • The new proposed bus stop locations enables passengers to take full advantage of the fully accessible fleet and experience step free access on and off the bus. • As the current location cannot safely accommodate the installation of shelters, Council officers are proposing to relocate the bus stops to allow for shelter installation and improved passenger comfort as per the attached plans.
Other Options Considered	**Option 1:** • Another option considered was to have the bus stops closer to the crossing however, there has the potential to obstruct the view of pedestrians crossing if busses are stopping to close.
Net Parking Removal/Addition	Removal of 11 unrestricted parking spaces.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 2555
Montly Bus Passenger Number	Not applicable as stop is used as a temporary measure when trains are not in action, so consistent data is not available.
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves bus service • Improved shelter for waiting pasengers
Description	Relocate both existing "bus replacing trains" stops and formalise them with road markings and bus shelters.
Feedback	Yes with feedback: 2 No with feedback: 2

TR118-25 Mana Street, Vogeltown – No Stopping At All Times	
Traffic Resolution (TR)	TR118-25
Location	Mana Street, Vogeltown – outside nos. 15–21, 16, and 22–26.
Current State	No Stopping At All Times, Unrestricted Parking
Proposed State	No Stopping At All Times
Strategic Driver	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.
Source of TR	• Between numbers 14 to 26 Mana Street, the road width is 5.8 metres wide or less. The lack of existing defined parking areas on this section of Mana Street allows vehicles to park concurrently on both sides of the road, creating risk of obstruction of the road for vehicles, particularly emergency vehicles, prevent traffic flow through this section of the street. • As part of officers' investigation into these concerns, both residents who reside closest to the proposed changes and Fire & Emergency New Zealand (FENZ) were engaged with on this proposal. • Based on feedback provided by local residents and FENZ, officers propose to install 50 metres of No Stopping At All Times outside numbers 15 to 21 Mana Street, and 17 metres of No Stopping At All Times outside 22 to 26 Mana Street, to ensure all vehicles including emergency vehicles will not be obstructed by vehicles parked on the roadside. • To serve as a pull-in bay within the 46-metre stretch of the West side of the street without vehicle crossings, officers propose to install 7 metres of No Stopping At All Times outside 16 Mana Street, allowing for a buffer between vehicles travelling northbound and southbound.
Other Options Considered	• **Option 1:** Install No Stopping At All Times on the West side of the street outside numbers 14 to 20, instead of the East side. Feedback provided by residents during pre-consultation advised that the parking of vehicles on the East side of the street decreases the accessibility of the footpath, because of its narrow width pedestrians are occasionally required to use the road to get past power poles positioned on the edge of the footpath. Therefore, this option is not preferred as it would decrease footpath accessibility for pedestrians. • **Option 2:** Install 9 metres of No Stopping At All Times outside number 26 Mana Street, rather than 17 metres outside numbers 22–26. This option is not preferred as a vehicle parked in this location could obstruct an emergency vehicle such as a fire truck from travelling through this section of the street, inhibiting access to the number of properties which are located further South on Mana Street.
Net Parking Removal/Addition	Proposed removal of 11 unrestricted parking spaces; however, Mana Street's narrow road width makes it unsuitable for concurrent parking on both sides of the road.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – 250 (2023 estimate)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for general traffic and emergency vehicles. • Improves driver visibility. • Improves footpath accessibility for pedestrians.
Description	Install No Stopping At All Times
Feedback	Yes with feedback: 5 Yes/No with feedback: 1 No with feedback: 3

August 2025 Traffic Resolution Summary Table

TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street	
Traffic Resolution (TR)	TR120-25
Location	Wakefield Street between Victoria Street and Cuba Street
Current State	Motorcycle Parking At All Times, Car Share Parking At All Times, Mobility at All Other Times, Tour Bus Stop At All Times, No Stopping At All Times, Metered Parking, P30
Proposed State	P10, Metered Mobility Parking P120, Motorcycle Parking At All Times, P30 Tour Bus Parking At All Times, No Stopping At All Times, Metered Parking
Strategic Driver	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport to move more people driving fewer vehicles. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• To accommodate the anticipated increase in pedestrian traffic to and through the area, particularly with the opening of key civic facilities. • To support high peak pedestrian flows during events, with a focus on enhancing pedestrian safety through measures such as footpath widening. • To enhance the street's place value and create a more welcoming and attractive entrance to the Te Ngākau precinct and the Town Hall. • To provide improved pick-up, drop-off and accessibility facilities to ensure equitable access to the Te Ngākau precinct for all users.
Other Options Considered	**Option 1:** • Raised pedestrian crossing more centralized along Wakefield Street. • 2.8 metre wide lanes in both directions. • Northern footpath widened by 3.2 metres. • Southern footpath widened by 3.1 metres. • Three P10 parking bays • Loading zone on the western side of the raised pedestrian crossing. This option was reviewed and had the following challenges/issues: • The 2.8 metre wide lanes were too narrow for the tour bus tracking. • As a result, the proposed widening of the footpaths was reduced to allow for wider lanes. • The RSP was not positioned where the maximum pedestrian flows would be experienced. **Option 2:** • Same as the proposed design but with only one mobility parking bay on the eastern side of the zebra crossing This option was reviewed and had the following challenges/issues: • A buffer in the parking bays was required to allow access to a fire hydrant. This buffer provided the opportunity to include an additional mobility park.
Net Parking Removal/Addition	•removal of two metered, time varied car parking bays •removal of 0.6 metres of motorbike parking at all times •removal of Roam car share at all times parking bay •addition of two metered, time varies mobility parking bays •addition of one P10 loading bay •addition of one tour bus bay
Annual Parking Revenue Impact	Annual parking revenue impact - $24,383.08 (Estimated average annual revenue loss)
Daily Traffic Volume	Wakefield Street: 4179
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	• Improves safety and accessibility for vehicles, pedestrians and tour buses. • Pedestrian impact – Positive. The relocated giveaway-controlled pedestrian crossing, along with the widened footpath, would enhance accessibility and visibility when crossing Wakefield Street to and from Te Ngākau, thereby improving safety.

Description	• Build out the kerb line 120 metres on northern side and 139 metres on southern side. • Widen the footpath on the northern side of the road by 3 metres • Widen the footpath on the southern side of the road by 2.7 metres and provide 2.2 metres wide parking at footpath level. • Eastbound and westbound traffic lanes to become 3 metres wide • Install nine metered car parking bays on the southern side of the road, at footpath level. • Install 6 metres of motorcycle parking on the southern side of the road, at footpath level. • Install two P10 Pick up/Drop-off parking bays on the southern side of the road, at footpath level. • Install two metered mobility parking bays on the southern side of the road, at footpath level. • Install one P10 Loading Bay on the southern side of the road, at footpath level. • Install a 30 metre Tour Bus bay on the northern side of the road, at footpath level. • Install 37 metres, 27 metres, 19 metres, 11 metres and 6.8 metres of No Stopping Line At All Times on northern side of the road. • Install 11 metres, 4 metres, 4 metres and 9 metres of No Stopping Line At All Times on southern side of the road. • Remove existing zebra crossing and refuge islands. • Install new give way controlled raised zebra pedestrian crossing.
Feedback	Yes with feedback: 2 Yes without feedback: 3

August 2025 Traffic Resolution Summary Table

TR121-25 Te Ngākau Precinct Street Scape – Harris Street	
Traffic Resolution (TR)	TR121-25
Location	The entirety of Harris Street
Current State	P10, Police Parking At All Times, Metered Mobility Parking, P180, Bus Parking, No Stopping At All Times, Metered Parking
Proposed State	P10, Police Parking At All Times, Metered Mobility Parking, Tour Bus Parking, No Stopping At All Times, Metered Parking
Strategic Driver	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport to move more people driving fewer vehicles. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Source of TR	• These changes are part of the Te Ngakau Streetscape Project which is poised to significantly enhance the urban environment within the Te Ngakau precinct in Wellington, which coincides with the opening of several key civic facilities, including the new Wellington Central Library (Te Matapihi), the Wellington Town Hall, and the Wellington City Council offices at 68 Jervois Quay. • This project is vital in catering to the increasing demand for public amenities and improved pedestrian and roading infrastructures. • The changes will also provide improved pick-up, drop-off and accessibility facilities to ensure equitable access to the Te Ngākau precinct for all users. • Harris Street serves as an essential thoroughfare within this precinct. Ensuring its transformation into vibrant, accessible spaces aligns with the objectives set out by the Wellington City Council (WCC). • The streetscape design will integrate landscaping elements and civil improvements to facilitate better traffic flow, safety, and aesthetic appeal in the area, while also contributing to the overall urban renewal of Wellington.
Other Options Considered	**Option 1:** • Angled courtesy crossing • Two P10 parking bays on the southern side • Kerb build out on the southern side of the intersection between Harris Street and Jervois Quay This option was reviewed and had the following challenges/issues: • The angled crossing reduces visibility, increases crossing distance, and is more difficult for pedestrians with mobility impairments. • The two P10 parking bays significantly reduce the size of the garden. • The proposed kerb shape cannot accommodate the left-turning movement of vehicles entering Harris Street. **Option 2:** • Increase the width of the driveways along the corridor. • Retain the existing kerb on both sides of the pedestrian crossing at intersection between Harris Street and Jervois Quay. This option was reviewed and had the following challenges/issues: • The garden size has been reduced. • The shape of the tie in kerb may cause drainage issue.
Net Parking Removal/Addition	• Net parking impact - removal of 21 metered, times vary car parking bays - removal of seven P10 parking bays from 8am to 6pm at Mon-Fri on Southern side, Metered Parking at other times - addition of four metered, times vary car parking bays - addition of one P10 loading bay • Proposed total 13 parking bays, include four Metered Parking, three Police Parking, three Metered Mobility Parking, two P30 Tour Buses Parking and one P10 Parking.
Annual Parking Revenue Impact	$50,872.40 (Estimated average revenue loss based on a loss of 17 metered parking spaces)
Daily Traffic Volume	Harris Street: 2573 (2020 data)
Montly Bus Passenger Number	N/A

Public Impact (Pedestrian, cyclist, bus patron, accessibility)	Pedestrian Impact: Positive. An additional pedestrian courtesy crossing, along with the widened footpath, would enhance accessibility and visibility when crossing Harris Street to and from Te Ngākau, thereby improving safety.
Description	• Build out the kerb line 42 metres and 9.3 metres on Northern side, 24.25 metres and 80 metres on Southern side • Remove All Parking Spaces on the Both sides • Remove 8.5 metres, 10.5 metres, 24.5 metres and 14 metres of No Stopping Line on Northern side • Remove 5 metres,18 metres,8.5 metres and 10 metres of No Stopping Line on Southern side • Install 19.5 metre long Police Parking (three parking spaces) on Northern side • Install 12.5 metre long Metered Parking (two parking spaces) on Northern side • Install perpendicular Courtesy Crossing • Install 7.5 metre long Metered Mobility Parking (One parking space) on the Northen side • Install 12 metre long Metered Parking (two parking spaces) on Southern side • Install 6.2 metre long P10 Parking (One parking space) At All Times on Southern side • Install 9 metres,15metres,45metres and 27metres No Stopping Line on Northern side • Install 5metres, 25metres and 33 metres of No Stopping Line on Southern side • Install 14.4 metre long Metered Mobility Parking (two parking spaces) on the Southern side • Install 30 metre long P30 Tour Buses Parking (two parking spaces) on the Southern side
Feedback	Yes with feedback: 3 No with feedback: 1 Yes without feedback: 1

August 2025 Traffic Resolution Summary Table

TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration,	
Traffic Resolution (TR)	TR122-25
Location	Queens Drive – outside nos. 111 to 141 Queens Drive, Tavistock Road & Wha Street intersection Queens Drive and Endeavour Street intersection
Current State	No Stopping At All Times, Unrestricted Parking
Proposed State	Stop Control, Give Way Control, No Stopping At All Times
Strategic Driver	• 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
Source of TR	• Following work in your area over many years to help make Kilbirnie, Rongotai and Lyall Bay safer for everyone, Council officers were informed of safety concerns along Queens Drive. These related to increased traffic and speeding issues and poor driving behaviours along Queens Drive particularly south of the intersection with Wha Street and Tavistock Road. Intersections with Wha Street and Tavistock Road experienced poor safe sightlines and dangerous drivers' behaviour, including dangerous U-turns at intersections. • Design changes aimed at addressing these specific safety issues were proposed and consulted on in April 2025. However, following public feedback and concerns raised during the consultation for TR32-25 Queens Drive, Lyall Bay –No Stopping At All Times & Give Way Control, the proposal was deferred for further consideration and to address the feedback initially received. • This new Traffic Resolution is a revised proposal developed to address the key concerns raised through the earlier consultation. The updated design reflects a balanced response to the overall community feedback, and includesreducing the No Stopping At All Times (Broken Yellow Lines) along Queens Drive South, proposal for installing Speed Humps instead of Speed Cushionsand variation in road marking at Queen Drive/Tavistock Road/Wha Street intersection and at Queens Drive and Endeavour Street intersection. • As part of the revision process, we carried out a pre-consultation with the directly affected residents in June 2025.
Other Options Considered	**Option 1:** • Install speed cushions with accompanying road markings on Queens Drive at the intersections with Tavistock Road and Wha Street. This option is not preferred as it may negatively affect the comfort of other road users. **Option 2:** • Install a refuge island at the Queens Drive, Tavistock Road and Wha Street intersection, and at the Queens Drive and Endeavour Street intersection. This option is not preferred as it doesn't accommodate the turning requirements for large vehicles. **Option 3:** • Install Right turning bay at the Queens Drive, Tavistock Road and Wha Street intersection with road markings. This option is not preferred as it doesn't sufficiently improve poor sight lines from the side roads.
Net Parking Removal/Addition	Remove a total of nine unrestricted legal parking spaces. At Queens Drive, between no.103 and 105, two parking spaces are removed, between no.98 and no.100, two parking spaces are removed, outside no.92, two parking spaces are removed and between no.95 and no.99, two parking spaces are removed. At Queens Drive and Endeavour Street intersection, between no.1 and no.3 at Endeavour Street, one parking space is removed.
Annual Parking Revenue Impact	N/A
Daily Traffic Volume	Average daily traffic count – Queens Drive 5,598 (2022 Data), Cruickshank Street 369 (2011 Data)
Montly Bus Passenger Number	N/A
Public Impact (Pedestrian, cyclist, bus patron, accessibility)	**Improvements** • Improves safety and accessibility along Queens Drive at intersections with Wha St, Tavistock Road, and Endeavour Street • Improves safer turning movements • Improves driver visibility at intersections by providing unobstructed sight lines • Traffic calming to reduce vehicle speeds **Pedestrian impact** • Positive, decreasing vehicle speeds, making it safer and more accessible for pedestrians.
Description	•Install No Stopping At All Times (Broken Yellow Lines) along Queens Drive outside no. 111 to no. 115 and no. 135 to no. 141. •Install No Stopping At All Times (Broken Yellow Lines) at the Queens Drive, Tavistock Road and Wha Street intersection to incorporate Speed Humps and shift the Limit Line at Tavistock Road •Change the Queens Drive and Endeavour Street intersection into a Give Way Control intersection •Install No Stopping at All Times (Broken Yellow Lines) around the two corners of Endeavour Street

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Feedback	Yes with feedback: 4 Yes/No with feedback: 6 No with feedback: 6 Yes without feedback: 4 No without feedback: 1

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A)	**TR36-25 Frederick Street, Te Aro – Parking Changes**		
	Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule		
	Column One	**Column Two**	**Column Three**
	Frederick Street	*P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm*	*Northeast side, commencing 6.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1748776.0 m, y= 5426853.4 m), and extending in a south-easterly direction following the kerbline for 28 metres. (5 parallel carparks)*
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Frederick Street	*No Stopping at All Times*	*Northeast side, commencing from its intersection with Taranaki Street (Grid Coordinates X=2658798.015701 m, Y=5988565.512014 m) and extending in a south-easterly direction following the kerbline for 6.5 metres.*
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Frederick Street	*No Stopping At All Times*	*Northeast side, commencing 3 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 13 metres.*
	Frederick Street	*No Stopping At All Times*	*Northeast side, commencing 24 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 9 metres.*
	Frederick Street	*No Stopping At All Times*	*Northeast side, commencing 48 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 9 metres.*
	Frederick Street	*No Stopping At All Times*	*Southeast side, commencing 3 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,773.87, Y= 5,426,846.07), and extending in an easterly direction following the northern kerbside for 58 metres.*
B)	**TR44-25 Cecil Road, Wilton – No Stopping At All Times**		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Cecil Road	*No Stopping At All Times*	*South side, commencing at its intersection with Euston Road and extending in an*

			easterly direction following the southern kerbline for 26 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Cecil Road	*No Stopping At All Times*	*West side, commencing of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 33 metres.*
	Cecil Road	*No Stopping At All Times*	*West side, commencing 50 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 5 metres.*
	Cecil Road	*No Stopping At All Times*	*West side, commencing 66 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 15 metres.*
	Cecil Road	*No Stopping At All Times*	*West side, commencing 98 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 5 metres.*
	Cecil Road	*No Stopping At All Times*	*West side, commencing 120 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southwestern direction following the western kerb line for 61 metres.*
	Cecil Road	*No Stopping At All Times*	*West side, commencing 186 metres south of its intersection with Euston Road (Grid coordinates X=1,748,134.26m Y=5,430,130.59m) and extending in an western direction following the south western kerb line for 27 metres.*
	Cecil Road	*No Stopping At All Times*	*East side, commencing 645 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the eastern kerb line for 91 metres.*

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	Cecil Road	*No Stopping At All Times*	*East side, commencing 759 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the eastern kerb line for 8 metres.*
	Cecil Road	*No Stopping At All Times*	*South side, commencing 791 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an western direction following the southern kerb line for 3 metres.*
	Cecil Road	*No Stopping At All Times*	*South side, commencing 809 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the south eastern kerb line for 50 metres.*
	Cecil Road	*No Stopping At All Times*	*South side, commencing 863 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the south eastern kerb line for 19 metres.*
	Cecil Road	*No Stopping At All Times*	*East side, commencing 887 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the eastern kerb line for 19 metres.*
C)	**TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes**		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Donald Street	*Monday to Friday, 8:30am - 9:00am, 2:45pm - 3:30pm, during school terms*	*West side, commencing 293 metres west of its intersection with Scapa Terrace (Grid coordinates, x= 1745980.7 m, y= 5427950.5 m), and extending in a northerly direction following the western kerbline for 25 metres.*
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Donald Street	*P5 Monday to Friday 8.30-9.00am, 3.00-3.30pm,*	*West side, commencing 53 metres South of its intersection with Karori Road (Grid coordinates X=1,745,855.92m Y=5,428,298.98m) and extending in a*

		During school terms only	*southerly direction following the western kerb line for 23 metres.*
D)	**TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times**		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Fore Street	*No Stopping At All Times*	*West side, commencing from its intersection with Cameron Street (Grid coordinates x= 1749913.7 m, y= 5430957.4 m), and extending in a north-westerly direction following the western kerbline for 4 metres.*
	Fore Street	*No Stopping At All Times*	*East side, commencing from its intersection with Cameron Street (grid coordinates x= 1,749,921.7244 m, y= 5,430,957.2213 m), and extending in a northerly direction following the eastern kerbline for 33 metres.*
	Fore Street	*No Stopping At All Times*	*North side, commencing from its intersection with Pickering Street and extending in a westerly direction following the northern kerbline for 39 metres to its intersection with Cameron Street*
	Fore Street	*No Stopping At All Times*	*West side, commencing 23.5 metres north from its intersection with Cameron Street (Grid coordinates X= 1,749,917.7269 m, Y= 5,430,955.6361 m) and extending in a northerly direction for 3 metres following the western kerb line.*
	Fore Street	*No Stopping At All Times*	*East side, commencing 91 metres south of its intersection with Winchester Street (Grid coordinates x= 1749885.1 m, y= 5431045.7 m), and extending in a southerly direction following the eastern kerbline for 4 metres.*
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Fore Street	*No Stopping At All Times*	*East side, commencing of its intersection with Cameron Street (Grid coordinates X=1,749,925.99m Y=5,430,959.72m) and extending in an northerly direction following the eastern kerb line for 113 metres.*
	Fore Street	*No Stopping At All Times*	*West side, commencing of its intersection with Cameron Street (Grid coordinates X=1,749,913.05m Y=5,430,954.62m) and extending in an northerly direction following the western kerb line for 113 metres.*

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	Winchester Street	*No Stopping At All Times*	*Southeastern side, commencing of its intersection with Fore Street (Grid coordinates X=1,749,875.51m Y=5,431,058.11m) and extending in an north easterly direction following the southeastern kerb line for 64 metres.*
	Winchester Street	*No Stopping At All Times*	*South side, commencing 80 metres of its intersection with Fore Street (Grid coordinates X=1,749,875.51m Y=5,431,058.11m) and extending in an eastern direction following the southern kerb line for 7 metres.*
	Winchester Street	*No Stopping At All Times*	*Northwest side, commencing of its intersection with Fore Street (Grid coordinates X=1,749,892.87m Y=5,431,059.31m) and extending in an north easterly following the northeastern kerb line for 74 metres.*
	Winchester Street	*No Stopping At All Times*	*Northwest side, commencing 83 metres of its intersection with Fore Street (Grid coordinates X=1,749,892.87m Y=5,431,059.31m) and extending in an eastern direction following the northeastern kerb line for 15 metres.*
E)	**TR48-25 Ryan Grove, Tawa – No Stopping At All Times**		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Taylor Terrace	*No Stopping At All Times*	*West side, commencing from its intersection with Ryan Grove (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an northerly direction following the western kerb line for 5.5 metres.*
	Taylor Terrace	*No Stopping At All Times*	*West side, commencing from its intersection with Ryan Grove (Grid coordinates X=1,753,275.45m Y=5,439,541.99m) and extending in an southerly direction following the western kerb line for7.5 metres.*
	Ryan Grove	*No Stopping At All Times*	*North side, commencing from its intersection with Taylor Terrace (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an westerly direction following the northern kerb line for 13.5 metres.*
	Ryan Grove	*No Stopping At All Times*	*South side, commencing from its intersection with Taylor Terrace (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an*

			westerly direction following the southern kerb line for 20.5 metres.
	Ryan Grove	*No Stopping At All Times*	*South side, commencing 32.5 from its intersection with Taylor Terrace (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an south westerly direction following the southern kerb line for 23 metres.*
F)	**TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction**		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Oxford Street	*P15, 8.30 - 9.15am, 2 - 3.15pm, Monday - Friday*	*West side, commencing 134.5 metres south of its intersection with Cambridge Street (Grid coordinates X = 1,753,223.38, Y = 5,440,570) and extending in a southerly direction for 17.5 Metres following the western kerbline*
	Oxford Street	*P15, 8.30 - 9.15am, 2 - 3.15pm, Monday - Friday*	*West side, commencing 154.5 metres south of its intersection with Cambridge Street (Grid coordinates X = 1,753,222.53, Y = 5,440,550.34) and extending in a southerly direction for 10 Metres following the western kerbline*
	Oxford Street	*P15, 8.30 - 9.15am, 2 - 3.15pm, Monday - Friday*	*West side, commencing 169 metres south of its intersection with Cambridge Street (Grid coordinates X = 1,753,220.40, Y = 5,440,536.18) and extending in a southerly direction for 10.5 Metres following the western kerbline*
G)	**TR113-25 Marewa Road, Hataitai – No Stopping At All Times**		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Marewa Road	*No Stopping At All Times*	*East side, commencing 403 metres north from opposite its intersection with Upoko Road (Grid coordinates x=1,750,286m, y=5,426,334.81m) and extending in a northerly direction following the eastern kerb line for 10 metres.*
	Add to Schedule D (No stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Marewa Road	*No Stopping At All Times*	*East side, commencing 403 metres north-east of its intersection with Upoko Road (Grid coordinates X = 1,750,286m, Y = 5,426,334.81m) and extending in a northerly direction for 58 metres following the eastern kerbline.*
H)	**TR114-25 Ruskin Road, Newlands – No Stopping At All Times**		

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	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Ruskin Road	*No Stopping At All Times*	*West side, commencing 413 metres north of its intersection with Salford Street (Grid coordinates X=1,752,252.06m Y=5,434,198.93m) and extending in a northerly direction following the western kerb line for 13 metres.*
	Ruskin Road	*No Stopping At All Times*	*West side, commencing 457 metres north of its intersection with Salford Street (Grid coordinates X=1,752,252.06m Y=5,434,198.93m) and extending in a northerly direction following the western kerb line for 29 metres.*
	Ruskin Road	*No Stopping At All Times*	*East side, commencing at its intersection with Alwyn Place (Grid coordinates X=1,752,295.24m Y=5,434,498.65m) and extending in a northerly direction following the eastern kerb line for 19 metres.*
	Ruskin Road	*No Stopping At All Times*	*East side, commencing 43 metres north of its intersection with Alwyn Place (Grid coordinates X=1,752,295.24m Y=5,434,498.65m) and extending in a northerly direction following the eastern kerb line for 19 metres.*
I)	**TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times**		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Fortification Road	*No Stopping At All Times*	*West side, commencing 121 metres north-east of its intersection with Nevay Road (Grid coordinates X = 1,753,197.77, Y = 5,426,257.94) and extending in northerly direction for 27 metres following the western kerbline.*
	Fortification Road	*No Stopping At All Times*	*West side, commencing 154.7 metres north-east of its intersection with Nevay Road (Grid Coordinates X = 1,753,206.51, Y = 5,426,289.32) and extending in a northerly direction for 9 metres following the western kerbline.*
J)	**TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking**		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Broderick Road	*P5, Monday to Saturday, 8:00am – 6:00pm*	*South side, commencing 29.5 metres west of its intersection with Johnsonville Road (Grid Coordinates x= 1751475.6 m, y= 5434711.8 m), and extending in a westerly*

			direction following the southern kerbline for 5 metres.
	Broderick Road	*P60, Monday to Saturday, 8:00am – 6:00pm*	*South side, commencing 34.5 metres west of its intersection with Johnsonville Road (Grid Coordinates x= 1751475.6 m, y= 5434711.8 m), and extending in a westerly direction following the southern kerbline for 17 metres.*
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Broderick Road	*P60, Monday to Sunday, 8:00am – 6:00pm*	*South side, commencing 29.5 metres west of its intersection with Johnsonville Road, and extending in a westerly direction following the southern kerbline for 22 metres (4 parking spaces).*
K)	**TR117-25 Duncan Street, Tawa – Bus Replacing Trains (BRT) Bus Stop Relocation**		
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Duncan Street	*Bus Stop At All Times, Bus Replacing Trains*	*East side, commencing 254 metres north of its intersection with Tawa Terrace (Grid coordinates X=1,753,399.72m Y=5,440,648.93m) and extending in an northerly direction following the eastern kerbline for 15 metres.*
	Duncan Street	*Bus Stop At All Times, Bus Replacing Trains*	*West side, commencing 698 metres north of its intersection with Tawa Street (Grid coordinates X=1,753,307.46m Y=5,440,201.30m) and extending in an northerly direction following the western kerbline for 15 metres.*
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Duncan Street	*No Stopping At All Times*	*East side, commencing 245 metres north of its intersection with Tawa Terrace (Grid coordinates X=1,753,399.72m Y=5,440,648.93m) and extending in an northerly direction following the eastern kerbline for 9 metres.*
	Duncan Street	*No Stopping At All Times*	*East side, commencing 269 metres north of its intersection with Tawa Terrace (Grid coordinates X=1,753,399.72m Y=5,440,648.93m) and extending in an northerly direction following the eastern kerbline for 9 metres.*
	Duncan Street	*No Stopping At All Times*	*West side, commencing 689 metres north of its intersection with Tawa Street (Grid coordinates X=1,753,307.46m Y=5,440,201.30m) and extending in an*

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			northerly direction following the western kerbline for 9 metres.
	Duncan Street	*No Stopping At All Times*	*West side, commencing 713 metres north of its intersection with Tawa Street (Grid coordinates X=1,753,307.46m Y=5,440,201.30m) and extending in an northerly direction following the western kerbline for 9 metres.*
L)	**TR118-25 Mana Street, Vogeltown – No Stopping At All Times**		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Mana Street	*No Stopping At All Times*	*West side, commencing from its intersection with Fortunatus Street and extending in a southerly direction following the western kerbline for 122 metres.*
	Mana Street	*No Stopping At All Times*	*East side, commencing from its intersection with Krull Street (Grid coordinates X= 1747900944.014m, Y=5425002427.547m) and extending in southernly direction for 18 metres following the eastern kerb line.*
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Mana Street	*No Stopping At All Times*	*West side, commencing from its intersection with Fortunatus Street (Grid coordinates X= 1,747,887.44m, Y= 5,425,107.75m) and extending in a southerly direction following the western kerbline for 119 metres.*
	Mana Street	*No Stopping At All Times*	*East side, commencing from its intersection with Krull Street (Grid coordinates X= 1,747,900.94m, Y=5,42,500.24m) and extending in southernly direction for 68 metres following the eastern kerb line.*
	Mana Street	*No Stopping At All Times*	*East side, commencing 30.8 metres south of its intersection with Krull Street (Grid coordinates X= 1,747,900.94m, Y=5,42,500.24m) and extending in a southerly direction for 7 metres following the eastern kerbline.*
	Mana Street	*No Stopping At All Times*	*East side, commencing 74.8 metres south of its intersection with Krull Street (Grid coordinates X= 1,747,900.94m, Y=5,42,500.24m) and extending in a southerly direction for 17 metres following the eastern kerbline.*
M)	**TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street**		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**

	Wakefield Street	*Motorcycle Parking At All Times*	*South side, commencing 108 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 6.5 metres.*
	Wakefield Street	*Car Share Parking At All Times*	*South side, commencing 19 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 3 metres (1 angled parking space)*
	Wakefield Street	*Mobility At All Other Times, Displaying an Operation Mobility Permit Only*	*Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 16 metres. (2 parallel parking spaces)*
	Wakefield Street	*Tour Bus Stop At All Times*	*Northeast side, commencing 91.5 metres southeast of its intersection with the easterly kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 27 metres.*
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 14 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m)and extending in a north-westerly direction for 7 metres*
	Wakefield Street	*No Stopping At All Times*	*South side, commencing 114.5 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 6.5 metres.*
	Wakefield Street	*No Stopping At All Times*	*Northeast side, commencing 15.2.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m) and extending in a south-easterly direction following the kerbline for 6.5 metres.*
	Wakefield Street	*No Stopping At All Times*	*Northeast side, commencing 150.5 metres southeast of its intersection with the eastern kerbline of Victoria Street and extending in a south-easterly direction following the kerbline for 14.5 metres.*

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	Wakefield Street	*No Stopping At All Times*	*Northeast side, commencing 67 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m) and extending in a south-easterly direction following the kerbline for 8.5 metres.*
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*South side, commencing 22 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 54 metres (14 parking spaces)*
	Wakefield Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*South side, commencing 79.5 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 28.5 metres (4 angle and 2 parallel parking spaces).*
	Wakefield Street	*P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm*	*Northeast side, commencing 118.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 34 metres. (6 parallel parking spaces)*
	Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*Pedestrian Zebra Crossing*	*Northeast side, 66 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m).*
	Wakefield Street	*Pedestrian Zebra Crossing*	*South side, commencing 121 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction occupying the southern kerbline for 3.5 metres.*
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*P10 Loading Bay For Goods and Authorised vehicles only*	*Southern side, commencing 55.4 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m*

		Monday-Sunday 8am-6pm	*Y=5,427,527m) and extending in a north-westerly direction for 12 metres*
	Wakefield Street	*Metered Mobility Parking P120 Monday-Friday 8am-5pm, P180 Monday-Friday 5pm-8pm, P180 Saturday and Sunday 8am-8pm*	*Southern side, commencing 67.5 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 17.6 metres (2 car parks)*
	Wakefield Street	*Motorcycle Parking, At All Times, Metered Monday-Friday 8am-8pm*	*Southern side, commencing 131.2 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 6 metres*
	Wakefield Street	*P30 Tour Bus Parking, At All Times*	*Northern side, commencing 107.2 metres south-east of its intersection with Victoria Street (*Grid coordinates X= 1,748,730.05, Y=5,427,670.57m*) and extending in a south-easterly direction for 30 metres (2 parking spaces)*
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*No Stopping At All Times*	*Northern side, adjacent to gardens, commencing 96.5 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 11 metres*
	Wakefield Street	*No Stopping At All Times*	*Northern side, adjacent to gardens, commencing 137.2 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 6.8 metres*
	Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 10.3 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 9 metres*
	Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 85.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 4 metres*
	Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 97.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m*

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			Y=5,427,527m) and extending in a north-westerly direction for 4 metres
	Wakefield Street	*No Stopping At All Times*	*Northern side, commencing 35.4 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 37 metres*
	Wakefield Street	*No Stopping At All Times*	*Northern side, commencing 80.3 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 27 metres*
	Wakefield Street	*No Stopping At All Times*	*Northern side, commencing 137.2 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 19 metres*
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*Metered Parking, P120 Monday-Friday 8am-5pm, P180 Monday-Friday 5pm-8pm, P180 Saturday and Sunday 8am-8pm*	*Southern side, commencing 19.3 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 36 metres (6 car parks)*
	Wakefield Street	*Metered Parking, P120 Monday-Friday 8am-5pm, P180 Monday-Friday 5pm-8pm, P180 Saturday and Sunday 8am-8pm*	*Southern side, commencing 113.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 18 metres (3 car parks)*
	Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wakefield Street	*Raised Pedestrian Zebra Crossing*	*Outside 110 Wakefield Street, 74.3 metres south-east of its intersection with Victoria Street (Grid coordinates X=1,748,727.36m Y=5,427,649.7m) and is 4 metres wide*
N)	**TR121-25 Te Ngākau Precinct Street Scape – Harris Street**		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*P10 Time Limited Parking, Monday-Friday 8am-6pm, Metered Parking At Other Times*	*Southwest side, commencing 48 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the*

			kerbline for 20.5 metres. (7 angle carparks)
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*Police Parking, At All Times*	*Northeast side, commencing 114 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5m, y= 5427730.8m), and extending in a north-westerly direction following the kerb line for 17.5 metres. (3 parallel car parks).*
	Harris Street	*Metered Mobility Parking At All Times, P120 Maximum, Monday to Friday 8:00am – 5:00pm* *P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm*	*Northeast side, commencing 109 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 5 metres.*
	Harris Street	*Metered Mobility Parking At All Times, P120 Maximum, Monday to Friday 8:00am – 5:00pm* *P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm*	*South side, commencing 49 metres east of its intersection with Victoria Street (Grid co-ordinates x= 1,748,765.94m, y=5,427,776.78m), and extending in an easterly direction for 13.4 metres following the southern kerbline. (2 spaces)*
	Harris Street	*Bus Parking, P30 Time Limited At All Times*	*South side, commencing 12 metres east of its intersection with Victoria Street (Grid co-ordinates x= 1,748,765.94m, y=5,427,776.78m), and extending in an easterly direction for 30 metres following the southern kerbline. (2 spaces)*
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*No Stopping At All Times*	*Northeast side, commencing 131.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a*

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			north-westerly direction following the kerbline for 9 metres.
	Harris Street	*No Stopping At All Times*	*Northern side, commencing 40 metres east of its intersection with Victoria Street (Grid coordinates X= 400054.43m Y= 801481.82m) and extending in an easterly direction following the northern kerb line for 10.5 metres.*
	Harris Street	*No Stopping At All Times*	*Northeast side, commencing 98 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 11 metres.*
	Harris Street	*No Stopping At All Times*	*Northeast side, commencing 59.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 20 metres.*
	Harris Street	*No Stopping At All Times*	*Northeast side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 12.5 metres.*
	Harris Street	*No Stopping At All Times*	*Southwest side, commencing 29 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 19 metres.*
	Harris Street	*No Stopping At All Times*	*Southwest side, commencing 68.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 13 metres.*
	Harris Street	*No Stopping At All Times*	*Southwest side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 2.5 metres.*
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		

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	Column One	**Column Two**	**Column Three**
	Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Northeast side, commencing 79.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 18.5 metres. (3 parallel carparks)*
	Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Northeast side, commencing 19.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 40 metres. (7 parallel carparks)*
	Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Southwest side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 22 metres. (4 parallel carparks)*
	Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Southwest side, commencing 98.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 41.5 metres. (7 parallel carparks)*
	Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*Pedestrian Crossing*	*At its intersection with Jervois Quay, with a length of 18 metres.*
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*P10 Time Limited Parking, At All Times*	*Southern side, commencing 44 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 6.2 metres (1 parking space)*
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*Police Parking, At All Times*	*Northern side, commencing 16.7 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,772.67m, Y=5,427,793.62m) and extending in an*

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			easterly direction following the northern kerb line for 19.5 metres (3 parking spaces).
	Harris Street	*Mobility Parking, Metered P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Northern side, commencing 104.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 7.5 metres (1 parking space).*
	Harris Street	*Mobility Parking, Metered P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Southern side, commencing 81 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in an westerly direction following the southern kerb line for 14.4 metres (2 parking spaces).*
	Harris Street	*Tour Bus Parking, P30 8am-8pm Monday-Sunday, Police parking, At All Other Times*	*Southern side, commencing 102 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in an westerly direction following the southern kerb line for 30 metres (2 parking spaces).*
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*No Stopping At All Times*	*Northern side, commencing 8.3 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 9 metres.*
	Harris Street	*No Stopping At All Times*	*Northern side, commencing 36.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 15 metres.*
	Harris Street	*No Stopping At All Times*	*Northern side, commencing 62.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 45 metres.*
	Harris Street	*No Stopping At All Times*	*Northern side, commencing 115.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m and extending in an*

			easterly direction following the northern kerb line for 27 metres.
	Harris Street	*No Stopping At All Times*	*Southern side, commencing 5.5 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 5 metres.*
	Harris Street	*No Stopping At All Times*	*Southern side, commencing 23.5 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m)and extending in a westerly direction following the southern kerb line for 25 metres.*
	Harris Street	*No Stopping At All Times*	*Southern side, commencing 50 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 33 metres.*
	Harris Street	*No Stopping At All Times*	*Southern side, commencing 96 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 7 metres.*
	Harris Street	*No Stopping At All Times*	*Southern side, commencing 132 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 19 metres.*
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Northern side, commencing 49 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 12.5 metres (2 parking spaces).*
	Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Southern side, commencing 11 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 12 metres (2 parking spaces).*
O)	**TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times**		

Traffic Resolutions Legal Descriptions RPC August 2025

	Add to Schedule G (Giveway & Stop) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Wha Street	*Stop Control*	*Wha Street at its east bound approach to its intersection with Queens Drive*
	Tavistock Road	*Stop Control*	*Tavistock Road at its west bound approach to its intersection with Queens Drive*
	Endeavour Street	*Give Way control*	*Endeavour Street at its east bound approach to its intersection with Queens Drive*
	Add to Schedule D (No stopping) of the Traffic Restrictions Schedule		
	Column One	**Column Two**	**Column Three**
	Queens Drive	*No Stopping At All Times*	*North-East side, commencing 27 metres from its intersection with Toru Street (Grid coordinates x= 1,749,952.176m, y= 5,423,279.968m) and extending in a north-easterly direction following the south-eastern kerb line for 39 metres.*
	Queens Drive	*No Stopping At All Times*	*North-East side, commencing 158 metres from its intersection with Toru Street (Grid coordinates x= 1,749,952.176m, y= 5,423,279.968m) and extending in a north-easterly direction following the south-eastern kerb line for 33 metres.*
	Queens Drive	*No Stopping At All Times*	*South side, commencing 8 metres from its intersection with Wha Street (Grid coordinates x= 1,750,003.518m, y= 5,423,526.272m) and extending in a southerly direction following the eastern kerb line for 19 metres.*
	Queens Drive	*No Stopping At All Times*	*South side, commencing 14 metres from its intersection with Tavistock Street (Grid coordinates x= 1,749,995.240m, y= 5,423,543.992m) and extending in a southerly direction following the western kerb line for 11 metres.*
	Queens Drive	*No Stopping At All Times*	*South side, commencing 11 metres from its intersection with Wha Street (Grid coordinates x= 1,750,004.222m, y= 5,423,538.662m) and extending in a northerly direction following the eastern kerb line for 23 metres.*
	Queens Drive	*No Stopping At All Times*	*South side, commencing 8 metres from its intersection with Tavistock Street (Grid coordinates x= 1,749,993.077m, y= 5,423,560.028m) and extending in a*

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			northerly direction following the western kerb line for 11 metres.
	Endeavour Street	*No Stopping At All Times*	*East side, commencing at South-east of its intersection with Queens Drive (Grid coordinates x=1,750,081.177m, y= 5,423,931.306m) and extending in a south easterly direction following the southern kerb line for 9 metres.*
	Endeavour Street	*No Stopping At All Times*	*East side, commencing at its intersection with Queens Drive (Grid coordinates x= 1,750,081.665.m, y= 5,423,947.382m) and extending in a north easterly direction following the eastern kerb line for 15 metres.*
	Queens Drive	*No Stopping At All Times*	*North side, commencing at its intersection with Endeavour Street (Grid coordinates x= 1,750,081.665.m, y= 5,423,947.382m) and extending in a northerly direction following the eastern kerb line for 8 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Reference	TR36-25 Frederick Street, Te Aro - Parking Changes (Amended)
Location – where we propose to make the change	Frederick street, Te Aro, between 38-46 Frederick St and in front of 133 Taranaki located at the corner of Taranaki and Fredrick Streets.
What we'd like to do	• Install 1x P120 metered Mobility Parking. • Remove 4x metered parking bays • **Amendment** – In response to public feedback submitted in review of the proposed TR36-25; officers have redacted any proposed changes to the 3x existing metered parking bays located in front of Kirva Trust/Te Ki a Alasdair to ensure no further impact to residents maneuvering into the adjoining double garages. This has resulted in the removal of on-street bike parking and seen the garden bed in front of the Chinese Mission Hall extended. Removal of the on-street bike parking was considered appropriate given that 4x bike racks remain available within the park site itself, with sufficient space provided to enable cargo-bike use.
Why we are proposing the change	• The Council is delivering the Frederick Street Park project upgrade at 129-133 Taranaki Street, providing a new central city urban park in Te Aro as part of the Green Network Plan and Our City tomorrow goals for a greener city. As part of this upgrade, Council proposes to make changes to Frederick St road corridor, to open the park into the adjacent streetscape. This proposal to remove parking bays is to enable the installation of a raingarden (water sensitive design), garden beds, and an accessible mobility park. The Council shared the parks concept design with the public in October 2023. Engagement showed 96% public support for the proposed design which included proposed changes to Frederick Street road corridor. • Frederick St Park project Let's Talk page: Frederick Street Park Upgrades | Let's Talk. This includes a *Concept Design Engagement Report*. • This Traffic resolution is focused on changes to parking provisions on Frederick Street only and does not extend to feedback related to the park projects design. • Provision for a mobility parking bay in this area fills a need within southeast Te Aro.
Impact	**Improvements** • Improves safety and accessibility for mobility park users, providing for a gap in southeast Te Aro. • Improved visibility into the proposed park site, opening site lines through reduction in parking bays. • Additional greening and safer pedestrian environment adjoining the proposed park site. **Net Parking Impact**

	• Removal of (4#) parking spaces (metered parking) • Converting of (1#) parking spaces (metered mobility parking) **Pedestrian impact** • This is a positive result as this change will open visibility into the park from the adjoining streetscape, increasing natural surveillance and safety with an improved pedestrian priority environment.
How this relates to the parking policy	• 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. • Support a move to becoming an eco-city. To facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon, Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	• Average daily traffic count – 1,053 (2021 Data) • Annual parking revenue impact - Removal of 4 x parking bays results in an annual parking revenue reduction of $17,617.20
Privacy	• 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	• 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 Wednesday 30 April and finishes at 5.00 pm Wednesday 14 May 2025.**

We are proposing a change in your area

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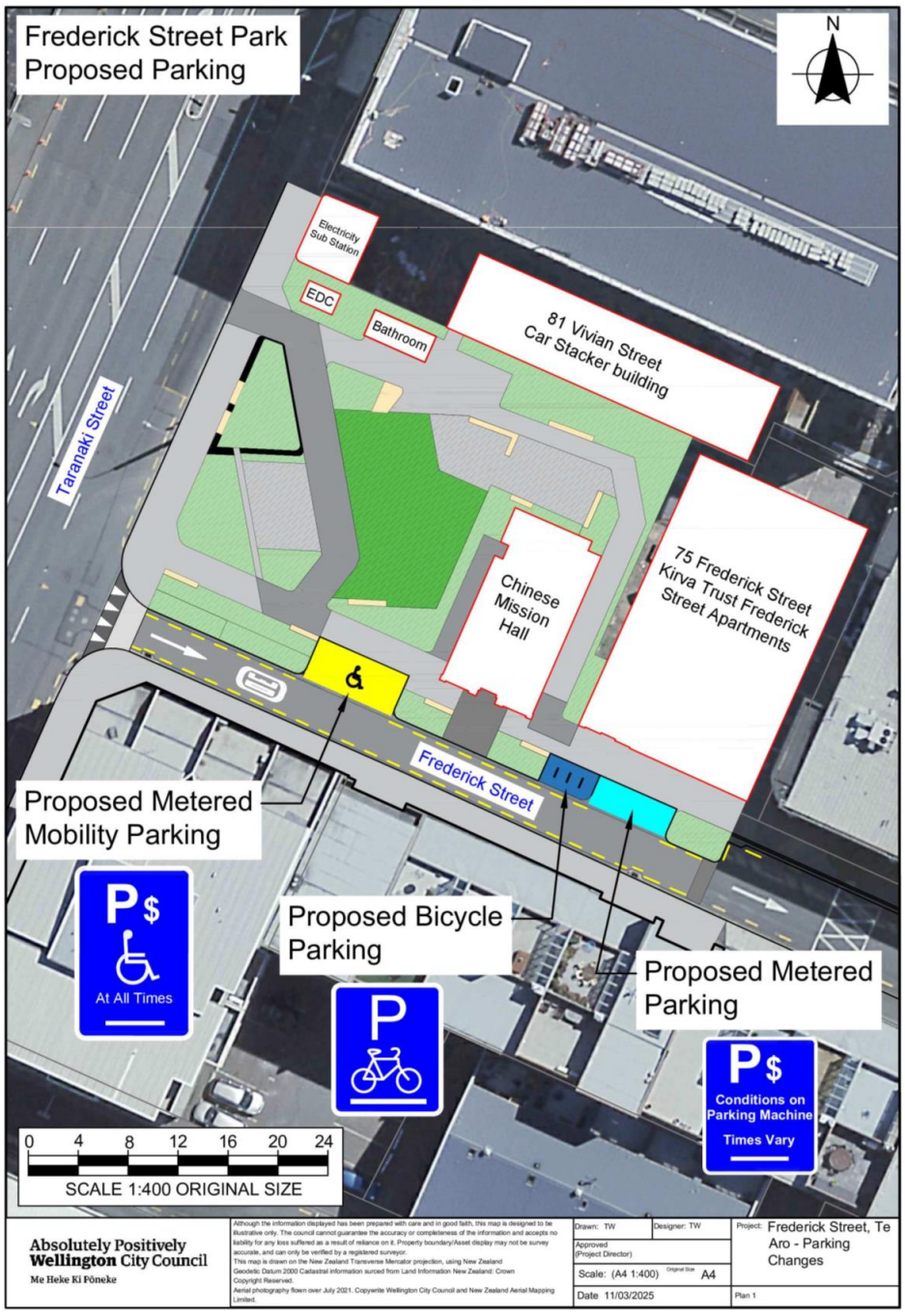
Next Steps	1. Feedback collated by Thursday 15 May. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday 18 June 2025. 3. If approved, the proposal will be installed as part of the Frederick St Park project construction (within 6-8 months)

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

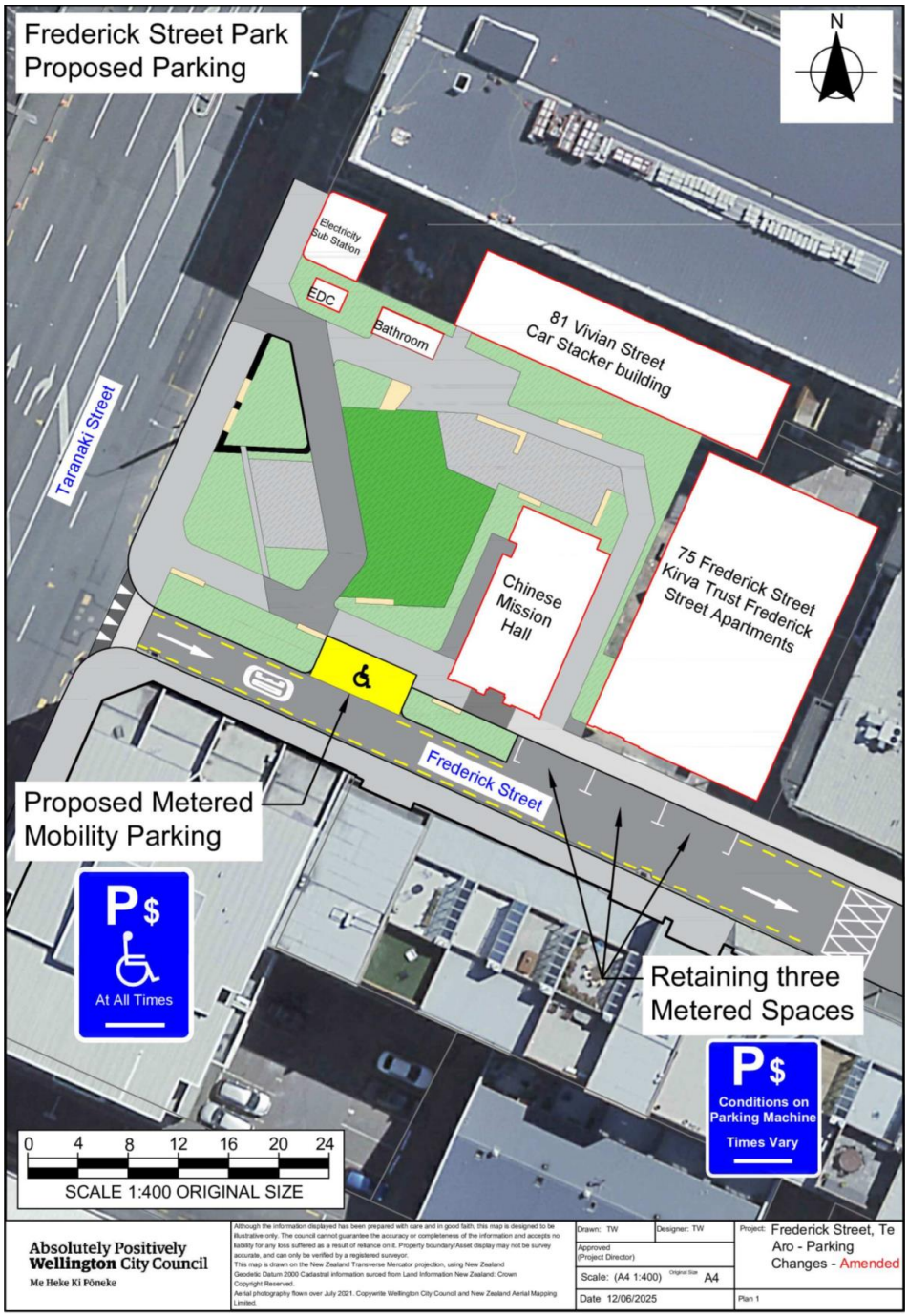
Original Traffic Resolution Plan: TR36-25 Frederick Street, Te Aro - Parking Changes



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Amended Traffic Resolution Plan: TR36-25 Frederick Street, Te Aro - Parking Changes



We are proposing a change in your area

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Legal Description:

Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Frederick Street	*P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm*	*Northeast side, commencing 6.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1748776.0 m, y= 5426853.4 m), and extending in a south-easterly direction following the kerbline for 28 metres. (5 parallel carparks)*

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Frederick Street	*No Stopping at All Times*	*Northeast side, commencing from its intersection with Taranaki Street (Grid Coordinates X=2658798.015701 m, Y=5988565.512014 m) and extending in a south-easterly direction following the kerbline for 6.5 metres.*

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Frederick Street	*Metered Mobility Parking At All Times,* *P120 Maximum, Monday to Friday 8:00am – 5:00pm* *P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm*	*Northeast side, commencing 16.5 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 7.7 metres.*

Add to Schedule D (no Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Frederick Street	*No Stopping At All Times*	*Northeast side, commencing 3 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 13 metres.*
Frederick Street	*No Stopping At All Times*	*Northeast side, commencing 24 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 9 metres.*
Frederick Street	*No Stopping At All Times*	*Northeast side, commencing 48 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,776.39, Y= 5,426,851.74), and extending in an easterly direction following the northern kerbside for 9 metres.*
Frederick Street	*No Stopping At All Times*	*Southeast side, commencing 3 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,748,773.87, Y= 5,426,846.07), and extending in an easterly direction following the northern kerbside for 58 metres.*

Prepared By:	Stephanie O'Shea	**(Senior Urban Designer)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	10/04/2025	

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Chris
Suburb:
Agree: No

The following feedback is provided on the proposed changes Frederick St parking.

1. Car parking

The plan diagram shows a green area adjacent to the southeast corner of the Kirva Trust building. This is not labeled as to it purpose however assuming it is area raised above the level of the road and not designed for vehicles to drive over then this causes an issue for me.
For context, there are 2 double garages either side of the pedestrian entrance to the apartment building opposite the Kirva trust building. These garages were designated double garages in the resource consent which was granted when the building was converted to apartments on the basis that the road opposite the garages was a no parking area making vehicle access to the garages from Frederick St a single manoeuvre. This contrasted with the two similar garages at the east and west ends of the building which were opposite street car parking and therefore were designated as single garages. I am an owner of one of the garages designated as a double garage.

During the construction of the Kirva trust building the developer was permitted to use the street no parking area which extended west to east from the Chinese Mission Hall to the end of the southeastern corner of the Kirva Trust building, for construction related activity. This caused me a great deal of inconvenience in that I had to do multiple point turns to enter and exit my garage. I tolerated this inconvenience for several years knowing that there were changes coming once the Kirva trust building was complete however with the removal of the construction zone came 3 new paid parking spaces - I was not asked for feedback on this change and the additional parks were not mentioned the resource consent for the Kirva Trust site development. Once again, I have tolerated the inconvenience when entering my garage given that there are times when there are no cars parked in the new street parks making access straight forward.
The proposed changes will lock in the inconvenience of accessing these double garages. Paying rates of $600 pa for a garage with no services and diminished private amenity is frustrating.

2.Cycle Parking
I suggest moving the cycle parks as far as possible along Frederick Street toward Taranaki Street. I predict that the cycle parking outside of the Kirva trust building will become defacto long term parking for residents of the Kirva trust building and limiting availability for usage by park users. It is a common occurrence for cycles to be chained up against fences adjacent to the Kirva trust building by occupants of the Kirva Trust building. The plans submitted with the resource consent application for the Kirva trust building showed that there was an area set aside inside for cycle parking so there should be no need to locate the new cycle parks outside the building. Locating the cycle parks further away from building will discourage the long-term use and free them up for park visitors.

3. Provision for Chinese Mission Hall service
Provide a loading zone adjacent to the Chinese Mission Hall. While the future use of the Hall has not been notified, I expect that it is likely to be either a commercial activity or a community facility in any event it will require vehicles to service the building. This would provide space for couriers and the like servicing the three apartment buildings in close proximity.

Feedback Received

Absolutely Positively Wellington City Council
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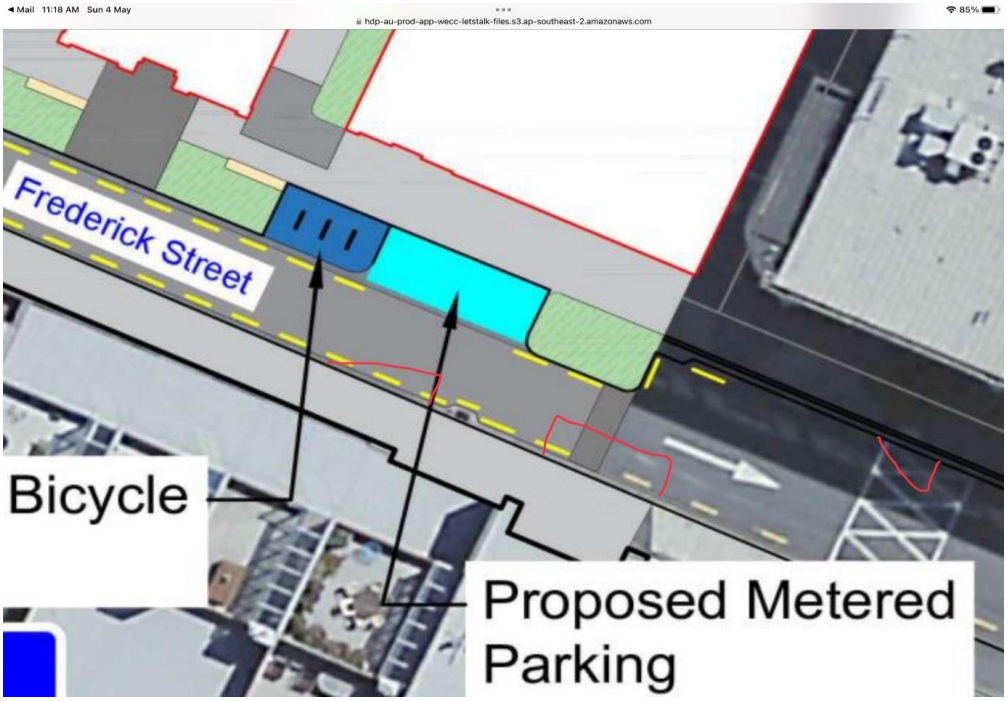
4. Suggested Alternatives

- Move the cycle parks west to the corner of Taranaki and Frederick St
- Add a loading zone directly in front of the proposed mobility park
- Leave the areas planned as cycle park, 1 carpark, and 1 greenspace in front of the Kirva Trust building as existing road.

- Construct on street planter or other feature opposite side of the road to where to cycle park is proposed and outside the pedestrian entry to the apartment building and on the northern side of the street where first speed hump is located, thus creating a chicane and forcing vehicles to slow in the street while freeing up access to the private garages. This may avoid the need to alter the stormwater sump which is currently in the gutter where the green area is marked in the plan. Attached is a marked up version of the proposed plan showing the suggested placement of the 3 planters or alternative structures on the southern side of Frederick St.



5. Other traffic matters not related to the parking changes.

The speed limit for the street is 30 kph however the street is a shortcut to avoid the short traffic cycle phase for right turning traffic off Taranaki to Vivian St. Many vehicles exceed the speed limit and tend to speed between the relatively tame speed humps. Vehicles regularly travel in the wrong direction along Frederick Street either intentionally or unintentionally. I have observed near misses with pedestrians crossing the street and vehicles exiting garages not expecting vehicles from the

easterly direction. The raised courtesy crossing does slow traffic entering the street, but the downside is that often traffic entering the street need to stop suddenly for pedestrians or scooter riders who do not give way leaving vehicles obstructing a live lane. The bus shelter on Taranaki Street in front of the electricity substation obstructs the foot path and is not adjacent to the where the bus stops - moving this shelter to be recessed within the park off the footpath and adjacent to the bus stop would provide a safer pedestrian environment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your feedback on the proposed changes.

A traffic resolution was approved in August 2024 for the reinstatement of 3x metered car parks outside 75 Frederick Street. This change followed the removal of the redundant vehicle crossing and reinstatement of the kerb and channel, allowing for better use of the kerbside and increased parking availability in the area

Vehicle tracking has been undertaken to ensure a standard vehicle (5m long) can undergo a single manoeuvre into the adjoining driveway (single garage west end). Officers received the relevant resource consent documentation to check this. In response, officers have amended the proposed changes to the 3x existing parking bays located in front of 75 Frederick Street to ensure no further impact to residents manoeuvring into the adjoining double garages on the opposite side.

Although careful maneuvering may be required, access remains available to enter/exit adjoining garages, and it is likely this maneuver would only be undertaken a couple of times a day.

The Chinese Mission Hall is privately owned. The Council is working with the owner to understand how this work will relate to the park project.

The implementation of a rain garden and garden bed buildouts seeks to slow traffic. A chicane would not be possible here as services vehicles and fire trucks need to retain access through Frederick St.

Concerns regarding speed in this area will be passed onto the Traffic Team for their consideration but are outside the scope of this Traffic Resolution TR36-25.

The Council will look to ensure one-way signage is clearly visible to incoming vehicles.

We are proposing seating adjacent to the bus stop within the park project but were not looking to relocate the existing shelter. We understand the impact this shelter has on the adjoining footpath and will therefore investigate whether we can address this within the project's scope.

Name: Conrad
Suburb: Te Aro
Agree: No

No Comment

Officer Response:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes.

Name: Jasmine
Suburb: Ngaio
Agree: Yes

No Comment

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Juan
Suburb: Newtown
Agree: Yes

No Comment

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Andrew
Suburb: Wellington Central
Agree: Yes

No Comment

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Elizabeth
Suburb: Te Aro
Agree: No

No Comment

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes.

Name: Ben
Suburb: Wadestown
Agree: Yes

No Comment

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Jon
Suburb: Northland
Agree: No

There is not enough parking in the central city thanks to the council and this will make it even worse

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes.

The changes proposed within this Traffic resolution (TR36-25) were put forward to support the new public green space to be constructed at the corner of Taranaki and Frederick Streets. The public park will serve the wider community by making more green spaces available to inner city residents, workers and visitors of Te Aro. Following submitter feedback council officers have moved to make minor amendments to this plan, retaining 3x metered parking spaces outside Ki Ti a Alasdair.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Dom
Suburb: Te Aro
Agree: Yes

Changes to Frederick street are fine, particularly if it actually helps progress work and deal with the current eyesore. I would request that a review of traffic volumes in the area including neighbouring Haining Street is undertaken ASAP. Haining Street is already an incredibly busy little road, and in poor condition. It is the only East to West road between Courtney place and Newtown, capturing a much larger volume of traffic than one would expect. At school pick up time in particular traffic backs the entire length and can block Tory Street.

By contrast there are at least four west-east one way roads in the same area, including Frederick Street. Perhaps one of these could be reversed. Additional traffic volumes caused by Courtney place works could seriously impact flow in this area, and the shocking state of Haining Street (resulting from heavy construction and high traffic volumes) will deteriorate further. It's a miracle more cars aren't being damaged already.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Traffic volume reviews in this area will be passed onto the Traffic Team for their consideration but are outside the scope of this Traffic Resolution TR36-25.

Changes to Haining Street and Frederick Street east are outside the scope of this project.

Name: Anne
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Richard
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes.

Name: Enrique
Suburb: Berhampore
Agree: Yes

Narrow street that rqyurrs parking to be tidy. Mobility parking will service the are, no many bike parkings around.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Dagmawi
Suburb: Wellington Central
Agree: Yes

My strong argument is especially on the basis of referring with the alternative modes of transport supported with provision of bike parking and additional greening and safer pedestrian environment adjoining the proposed park site.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Andrew
Suburb: Mount Victoria

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Agree: Yes

These changes will enable greater access to the coming park, and open the space for pedestrians and cyclists. Great decision.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Maggie
Suburb: Glenside
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: James
Suburb:
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Jayden
Suburb: Northland
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Mark
Suburb: Wellington Central
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Leilani
Suburb: Wellington Central
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Grant
Suburb: Mount Cook
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Kathleen
Suburb: Karori
Agree: No

Too many carparks have been removed from the city - and it getting too hard to even find park.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes.

The changes proposed within this Traffic resolution (TR36-25) are put forward to support the new public green space to be constructed at the corner of Taranaki and Frederick Streets. The public park will serve the wider community by making more green spaces available to inner city residents, workers and visitors of Te Aro. Following submitter feedback council officers have moved to make minor amendments to this plan, retaining 3x metered parking spaces outside Ki Ti a Alasdair.

Name: Barry
Suburb: Te Aro
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your support on the proposed changes.

Name: Anonymous
Suburb:
Agree: No

Thank you for the opportunity to comment on the proposed Parking changes to Frederic Street. The proposal does not appear to have been well thought through in terms of the neighbourhood, and I urge you to make changes.

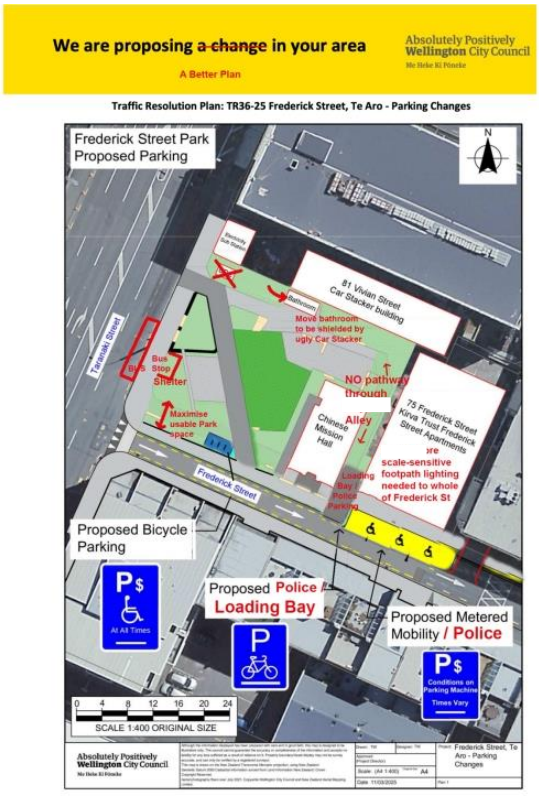
Firstly, the removal of six parking spaces – it makes a lot of sense to remove the car parks from alongside the proposed new Park, but makes no sense to remove them from outside the Chinese Mission Hall, or the Kirva Trust apartments for the disabled homeless. The current arrangement

means that the "park" in this area is chopped up into one slightly larger extension and 3 small mini-parklets, which will be useless for anyone to use. I would suggest that if you want more usable park, then just make the entire South side of the Park actually part of the Park.

Therefore, move the Mobility Parking to outside the Kirva Trust apartments, and leave the rest of the Kirva Trust frontage alone.

The Kirva Trust building is a home for the disabled, both mentally and physically. Unfortunately it is also a home for addicted drug-users and occasionally drug dealers, as well as suicidal depressives and severely mentally and physically wrecked people. Most of them are nice – but some of them are not, and the Police have to be called there frequently, even the Armed Offenders Squad have been observed entering the building on numerous occasions. There NEEDS to be parking spaces for Police to stop and this needs to be more than the single "proposed metered park". The current proposal is impractical and incredibly short sighted.

The roading / parking plans submitted so far are poorly thought out and should NOT happen. I present to you a revised plan, that deals with several of the problems created on your proposed plan.



Feedback Received

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• Currently, you show the park cut up by the footpath along Frederick Street – it is a small park and needs NOT to be cut up into further, smaller, unusable parklets. Therefore, the car parking next to the park is removed and the park extended to maximise its usable width.

• The Disabled / Mobility Park is moved to next to the Kirva Trust building, as this is a building for mentally and physically disabled people, many of whom are on scooters, wheelchairs, walking sticks, walkers etc, or have formerly been homeless and may have addiction problems. Other mobility parks are shown there also – the building has 76 flats and most of the inhabitants are impaired in some way. Be realistic and allow for it, rather than optimistically hope that disabled visitors to the park are going to drive there.

• The Loading Bay shown on the original building Resource Consent plans is reinstated, to be used by both the Kirva Trust, the Chinese Mission Hall Café, and by the Police for their multiple visits to the inhabitants of the Kirva Trust. This is a frequent occurrence and needs to be acknowledged and accounted for and not swept under the rug.

• As can be seen here, the street is currently very well used at night by assorted residents. These car parks are needed. There are 76 people in the green building, with zero car parks for them or their visitors.

• Parking is needed for Police also, as they are there regularly, to police domestic squabbles, drug busts, assaults, noise complaints etc.

• Move the proposed bicycle racks away, so that they can be used by everyone, because if you leave the bikes parked outside the Kirva building, they will get stolen, by the dodgy friends of the people living inside.

• Remove the dodgy pathway that is currently routed behind the Chinese Mission Hall, as that is just a recipe for disaster – [*redacted*] you do NOT want to encourage these activities in this area, which the current pathway would do.

• Install some sensible, well-designed lighting to the footpath of the street – not tall lights that are suitable for a motorway (as previously proposed by WCC Roading division) but instead low-level, carefully scaled lighting that would help reduce the crime and graffiti in this area. Liase on this with the local residents please!

Feedback Received

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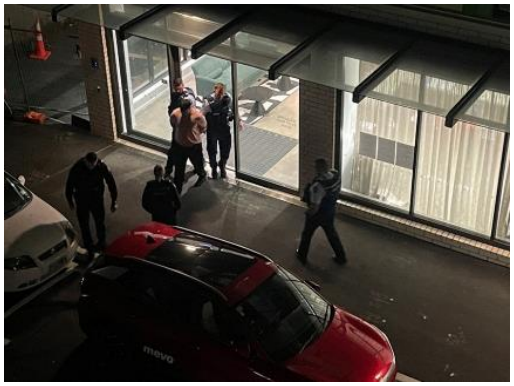
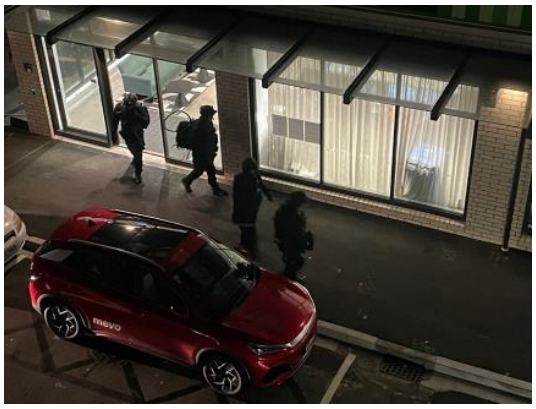


• One of the frequent call outs for the Police (above) and Armed Offenders (below).



• Deal with the fact that this is now a centre for frequent crime, and don't try to hide from it.

• Please don't make it any worse.

Feedback Received

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Officer Response:

Thank you for taking the time to provide feedback on TR36-25 Frederick Street, Te Aro - Parking Changes. We appreciate your feedback on the proposed changes.

Parking remains available east of the proposed changes. Additionally, to address concerns about the loss of parking, officers have revised the proposal to retain three metered parking spaces outside Te Ki a Alasdair at 75 Frederick Street, this can be found on the amended plan above.

The project team working on the Frederick Park project have worked closely with the community agencies as well as the people they support; within Te Ki a Alasdair at the early stages of the project, including an understanding of their service and operational needs which have been accounted for in this proposal.

Project goals include increased inner-city greening; recognising heritage; and ensuring accessibility and safety.

The proposed rain garden at the west end of Frederick Street cannot be moved, as it is located to capture water in the area in response to existing site levels.

The Chinese Mission Hall facade is protected under the district plan, the proposed low-level planting in front of the facade is intentional to border this significant heritage feature.

The small laneway and Chinese Mission Hall building remain in private ownership with complexities that are commercially sensitive. The Council is working with the owner to understand how this work will relate to the park project and ensure safety for public use.

The location of the accessible parking bay seeks to ensure proximity to the park entrance in support of these users. This decision is supported by the accessibility audit undertaken in review of the park design. This audit identifies that under NZS4121:2001 Section 5 - accessible car parks are required to be located on an accessible route and located as close as possible to entrances, lifts, footpaths; with a level footpath provided for on the passenger side of the vehicle; all of which has been accommodated in the proposed.

A CPTED (Crime Prevention Through Environmental Design) audit has been carried out in review of the park design to ensure appropriate measures are put in place to address safety across the site.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

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

Proposal:

Reference	TR44-25 Cecil Road, Wilton - No Stopping At All Times (Amended)
Location – where we propose to make the change	Cecil Road, Wilton From Euston Road to outside nos. 164
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	• Council have received concerns from local residents regarding the parking situation on Cecil Road, specifically from its intersection with Euston Road. Due to the narrow width of this section of the road, the current parking practices are causing significant congestion and making it difficult for vehicles to pass, particularly when entering or exiting this part of Cecil Road. • Upon investigation, Council officers found that while parked vehicles obstruct traffic flow, the more critical issue is the potential for emergency vehicles, especially fire trucks, and ambulance to be unable to pass through the area if needed. To ensure safe access for both private and emergency vehicles, a minimum road width of 6.9 metres is required when parking is allowed on both sides. Unfortunately, this section of Cecil Road is significantly narrower than the minimum width required, and with its numerous bends, unrestricted parking could impede both everyday vehicle movement and emergency vehicle access. • In support of this finding, Council officers consulted with Fire and Emergency New Zealand (FENZ) and conducted vehicle tracking simulations using the dimensions of a fire truck. These assessments confirmed that emergency vehicles would struggle to navigate this section of Cecil Road if vehicles are parked in certain locations. • To mitigate the issue and ensure emergency access, Council officers are proposing the installation of Broken Yellow Lines (no stopping restrictions) along certain sections of Cecil Road. This measure will help maintain clear passage for emergency vehicles while also guiding residents to appropriate parking areas that do not obstruct traffic flow. • On April 3, 2025, Council officers distributed letters to affected residents to inform them of the proposed changes and to invite their feedback. During a two-week preliminary consultation period, residents provided constructive input, leading to several amendments to the original plans. A revised proposal was then developed and shared with those who had previously submitted feedback, addressing their concerns and inviting further comments. • The attached plan was the final design that received positive feedback post consultation with the affected residents. • **Amendment** – Following the feedback Council received from the residents of Salisbury Garden Court, Council Officers have decided to retain the two parking spaces at the northern most area of the plan directly outside Salisbury Garden Court. This is due to the 16 households that live in this location not having vehicle access to their properties and that vehicles

	parking at this location will not obstruct Fire Emergency New Zealand trucks in the event of an emergency. Refer to amended plan.
Impact	**Improvements** • Improves safety and accessibility for both general traffic and emergency vehicles • Improves safer turning movements • Improves driver visibility **Net Parking Impact** • Removal of 45 perceived unrestricted parking spaces is proposed; however, these spaces are currently unsuitable for safe parking due to the narrow width of the road and the presence of several blind corners. **Pedestrian impact** • No Change
Other options considered	**Option 1:** • No viable alternative solutions have been identified to effectively resolve the obstruction of emergency vehicles on this section of Cecil Road. Therefore, the installation of broken yellow lines is deemed essential to maintain clear access to properties at the end of the road during emergencies. This proposal has been developed in consultation with local residents and adjusted to reflect their concerns, while still ensuring that fire trucks and other emergency vehicles can safely pass through the street.
How this relates to the parking policy	• 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	• Average daily traffic count – 370 • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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.

We are proposing a change in your area

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	Please note if you are giving feedback the consultation period opens at 9.00 am Friday the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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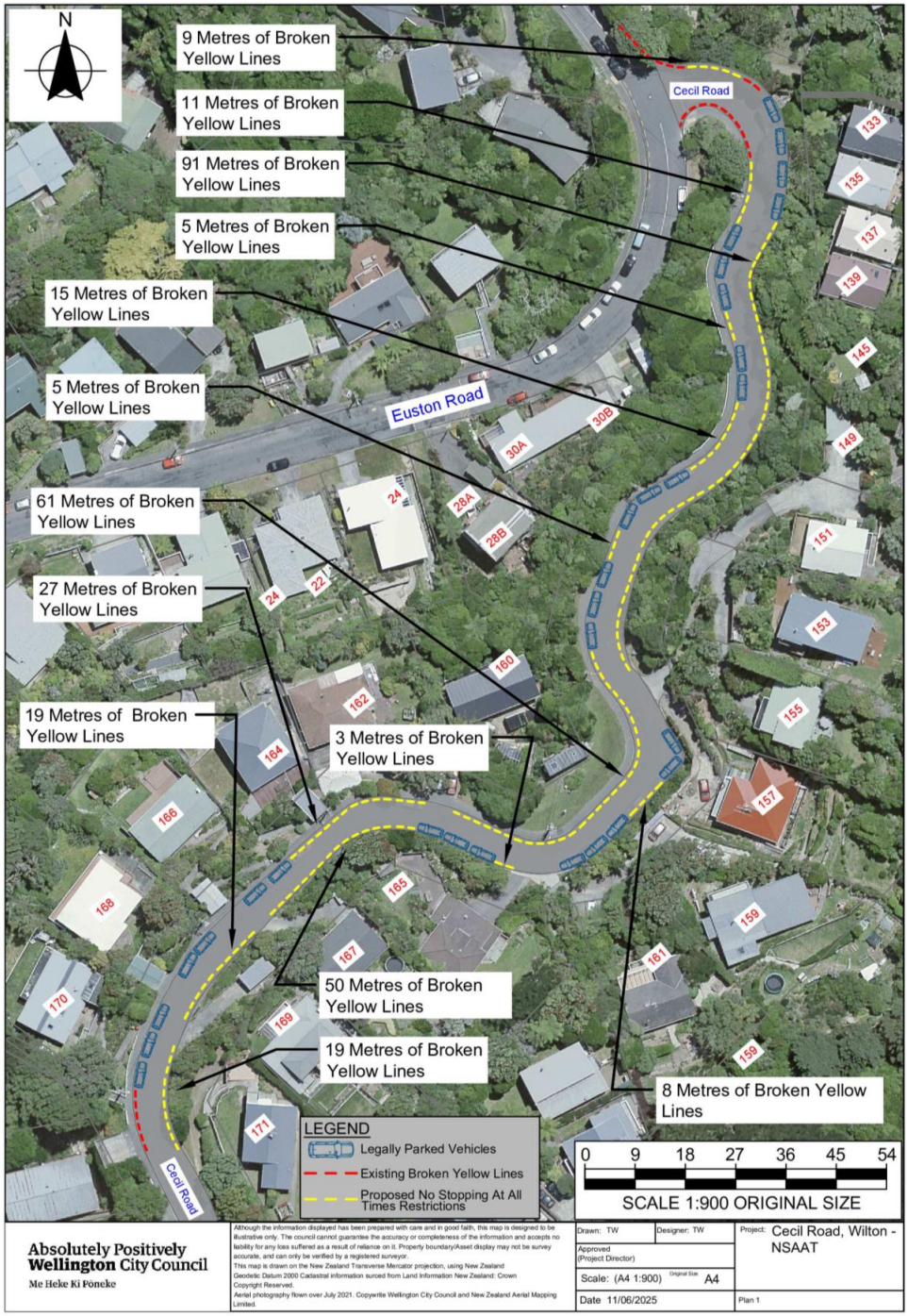
Original Traffic Resolution Plan: TR44-25 Cecil Road, Wilton – No Stopping At All Times



We are proposing a change in your area

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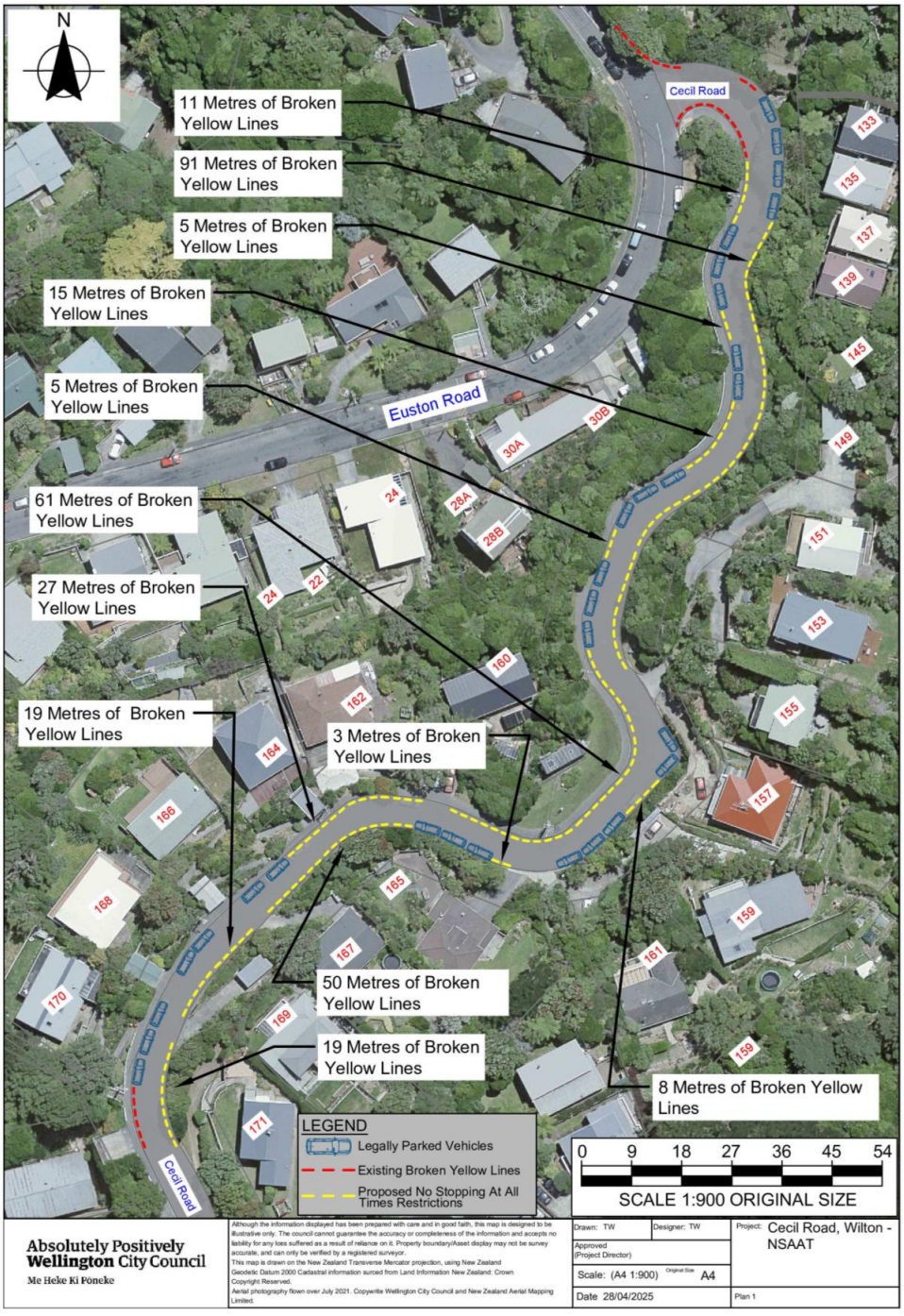
Amended Traffic Resolution Plan: TR44-25 Cecil Road, Wilton – No Stopping At All Times



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Legal Description:

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cecil Road	*No Stopping At All Times*	*South side, commencing at its intersection with Euston Road and extending in an easterly direction following the southern kerbline for 26 metres.*

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

Column One	Column Two	Column Three
Cecil Road	*No Stopping At All Times*	*West side, commencing of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 33 metres.*
Cecil Road	*No Stopping At All Times*	*West side, commencing 50 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 5 metres.*
Cecil Road	*No Stopping At All Times*	*West side, commencing 66 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 15 metres.*
Cecil Road	*No Stopping At All Times*	*West side, commencing 98 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southerly direction following the western kerb line for 5 metres.*
Cecil Road	*No Stopping At All Times*	*West side, commencing 120 metres south of its intersection with Euston Road (Grid coordinates X=1,748,136.91m Y=5,430,119.46m) and extending in an southwestern direction following the western kerb line for 61 metres.*

We are proposing a change in your area

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Cecil Road	*No Stopping At All Times*	*West side, commencing 186 metres south of its intersection with Euston Road (Grid coordinates X=1,748,134.26m Y=5,430,130.59m) and extending in an western direction following the south western kerb line for 27 metres.*
Cecil Road	*No Stopping At All Times*	*East side, commencing 645 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the eastern kerb line for 91 metres.*
Cecil Road	*No Stopping At All Times*	*East side, commencing 759 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the eastern kerb line for 8 metres.*
Cecil Road	*No Stopping At All Times*	*South side, commencing 791 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an western direction following the southern kerb line for 3 metres.*
Cecil Road	*No Stopping At All Times*	*South side, commencing 809 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the south eastern kerb line for 50 metres.*
Cecil Road	*No Stopping At All Times*	*South side, commencing 863 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the south eastern kerb line for 19 metres.*
Cecil Road	*No Stopping At All Times*	*East side, commencing 887 metres south of its intersection with Wade Street (Grid coordinates X=1,748,425.52m Y=5,430,410.28m) and extending in an southern direction following the eastern kerb line for 19 metres.*

Prepared By:	Tommy Wilson	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Approved Date: 13/06/2025

Feedback Received

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Feedback Received

Name: Bridget
Suburb: Wadestown
Agree: No

I live in Salisbury Garden Court - 16 houses accessible via a path starting at the corner of Cecil and Euston roads. The current proposal will remove the two parks at the bottom of our path. We have no off street parking and no prospect to put any in - previous proposals to build garages on road reserve have been declined by the council. These two parking spaces are where the road is wide, and cars parked there cause no obstacle to emergency vehicles. Parking is already limited in the area and these spaces are the only ones that allow access to the path without having to cross the road. This is especially important for deliveries and when people are moving house. Losing will these two spaces will make an already difficult parking situation worse.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The original intention behind removing parking at this location was to prevent vehicles from having to reverse westward of this section of Cecil Road to allow oncoming traffic to pass safely, a manoeuvre considered risky and potentially hazardous.

However, during the pre-consultation phase, it was confirmed that the removal of this parking is not necessary for fire truck access. Based on this information, and in response to community feedback, Council Officers have decided to retain the two parking spaces located at the northernmost part of the proposal, directly outside Salsbury Garden Court. These changes can be found in the amended plan.

In reference to proposals to introduce garages to Cecil Road, this falls outside of the scope of this proposal and unfortunately no comment can be made at this time.

Name: Johanne
Suburb: Wilton
Agree: No

The car parks at the bottom of Salisbury Garden Court (running from the corner of Cecil and Euston Road to 133 Cecil Road) service 16 houses in Salisbury Garden Court. These parks are essential to these houses which have no off street parking or any other road access. Vehicles need to be able to stop here to deliver essential services such as community nursing, online shopping, general deliveries, postal services and taxis and ubers, etc. This section of the road is wide enough to accommodate parked cars as well and two vehicles passing. Would be helpful to have car parks in this section marked to ensure residents park well and don't obstruct pathway access points.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The original intention behind removing parking at this location was to prevent vehicles from having to reverse westward of this section of Cecil Road to allow oncoming traffic to pass safely, a manoeuvre considered risky and potentially hazardous.

However, during the pre-consultation phase, it was confirmed that the removal of this parking is not necessary for fire truck access. Based on this information, and in response to community feedback, Council Officers have decided to retain the two parking spaces located at the northernmost part of the proposal, directly outside Salsbury Garden Court. These changes can be found in the amended plan.

Name: Adele
Suburb: Wilton
Agree: No

My name is Adele. I am a rate payer and resident of Salisbury Garden Court Wilton.

Our household received the first notification from WCC regarding proposed changes to the parking on Cecil and Euston Roads and we understand the rationale for eliminating the parks from beyond 137 Cecil Rd and further up Cecil Rd in order to allow for better traffic flow and the safe passage of emergency vehicles up to the top of Cecil Rd. It is a narrow section of road and their access is vital.

In this letter I am responding on behalf of our household to the second notification received by us of proposed changes to the parking on Cecil and Euston Roads as described in the document TR44-25.

This document differs from the initial consultation document in one important area.

There is now an additional proposal to remove 2 carparks directly below the foot access entrance to Salisbury Garden Court marked at the top of the supplied map as 9 metres of broken yellow lines. The loss of these two carparks were not included in the initial consultation document and are not reasonable for a number of reasons which I will set out here.

• Salisbury Garden Court comprises 16 households with no road access, many of which are inhabited by families with young adult working members with their own vehicles and one disabled elderly person.

• In the absence of off street parking, the two parking spaces proposed to be removed are used by all households for courier and grocery delivery, district nurse and disability support workers, hard rubbish skip placement, safe Uber and Taxi arrival and departures, furniture and appliance removals and maintenance, council vehicles for tree trimming and drainage as well as rubbish and recycling removal.

• The two car parks do not impede the traffic flow on the intersection as there are still two traffic

Feedback Received

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Me Heke Ki Pōneke

lanes at that point and all trucks have no issues getting past them at present.

• Removal of these two car parks will adversely affect all the households of Salisbury Garden Court as well as trades people servicing the pedestrian-only access to our houses.

I propose that these two car parks be excluded from the proposed changes in our area.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The original consultation plan did not include broken yellow lines, as you suggested. These were only introduced in the second version of the plan, based on feedback received during pre-consultation with local residents. Some residents expressed concern about vehicles needing to reverse westward along this section of Cecil Road to allow oncoming traffic to pass, a manoeuvre considered both risky and potentially hazardous.

Residents who participated in the pre-consultation were sent a revised plan reflecting the feedback received. This included the addition of broken yellow lines directly outside Salisbury Garden Court. It was explained that, while these markings are not essential for fire truck access, they were proposed to help alleviate congestion and reduce the need for unsafe reversing.

Council officers invited further input from those who had engaged during the pre-consultation, and no objections to the revised plan were received.

However, during the formal consultation stage, it became apparent that residents of Salisbury Garden Court did not participate in the earlier engagement. Their recent feedback has provided Council with a broader understanding of community views in this part of Cecil Road.

In light of this feedback, and to reflect the wider community perspective, Council officers have decided to retain the two parking spaces at the northernmost end of the proposal, directly outside Salisbury Garden Court. These changes can be found in the amended plan.

Name: Tessa
Suburb: Wadestown
Agree: No

I live on Salisbury Garden Court and the two carparks at the corner of Cecil and Euston which you propose to remove do not block access way at all. This is a wide part of the street (corner intersection) and this iris have been essential to us for the 27 years I've lived here. 16 house are up this pedestrian access and we need these parks for local residents. Especially one who is sick and aged and can't park further away. These parks are also frequently used for skip bins, removal trucks, delivery trucks and are in constant use for our community. I cannot see any reason why they should be removed. I think you should have consulted with us about this. The initial proposal did not remove these parks so therefore we did not have the opportunity to oppose their removal.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The original intention behind removing parking at this location was to prevent vehicles from having to reverse westward of this section of Cecil Road to allow oncoming traffic to pass safely, a manoeuvre considered risky and potentially hazardous.

However, during the pre-consultation phase, it was confirmed that the removal of this parking is not necessary for fire truck access. Based on this information, and in response to community feedback, Council Officers have decided to retain the two parking spaces located at the northernmost part of the proposal, directly outside Salsbury Garden Court. These changes can be found in the amended plan.

Name: Emma
Suburb: Wadestown
Agree: No

Some of the sections in this proposal make logical sense to allow emergency vehicles to pass (though the section between 121 and 131 Cecil Road is worse when cars are parked on both sides and doesn't seem to have been captured). The two parks you propose painting yellow lines on at the bottom of this section, just before Euston Road, do not block vehicles. As one of the 16 households living in Salisbury Garden Court, there are limited options to park on the road. We understand this as a part of living up that path. However, those two parks are essential for tradespeople, movers, removing rubbish (skips), and all the families use these parks, and coordinate when a tradie needs it or share costs of getting a skip, etc. please do not remove these parking spots.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The original intention behind removing parking at this location was to prevent vehicles from having to reverse westward of this section of Cecil Road to allow oncoming traffic to pass safely, a manoeuvre considered risky and potentially hazardous.

However, during the pre-consultation phase, it was confirmed that the removal of this parking is not necessary for fire truck access. Based on this information, and in response to community feedback, Council Officers have decided to retain the two parking spaces located at the northernmost part of the proposal, directly outside Salsbury Garden Court. These changes can be found in the amended plan.

Name: Hugo

Feedback Received

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Me Heke Ki Pōneke

Suburb: Karori
Agree: No

Too many car parks are being lost across the city and suburbs.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. Residents of Cecil Road directly requested that Council investigate parking congestion on their street. As a result, pre-consultation and a subsequent formal public consultation were warranted to allow residents to provide constructive feedback on how the proposed changes may directly impact them.

This proposal ensures that fire trucks can safely navigate this extremely narrow dead-end street to access homes in the event of an emergency, thereby improving the chances of preventing property damage and saving lives. Thank you again for your feedback.

Name: Matt
Suburb: Wadestown
Agree: Yes

I don't live right on this part of Cecil Road, but I do drive along it several times a week.

There have been a few times when I've come across oncoming traffic and had to reverse quite a way to let the other vehicle pass. It can be a bit unpredictable if your timing's off.

Sometimes cars are parked quite poorly, and I often wonder whether an emergency vehicle would be able to get through. I think adding some road markings to help prevent these kinds of problems would be a sensible idea.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. We appreciate your support of the proposed changes.

Name: Jo
Suburb: Karori
Agree: Yes

I have a friend who lives here and I really hate driving up because its basically one way with all the cars parked and the blind corners. This will be so much better and is long overdue!

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. We appreciate your support of the proposed changes.

Name: Tony and Sarah
Suburb: Wadestown
Agree: No

Dear Sir/Madam,
I am writing to provide feedback on the proposed parking changes on Cecil Road in Wilton.

1. **The proposed removal of all parks beside Salisbury Garden Court - cnrs of Euston and Cecil Roads.**

Removing all parks and making this no stopping at all times must not occur. Not only is this one of the widest parts of Cecil Road, with more than enough room for parking and cars to traverse in both directions, it is used daily for all taxi, uber, couriers, skip bins, firewood delivery as well as NZ Post delivery vehicles. Council rubbish and recycling trucks also use this important space. It has been used on multiple occasions by emergency vehicles attending to patients on both Cecil Road and Salisbury Garden Court. Where do council propose such service vehicles stop if these parks are removed? This must not go ahead.
The proposal fails to take into account the 16 properties that exist as part of Salisbury Garden Court. Nowhere on your aerial map are these houses shown. With the removal of the spaces at the base of Salisbury Garden Court , where does the council expect these residents to park? Further down Euston Road and onto Mairangi Road? Have impacts to those living on these other streets been taken into account. I doubt it. Where should these residents park their vehicles?

2. **Time for Council to think differently.**

What are the Councils future plans and policies for managing parking in Cecil Road? In the ~25 years we have lived at 133 Cecil Road, we have applied multiple times to erect garages on Council owned land on Cecil Road in order to get vehicles off the road to make a safer community for all. Unfortunately, each time we have been declined even after full plans including elevation were provided. While I understand that this is the Council's decision alone, I see no sign of Council thinking about what that means for future residents living here or solving this major problem. Council needs to start thinking differently - wouldn't it be great if part of the council's function would be to identify and approach residents for possible off-roading places where car parks/car pads could be erected on Council land? Instead, Wellington rate payers get continued denied applications, combined now the with the removing of more and more spaces. This makes life more difficult as residents have to park further and further away, while rates continue to climb. Just taking spaces away does not address the underlying issue of where residents could possibly park and goes against the number one priority a council should have - to make life better and safer for all of it's residents.

Feedback Received

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Me Heke Ki Pōneke

Thank you for your consideration. I look forward to hearing from you.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The original intention behind removing parking at this location was to prevent vehicles from having to reverse westward of this section of Cecil Road to allow oncoming traffic to pass safely, a manoeuvre considered risky and potentially hazardous.

However, during the pre-consultation phase, it was confirmed that the removal of this parking is not necessary for fire truck access. Based on this information, and in response to community feedback, Council Officers have decided to retain the two parking spaces located at the northernmost part of the proposal, directly outside Salsbury Garden Court. These changes can be found in the amended plan.

In reference to proposals to introduce garages to Cecil Road, this falls outside of the scope of this proposal and unfortunately no comment can be made at this time.

Name: David
Suburb:
Agree: Yes/No

Thank you for the opportunity to provide feedback on the proposed changes to parking restrictions in Cecil Road. My only comment is to question the need for the 8 metres of broken yellow lines in front of 157 and 159 Cecil Road as there is already a proposed 61 metres of broken yellow lines on the opposite side of the road?

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. The eight metre section on the south side is essential to ensure that a fire truck can pass through. As a result, broken yellow lines are required on both sides of the road corridor.

Allowing vehicles to park in this area would force a fire truck to mount the kerb and footpath, which is technically an illegal manoeuvre that the Council cannot support or endorse as it places pedestrians at risk.

Name: Daniel
Suburb: Wilton
Agree: Yes

Adding more broken yellow lines at the Euston Road junction will allow vehicles to enter Cecil Road on the correct side, improving visibility around the corner before overtaking parked cars. This

change will make the road much safer to navigate — currently, it's common for drivers to reverse out of the junction to give way to oncoming traffic.

The proposed layout, which spaces out parking, strikes a good balance between maintaining parking availability and ensuring access for emergency vehicles and regular traffic — especially since this is the only way in and out of this section of Cecil Road.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. We appreciate your support of the proposed changes.

Name: Inge
Suburb: Wilton
Agree: No

I have lived on Cecil Road and parked in this area for 23 years. Only very occasionally in this time have I seen vehicles having difficulty passing in the affected area, when cars have parked irresponsibly on both sides of the road. I accept that some control of parking on Cecil Road would be beneficial, to ensure emergency vehicles can pass at all times. However, the proposed change removes more parking spaces than necessary, and will severely impact residents of this part of Cecil Road. Particularly concerning is the removal of parks from near the intersection of Cecil Road and Euston Road, at the bottom of the path up to Salisbury Court. Although the aerial photograph accompanying the resolution plan is cropped so as not to show the 16 Salisbury Court properties, it is crucial to note that there is a total of 21 houses up the three access paths at this intersection, almost all of which have at least one vehicle. The road is easily wide enough to allow emergency vehicles to pass when there are cars parked on one side of the street (as currently permitted). Removing these spaces will force these residents to park their vehicles further north on Cecil Road, or down Euston Road, creating congestion in those areas where there is already a shortage of parking. The two spans of 5m of broken lines on the western side, slightly further south, also seem unnecessary, and will further restrict the options for the 21+ households currently parking here. Some of the residents who park in this area are elderly, have small children, or use their vehicles to transport large items, compounding the social impact of removing those parking spaces that are closest to 21 houses at this juncture and forcing those residents often to walk significant distances to the closest available parking spaces to their homes. Before removing this many parking spaces, I request that the Council urgently consider how alternative parking spaces might be created for residents, for example by building parking spaces and an e-vehicle charging station on the land between Euston and Cecil Road.

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. Over your 23 years on Cecil Road, you may have only occasionally witnessed vehicles

Feedback Received

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struggling to pass. However, Council was contacted by multiple other residents who raised ongoing concerns about congestion and accessibility, prompting an investigation.

As part of the process, Council engaged Cecil Road residents in a pre-consultation to better understand driver behaviour and explore suitable solutions. While it's challenging to achieve complete consensus, the proposal presented during the formal consultation phase was generally well received, with minimal opposition.

It later became clear that residents of Salisbury Garden Court had not participated in the earlier engagement. Their recent feedback has provided Council with a more comprehensive understanding of the community's views in this area.

During pre-consultation, it was confirmed that removing parking directly outside Salisbury Garden Court is not required for fire truck access. Based on this and the feedback received, Council Officers have decided to retain the two northernmost parking spaces outside Salisbury Garden Court in the final proposal. These changes can be found in the amended plan.

We are confident that this proposal is essential to address concerns by the community and to ensure accessibility for all vehicles, especially emergency services in the event of an emergency, given the narrow and winding nature of the road.

Name: Humphrey
Suburb: Wadestown
Agree: No

I am writing with concerns about the proposed plan.

A number of years ago I applied for an encroachment on road reserve to put some garages for myself and some neighbours near the corner of Cecil and Euston Roads. This proposal was rejected because some other neighbours objected (as the area would have needed clearing to do so). Another neighbour has also applied since then with the same result.

A couple of years ago some footpath fencing on Cecil Rd & above Euston was put up for some reason. There was no local consultation, that I know of, before it was done. There is quite a drop to Euston Rd at the upper extent of the fence but not for 1/2 its length (so half was unnecessary).

When I first moved into this area the visibility for traffic was much better than now primarily because the sight lines were better. So I would propose that there are other solutions to parking and traffic flows on Cecil Road than yellow paint:

1. Education: I do think that drivers parking decisions have become worse over the years. Drivers often park without regard for where other cars are already parked. Yellow lines are not a good solution to this because while the actual problem is that people are not thinking WCC's only solution seems to be making them obey. People's bad parking is just a symptom of an underlying problem. Address the problem not the symptom!
2. Capability: The only solution mechanism that is being considered to fix any flow issues on Cecil road seems to be more yellow lines. There should be other options: Clearing sightlines (unnecessary

obstructions like fences, trees etc); Widening the road in places where it is easily possible: etc
3. Actual site visit: Considering the proposed no-parking changes, it is fairly obvious that these have been done from a map &/or very old satellite imagery.
4. Actual Consultation: The proposed plan is not consultation. No one in this neighbourhood can easily work out what 620, 645, 759,... metres from Wade Street actually means.
5. Difficulty of getting off street parking: I have tried, as have others, to get WCC to consider more off street parking without success.
6. Better street lighting. there are some dark points along Cecil Rd. An issue on one hand but oncoming headlights are more visible. Though I realise there is little chance of that occurring.

I understand that WCC is under financial constraints but a local body needs to have more tools at its disposal than old out-of-date satellite imagery and yellow paint. (The supplied satellite imagery is at least 6 years old as some changes to footpaths occurred then that are not in the supplied imagery). This is a dead-end road with very few extra houses or changes to traffic over the last 30 years, possibly there might be a few more cars parking, but sightlines and overall roadside management is the major reason that traffic flow up Cecil Road is being considered as an issue at all.

So, some specifics:
- The planned removal of 2 parks above the entrance to Salisbury Garden Court is unnecessary and would be a considerable problem for the neighbourhood.
- The removal of parks below 159 Cecil Rd is unnecessary.
- Road widening (and additional parks) be considered on the curve around 160 Cecil. Tthis is the easiest, but there are probably other sections too that this could be done for.
- Overall roadside clearing of overhanging trees etc be done all the the way up 133 - 157 Cecil (on both sides). Also at other points. It is also necessary all the way down Cecil Rd to Wadestown shops in places. Vegetation often hangs over the road by a meter or more in places. this lowers the usable road, massively decreases the sightlines and ev that vegetation causes problems to the road surface.
- There is a general tendency for parking to be placed on the footpath side of Cecil Road. While this makes sense in some ways (off loading vehicles etc) it is also a major impediment to traffic seeing and passing oncoming vehicles.

There are other pinch points to traffic flow further down Cecil Rd that don't seem to be considered at all even though there is more traffic there, around 50-55, 62-69, ~ 108, & 130-140 Cecil (These points seem to be problematic mainly due to dumb parking rather than anything systemic).

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times.

Educating the public on how to park appropriately is a challenge for Council, particularly as there is limited ability to enforce rules when individuals choose not to comply. Unfortunately, such parking behaviour is common across Wellington. Broken yellow lines serve as both a visual cue and a deterrent, helping to prevent parking that could obstruct other road users, especially emergency service vehicles.

Feedback Received

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Council continues to explore ways to improve road safety across Wellington, including enhancing sightlines by trimming overgrown vegetation. Resident input plays an important role in this process, and we encourage community members to report any overgrowth so our teams can respond and maintain safe conditions.

Following concerns raised by Cecil Road residents, Council officers visited the site to assess the road layout, take measurements, and explore practical solutions to address congestion and accessibility issues.

On 9 May 2025, Council officers distributed letters to households from Salisbury Garden Court to #171 Cecil Road, outlining a proposed response to the concerns raised. Residents directly affected by the plan were invited to provide feedback. Those who engaged offered constructive input, which led Council officers to revise the original proposal. These adjustments were largely based on observed driver behaviour. The revised plan was then shared with those same residents for further comment and was well received. This positive engagement supported moving forward to formal consultation with the wider community.

It later became evident that residents of Salisbury Garden Court had not taken part in the initial engagement. Their more recent feedback has given Council a broader understanding of views in this section of Cecil Road.

During the pre-consultation process, it was confirmed that removing parking directly outside Salisbury Garden Court is not required to allow fire truck access. In response to this finding and recent community feedback, Council officers have decided to retain the two northernmost parking spaces outside Salisbury Garden Court. These changes can be found in the amended plan.

However, the installation of approximately eight metres of broken yellow lines outside #159 remains essential to ensure unobstructed access for emergency vehicles

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Name: Dean and Alan
Suburb: Wadestown
Agree: Yes/No

Ngā mihi We live at 4 Salisbury Garden Court; our interest is in the northern part of Cecil Road, from around 131–160 Cecil Road.

Salisbury Garden Court is a group of 16 houses up a long path up from Cecil Road; many of these houses are family homes and, for different reasons, some have more than one motor vehicle. There is no off-street parking for these houses (and no realistic possibility of adding any off-street parking), along with 4 other houses from 133-138 Cecil Road. Hence, this area (and the nearby areas on Cecil Road) needs to support on-street parking for 30 or more vehicles.

We are supportive of some of the no stopping changes on Cecil Road but oppose others. We have highlighted our suggested changes on the attached map (Appendix 1).

We acknowledge there is a need to coordinate the parking to ensure safe access for regular and emergency traffic. Our view, based on experience and reinforced by the vehicle tracking simulation maps provided, is that problems arise when cars are parked across from each other on opposite sides of the road. Hence we support no parking lines on the small western part of Cecil Road opposite 137 Cecil Road and on the eastern side from 137 Cecil Road to opposite 160 Cecil Road.

However, we oppose the proposed no parking elsewhere on this part of Cecil Road as it goes beyond what is necessary to address the problem and disproportionately reduces the amount of parking in an area of heavy parking need for the following reasons:

- The removal of the 2 parks just above the Cecil Road-Euston Road intersection is based on a factual misunderstanding of the problem (and this change was not signalled in earlier consultation with residents). Parking in these parks does not disrupt traffic; problems arises if a vehicle is parked illegally on the current yellow lines abutting the intersection. This is an enforcement issue. The 2 car parks here are especially precious due to the proximity to the path, particularly for those with young children, injuries or reduced mobility, heavy carloads, along with other deliveries and skip bins. We suggest the 2 parks be maintained and the current no-parking lines be boxed to more vividly signal the no-parking area; a white box could also be used to signal the parameters for lawful parking here.
- The proposed yellow lines on the western side of Cecil Road are unnecessary, other than those opposite 135 and 137 Cecil Road. Clear passage for emergency and other vehicles is readily available if cars part in line. See photos (Appendix 2) for some examples of parking and clear passage. We suggest 3 sets of proposed lines be rejected, other than those relating to the hydrant (and these yellow lines could be boxed to more clearly identify the hydrant).

Reducing the number of carparks in this area to 15 carparks significantly reduces available parking and will generate significant knock-on effects of or other parts of Cecil Road (especially as parking elsewhere is usually fully exhausted).

We wish to address the committee in person when it is deliberating on these proposed changes.

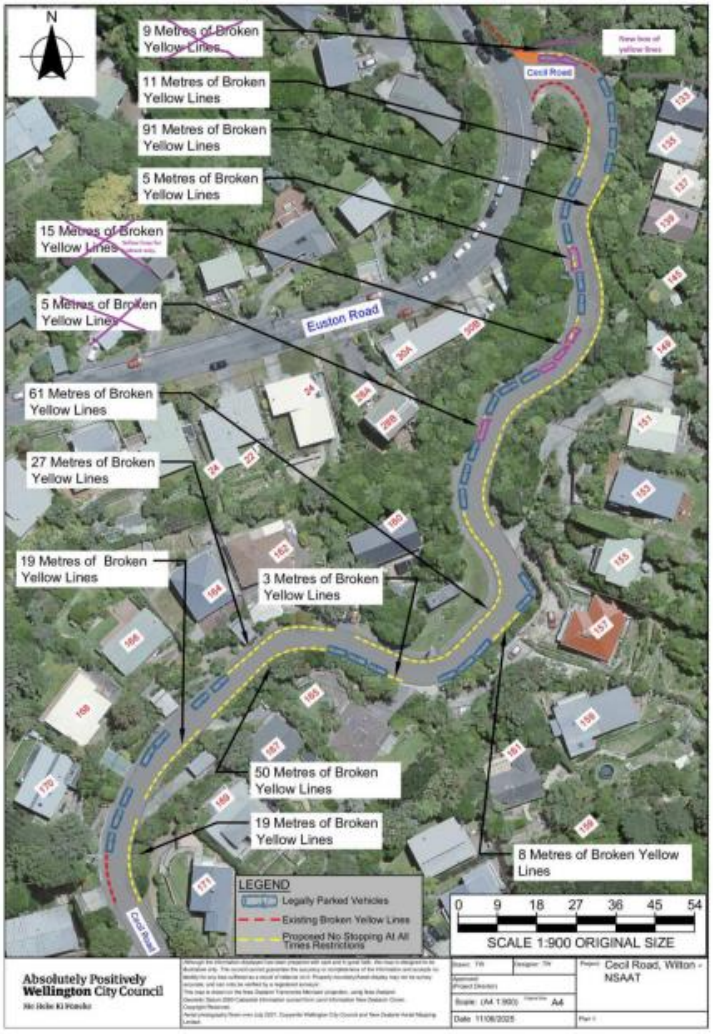
(see attached appendixes on next pages)

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Appendix 1 – proposed changes

Traffic Resolution Plan: TR44-25 Cecil Road, Wilton – No Stopping At All Times



Appendix 2 – selected photos

Feedback Received

Absolutely Positively Wellington City Council
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Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times.

On 9 May 2025, Council officers distributed letters to households from Salisbury Garden Court to #171 Cecil Road, outlining a proposed response to the concerns previously raised. Residents directly affected by the proposal were invited to provide feedback. Those who engaged offered constructive input, which led Council officers to revise the initial plan. These changes were informed primarily by observed driver behaviour. The revised plan was then shared with the same group of residents for further comment and was positively received. This engagement provided the foundation for moving ahead with formal consultation involving the wider community.

It later became clear that residents of Salisbury Garden Court had not participated in the earlier engagement. Their subsequent feedback offered Council a more complete understanding of community views along this section of Cecil Road.

During the pre-consultation process, it was confirmed that removing the parking directly outside Salisbury Garden Court is not required for fire truck access. In response to this and the additional community feedback, Council officers have decided to retain the two northernmost parking spaces outside Salisbury Garden Court. These changes can be found in the amended plan.

The broken yellow lines proposed near #135 are critical for ensuring that fire trucks and other emergency vehicles can safely navigate the bend in the road. While photographic evidence (Appendix 2) may suggest that current parking does not obstruct traffic, long fire trucks require a greater turning radius. Council cannot rely on all drivers parking safely at all times. The broken yellow lines serve as both a visual guide and a necessary restriction to ensure emergency vehicles can pass through safely.

Following further consultation with Cecil Road residents, Council developed a second revised plan. This version considers both feedback received and patterns of existing driver behaviour. The updated restrictions aim to address congestion and accessibility challenges while minimising disruption to current parking habits. As a result, some previously used parking areas will no longer be available. However, this trade-off is necessary to ensure emergency access is not compromised, particularly in life-threatening situations where every second counts. The small section opposite #153 serves as a passing bay to allow vehicles to pass safely and to improve vehicle sight lines.

It is Council's responsibility to ensure that road corridors are safe and accessible, not only for residents, but also for fire trucks, ambulances, and essential service vehicles such as rubbish collection trucks.

Name: Sheila, Harvey, and Keddie
Suburb:
Agree: Yes

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Dear WCC

With apologies for the lateness of this submission, we wanted to express our support for the changes and the improved safety for Cecil Road.

Many thanks for your attention to the issues and responsiveness to feedback from the community so far.

Kind regards
Sheila, Harvey, and Keddie

Officer Response:

Thank you for taking the time to provide feedback on TR44-25 Cecil Road, Wilton – No Stopping At All Times. We appreciate your support of the proposed changes.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Reference	TR45-25 Donald Street, Karori - New Vehicle Crossing Parking Changes
Location – where we propose to make the change	Karori Normal School, Donald Street, Karori
What we'd like to do	• Remove one P5 parking space and to Convert one unmarked, unrestricted parking space into P5 time limited parking.
Why we are proposing the change	• A new vehicle crossing has been constructed on Donald Street to serve Karori Normal School. • This crossing is essential to provide emergency vehicle access to the school in the event of an emergency. • In order to accommodate the new crossing, Council officers propose removing a small section of the existing P5 parking and extending the P5 zone northward into an area that is currently unmarked and unrestricted.
Impact	**Improvements** • Improves the viability of Karori Normal School wellbeing • Improves safety and accessibility for Emergency services • Improves safety of all Tamariki and staff **Net Parking Impact** • Removal of one time limited parking spaces from the vehicle crossing. • Converting one unmarked, unrestricted parking space to P5 time limited parking **Pedestrian impact** • No Change
Other options considered	**Option 1:** • Other option is to only remove the parking in front of the vehicle crossing and not to extend the P5, this is not preferable as this would mean parents will have one less space for picking up or dropping off their Tamariki.
How this relates to the parking policy	• 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. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	• Average daily traffic count – 2453 • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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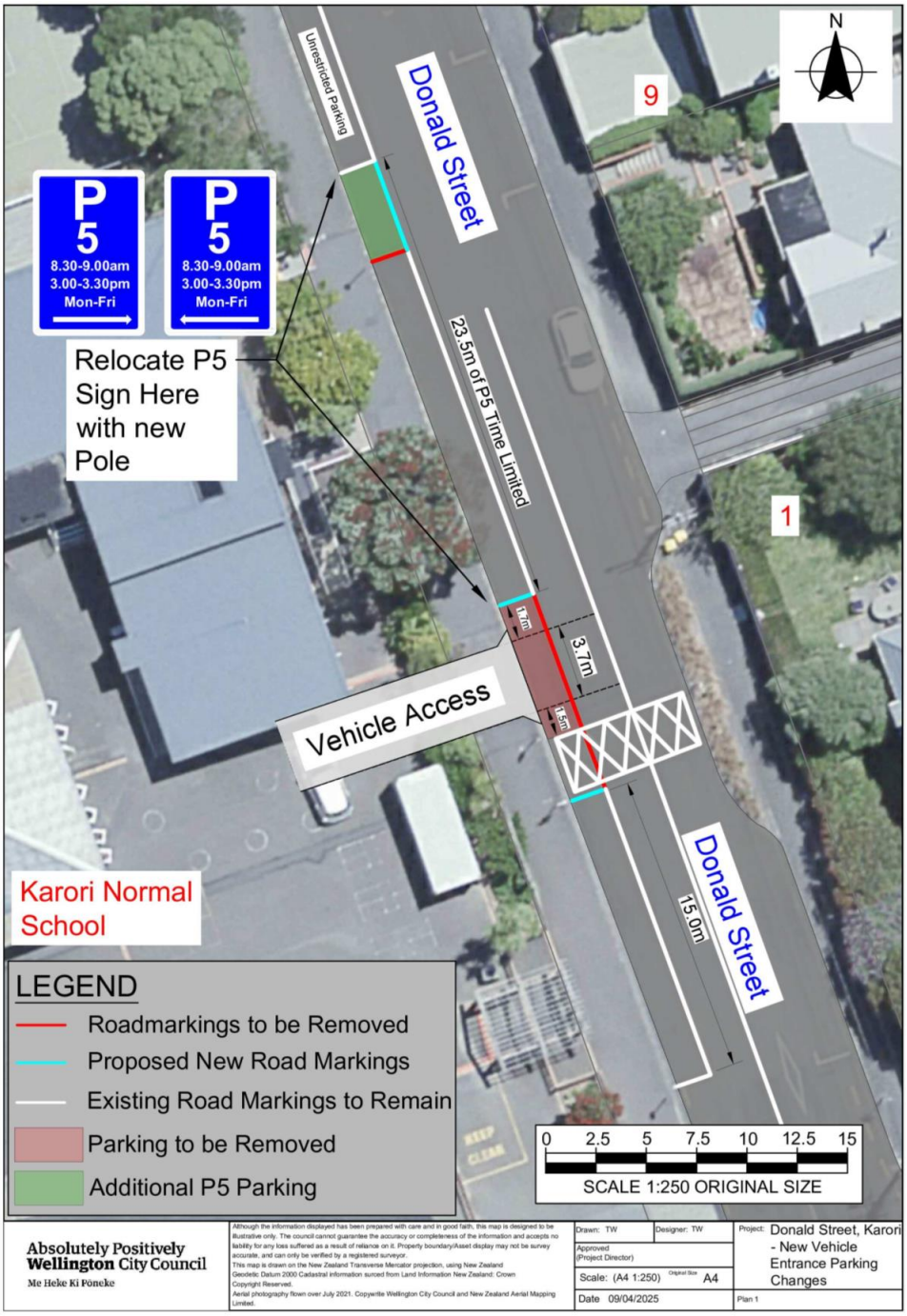
Traffic Resolution Plan: TR45-25 Donald Street -New Vehicle Crossing Parking Changes



We are proposing a change in your area

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Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Donald Street	*Monday to Friday, 8:30am - 9:00am, 2:45pm - 3:30pm, during school terms*	*West side, commencing 293 metres west of its intersection with Scapa Terrace (Grid coordinates, x= 1745980.7 m, y= 5427950.5 m), and extending in a northerly direction following the western kerbline for 25 metres.*

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Donald Street	*P5 Monday to Friday 8.30-9.00am,3.00-3.30pm, During school terms only*	*West side, commencing 53 metres South of its intersection with Karori Road (Grid coordinates X=1,745,855.92m Y=5,428,298.98m) and extending in a southerly direction following the western kerb line for 23 metres.*

Prepared By:	Tommy Wilson	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	23/06/2025	

Feedback Received

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Feedback Received

Name: Annie
Suburb: Karori
Agree: Yes

strongly support this. Traffic is often a nightmare in this street.
(related-I wish there was some way of preventing Wellesley parents waiting for the bus and Karori Normal parents doing pick-ups from parking in the pool precinct.)

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. We appreciate your support on the proposed changes.

Name: Robb
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: DMM
Suburb: Karori
Agree: Yes

What is this question costing Wellington rate payers? It's one carpark!

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: Glen
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes.

Name: Rachel
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: Caroline (Karori Normal School)
Suburb: Karori
Agree: No

Dear Wellington City Council,

This submission expresses strong objection to the proposed changes regarding the reallocation of existing unlimited parking zones to 5-minute drop-off zones on Donald Street, Karori, specifically in the vicinity of Karori Normal School. We understand these changes aim to improve traffic flow or access; however, we firmly believe the current proposal will have significant negative impacts and create new hazards, particularly for our junior school community and long-term visitors to the school.

Critical Impact on School Staff and Visitors

Currently, the unlimited time parking on Donald Street serves a vital function for both Karori Normal School staff and visitors who require more than a fleeting 5-minute stop. School staff rely on these spaces for their daily commute, and without them, we anticipate significant parking pressures and inconvenience and added pressure to residents parking. Furthermore, visitors who are staying for extended periods – whether for school events, meetings, or simply visiting residents in the area – will be severely disadvantaged by the loss of these essential longer-term parking options. The proposed changes fail to consider the practical needs of a functioning school environment.

Unsuitability of Proposed Drop-Off Zone Location

Feedback Received

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The proposed relocation of drop-off zones, particularly their proximity to traffic lights and distance from the junior school, is deeply concerning for several reasons:

- Hazardous Traffic Congestion: Placing a 5-minute drop-off zone too close to traffic lights will inevitably lead to increased congestion and dangerous situations. Vehicles attempting to use the drop-off zone will be forced to queue in active traffic lanes, potentially blocking intersections and creating a significant safety risk as drivers try to merge into backed-up traffic.
- Impractical for Junior School Drop-Offs: The current proposed location is reportedly too far from the junior school. Young children require close supervision during drop-off and pick-up for their safety. Expecting parents to park further away and walk with young children, especially in inclement weather or with multiple children, is impractical and unsafe, increasing the risk of accidents. This design fundamentally misunderstands the dynamics of a junior school drop-off.
- Loss of Functionality: A 5-minute drop-off zone at this specific location will not adequately serve the needs of Karori Normal School. The current drop-off system, while perhaps imperfect, at least allows for a degree of flexibility. The proposed changes will create a bottleneck that will likely deter parents from using it, pushing them to seek alternative, potentially less safe, drop-off points on residential streets, thereby transferring the problem rather than solving it.

Lack of Prior Consultation

We are particularly dismayed that, to our knowledge, no consultation regarding these specific changes was undertaken with affected residents, the Karori Normal School community, or local stakeholders prior to the proposal being written. This lack of engagement has resulted in a proposal that appears to disregard the practical realities and specific needs of our community, leading to a plan that is ill-suited and potentially detrimental.

Call for Reconsideration and Dialogue

We are not supportive of proposed changes in their current form. We urge the Wellington City Council to halt the implementation of this proposal and engage in meaningful, direct conversations with our community and Karori Normal School. We seek to collaborate on solutions that genuinely address any existing traffic or parking issues on Donald Street without compromising safety, accessibility, and the essential needs of our school and local residents.

We look forward to the opportunity to discuss our concerns in detail and work towards a more suitable and sustainable outcome for the Karori Normal School area.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes.

To clarify why this proposal was made, the new vehicle crossing was included as part of the building consent for the new teaching block. The vehicle design, created by Stephenson & Turner Engineering

on behalf of the Ministry of Education and approved by Wellington City Council, ensures fire truck access to the school's inner grounds. This access is required in the event of an emergency, and in the fire report states:

"A fire service vehicular access and hardstands are to be provided from Donald Street by the main entrance to the school to the central hardcourt". "The pavements on site are proposed to be extended to maintain the fire service vehicular access with the other buildings on site due to the introduction of Block N."

This new crossing was constructed over the existing pick-up and drop-off parking area and now needs to be removed. Council is not required to consult on this removal because it is illegal to block any vehicle crossing in Wellington. However, Council is consulting on relocating the one lost pick-up and drop-off space to a nearby spot further north, which is currently unmarked and unrestricted.

After this change, approximately six to seven unrestricted parking spaces will remain before Karori Road, plus six more on the opposite side. This provides ample parking for visitors needing more than five minutes. Additionally, the P5 only operates for half an hour in the morning and half an hour in the afternoon Mon-Fri for pick up and drop off purposes, at all other times it is unrestricted parking.

The existing pick up and drop of parking to the south will remain unchanged and still accessible to all parents dropping Tamariki off to normal or junior school.

Overall, this change does not have any significant impact; therefore, we continue to propose relocating the P5 to ensure there is no loss to the pick-up and drop-off area, maintaining safe access for Tamariki and parents to the school.

Name: Fen
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. We appreciate your support on the proposed changes.

Name: Hugo
Suburb: Karori
Agree: No

Too many car parks are being lost across the city and suburbs. While this is a small change it will no doubt still cost thousands of dollars in total, and is unnecessary.

Feedback Received

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Me Heke Ki Pōneke

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes.

The relocation of the parking space is necessary to accommodate a new vehicle crossing and driveway recently installed at the school. The proposed change involves minimal cost, as it only requires moving a few signs and adjusting road markings.

Name: Anne
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes.

Name: AnneMarie
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: Jo
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Feedback Received

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Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: Chris
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: Simon
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

Name: Dagmawi
Suburb:
Agree: Yes

Based on the improvements which are proposed to implement such as the viability of Karori Normal School wellbeing, safety and accessibility for emergency services, and safety of all Tamariki and staff. These all the above mentioned points have an effect.

Officer Response:

Thank you for taking the time to provide feedback on TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Changes. Thank you for your support on the proposed changes.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Reference	TR46-25 Fore Street, Winchester Street, Kaiwharawhara - No Stopping At All Times
Location – where we propose to make the change	The entire length of Fore Street The entire length of Winchester Street
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	• Council have received safety and accessibility concerns from a member of the public regarding vehicles parking on Fore Street restricting access. • Council officers found that although parked vehicles do obstruct general traffic, a more critical concern is the obstruction of emergency services, particularly fire trucks and ambulances which would be unable to pass if required. To ensure both general and emergency vehicle access, a street must have a minimum width of 4.7 metres. Measurements taken all along Fore Street show it is only 4 metres wide, widening slightly to 4.1 metres at its broadest point. Vehicle tracking tests confirmed that a fire truck cannot safely navigate the street when vehicles are parked, highlighting the need for broken yellow lines to ensure access. • Council officers also consulted Fire and Emergency New Zealand (FENZ), who conducted a test run with one of their trucks from Fore Street to the top of Winchester Street. Based on their assessment, FENZ recommended extending the proposed no-parking zone to include Winchester Street, as parked vehicles on this road would also block emergency access to properties at the top. • On 29 April 2025, Council officers delivered letters to all residents on both Fore Street and Winchester Street outlining the proposed changes. Council received only positive feedback prompting council officers to move forward with the proposal through the traffic resolution process. • Although the original complaint only concerned a small section of Fore Street, further investigation and FENZ's input have led Council officers to propose the installation of broken yellow lines along both Fore Street and Winchester Street, as outlined in the attached plan.
Impact	**Improvements** • Improves safety and accessibility for general and emergency vehicles • Improves safer turning movements **Net Parking Impact** • Removal of no legal parking spaces **Pedestrian impact** • No Change
Other options considered	**Option 1:** • Install broken yellow lines as per the original request, which would involve installing broken yellow lines on a smaller section near the bottom of Fore Street. This option is not preferable as it will not prevent vehicles from obstructing the rest of Fore Street and Winchester Street. Additionally,

	council officers consulted residents and was provided positive feedback with the current plan.
How this relates to the parking policy	• 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	• Average daily traffic count – Fore Street 67 (2008), Winchester Street Not available • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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Traffic Resolution Plan: TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Legal Description:

Delete from Schedule D (No stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Fore Street	*No Stopping At All Times*	*West side, commencing from its intersection with Cameron Street (Grid coordinates x= 1749913.7 m, y= 5430957.4 m), and extending in a north-westerly direction following the western kerbline for 4 metres.*
Fore Street	*No Stopping At All Times*	*East side, commencing from its intersection with Cameron Street (grid coordinates x= 1,749,921.7244 m, y= 5,430,957.2213 m), and extending in a northerly direction following the eastern kerbline for 33 metres.*
Fore Street	*No Stopping At All Times*	*North side, commencing from its intersection with Pickering Street and extending in a westerly direction following the northern kerbline for 39 metres to its intersection with Cameron Street*
Fore Street	*No Stopping At All Times*	*West side, commencing 23.5 metres north from its intersection with Cameron Street (Grid coordinates X= 1,749,917.7269 m, Y= 5,430,955.6361 m) and extending in a northerly direction for 3 metres following the western kerb line.*
Fore Street	*No Stopping At All Times*	*East side, commencing 91 metres south of its intersection with Winchester Street (Grid coordinates x= 1749885.1 m, y= 5431045.7 m), and extending in a southerly direction following the eastern kerbline for 4 metres.*

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

Column One	Column Two	Column Three
Fore Street	*No Stopping At All Times*	*East side, commencing of its intersection with Cameron Street (Grid coordinates X=1,749,925.99m Y=5,430,959.72m) and extending in an northerly direction following the eastern kerb line for 113 metres.*
Fore Street	*No Stopping At All Times*	*West side, commencing of its intersection with Cameron Street (Grid coordinates X=1,749,913.05m Y=5,430,954.62m) and extending in an northerly direction following the western kerb line for 113 metres.*

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Winchester Street	*No Stopping At All Times*	*Southeastern side, commencing of its intersection with Fore Street (Grid coordinates X=1,749,875.51m Y=5,431,058.11m) and extending in an north easterly direction following the southeastern kerb line for 64 metres.*
Winchester Street	*No Stopping At All Times*	*South side, commencing 80 metres of its intersection with Fore Street (Grid coordinates X=1,749,875.51m Y=5,431,058.11m) and extending in an eastern direction following the southern kerb line for 7 metres.*
Winchester Street	*No Stopping At All Times*	*Northwest side, commencing of its intersection with Fore Street (Grid coordinates X=1,749,892.87m Y=5,431,059.31m) and extending in an north easterly following the northeastern kerb line for 74 metres.*
Winchester Street	*No Stopping At All Times*	*Northwest side, commencing 83 metres of its intersection with Fore Street (Grid coordinates X=1,749,892.87m Y=5,431,059.31m) and extending in an eastern direction following the northeastern kerb line for 15 metres.*

Prepared By:	Tommy Wilson	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	23/06/2025	

Feedback Received

Name: Kelly
Suburb:
Agree: Yes

Hi

Endorsing the change on Fore Street and Winchester, I just don't have confidence on enforcement in evenings and weekends. For example if outside of normal working hours vehicles are parked up, and there is restricted access painting the yellow lines won't make a difference or make an impact. Particularly if a fire truck needs to get through "after hours".

Thanks

Officer Response:

Thank you for taking the time to provide feedback on TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times. We appreciate your support on the proposed changes.

Broken yellow lines act as a visual deterrent, indicating that parking in these areas is unsafe and not permitted. However, if vehicles continue to park in these areas and ignore the broken yellow lines, we strongly encourage residents to report this to the Council's contact centre on 04 499 4444 at the time of the offence. A mobile officer will be dispatched to investigate. Parking enforcement operates 24 hours a day, and any complaints made including after hours will be attended to as soon as an officer is available.

Name: Tony
Suburb:
Agree: No

In regards to your proposed "no stopping" for the length of Fore Street and Winchester Street, Kaiwharawhara, I believe this to be totally impractical and unworkable and will create more danger/problems than it will solve.

You must remember that after Wellington City Council's survey of the street it was deemed to be the steepest street in Wellington and the inside edge of the corner halfway up is steeper than Baldwin Street in Dunedin, the world's steepest street according to the Guinness Book of Records.

I believe the current carriageway of Winchester Street is actually not a legal road as per my title.

You say a fire truck has done a dummy run to test its ability to get up the two streets. My big question is; was it fully loaded with water as there is no fire hydrant in the upper part of the road, A few years back a council sump pump truck tried to get up there fully laden, got to the big corner and could not get enough traction to continue upwards. The driver slammed on its front brakes which

Feedback Received

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did not have enough grip to hold it and it slid backwards into the bank diagonally across the corner and was wedged there for six hours, totally blocking the whole road. After two tow trucks could not do the job, a crane was eventually used to lift the back of the truck onto the carriageway, a very dangerous maneuver indeed!

I have personally towed out dozens of stuck cars & trucks due to the fact that I have a Hilux four-wheel drive.

Winterly moss in this shady corner does not help.

Any rear wheel drive vehicle coming down the road when a car or the fire truck's coming up the road on a wet day will not be able to back up. Likewise a lot of front-wheel drive vehicles that have to give way to a downhill car will not be able to regain traction going back up the hill. These are regular events that happen on almost a daily basis. Locals are aware of it and are courteous when you're not able to stop and pull over to let someone go past. With yellow lines I think that danger is amplified. As your total proposed yellow line regime with no parking, no passing bays whatsoever, in my opinion is just totally unworkable. I think you are dreaming if you expect the traffic officers to walk up the street, as they will be unable to park anywhere in the street, to give a parking ticket to someone parked on the yellow lines. Likewise, the delivering courier, the rubbish pickup, the recycling pickup, the building inspector, the taxi drivers etc etc. They all need to stop somewhere. They usually use our drive and then even get stuck there, often blocking us in.

The street has been operating like this for over a hundred years and anybody living there understands its difficulties but yellow lines ain't gonna help it they're going to make it worse.
In my opinion a much better solution would be to create some passing bays - one or two. You only need 500 - 800mm extra width and you would have a passing width. The left hand side around the large bend creating a two way with a centre line or In the middle of the left hand side straight area of Winchester Street?

This is a very old street that has had very little money spent on it by the council. Recently a fence was erected, somewhat restricting the carriageway opposite 21 where people used to pass, using the driveway opposite as a passing bay.

The continuous yellow lines (as you propose) with nowhere to stop to let someone past, you are creating an unworkable situation.
Traffic meeting at the bottom of Fore St are forced to back down into the blind corner of Cameron Road. Or the downhill traffic would have to go back up to the top of Winchester St turning area in order to let the other pass.
Currently, the existing footpath is used as a de facto passing bay.

I am available to meet on site to go over some real solutions.

Officer Response:

Thank you for taking the time to provide feedback on TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times. Broken yellow lines are essential for keeping these narrow streets free of obstructions that could block access for all vehicles, especially emergency

services. Wellington City Council has received multiple complaints about vehicles parking in these areas. Due to the limited road width, any parking along these streets can significantly restrict access, particularly for fire and emergency vehicles.

Both Fore Street and Winchester Street are public roads under Council jurisdiction, Fore Street is classified as a local road, and Winchester Street as residential. As such, the Council is responsible for ensuring these roads remain safely accessible at all times.

When Council coordinates test runs with Fire and Emergency New Zealand (FENZ), the fire trucks are deployed in full emergency-ready mode, as they may be called to an incident during the assessment. While it is unfortunate that a Council vehicle became stuck during a previous visit, FENZ was able to successfully navigate the corner into Winchester Street and access the upper section of the road. This confirms that the road itself is not the issue, rather, obstructive parking is.

It's important to note that driver's behavior in terms of allowing others to pass will not change. The purpose of broken yellow lines is not to control driver courtesy, but to prevent vehicles from parking in ways that block or restrict access to the street. If sections of broken yellow lines were omitted to create passing bays, it could encourage drivers to park in these areas, which would effectively block the road and fail to resolve the issue. However, drivers are permitted to stop temporarily on broken yellow lines to give way to oncoming traffic, particularly on narrow roads such as this one as long as it's safe to do so.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

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

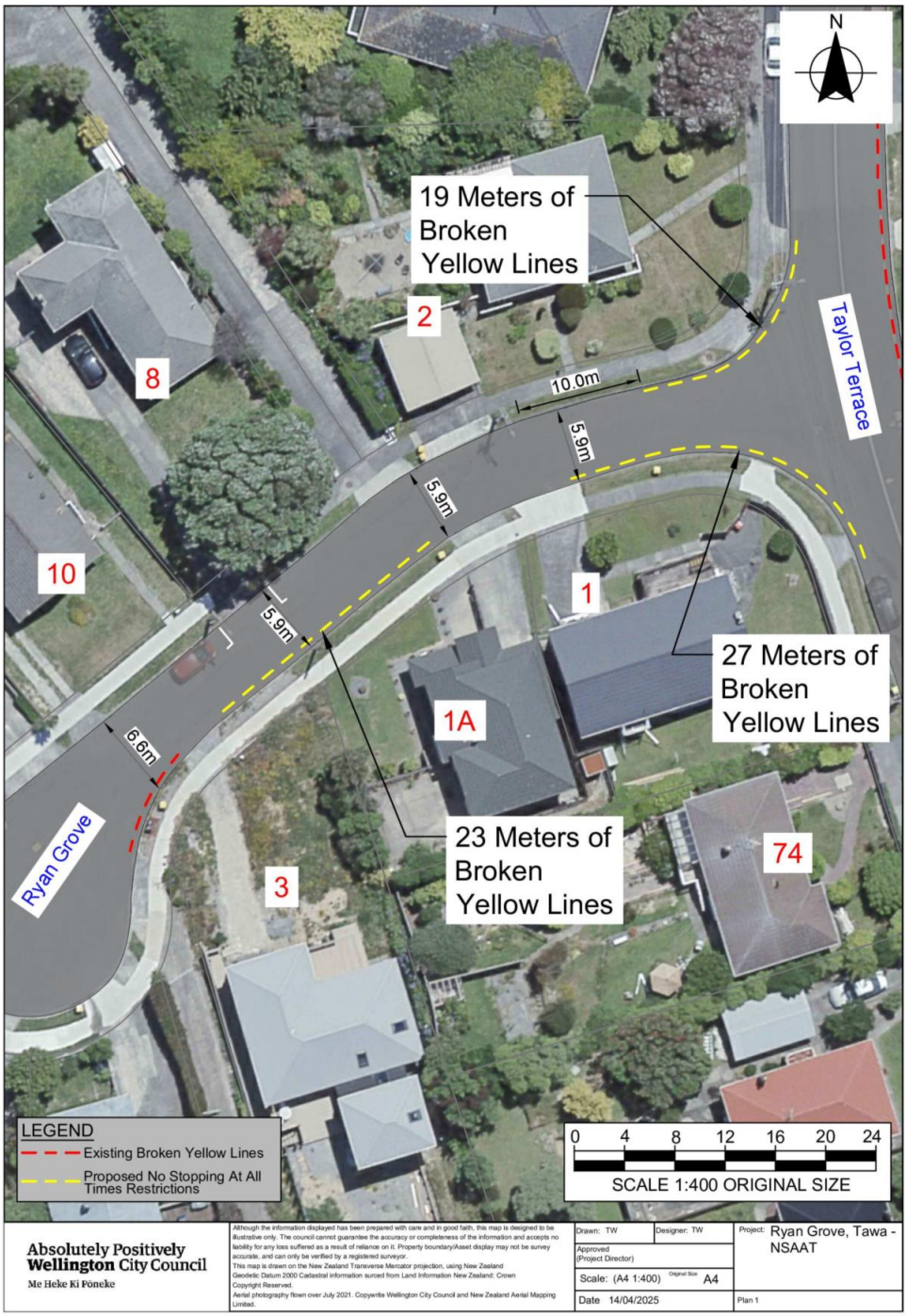
Reference	TR48-25 Ryan Grove, Tawa - No Stopping At All Times
Location – where we propose to make the change	Ryan Grove, Tawa between nos. 3 and the intersection with Taylor Terrace
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	• The Council has received safety and accessibility concerns from local residents regarding the area between Nos. 1A and 3 Ryan Grove. • Following a detailed assessment, officers have determined that the road width at this location falls below the required minimum of 6.9 metres, which is necessary to accommodate parking on both sides while allowing for safe passage of vehicles, especially emergency vehicles including fire trucks and ambulances. A similar issue has been identified near the intersection with Taylor Terrace, where the road also fails to meet the minimum width requirements. • In order to improve safety and accessibility, it is proposed to implement "No Stopping At All Times" (broken yellow lines) along the road from the intersection with Taylor Terrace to No. 3 Ryan Grove. Additionally, the intersection formalised with broken yellow lines, as per the attached plans.
Impact	**Improvements** • Improves safety and accessibility for all vehicles, specifically for emergency vehicles • Improves safer turning movements • Improves driver visibility **Net Parking Impact** • Removal of five unrestricted parking spaces **Pedestrian impact** • No Change
Other options considered	**Option 1:** • One option considered was to only install broken yellow lines between Nos. 1A and 3 without formalising the intersection. However, this option is not preferred, as it would still allow vehicles to block the entrance to Ryan Grove, preventing access for emergency vehicles.
How this relates to the parking policy	• 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	• Average daily traffic count – NA • 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 the 11 June 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR48-25 Ryan Grove, Tawa – No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Taylor Terrace	*No Stopping At All Times*	*West side, commencing from its intersection with Ryan Grove (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an northerly direction following the western kerb line for 5.5 metres.*
Taylor Terrace	*No Stopping At All Times*	*West side, commencing from its intersection with Ryan Grove (Grid coordinates X=1,753,275.45m Y=5,439,541.99m) and extending in an southerly direction following the western kerb line for7.5 metres.*
Ryan Grove	*No Stopping At All Times*	*North side, commencing from its intersection with Taylor Terrace (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an westerly direction following the northern kerb line for 13.5 metres.*
Ryan Grove	*No Stopping At All Times*	*South side, commencing from its intersection with Taylor Terrace (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an westerly direction following the southern kerb line for 20.5 metres.*
Ryan Grove	*No Stopping At All Times*	*South side, commencing 32.5 from its intersection with Taylor Terrace (Grid coordinates X=1,753,272.85m Y=5,439,555.96m) and extending in an south westerly direction following the southern kerb line for 23 metres.*

Prepared By:	Tommy Wilson	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	16/06/2025	

Feedback Received

Absolutely Positively Wellington City Council
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Feedback Received

Name: Paula
Suburb: Tawa
Agree: Yes

Just a bit of feedback that may or may not be related to this traffic resolution. While I fully support the proposed broken yellow lines, I'd also like to raise a related safety concern: the **need for speed reduction measures - such as speed bumps - along say 100 Taylor Terrace to (around) 50 Taylor Terrace** at least.

This area presents an ongoing safety issue for local residents. I live at 2 Ryan Grove (formerly 70 Taylor Terrace), and I've regularly witnessed vehicles surely exceeding the speed limit when going down Taylor Terrace. In addition, the intersection in your TR is often used by drivers as an informal turning point, with many performing U-turns at the top of Ryan Grove before changing lanes on Taylor Terrace, but with cars speeding down Taylor Terrace, there have been too many near-accidents already. With kids and elderly residents living here, this is quite concerning, and it's becoming a bit of a problem, to be honest.

Can this be added somehow to this resolution? Or do we have to request these separately? If you install some traffic count lines temporarily in that area, I'm quite sure they would provide enough evidence to support the need for intervention 😊

Happy to explain/chat more re. This [redacted] I understand the constraints and such, so if this is not the right way, do let me know if there is anything else I need to be doing to get some speed bumps installed 😊

Officer Response:

Thank you for taking the time to provide feedback on TR48-25 Ryan Grove, Tawa – No Stopping At All Times. We appreciate your support and feedback on the proposed changes.

As per our email correspondence 25th July, this will need to be made under a separate request to be investigated by potentially multiple teams which we have now received. A member of the Transport Engineering team will contact you in due course once the investigation is complete into speeding concerns you have raised.

Name: Lucas
Suburb: Tawa
Agree: Yes

[redacted] and we support the proposed traffic resolution with one change, that the broken yellow lines outside of number 2 are reduced to allow for more than 10m of parking.
Over the years there have been many times when vehicles have parked between 1A and 3 Ryan Grove and blocked access to the street. On multiple occasions rubbish or recycling trucks have been unable to access the street and had to come back later. More concerningly, we recently saw a van exit the cul de sac by leaving the road completely and driving up over the footpath and grass in front of 1A and 3 when a parked vehicle there prevented road use. Emergency services would not be able to access the cul de sac if a vehicle were parked there when they were called.

Adding broken yellow lines between 1A and 3 will have little impact on the parking available for residents in the street as no one parks there regularly. However, vehicles do regularly park outside number 2 and we think it is important that there remains enough space for two cars to park there. We have never had any trouble with parking near the intersection of Taylor Terrace causing access issues.

Officer Response:

Thank you for taking the time to provide feedback on TR48-25 Ryan Grove, Tawa – No Stopping At All Times. We appreciate your support and feedback on the proposed changes.

The broken yellow lines on the northern corner outside #2 are intended to prevent vehicles from parking too close to the intersection. As proposed, this layout leaves 10 metres of space, which legally accommodates two parked vehicles. Reducing the length of the yellow lines, as suggested, would not create sufficient legal space for a third vehicle. However, it may give the false impression that three vehicles can fit, leading to parking that encroaches too closely on either the intersection or the driveway at #2.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR50-25 Oxford Street, Tawa - Proposed P15 Time Limited Parking Restriction
Location – where we propose to make the change	Oxford Street, Tawa – Between no. 17 and the Tawa Central Kindergarten
What we'd like to do	• Convert approx. seven unrestricted parking spaces into P15 8:30-9:15am, 2-3:15pm, Monday-Friday spaces
Why we are proposing the change	• Concerns have been raised with Wellington City Council regarding the availability of parking outside Tawa Central Kindergarten. • Unrestricted parking outside the kindergarten encourages all day parking, making it difficult for parents to find a nearby carpark when picking up and dropping off their Tamariki at the kindergarten. • A request has been received from a member of the public to install a P15 pick-up and drop-off space for parents with Tamariki attending the Tawa Central Kindergarten. • To improve parking turnover and accommodate the needs of parents who have Tamariki at the kindergarten, Council Officers propose to convert approx. seven unrestricted parks to a P15 8:30-9:15am, 2-3:15pm, Monday to Friday, time restricted parks.
Impact	**Improvements** • Improves safety and accessibility for Tamariki and parents • Improves parking availability during peak times by promoting a higher turnover of parked vehicles. **Net Parking Impact** • Converting of approx. seven unrestricted parks to P15 parks **Pedestrian impact** • Positive – improves safer access to the Childcare Centre by minimising • unsafe parking practices and allowing parking directly outside the centre
Other options considered	**Option 1:** • Converting 10 unrestricted parks into P15. This option is not preferred as it limits the parking availability for nearby residents and long-stay users of Coronation Park. **Option 2:** • Install P5 parking instead of P15. This option is not preferred as five minutes does not allow parents enough time to pick-up or drop-off their children at the kindergarten.
How this relates to the parking policy	• 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety,

	community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	• Average daily traffic count – 751 (2010 data) • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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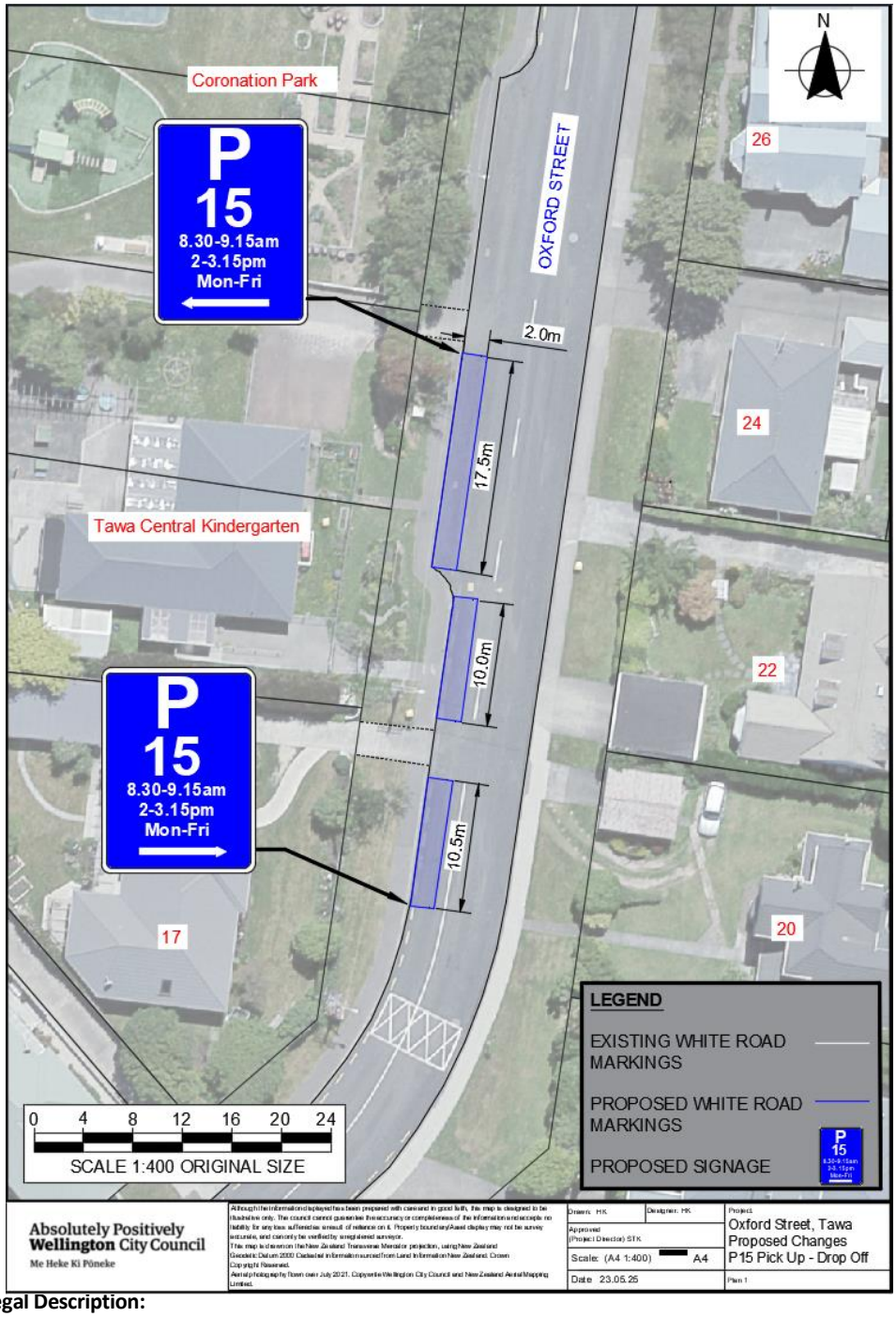

Legal Description:

We are proposing a change in your area

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Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oxford Street	*P15,* *8.30 - 9.15am,* *2 - 3.15pm,* *Monday - Friday*	*West side, commencing 134.5 metres south of its intersection with Cambridge Street (Grid coordinates X = 1,753,223.38, Y = 5,440,570) and extending in a southerly direction for 17.5 Metres following the western kerbline*
Oxford Street	*P15,* *8.30 - 9.15am,* *2 - 3.15pm,* *Monday - Friday*	*West side, commencing 154.5 metres south of its intersection with Cambridge Street (Grid coordinates X = 1,753,222.53, Y = 5,440,550.34) and extending in a southerly direction for 10 Metres following the western kerbline*
Oxford Street	*P15,* *8.30 - 9.15am,* *2 - 3.15pm,* *Monday - Friday*	*West side, commencing 169 metres south of its intersection with Cambridge Street (Grid coordinates X = 1,753,220.40, Y = 5,440,536.18) and extending in a southerly direction for 10.5 Metres following the western kerbline*

Prepared By:	Hatty Kingdon	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	16/06/2025	

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Feedback Received

Name: Nicola
Suburb: Tawa
Agree: Not Stated

Feedback on the Land Transport Rule: Setting of Speed Limits 2024
Subject: Proposed 30kph Speed Zone – Oxford Street, Tawa

[redacted] I fully support measures that enhance safety around schools.
However, I would like to offer the following observations regarding the proposed installation of new 30kph signage on Oxford Street, Tawa.

During the designated school drop-off and pick-up periods, traffic on Oxford Street is already significantly slowed due to existing physical and environmental constraints. The following factors contribute to naturally reduced vehicle speeds and, in many cases, congestion:

• Traffic-calming infrastructure: Three speed humps are installed along Oxford Street between Main Road and Cambridge Street, two of which fall within the proposed signage area.
• Street width limitations: The narrow carriageway and single-sided on-street parking significantly limit traffic flow. Opposing vehicles often need to yield to one another, particularly when large vehicles are involved (e.g. SUV).
• Limited and high-demand parking: On-street parking is further constrained by "no stopping" areas near the Tawa School carpark entrance and exit, and a general lack of available parking due to concurrent activity at Tawa Central Kindergarten.
• Complex vehicle movements: A mix of parallel and diagonal parking outside the school leads to frequent vehicle manoeuvres that slow traffic and create temporary blockages.
• Pedestrian crossing use: Frequent use of the school pedestrian crossing contributes to a stop/start traffic pattern during peak times.
• Parking challenges and non-compliance: Due to high demand and limited availability, parents occasionally park illegally—on yellow lines, across driveways, or even on footpaths. Residents of adjacent multi-dwelling properties (e.g., 8–10 Oxford Street) report issues with unauthorised parking on private property.
• Loss of off-street parking: Parents often used the parking outside the Salvation Army Family Store that used to operate out of a building which stretched between Main Road & Oxford Street. However, they have relocated to Porirua, and Mexted Motors (the owners of the site) are now using the building and parking area for their car dealership.
• Child safety concerns: A small but notable number of drivers allow children to exit their vehicles on the traffic side rather than the kerb side, presenting a safety risk.
• Intersection congestion: Vehicles turning onto Main Road from Oxford Street often face delays due to traffic volume, resulting in queues along Oxford Street.
• Occasional bus parking: Buses parked for school excursions near the Islamic Centre further restrict the already limited street width.
• Residential traffic: Local residents face additional difficulty accessing or exiting their

driveways during these busy periods.

Of particular concern is the approved redevelopment at 18 Oxford Street, where a singlefamily dwelling is being replaced with nine new townhouses (five 2-bedroom and four 3-bedroom units) without any provision for off-street parking. This change is likely to increase demand for on-street parking and exacerbate the issues already noted. While Wellington has relatively low vehicle ownership by national standards, the cumulative effect of additional parked vehicles will place further strain on Oxford Street.

In summary, while the intention behind the proposed 30kph zone is commendable, it is worth considering whether the current traffic conditions already achieve the intended outcome. A comprehensive review of traffic patterns, vehicle speeds, and parking demands in the area—particularly in light of approved and future developments—may help determine the most appropriate and cost-effective approach.

A screenshot of a Google Earth image of Oxford Street, showing many of the features described above, is attached as a reference to support these observations.
Thank you for the opportunity to comment.

Attachment: Aerial View of Oxford Street, Tawa

The image below shows Oxford Street and the surrounding area during the Christmas/New Year holiday period (28 Jan 2022). It highlights key elements discussed in the feedback, including narrow street width, speed humps, the layout of the Tawa Central Kindergarten, residential properties, and on-street parking density.

Part 2: Broader Management and Planning Considerations

While the proposed speed limit reduction addresses safety near the school, it does not

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resolve the more systemic issues that have impacted Oxford Street residents and road users for many years. As someone living just outside the proposed signage zone, I regularly experience the spillover effects of congestion, unsafe parking, and increased traffic volume, particularly during peak periods.

1. Parking Demand and Enforcement

- Current parking restrictions, including "no stopping" areas and resident-only zones, are frequently ignored without visible enforcement.
- Parents and caregivers parking illegally (e.g., on yellow lines, footpaths, or private property) create both safety hazards and community tension.
- A periodic parking warden presence during peak school times may help reinforce compliance.

2. Urban Infill and Parking Pressure

Off-street parking has not been provided for the 18 Oxford Street development on the basis that residents can access public transport, with both bus and rail services offering convenient travel south to the city and north to surrounding areas. While these options are well-utilised for commuting, it is important to acknowledge that New Zealand has one of the highest rates of car ownership in the world—second only to the United States on a per capita basis. Residents of these new units are still likely to own vehicles, even if they do not rely on them for daily commuting. Consequently, those vehicles will still require storage and are likely to be parked on the street, adding further strain to an already congested area. The Urban Planning division of Wellington City Council approved this development despite significant concern and disappointment expressed by many local residents and neighbours.

- The redevelopment of traditional family homes into multi-unit dwellings without offstreet parking has introduced significant long-term strain on Oxford Street's limited parking capacity.
- The recently approved nine-unit development at 18 Oxford Street (with zero allocated off-street parks) is a prime example of the cumulative impact of intensification without adequate infrastructure planning.
- Council may wish to review zoning and development guidelines to ensure that future infill projects include off-street parking or provide mitigations such as shared driveways, permit-based resident parking, or improved public transport links.

3. Traffic Flow and Connectivity

- The current geometry of Oxford Street, including its narrow width and multiple intersecting uses (school zone, residential access, bus stops), means it functions more like a shared space during busy periods.
- Consideration could be given to installing additional signage or road markings that reinforce it as a slow-speed, high-pedestrian activity area beyond just the 30kph school zone.

4. Resident Access and Egress

- Residents in the immediate area often need to take indirect routes to avoid congestion, which adds to frustration and delays. This also affects service vehicles and emergency access during peak times.
- Implementing a dedicated loading/drop-off zone (enforced during school hours) or a resident-only parking window could ease movement for those living in the vicinity.

5. Long-Term Planning

- Oxford Street and surrounding roads would benefit from a comprehensive transport plan that considers school needs, residential density, transport mode shifts, and safety.
- Engaging with residents and schools in a targeted consultation could lead to smarter solutions, such as staggered start times, walking school buses, or off-site parent parking with supervised walking paths.

Officer Response:

Thank you for taking the time to provide feedback on TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction.

TR50-25 is proposing a P15 Time Restriction be installed during pick up and drop off hours outside Tawa Central Kindergarten. For this reason, your comments regarding the variable speed limits on Oxford Street and broader planning considerations are beyond the scope of this proposal. However, we have passed your comments onto the appropriate teams for future improvements in the area, and the Team Leader of Traffic and Resolutions has called you to discuss your comments as well. Thank you again for taking the time to share your concerns with Wellington City Council.

Name: Jack
Suburb: Hataitai
Agree: Yes

This makes sense. Time limited parks during the busy times is sensible.

Officer Response:

Thank you for taking the time to provide feedback on TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction. Thank you for your support of the proposed changes.

Name: Dagmawi
Suburb:
Agree: Yes

Improvement is one of the reflection of critical thinking which is acceptable for original idea. Having this in mind I would like to focus on the following bullet points, these are improvement of safety and

Feedback Received

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accessibility for Tamariki and parents, improvement of parking availability during peak times by promoting a higher turnover of parked vehicles, and also the net parking impact that is converting of approximately seven unrestricted parks to P15 parks. Finally, Pedestrian impacts that are improves safer access to the Childcare Centre by minimizing and also unsafe parking practices and allowing parking directly outside the centre.

Officer Response:

Thank you for taking the time to provide feedback on TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction. Thank you for your support of the proposed changes.

We are proposing a change in your area

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Kia ora,

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

Reference	TR113-25 Marewa Road, Hataitai - No Stopping At All Times
Location – where we propose to make the change	Marewa Road, Hataitai – outside no. 78
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	• Wellington City Council has received safety and accessibility concerns from Fire and Emergency New Zealand (FENZ) regarding vehicles parking on Marewa Road. • FENZ reported that while attending a call-out, they were unable to reach the required address due to parked vehicles on both sides of Marewa Road making the road too narrow to get through. • To ensure access for emergency vehicles while having vehicles parked on both sides of a road, the road must measure at least 6.9 metres in width. • Council officers conducted a site visit to measure Marewa Road and found that the section of road outside no. 78 measures between 6.3 to 6.4 metres wide. • As this section of Marewa Road is less than 6.9 metres wide, parking on both sides of the streets limits access and safety for vehicles and particularly large vehicles such as fire engines, ambulances and rubbish trucks. • To improve safety and accessibility, Council officers are proposing to extend the existing Broken Yellow Lines on the Eastern side of Marewa Road outside no. 78 by 48 metres, as per the attached plan.
Impact	**Improvements** • Improves safety and accessibility for emergency vehicles and other road users • Improves safer turning movements **Net Parking Impact** • Removal of approx. eight unrestricted parking spaces **Pedestrian impact** • No Change
Other options considered	**Option 1:** • Install Broken Yellow Lines on the Western side of Marewa Road between nos. 57 and 63. This option is not preferred, for safety reasons it is preferable to retain parking on the footpath side of Marewa Road.
How this relates to the parking policy	• 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	• Average daily traffic count – 434.9 (2009 count)

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	• 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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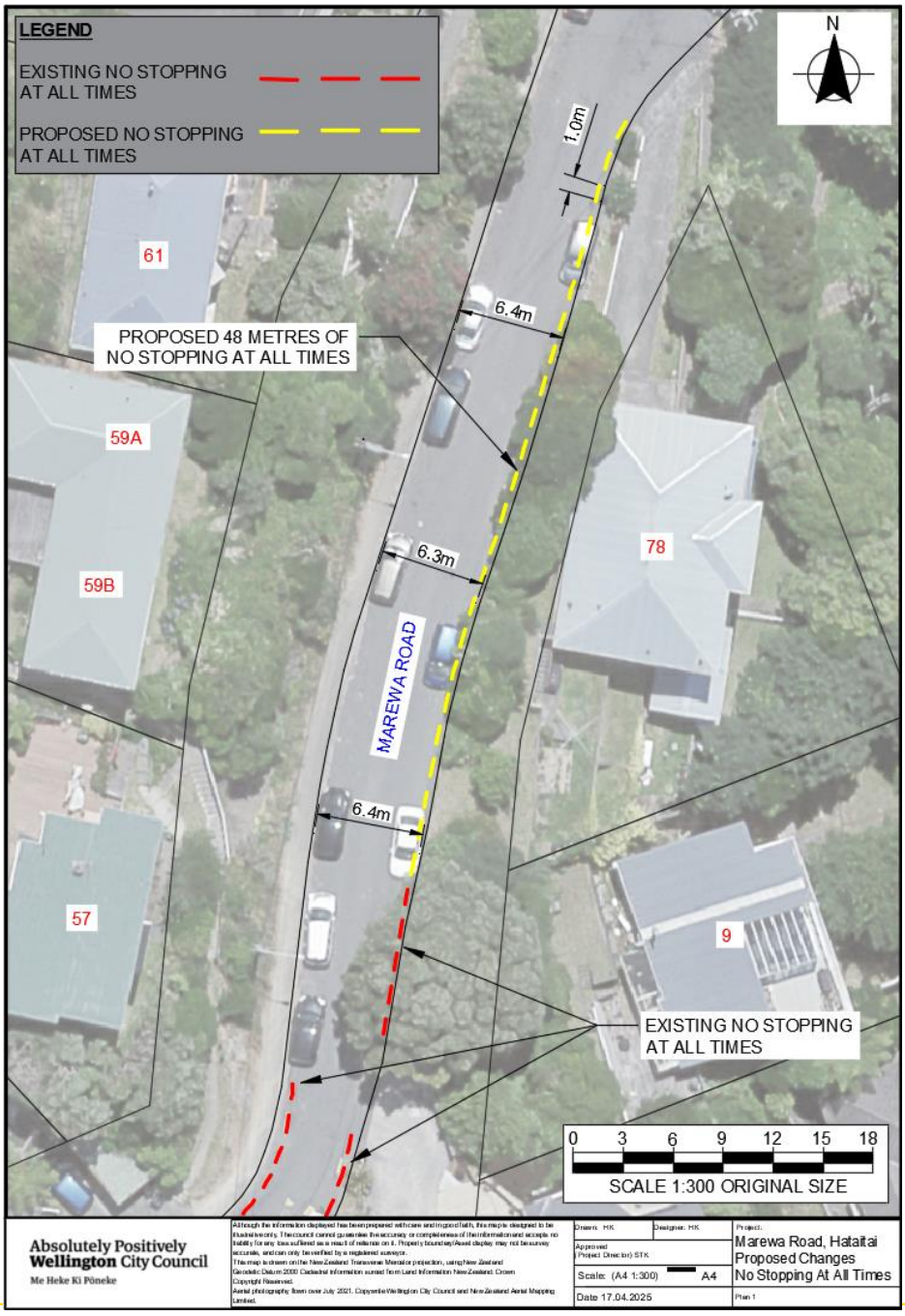
Traffic Resolution Plan: TR113-25 Marewa Road, Hataitai - No Stopping At All Times



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Legal Description:

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Marewa Road	*No Stopping At All Times*	*East side, commencing 403 metres north from opposite its intersection with Upoko Road (Grid coordinates x=1,750,286m, y=5,426,334.81m) and extending in a northerly direction following the eastern kerb line for 10 metres.*

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

Column One	Column Two	Column Three
Marewa Road	*No Stopping At All Times*	*East side, commencing 403 metres north-east of its intersection with Upoko Road (Grid coordinates X = 1,750,286m, Y = 5,426,334.81m) and extending in a northerly direction for 58 metres following the eastern kerbline.*

Prepared By:	Hatty Kingdon	**Transport Engineering Assistant**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	18/06/2025	

Feedback Received

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Feedback Received

Name: M
Suburb: Hataitai
Agree: No

Parking on Marewa Road has become increasingly difficult as house occupation has changed from families homes to multi tenanted rentals especially in the section of Marewa Rd you are suggesting to remove parks from as that parking also supports homes up and down the pedestrian only walk ways that go east and west from the end of the road.

The resolution suggests 48 meters equals 8 Parking spaces but I can assure you we already have to park more efficiently and I'd suggest the loss would be 10+ parks.

We live further south on Marewa Rd and regularly have to park over 100 meters away from our home as parking is already scarce and with the road having a dead end there are no alternative parking options.

I appreciate the access issues but rubbish and delivery trucks can generally get down the road and I think if the Council chooses to ignore residents concerns it should identify areas where the road is wide enough and remove yellow lines to compensate for the lost parks.

[redacted] and this proposed change would have the greatest impact on our quality of life in that time.

Officer Response:

Thank you for taking the time to provide feedback on TR113-25 Marewa Road, Hataitai – No Stopping At All Times

We understand that parking near your home can be difficult, especially in densely populated areas with narrow streets and limited on-street parking availability. However, one objective of Wellington City Council's Parking Policy 2020 is to facilitate the safe movement of people and goods along transport corridors rather than using the public road for storing private vehicles. Prioritising safe movement above private vehicle parking includes improving accessibility for emergency vehicles where necessary.

Fire and Emergency New Zealand (FENZ) raised concerns regarding this section of Marewa Road being too narrow for a fire engine to travel through after they were unable to reach their required location on an emergency call-out due to vehicles parked on both sides of the road obstructing the carriageway. Broken Yellow Lines have been proposed to resolve this issue by ensuring that there is enough space on the road for emergency vehicles to travel down the street unimpeded, improving accessibility and safety.

Feedback Received

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While the installation of Broken Yellow Lines would result in the loss of on-street parking spaces, it improves safety and access for emergency vehicles, residents, and other road users, which is a priority for Wellington City Council.

Name: Jack
Suburb: Hataitai
Agree: Yes

This road is currently awful to drive down even in a car. This TR makes sense to enable safer journeys, and to enable emergency services to access the road in time critical situations.

Officer Response:

Thank you for taking the time to provide feedback on TR113-25 Marewa Road, Hataitai – No Stopping At All Times. We appreciate your support on the proposed changes.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

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

Reference	TR114-25 Ruskin Road, Newlands - No Stopping At All Times
Location – where we propose to make the change	Ruskin Road, Newlands between nos. 50 and nos. 62
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	• Council has received a request to review the parking layout on Ruskin Road, following concerns that vehicles parked on both sides of the street are making it difficult for traffic to pass through safely, particularly in this section of the road. • Upon investigation, Council officers found that the width of the road corridor is too narrow to safely support parking on both sides while still allowing for the safe movement of vehicles. This is especially concerning for emergency services, such as fire trucks and ambulances. • As the current road width falls below the required width of 6.9 metres to allow vehicles to park on both sides, Council officers are proposing the installation of broken yellow lines using a chicane style layout. This approach is intended to guide drivers on where to park safely while ensuring emergency vehicle access is not obstructed, as per attached plans.
Impact	**Improvements** • Improves safety and accessibility for service and emergency vehicles • Improves safer turning movements • Improves driver visibility **Net Parking Impact** • Removal of 17 perceived parking spaces however, these are not suitable due to the bends and of how narrow the road is. **Pedestrian impact** • No Change
Other options considered	**Option 1:** • Another option considered was to retain parking on the left-hand side outside #50 and #54 and to have broken yellow lines on the other side, however, this is not preferred as there is an existing driveway at his location and would remove more parking spaces than what is proposed.
How this relates to the parking policy	• 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	• Average daily traffic count – 514 • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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:

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	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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

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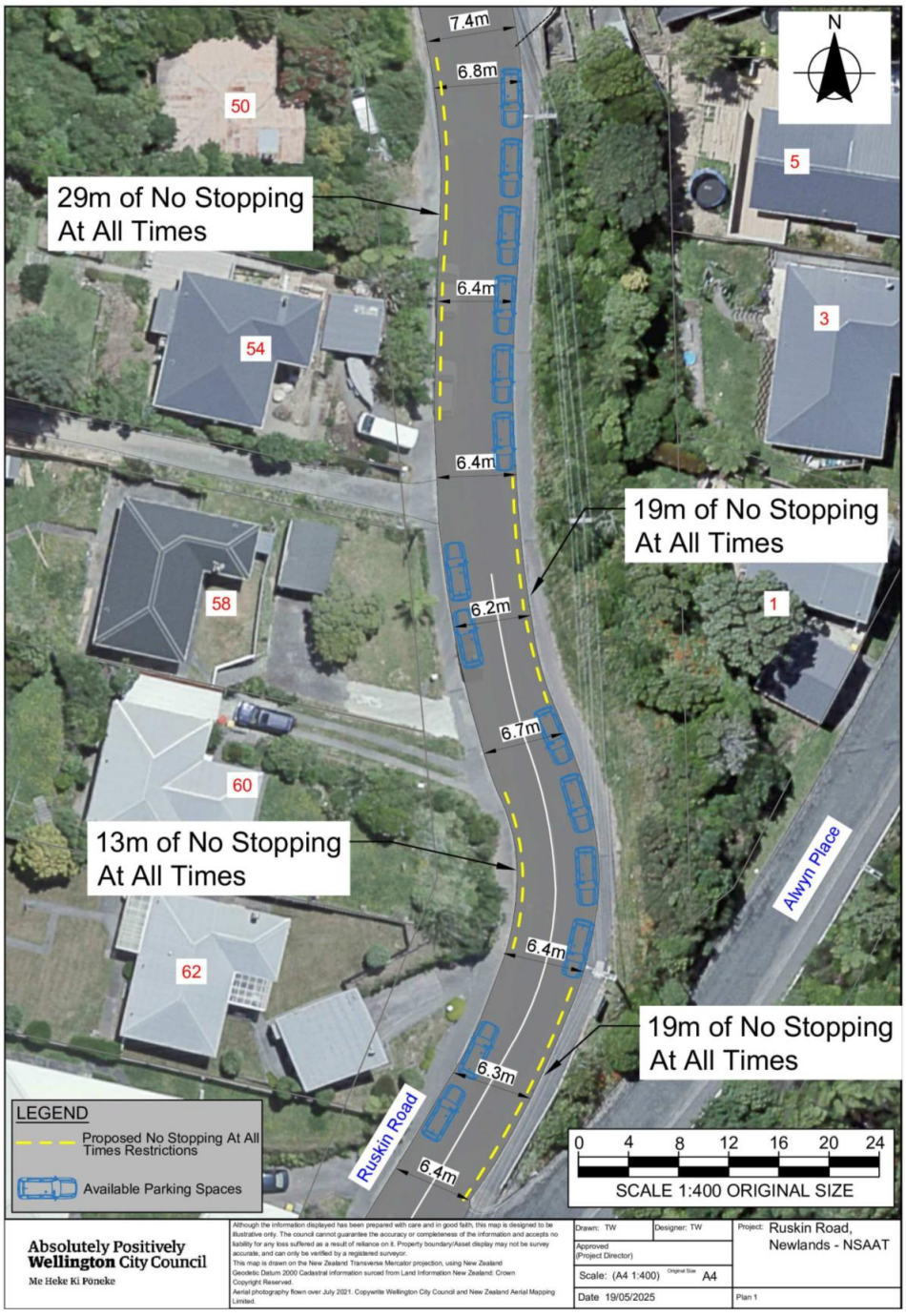
Traffic Resolution Plan: TR114-25 Ruskin Road, Newlands - No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Ruskin Road	*No Stopping At All Times*	*West side, commencing 413 metres north of its intersection with Salford Street (Grid coordinates X=1,752,252.06m Y=5,434,198.93m) and extending in a northerly direction following the western kerb line for 13 metres.*
Ruskin Road	*No Stopping At All Times*	*West side, commencing 457 metres north of its intersection with Salford Street (Grid coordinates X=1,752,252.06m Y=5,434,198.93m) and extending in a northerly direction following the western kerb line for 29 metres.*
Ruskin Road	*No Stopping At All Times*	*East side, commencing at its intersection with Alwyn Place (Grid coordinates X=1,752,295.24m Y=5,434,498.65m) and extending in a northerly direction following the eastern kerb line for 19 metres.*
Ruskin Road	*No Stopping At All Times*	*East side, commencing 43 metres north of its intersection with Alwyn Place (Grid coordinates X=1,752,295.24m Y=5,434,498.65m) and extending in a northerly direction following the eastern kerb line for 19 metres.*

Prepared By:	Tommy Wilson	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	18/06/2025	

Feedback Received

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Feedback Received

Name: Suzie
Suburb:
Agree: Yes/No

I would like the other option that was considered but not preferred due to it being 2 less spaces. (Retain parking between #50 and #54) This is a much more practical option based on the following;

Between #50 and #54 is currently the more popular side of the road to park. In addition 52 (not pictured on the map) only has stair access meaning parking would only be available on the opposite site of the road.

There are no houses on the opposite side of the road (between 93 Ruskin and Alwyn) and because of this it is the lesser used side for parking.

Having a car parked directly opposite 54's driveway makes accessing both 56 and 54 driveways a lot more difficult given these are not flat and have a steep gradient requiring the ability to "wide swing" to enter the driveways and when cars are parked there it makes reversing out to turn north on Ruskin impossible.

If the current option is retained at the very least this would need to be reduced to 5 not 6 spaces with no parking directly opposite 54's driveway to enable easy access to both 54 and 56's driveways (Cars parked opposite 54's driveway have previously been clipped/ backed into on two known occasions.

Thank you for your consideration.

Officer Response:

Thank you for taking the time to provide feedback on TR114-25 Ruskin Road, Newlands – No Stopping At All Times. The reason for not preferring the alternative option is that the current proposal retains significantly more parking spaces. On the western side, directly outside #50 and #54, there is only enough legal space for two vehicles due to the presence of a driveway and a fire hydrant, which obstruct any additional parking. Additionally, this side of the street curves along a bend near the bank, and there is no footpath. Restricting parking in the lead-up to this bend will help maintain driver sight lines and enhance safety.

Attached are images from our vehicle tracking assessment for manoeuvring out of driveways #54 and #56. The assessment demonstrates that vehicles can safely reverse out of driveway #54 to turn southbound. Alternatively, vehicles may also reverse out to head northbound, which only adds approximately three minutes of additional travel time to reach Newlands Road.

For driveway #56, the assessment confirms safe vehicle manoeuvrability when exiting in either the north or south direction.

Feedback Received

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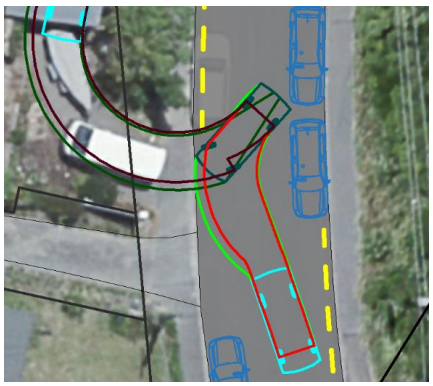

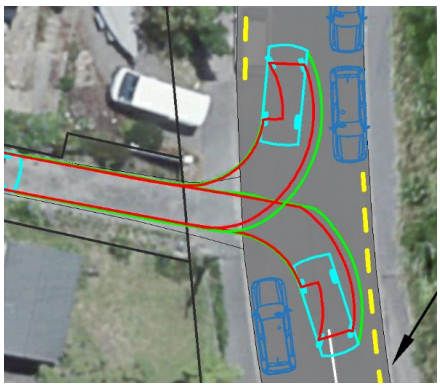

Name: Hayden
Suburb:
Agree: Yes

Hi there,

I'd like to provide feedback on the proposed "No Stopping at All Times" zones.
I support the alternative option that was considered but not preferred due to the reduction of two parking spaces — specifically, the option to retain parking between #50 and #54. I believe this is a more practical solution for the following reasons:

The stretch between #50 and #54 is currently the more commonly used side for parking.

Number 52 (not shown on the map) only has stair access, so residents and visitors have no off-street parking options and must park on the road.

The opposite side of the road (between 93 Ruskin and Alwyn) has no residential properties and is generally less used for parking.

In addition, having a vehicle parked directly opposite #54's driveway significantly impacts access to both #54 and #56. These driveways are on a steep gradient and require a wider turning arc to safely enter and exit. When cars are parked opposite, it makes reversing out — particularly when turning north on Ruskin — extremely difficult. On at least two known occasions, parked cars in that spot have been clipped or backed into.

If the current proposal is to be maintained, I strongly request that the no-parking zone be reduced to five spaces instead of six, ensuring there is no parking directly opposite #54's driveway to preserve safe and reasonable driveway access.

Thank you for your time and consideration.

Feedback Received

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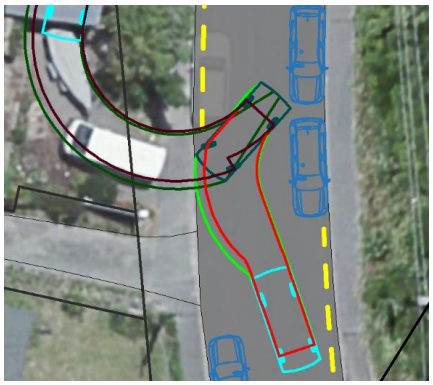
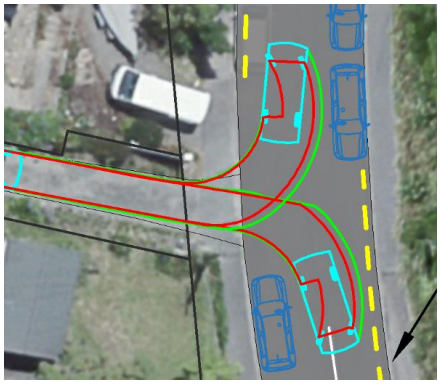
Officer Response:

Thank you for taking the time to provide feedback on TR114-25 Ruskin Road, Newlands – No Stopping At All Times. The alternative option is not preferred because the current proposal preserves significantly more parking spaces. On the western side of the street, directly in front of properties #50 and #54, legal parking is limited to two vehicles due to the presence of a driveway and a fire hydrant, which prevent additional parking. Furthermore, this section of the road curves near the bank and lacks a footpath. Limiting parking near the bend helps maintain clear driver sight lines and improves overall safety.

Attached are images from our vehicle tracking assessment for driveways #54 and #56. The analysis shows that vehicles can safely reverse from driveway #54 and head southbound. Alternatively, drivers may reverse northbound, which adds only about three minutes of travel time to reach Newlands Road. For driveway #56, the assessment confirms safe manoeuvrability when exiting in either direction.





We are proposing a change in your area

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Kia ora,

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

Reference	TR115-25 Fortification Road, Karaka Bays - No Stopping At All Times
Location – where we propose to make the change	Fortification Road, Karaka Bays – outside no. 5 to no. 9
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	• Wellington City Council (WCC) has received concerns from residents in the area regarding vehicles parked on Fortification Road in a manner that obstructs the road for large vehicles such as emergency vehicles. • A Request for Action form has been signed by 26 residents in the area expressing concerns regarding the narrow road and requesting for No Stopping At All Times (Broken Yellow Lines) to be installed on one side of the road between nos. 5 and 9 Fortification Road. • As per WCC's Standard Operating Procedures (SOPs) a road must be at least 6.9 metres wide to sufficiently accommodate vehicles parked on both sides while still allowing enough space for vehicles to pass through. • After conducting a site visit, Council officers found that the section of road between nos. 5 and 9 Fortification Road measures between 5.1 and 5.7 metres wide, indicating that this stretch of road is too narrow for parking on both sides while allowing enough room for large vehicles such as emergency vehicles to navigate through. • To improve safety and accessibility on Fortification Road, officers are proposing to install Broken Yellow Lines along the road between property nos. 5 and 9 as per the attached plan.
Impact	**Improvements** • Improves safety and accessibility for emergency vehicles and other road users • Improves safer turning movements **Net Parking Impact** • Removal of approx. six unrestricted parking spaces **Pedestrian impact** • No Change
Other options considered	**Option 1:** • One option explored was to install Broken Yellow Lines on the Eastern side of the road. This option is not preferred as there is a footpath on the Eastern side. This is not preferred as it reduces safe access to the footpath by removing the option to park adjacent to it.
How this relates to the parking policy	• 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. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	• Average daily traffic count – 216 (2011 count)

We are proposing a change in your area

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	• 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 the 11 July at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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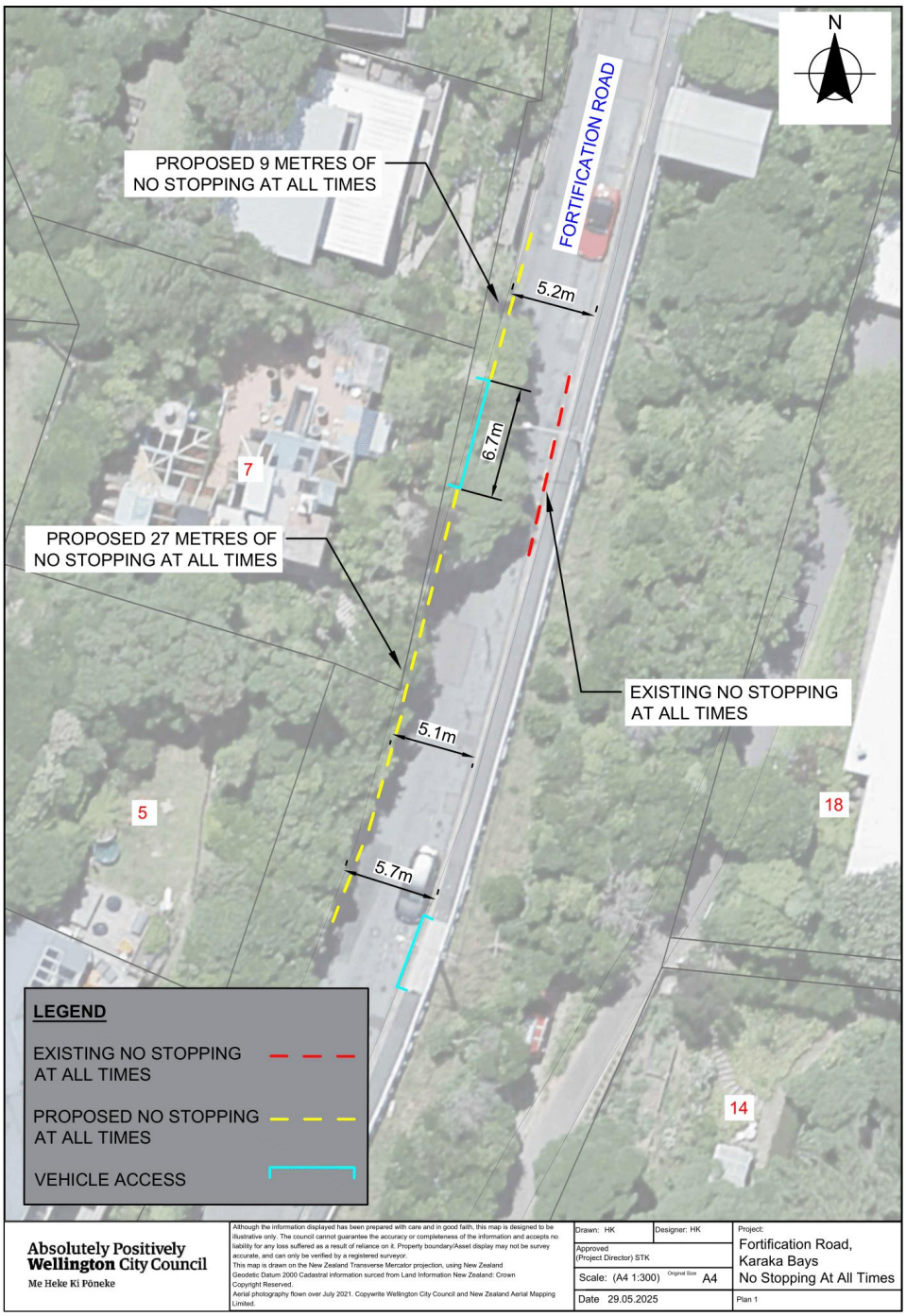
Traffic Resolution Plan: TR115-25 Fortification Road, Karaka Bays - No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Fortification Road	*No Stopping At All Times*	*West side, commencing 121 metres north-east of its intersection with Nevay Road (Grid coordinates X = 1,753,197.77, Y = 5,426,257.94) and extending in northerly direction for 27 metres following the western kerbline.*
Fortification Road	*No Stopping At All Times*	*West side, commencing 154.7 metres north-east of its intersection with Nevay Road (Grid Coordinates X = 1,753,206.51, Y = 5,426,289.32) and extending in a northerly direction for 9 metres following the western kerbline.*

Prepared By:	Hatty Kingdon	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	19/06/2025	

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Feedback Received

Name: Not Stated
Suburb:
Agree: No

Bonjour, I liking to drive really fast in straight lines with no consideration to anyone else but myself and because I am a white middleclass vigilante I do not support No Stopping At All Times. I don't like being told what to do. I only like telling other people what to do. Become 'one of the twenty six' and join our Neighbourhood Vigilante Facebook page.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times.

Name: Bernard
Suburb: Karaka Bays
Agree: Yes

Dear Wellington City Council,

I didn't get a chance to sign the form as I was away, but I agree with the 26 other residents, it is very important to have yellow lines painted on this portion of the street. The current situation has become a serious safety concern, this section of the road is often blocked by a car and a trailer, making it extremely difficult for rubbish trucks to pass, and even forcing cars into tight and dangerous manoeuvres.

This isn’t just an inconvenience, it’s a real risk. If emergency vehicles like fire trucks or ambulances needed to get through, they likely wouldn’t be able to. One resident has already damaged her car while trying to navigate around the blockage. The rubbish truck is often unable to pass, and an ambulance was also blocked on a couple of occasions. The ongoing stress this causes week after week is affecting the whole neighbourhood.

Yellow lines would prevent further obstruction and help ensure that the street remains accessible and safe for everyone. Thanks for your support on this.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times. We appreciate your support on the proposed.

Name: Harris
Suburb: Miramar
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times. We appreciate your support on the proposed.

Name: Adrien
Suburb: Karaka Bays
Agree: Yes

Kia Ora,
I am the owner of the property [redacted] and as someone personally affected by this proposal, I fully support all the 26 individuals who have signed the Request to Action form, as this concerns the safety of residents and the need to ensure access for emergency vehicles and large service vehicles such as rubbish trucks, street cleaning trucks, and moving trucks.

The street is too narrow to accommodate parking on both sides, this proposal is the best and most democratic option, as it meets the needs of more than 26 residents.

Option 1 would be too dangerous, as it is important to be able to park on the footpath side for accessibility and safety reasons.

I thank you the Wellington City Council to look after the safety of our community.
Kind regards

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times. We appreciate your support on the proposed.

Name: Hugo
Suburb: Karori
Agree: No

Too many car parks are being lost across the city and suburbs.

Feedback Received

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Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times.

We understand that parking in the city and suburbs can be limited, however, Wellington City Council's 2020 Parking Policy priorities the safe movement of people and goods along the transport corridor rather than using the public road for the storage of private vehicles.

This section of Fortification Road is too narrow to accommodate parked vehicles on both sides of the road and allow room for emergency vehicles to travel past. TR115-25 proposes to resolve this issue by removing parking on one side of the road and allowing enough space for emergency vehicles to travel down Fortification Road unimpeded. While installing Broken Yellow Lines will result in the loss of on-street car parks, it will improve safety and accessibility for residents, emergency vehicles, and other road users, which is a priority for Wellington City Council.

Name: Rick
Suburb: Karaka Bays
Agree: Yes

I visit friends who live in Fortification Rd and often struggle to fit my vehicle between vehicles parked on both sides of the Road outside 7 and 9 Fortification Rd .
When vehicles are parked on both sides of the road outside 7 and 9 Fortification, an emergency vehicle would not be able to fit through the gap.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times. We appreciate your support on the proposed.

Name: Eastern Resident
Suburb: Karaka Bays
Agree: Yes

All residents have the consideration to park on the eastern side of the street, except for one outside number 7. There is often a wide trailer parked on the western side of the street, & sometimes a large 4x4 vehicle, making it extremely difficult to get past. There is no way a fire engine nor ambulance would fit. This road is extremely narrow at the best of times. Allowing parking on both sides is dangerous. I frequent this road several times per week, visiting an elderly friend. It's very frustrating when inconsiderate people do not take into account the danger they are causing by parking where-ever suits them. Restricting parking to the western side only is common sense, as that is also the side of the footpath.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times. We appreciate your support on the proposed.

Name: Zsófia
Suburb: Karaka Bays
Agree: Yes

If parked on both sides, it is impossible to go through the road and approach my street.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times. We appreciate your support on the proposed.

Name: John
Suburb: Karaka Bays
Agree: Yes

As an elderly resident [redacted], I cannot stress enough how critical this matter has become. I fully support every person who has signed the Request to Action form, not out of convenience, but out of deep concern for our safety and well-being.

When large vehicles like rubbish trucks or moving vans struggle to get through week after week it's not just inconvenient, it's dangerous. If an ambulance or fire truck ever needed urgent access, the consequences could be tragic. I, like many of my neighbours, worry that one day help won't arrive in time simply because a blocked road made it impossible.

The proposal being submitted is not only the most practical, it is the most widely supported, with over 26 residents who use this street daily standing behind it.

The most important element missing from your proposal is to also install yellow lines in front of the garages located at 7 Fortification Road. This is exactly where [redacted] often parks his car and trailer, blocking access to the road.

This is what the 26 residents signed for: yellow lines in front of 7 Fortification Road, across the entire frontage. Without this, the proposal will not solve the problem. Please refer to the original request and drawing.

This is a matter of community safety, dignity, and the right to feel secure in our own homes. Thank you very much for taking it seriously before something irreversible happens.

Feedback Received

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Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times

Officers did not include Broken Yellow Lines over the garages of no. 7 Fortification Road as it is illegal to park any vehicle in front of any vehicle entrance, including over your own vehicle entrance, as stated in the New Zealand Road Code. This rule applies whether there are Broken Yellow Lines present across the vehicle entrance or not. For this reason, it is not standard practice for Wellington City Council to install Broken Yellow Lines across vehicle entrances without the change being requested by the property owner. We also require a minimum of three parking complaints submitted by the property owner before considering additional measures, such as adding broken yellow lines across a driveway.Additionally, as there are existing Broken Yellow Lines opposite the garages of no. 7 Fortification Road, if a vehicle was illegally parked in front of the garages, there would still be enough space on the road for emergency vehicles to manoeuvre past if necessary.

For now, we will proceed with the current proposal outlined in TR115-25, however, officers will continue to monitor this area and can make additional changes if further issues arise.

Name: Mary
Suburb: Karaka Bays
Agree: Yes

I had the unpleasant experience when trying to squeeze through the space with a trailer parked on one side and a car on the other and now have a scratch on my bumper bar.
Personally, I think the yellow no parking lines should be for the full length of the Fortification road from #5-50

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times

TR115-25 focuses on the stretch of road between nos. 7 and 9 Fortification Road as this is the area of concern that was brought to Wellington City Council's attention when the original request was received. For now, we will proceed with the initial proposal, however, officers can monitor this area and investigate additional changes in future if necessary.

Name: Marie
Suburb: Karaka Bays
Agree: Yes

Feedback Received

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Kia ora,

[redacted] I feel it's important to speak up about how serious this situation has become. I fully support everyone who signed the Request to Action form. On that form, it was very important for all of us to have yellow lines installed outside no. 5 to no. 9. ESPECIALLY in front of the 2 garages of 7 Fortification Rd, as it is where the situation becomes problematic, with [redacted] parking their cars and trailer in front of their garages, creating dangerous access issues and at times, no access at all. Could you please take the original request (that every one of us supported and signed) into consideration for the benefit of the community?

I would like to add that every week, vehicles struggle to get through our street, and some people have even damaged their cars. My kids almost crashed into the trailer parked in front of those two garages while riding their bikes at night. It's not just an inconvenience, it's a safety risk. It's frightening to think that my children's safety or anyone's could be compromised simply because one part of the street is constantly obstructed.

The proposal being submitted is both practical and strongly supported by the community. With over 26 residents backing it, this solution reflects the shared concern of families and individuals who use this street every day. This is not just about traffic, it's about ensuring our neighbourhood remains safe and accessible for everyone.

Yellow lines must also be installed in front of the garages at 7 Fortification Road as it is the core issue. It is very important!

Much appreciated.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times

Wellington City Council's (WCC) Standard Operating Procedures outline that if a road measures between 4.7 and 6.9 metres wide then an emergency vehicle will have enough room to manoeuvre through if parking is only available on one side of the street. The existing parking layout has Broken Yellow Lines opposite the garages of no. 7 Fortification Road. This means that if vehicles did park in front of the garages of no. 7 fortification Road, the road would still be wide enough for emergency vehicles to travel past.

Additionally, it is not standard practice for WCC to install Broken Yellow Lines across vehicle entrances unless requested by the owner of the property. This is because it is illegal for any vehicle to be parked across any vehicle entrance as per the New Zealand Road Code. This rule includes parking your own vehicle across your own vehicle entrance and applies whether there are Broken Yellow Lines present or not. All drivers are expected to be aware of this rule and keep vehicle entrances clear of parked vehicles. We also require a minimum of three parking complaints submitted by the property owner before considering additional measures, such as adding broken yellow lines across a driveway.

Feedback Received

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For these reasons, we will continue with the proposed changes outlined in TR115-25. However, officers will monitor this area and can make further changes if parking issues continue in the future.

Name: Catherine
Suburb: Karaka Bays
Agree: No

Painting yellow no- stop lines along the length of road running directly alongside our house feels like a continuation of a witch hunt that has been started by my neighbour because of a fencing dispute that has been on-going for a year and a half in the Disputes Tribunal. The WCC traffic warden has been rung at least 15 times about our trailer no matter where or which side of the road it has been parked on.

On April 11th 2025, when we were loading up our trailer to take it to the tip and it was parked alongside our garage, I watched as our neighbour pulled up in his van, he parked very close to our trailer, so close that it was difficult for another car to pass, he watched me as he took photos of his van and our trailer. Then within minutes the rubbish truck arrived and we moved our trailer forward so the truck could get past. See images below we took to document this event

Neighbour has just parked his van very close to where we are loading our trailer.

We have moved our trailer forward so the rubbish truck can get past, here it is driving back up past us again. Neighbour was also photographing this.

This is not the first time that he had parked very close to our parked car or trailer to make it difficult for people to drive past because he has a sense of entitlement over a park across the road from his house. In fact, he has that park under 24-hour surveillance. This neighbour has told us that he is collaborating with others on the street about our parking as part of his attacks on us. He has also [redacted] and deformation against us which is currently before the court. He has also used a pseudonym to email us about parking and to threatening us.

We started to park on the side of the road closest to our house because myself and my husband have been nearly hit several times by cars speeding past as we come out of our garage or step onto the street from our path. Some cars love to speed down this section of road. If the yellow lines do go ahead, I request speed humps at the beginning of the yellow marks to slow drivers down.

If the emergency vehicles and safety is really the reason for the yellow no-stop lines, then the yellow lines should be painted on the eastern side alongside the pavement opposite our house so that emergency vehicles could drive onto the pavement if needed. If the yellow lines are painted alongside our property so that cars must be parked next to the pavement, and if a car is poorly

Feedback Received

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parked next to the pavement sticking 3 out into the road it would be very difficult for a large truck to squeeze past as they could not use the pavement to get past.

Our house is known as the Des Britten house, designed by Roger Walker and it is a heritage listed house. We have needed to hire large skips in the last year to undertake work needed on the house and property, it will be very inconvenient to continue work on the house with yellow non-stop marks running alongside our garage. This feels like a vigilante attack on us by a disgruntled neighbour when there are very rarely any cars packed on this section of road on either side of the road day and night.

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times

TR115-25 was proposed to address a health and safety risk that was identified on Fortification Road. Concerns were raised by residents regarding vehicles parking on both sides of the road between nos. 7 to 9 Fortification Road, making the road too narrow for emergency vehicles to travel past. Council officers conducted a site visit and found that the width of this section of Fortification Road (between 5.2-5.7 metres) is too narrow to accommodate parking on both sides of the street and allow enough room for emergency vehicles to manoeuvre past as per Wellington City Council's (WCC) Standard Operating Procedures (SOPs). The proposal to install Broken Yellow Lines at this location will resolve this problem by only allowing parking on one side of the road, ensuring that the road corridor is wide enough for emergency vehicles to travel down unimpeded.

Council officers have proposed installing the Broken Yellow Lines on the Western side of the road to ensure that vehicles can park adjacent to the footpath, allowing safe access to the footpath. We understand your concerns regarding emergency vehicles not being able to drive on the footpath if necessary, however, with parking being removed on one side of the road, the road will be wide enough for emergency vehicles to drive through without needing to drive on the footpath.

Regarding your request for a speed hump to be installed on Fortification Road, this request is out of scope for this proposal and would involve a considerable cost to implement. However, we will monitor the area and, if speeding issues arise, we will assess the situation and consider appropriate traffic calming measures.

Name: Julian
Suburb: Karaka Bays
Agree: No

The Council appears to be looking for a solution to a problem that doesn't exist. It only exists in the minds of a coordinated facebook group who are spearheaded by a disgruntled neighbour who is hostile over a boundary fence. And what of the associated 26 complaining signatories, they can't be wrong can they? Like [redacted] who drove into our trailer and then complained to the police that our trailer had damaged her car.

In reality, consecutive daily photographs show that area of parking congestion and where the possible need for yellow no stopping lines occurs is further down the street, opposite 9 and 11 Fortification Road which is the most narrow part of the street and where cars sometimes are on footpath. The current parking proposal does not address the parking and pedestrian safety issues of this area. In this area, residents have a 'Do as we say, Not as we do' approach to parking.

The 'community' focus is on an area of the street away from their properties and where cars are seldom parked on either side of the street. Coincidentally, this is an area which includes the only heritage listed property in the street. This is the property which people love to hate and believe me, there has been a lot of hatred in the form of personal attacks, threats, malicious and slanderous allegations

This has become nasty, and the campaign to introduce yellow no stopping lines is a direct personal attack by vigilante neighbours against the residents of the heritage property in Fortification Road. The main issue here is not of parking but it is one of prejudice. What a lovely street you might think, until you scratch a little below the surface to reveal the Ronald Hugh Morrison and Maurice Gee character's underbelly. Take a closer look at the disturbing smile, the over-wide eyes and the manic expression of those who love to hate.

But perhaps all streets are like this, which is why there are so many yellow lines. If introduced, yellow lines will be a symbol of social division and disharmony brought about by hostility and not for the benefit of safe parking and efficient traffic.

A lot of residents in this street like to drive fast, really fast, and the placement of yellow lines will facilitate fast driving by speeding things up along a straight line. The entrance of our property opens directly onto the street and we have nearly been hit by speeding cars several times. As a result, we began to park in front of our entrance to provide protection. Encouraging motorists to drive quickly along this section of street is at odds with a parking policy which provides for the 'safe movement and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles'.

Ironically, a van belonging to [redacted] hasn't been moved for twomonths and it won't be moved again for another three months because the owner is overseas. The van is effectively a stationary vehicle. The owner of this van has complained more than a dozen times to the WCC about our trailer, alleging it to be an abandoned vehicle. All other trailers in the area have been immune to complaints or enforcement. Perhaps a case of all trailers are equal but some are more equal than others.

Oh, and another objective of the parking policy is to 'Support city place-making, amenity and safety – ensure on street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes'. Our property is the only heritage listed building in the street. Preventing vehicle access to our property and plastering yellow lines everywhere will not achieve the outcomes above. The issue could create a big fuss and much publicity which is likely to be a good thing. Shine some light into the dark recesses of street, meet the feebles of Fortification Road.

Adding more yellow lines will certainly be a disruptor and change the status quo of parking in the street. This proposal is a rushed knee-jerk reaction, and it is very unlikely that all assumptions and

Feedback Received

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potential unintended consequences of the proposal have been fully considered. The proposal for yellow lines is divisive and not community building.

18 July 2025. The Council is looking for a solution to a problem that doesn't exist. The proposal is targeted at the residents of the only heritage listed property in the street who have the audacity to sometimes park a vehicle or trailer in front of their property.

Who owns this stationary van, the one which is monitored from across the road by a CCTV camera hidden in the fence? Yes, that's right folks, smile at the camera every time you walk down the street.

The neighbourhood vigilantes hate to slow down. The black car means that they have to slow down and drive carefully. How ridiculous is that!

Owners of this property have been entitled to park in front of the building for access and maintenance for over 50 years. And suddenly a group of neighbourhood vigilantes spearheaded by a disgruntled neighbor have decided that they don't like it. What a lovely bunch of people. Who are they going to pick on next? This building is the only heritage listed property in the street.

Feedback Received

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17 July 2025

16 July 2025

15 July 2025

Officer Response:

Thank you for taking the time to provide feedback on TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times

TR115-25 has been proposed to address the problem with this section of Fortification Road being too narrow for emergency vehicles to travel down when vehicles are parked on both sides of the road. This is considered a health and safety risk.

Feedback Received

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This proposal focuses on the stretch of road outside nos. 7 to 9 Fortification Road as this is the problem area that was brought to Wellington City Council's (WCC) attention. However, if parking on both sides of the street when the road is too narrow to accommodate this is an issue that is occurring on other sections of the street, officers can investigate additional changes in future if necessary.

When considering a change in parking restriction, Council officers refer to the objectives set out in the Parking Policy 2020 to make decisions that benefit the wider community. This proposal supports the two objectives that you have mentioned in your submission.

The current on-street parking layout allowing parking on both sides of the road does not leave enough room for emergency vehicles to travel down the street, creating a significant safety issue and prioritising the storage of stationary vehicles. Installing Broken Yellow Lines at this location supports the safe movement of people and goods along the transport corridor by creating enough space on the road for emergency vehicles to manoeuvre past safely.

To address the concerns you have raised regarding speeding, as this section of Fortification Road is already very narrow (between 5.2-5.7 metres), retaining parking on only one side of the road is unlikely to encourage speeding. However, officers can investigate speeding concerns in the future if further issues arise.

Additionally, when the road is as narrow as this section of Fortification Road, restricting parking to only one side of the road improves safety and accessibility for residents and other road users in addition to emergency vehicles. Improving safety and accessibility for all road users by reducing parking availability to one side of the road ensures that the on-street parking placement and design supports city place-making, amenity and safety.

We understand that your property is a heritage listed building, and this proposal is not aimed at preventing vehicle access to your property. While the installation of Broken Yellow Lines on the Western side of the road would result in the loss of the on-street parking directly outside your property, there is the option to park your vehicle on the eastern side of the road or in your off-street parking facilities on your property. We recognise that this may be inconvenient for you, however, improving the safety for all road users moving along the transport corridor is a priority for WCC above retaining public road space for the parking of private vehicles such as cars and trailers.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

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

Reference	TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking
Location – where we propose to make the change	Broderick Road, Johnsonville – outside no. 3
What we'd like to do	• Convert one P5 Time Limited Parking space to P60 Time Limited Parking space
Why we are proposing the change	• Council officers have received a request from an elected member regarding the P5 time limited parking space outside no. 3 Broderick Road. • In 2010, under TR63-10, this space was converted from a P60 time limited parking space to a P5 time limited parking space, to increase the flow of short-term parking available outside the Johnsonville Library for pick-up and drop-off of library materials. • Johnsonville Library | Waitohi has since relocated to 34 Moorefield Road, and the council public toilets previously operating at this location are now closed, having been replaced by the public toilets near Waitohi at 11 Frankmoore Avenue. As a result, the shorter time limit of the P5 parking space is no longer required for library pick-ups and drop-offs, nor for those using the former public toilet facilities. • Council officers therefore propose to convert the P5 time limited parking space outside no. 3 Broderick Road to a P60 time limited parking space. This is compatible with other parking restrictions in this location, as the remaining parking spaces on this section of Broderick Road also have a P60 time restriction. • This change will be beneficial to local businesses as it will allow individuals more time to park and shop, whilst still being a short enough to encourage parking turnover.
Impact	**Improvements** • Improves viability of business wellbeing. **Net Parking Impact** • Converting one P5 Time Limited Parking to P60 Time Limited Parking. **Pedestrian impact** • No change.
Other options considered	• **Option 1:** *Convert the P5 Parking Space into a P15 Parking Space* This option is not preferred as many nearby businesses have a higher turnaround time than 15 minutes, making it impractical for those requiring a longer staying time. There are also both P5 and P10 spots available on Johnsonville Road on either side of its intersection with Broderick Road, so a quick turnaround time for pick up/drop off for nearby businesses such as takeaway shops is still available. • **Option 2:** *Convert the P5 Parking Space to Unrestricted Parking*

	This option is not preferred as it does not facilitate parking turnover for local businesses, and it is inconsistent with the other parking restrictions on Broderick Road. Additionally, there are options for longer term parking available nearby.
How this relates to the parking policy	• Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	• Average daily traffic count - 9,629 (2025 count) • Annual parking revenue impact – N/A • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

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We are proposing a change in your area

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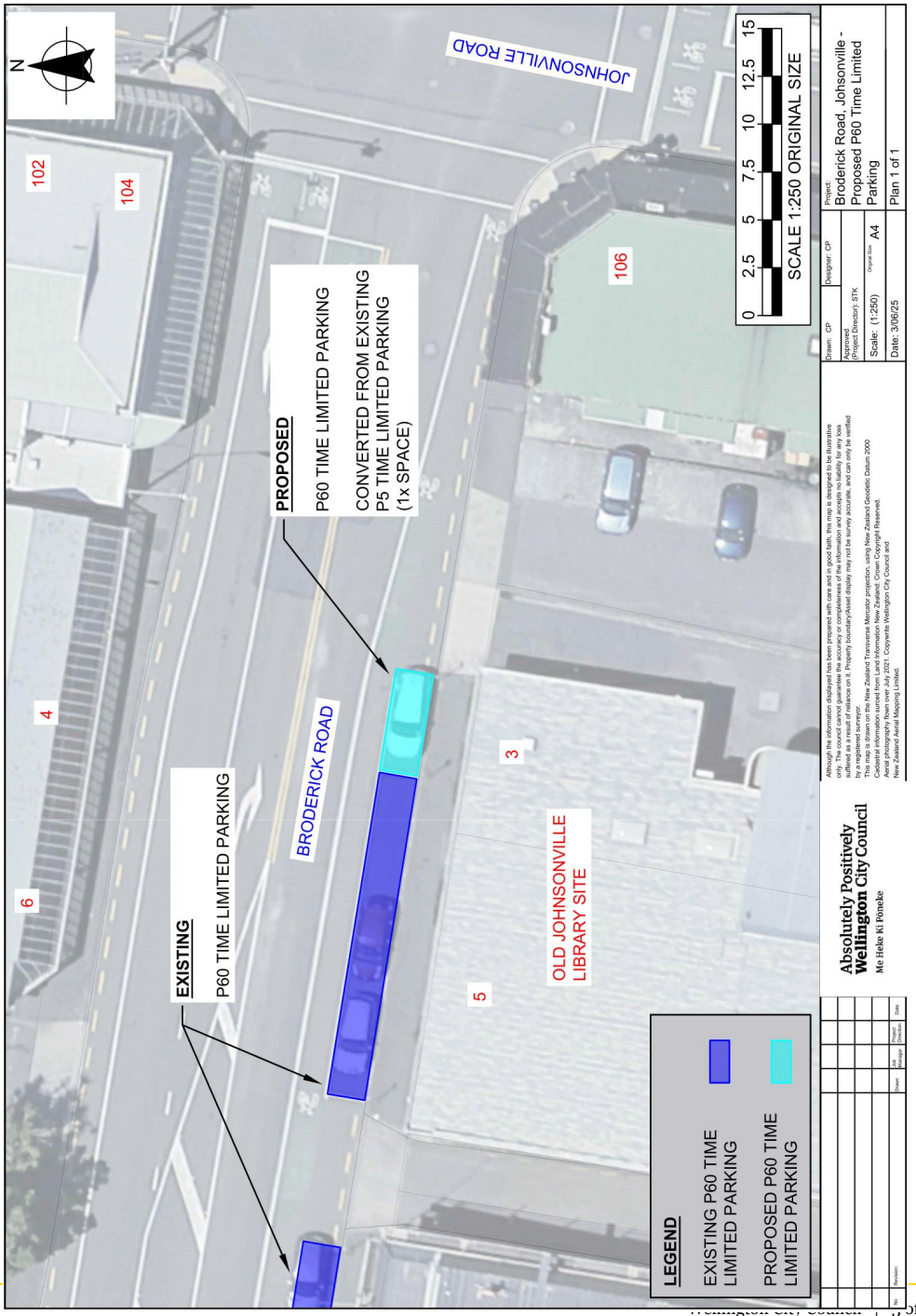
Traffic Resolution Plan: TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking



We are proposing a change in your area

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Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Broderick Road	*P5, Monday to Saturday, 8:00am – 6:00pm*	*South side, commencing 29.5 metres west of its intersection with Johnsonville Road (Grid Coordinates x= 1751475.6 m, y= 5434711.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.*
Broderick Road	*P60, Monday to Saturday, 8:00am – 6:00pm*	*South side, commencing 34.5 metres west of its intersection with Johnsonville Road (Grid Coordinates x= 1751475.6 m, y= 5434711.8 m), and extending in a westerly direction following the southern kerbline for 17 metres.*

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Broderick Road	*P60, Monday to Sunday, 8:00am – 6:00pm*	*South side, commencing 29.5 metres west of its intersection with Johnsonville Road, and extending in a westerly direction following the southern kerbline for 22 metres (4 parking spaces).*

Prepared By:	Charlotte Poi	**(Transport Engineer Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	19/06/2025	

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Feedback Received

Name: Daniel
Suburb: Churton Park
Agree: Yes

No comment.

Officer Response:

Thank you for providing your feedback on TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking. We appreciate you taking the time to support this proposal.

Name: Dagmawi
Suburb:
Agree: Yes

Still agreed focused on the point IMPROVEMENT. So far its better to improve viability of business wellbeing, and about the Net Parking Impact which is converting one P5 Time Limited Parking to P60 Time Limited Parking which has significant value. Here no effect on Pedestrian Impact.

Officer Response:

Thank you for providing your feedback on TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking. We appreciate you taking the time to support this proposal.

Name: Karen1
Suburb: Johnsonville
Agree: Yes

No comment.

Officer Response:

Thank you for providing your feedback on TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking. We appreciate you taking the time to support this proposal.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Reference	• TR117-25 Duncan Street, Tawa - Bus Replacing Trains (BRT) Bus Stop Relocation
Location – where we propose to make the change	Duncan Street, Tawa outside #24 and #25
What we'd like to do	Relocate both existing "bus replacing trains" stops and formalise them with road markings and bus shelters.
Why we are proposing the change	• Greater Wellington Regional Council (GWRC) and Wellington City Council have received complaints from passengers using Bus Replacement Train (BRT) bus stops at Tawa Station regarding the lack of shelter at the current bus stop locations. • This issue is particularly concerning during adverse weather conditions, where passengers are left exposed to strong winds and rain while waiting for buses. • By formalising these bus stops and positioning the bus stops in locations where GWRC can install new bus shelters, we increase visibility of this crucial service for passengers. This also improves the resilience of the transport network by providing a consistent and comfortable customer experience on a BRT service despite the disruptions to passengers usual travel methods. • The new proposed bus stop locations enables passengers to take full advantage of the fully accessible fleet and experience step free access on and off the bus. • As the current location cannot safely accommodate the installation of shelters, Council officers are proposing to relocate the bus stops to allow for shelter installation and improved passenger comfort as per the attached plans.
Impact	**Improvements** • Improves bus service **Net Parking Impact** • Removal of 11 unrestricted parking spaces **Pedestrian impact** • Improved shelter for waiting pasengers
Other options considered	**Option 1:** • Another option considered was to have the bus stops closer to the crossing however, there has the potential to obstruct the view of pedestrians crossing if busses are stopping to close.
How this relates to the parking policy	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • 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.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

	• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	• Average daily traffic count – 2555 • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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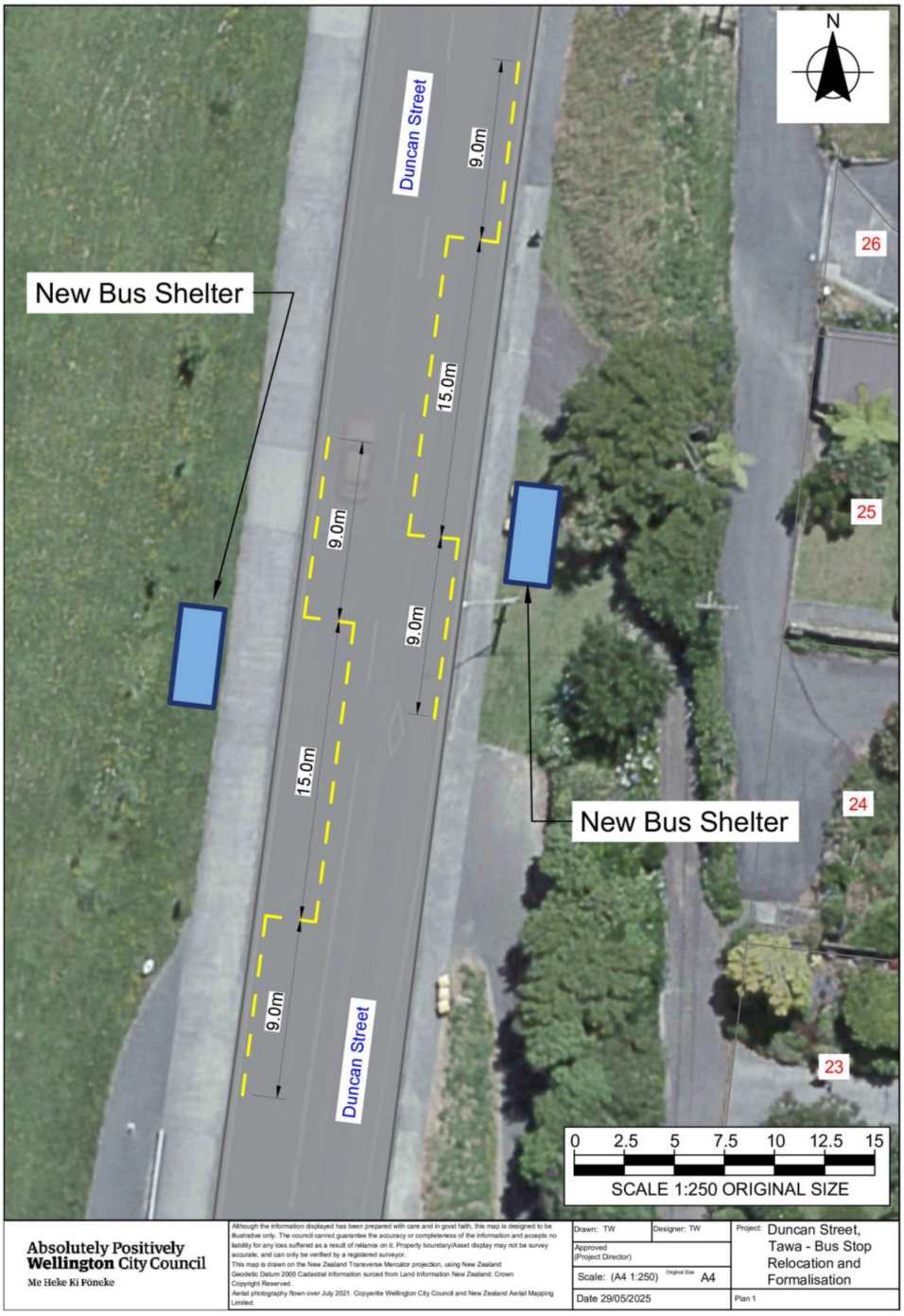
Traffic Resolution Plan: TR117-25 Duncan Street, Tawa - Bus Replacing Trains Bus Stop Relocation

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR117-25 Duncan Street, Tawa - Bus Replacing Trains Bus Stop Relocation



Legal Description:

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Duncan Street	*Bus Stop At All Times, Bus Replacing Trains*	*East side, commencing 254 metres north of its intersection with Tawa Terrace (Grid coordinates X=1,753,399.72m Y=5,440,648.93m) and extending in an northerly direction following the eastern kerbline for 15 metres.*
Duncan Street	*Bus Stop At All Times, Bus Replacing Trains*	*West side, commencing 698 metres north of its intersection with Tawa Street (Grid coordinates X=1,753,307.46m Y=5,440,201.30m) and extending in an northerly direction following the western kerbline for 15 metres.*

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

Column One	Column Two	Column Three
Duncan Street	*No Stopping At All Times*	*East side, commencing 245 metres north of its intersection with Tawa Terrace (Grid coordinates X=1,753,399.72m Y=5,440,648.93m) and extending in an northerly direction following the eastern kerbline for 9 metres.*
Duncan Street	*No Stopping At All Times*	*East side, commencing 269 metres north of its intersection with Tawa Terrace (Grid coordinates X=1,753,399.72m Y=5,440,648.93m) and extending in an northerly direction following the eastern kerbline for 9 metres.*
Duncan Street	*No Stopping At All Times*	*West side, commencing 689 metres north of its intersection with Tawa Street (Grid coordinates X=1,753,307.46m Y=5,440,201.30m) and extending in an northerly direction following the western kerbline for 9 metres.*
Duncan Street	*No Stopping At All Times*	*West side, commencing 713 metres north of its intersection with Tawa Street (Grid coordinates X=1,753,307.46m Y=5,440,201.30m) and extending in an northerly direction following the western kerbline for 9 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Tommy Wilson	**(Transport Engineering Assistant)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	19/06/2025	

Feedback Received

Name: Stephen
Suburb: Tawa
Agree: No

There are a range of social, economic and environmental factors as to why this proposal is unnecessary.

As a primary user of one of the right of ways that will be negatively impacted by the creation of these shelters, this will have real daily impacts on the safe usability of our driveway space and access to our house.

Please note the following reasons as to why this proposal is unnecessary from and economic and social standpoint.

1: The proposed shelter will block the sightlines for drivers exiting two right of ways. For number 23 Duncan Street the right of way is angled to the north, forcing cars to make a near "u" turn into oncoming traffic when heading south. The proposed shelter blocks the view for this driveway to the South of cars heading North and thus increases the chances of a head on collision or a dangerous driving situation. For the cars exiting the right of way that accesses numbers 18-22 Duncan Street, their right of way also angles North. Their sightlines will now be blocked to the North, which means they will not be able to see southbound traffic before pulling out to head North towards Porirua. Again, this presents an increased level of danger which will be permanent, due to the nature of the shelter blocking the view from both exits.

2: The grass area on the Eastern side of Duncan Street is currently utilised by a number of households for basic infrastructure pusposes - i.e. rubbish and recycling removal. There are limited spaces for wheelie bins in this locations - including for a subsequent right of way off Stephen Street which allows access to 24-27 Duncan Street. This means that residents from multiple right of ways access this location for their refuse collection.

3: The yellow lines allow buses to park across the entrance for the right of way for 23 Duncan Street, creating an access problem. Likewise, two buses at the same time stopping on opposite sides of the road will completely block traffic on Duncan Street, which is a relatively busy through road to connect East and West Tawa as well as to Porirua.

4: The bus stop proposal on the cycleway on the Western side of Duncan Street will require passengers boarding a bus to cross the cycleway at a point where cyclists heading North will have limited visibility after cresting a rise under the Tawa Station pedestrian overbridge. E-Bikes using the cycleway often travel on this section at close to 50km/h creating the potential for a significant collision between bikes and pedestrians.

5: These shelters are being built for a "temporary" bus service and will likely be in use for a very

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

small percentage of the year. This seems like a gross mismanagement of ratepayers money when rate rises are astronomical every year and we have other core infrastructure like water pipes that need replacing.

6: Waka Kotahi states that where patronage is low on a regularly scheduled bus route, i.e. 5 or less passgengers at the stop per day, then a shelter is not necessary. As this is a temporary stop, it doesn't even meet the threshold for a regular shelter as set out by the national transport authority. Further to this, Bus Replacing Train services are generally scheduled for work on weekends, or during summer months when public transport usage is at its lowest. Living near to the current temporary stops by the crossing on Duncan Street, it is incredibly unusual to see more than one or two people waiting when there is a train service replacement. Once again, this is a service that is not regularly scheduled and has incredibly low overall patronage. The physical cost of construction versus the benefit for the small number of users is unacceptable.

7: The current temporary stops to the South of the Tawa Station crossing on Duncan Street both have spaces where buses can pull into - thus leaving road traffic to continue. On the Northbound lane, this does entail pulling into the spaces occupied by carparks, but again, as this is a temporary stop and generally on weekends or summer holidays, there are very few cars utilising these spaces at these times.

8: One of the justifications for the shelters was for customers during adverse weather. Wellington averages approximately 121 days of rain per year. This is less than one third of the time. Passengers having to use replacement services on a few occasions per year will more than likely (66.85% chance) be waiting in dry / sunny conditions. This means that an actual shelter for a replacement service in adverse weather would actually only be required a couple of times per year, based on statistical odds. Again, this seems like a waste of rate payer dollars when considering the social benefit to the low number of customers utilising the service.

I feel that all of the above issues that have been outlined make a clear case as to why the proposed bus shelter for a temporary service is a poor use of ratepayer and council resources.

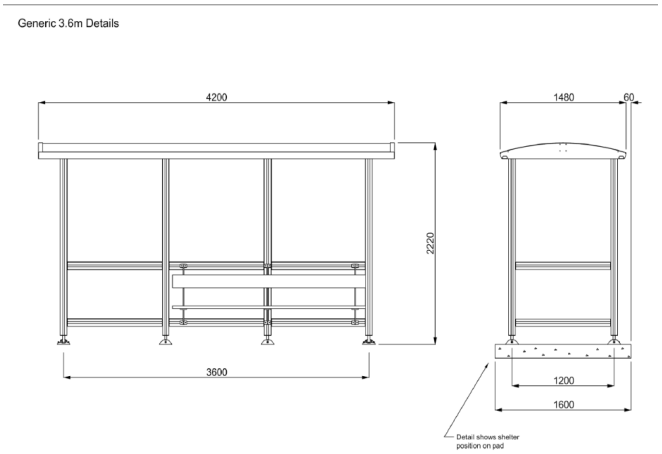
Officer Response:

Thank you for taking the time to provide feedback on TR117-25 Duncan Street, Tawa – Bus Replacing Trains Bus Stop Relocation. Please see below for the officers response to you points made.

1. Greater Wellington Regional Council (GWRC)/Metlink have installed many bus shelters (like the one pictured on the righthand side) in between and/or near driveways around the region. To allow this to occur, they have continually refined their bus shelter design to reduce the impact on sightlines from neighbouring driveways. The lower solid panels of the bus shelter are 900mm high, with the upper sections made of glass, providing visibility through the structure. Therefore, there will be a minor impact on sight lines for road users entering and exiting both driveways from Duncan Street. When the bus

shelters are in use, residents and/or visitors to surrounding properties should exercise additional caution when using the driveways.

2. The new bus shelter structure will be 3.6 meters long. Given that the grass berm area is approximately 16 meters in length, this will leave around 10 meters of space available for rubbish and recycling collection.



3. As part of our consultation with GWRC, this concern was raised regarding the proximity of the two bus stops. GWRC has confirmed that buses will not be scheduled to stop at both locations simultaneously, due to the way the timetables are structured, and with BRT buses usually not turning up early. Additionally, buses are not expected to sit at these stops for extended periods as these stops are not timing points, just pick up and drop off points. They will be stationary at these bus stops for no more than 30 seconds at a time.

4. The proposed shelter on the western side will not obstruct sightlines for cyclists travelling north from the path, as suggested. The gradient is not steep enough for the shelter to appear suddenly as cyclists join the main path. There is sufficient visibility for cyclists to see both the shelter and any pedestrians on the path. Additionally, the main path is designated as a shared path, not a dedicated cycleway as cyclists do not have the right of way. The presence of the shelter is more likely to encourage reduced cycling speeds, improving safety for all users. With the material used being see through, cyclists will also beable to see pedestrians inside the shelter.

5. The Bus Replacing Train (BRT) service is not a temporary measure but a permanent and essential component of our transport network. It is activated whenever rail services are disrupted, whether due to unplanned incidents or scheduled maintenance and upgrade works.

The BRT plays a vital role in maintaining the resilience and reliability of public transport across the region. While some BRT stops may experience lower passenger volumes, these services often involve longer wait times than standard bus routes. Coupled with the exposed nature of many of these locations, this underscores the need for improved infrastructure to enhance passenger comfort and safety.

Installing new bus shelters will benefit all users during BRT operations, particularly children and college students who frequently rely on these services. In Wellington's wet and windy climate, providing adequate shelter is especially important for these already inconvenienced passengers.

Wellington City Council is working in close partnership with GWRC to assess and upgrade the number and quality of bus stops across the city, including BRT stops, on a case-by-case basis.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Investment in improved bus infrastructure ensures that passengers can wait safely and comfortably, protected from the elements.

Both councils are committed to designing bus infrastructure in line with the National Guidelines for Crime Prevention through Environmental Design in New Zealand. This includes careful placement of bus stops and shelters to reduce opportunities for crime and enhance the sense of safety and security for all users, especially those travelling at night.

Design considerations actively address the safety needs of a diverse range of people, including women, young and older people, LGBTQIA+ communities, ethnic minorities, and disabled individuals, many of whom experience disproportionate levels of violence or abuse. Shelters contribute to more secure and comfortable waiting areas by increasing visibility and improving safety at night.

Wellington City Council and GWRC are responsible for delivering a broad range of services. Investment in public transport infrastructure is one part of a wider commitment to the city's growth and liveability, and it does not come at the expense of other essential priorities. The Council remains dedicated to a balanced approach that includes investment in core infrastructure, such as water systems, alongside improvements to public transport.

6. Please see response to point #5 above.

7. Unfortunately, the current location of the western BRT bus stop (southbound toward Wellington) is not large enough to safely accommodate a standard bus length of 12.5 metres or more. If a bus were to stop there, it would protrude into the live traffic lane, creating a significant safety risk for other road users.

Similarly, the northbound BRT bus stop adjacent to Tawa Station lacks a dedicated bus stopping area. Although it is positioned within angled car parks, there is no guarantee that the space will be free of parked vehicles, which could obstruct a bus from pulling in safely to pick up or drop off passengers.

A key objective of this traffic resolution is to enable the installation of new bus shelters, as previously outlined. The proposed new locations have been selected to support this goal, ensuring both the safe operation of BRT services and an improved passenger experience.

8. While supporting a diverse range of passengers, including children and those with disabilities, comfort is a key objective of this traffic resolution. However, as highlighted in point 5 and 7, safety remains an equally important consideration.

Name: Jack
Suburb: Hataitai
Agree: Yes

Having waited for a train (bus) at Tawa station many times in my youth, this is a great move by WCC. This will make waiting for the bus that GW doesn't run to timetable, a bit more pleasant.

Officer Response:

Thank you for taking the time to provide feedback on TR117-25 Duncan Street, Tawa – Bus Replacing Trains Bus Stop Relocation. We appreciate your support on the proposed changes.

Name: Dagmawi
Suburb:
Agree: Yes

Good transitional improvement here, the improvement of bus service, and good decision regarding Net Parking Impact which is the removal of 11 unrestricted parking spaces in order to utilize spaces properly. The remaining important Pedestrian Impact which is improved shelter for waiting passengers, here necessary especially for students.

Officer Response:

Thank you for taking the time to provide feedback on TR117-25 Duncan Street, Tawa – Bus Replacing Trains Bus Stop Relocation. We appreciate your support on the proposed changes.

Name: Shane
Suburb: Tawa
Agree: No

Building a brand new bus stops for the bus replacements less than 100m down the road from an already established rail replacement bus stop seems like a waste of time and money especially with the stop only being used when there is an issue or maintenance on the train line. The current stops are closer to the train station and more convenient for people who get to the station and then realise that there is no trains.

On top of this the new positioning of the bus shelter on the eastern side of Duncan street will pose a risk to drivers pulling out of the driveways either side. It will block visibility of south bound traffic for the driveway directly to the south of the proposed shelter and block visibility for north bound traffic for driveway to the north.

My recommendation would be to either make no changes at all, or move the Train Replacement Bus

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Stop without building a shelter. As there is currently no shelter for either of the current replacement stops this will not be a degradation of the current situation.

Officer Response:

Thank you for taking the time to provide feedback on TR117-25 Duncan Street, Tawa – Bus Replacing Trains Bus Stop Relocation. This proposal aims to establish new bus shelters to support the permanent Bus Replacing Train (BRT) services. These services operate during rail disruptions, whether due to planned maintenance or unforeseen incidents, and are a critical part of the region's public transport network.

The rational behind establishing new shelters, While supporting a diverse range of passengers, including children and those with disabilities, comfort is a key objective of this traffic resolution. However, safety remains an equally important consideration. Both councils are committed to designing bus infrastructure in accordance with New Zealand's National Guidelines for Crime Prevention through Environmental Design. This approach involves the thoughtful placement of bus stops and shelters to reduce the risk of crime and enhance safety and security for all users, particularly those travelling after dark.

The design process specifically considers the safety needs of a diverse range of people, including women, youth, older adults, disabled individuals, ethnic minorities, and members of the LGBTQIA+ community, many of whom face a higher risk of harassment or violence. Well-designed bus shelters play a vital role in creating safer, more welcoming waiting areas by improving visibility and promoting a greater sense of security, especially at night.

The existing southbound BRT bus stop (toward Wellington), located on the western side of the corridor, is not large enough to safely accommodate a standard 12.5-metre bus. If a bus were to stop at this location, it would extend into the live traffic lane, posing a serious safety risk to other road users.

Similarly, the northbound BRT stop near Tawa Station lacks a designated bus bay. Although the stop is situated within angled parking spaces, there is no certainty that parked vehicles will not obstruct access, potentially preventing buses from safely pulling in to pick up or drop off passengers.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Greater Wellington Regional Council (GWRC)/Metlink has installed many bus shelters throughout the region, including in locations near or between driveways. Over time, the shelter designs have been refined to minimise impacts on visibility for nearby residents. The lower panels of the shelters are solid and measure 900mm in height, while the upper sections are made of glass to maintain sightlines. Please see image on the right of this page for what this shelter will look like.

As a result, any impact on visibility for vehicles entering or exiting driveways along Duncan Street will be minimal. Nonetheless, residents and visitors should exercise extra caution when using these driveways, particularly when the shelters are occupied.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Reference	TR118-25 Mana Street, Vogeltown – No Stopping At All Times (Amended)
Location – where we propose to make the change	Mana Street, Vogeltown – outside nos. 15–21, 16, and 22–26
What we'd like to do	• **Original –** Install No Stopping At All Times • **Amendment –** Following consultation, officers propose to shift the L-bar road marking on the North side of the shared driveway for 14, 16, 18 and 20 Mana Street to be located 3 metres away from the side of the edge of the driveway, as per the amended traffic resolution plan. The proposed No Stopping At All Times restrictions remain unchanged.
Why we are proposing the change	• Wellington City Council (WCC) have received accessibility concerns from residents regarding vehicle access to Mana Street, Vogeltown, requesting the installation of broken yellow lines to remedy these concerns. • Between numbers 14 to 26 Mana Street, the road width is 5.8 metres wide or less. The lack of existing defined parking areas on this section of Mana Street allows vehicles to park concurrently on both sides of the road, creating risk of obstruction of the road for vehicles, particularly emergency vehicles, prevent traffic flow through this section of the street. • As part of officers' investigation into these concerns, both residents who reside closest to the proposed changes and Fire & Emergency New Zealand (FENZ) were engaged with on this proposal. • Based on feedback provided by local residents and FENZ, officers propose to install 50 metres of No Stopping At All Times outside numbers 15 to 21 Mana Street, and 17 metres of No Stopping At All Times outside 22 to 26 Mana Street, to ensure all vehicles including emergency vehicles will not be obstructed by vehicles parked on the roadside. • To serve as a pull-in bay within the 46-metre stretch of the West side of the street without vehicle crossings, officers propose to install 7 metres of No Stopping At All Times outside 16 Mana Street, allowing for a buffer between vehicles travelling northbound and southbound.
Impact	**Improvements** • Improves safety and accessibility for general traffic and emergency vehicles. • Improves driver visibility. • Improves footpath accessibility for pedestrians. **Net Parking Impact** • Proposed removal of 11 unrestricted parking spaces; however, Mana Street's narrow road width makes it unsuitable for concurrent parking on both sides of the road.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

	Pedestrian impact • No change.
Other options considered	• **Option 1:** Install No Stopping At All Times on the West side of the street outside numbers 14 to 20, instead of the East side. Feedback provided by residents during pre-consultation advised that the parking of vehicles on the East side of the street decreases the accessibility of the footpath, because of its narrow width pedestrians are occasionally required to use the road to get past power poles positioned on the edge of the footpath. Therefore, this option is not preferred as it would decrease footpath accessibility for pedestrians. • **Option 2:** Install 9 metres of No Stopping At All Times outside number 26 Mana Street, rather than 17 metres outside numbers 22–26. This option is not preferred as a vehicle parked in this location could obstruct an emergency vehicle such as a fire truck from travelling through this section of the street, inhibiting access to the number of properties which are located further South on Mana Street.
How this relates to the parking policy	• 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	• Average daily traffic count – 250 (2023 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025.

We are proposing a change in your area

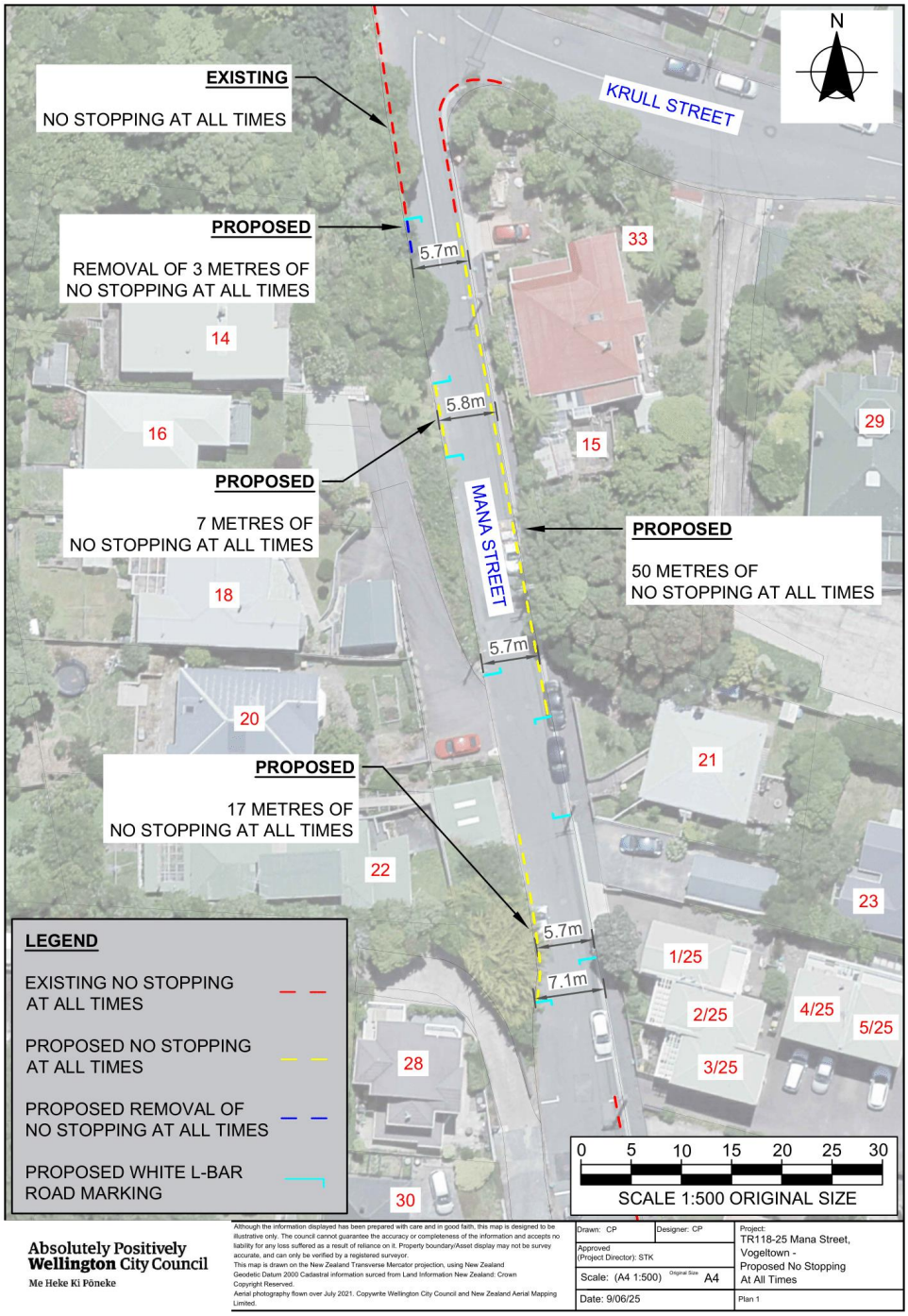
Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

	3. If approved, the proposal will be installed within the following six months.

Original Plan: Traffic Resolution Plan: TR118-25 Mana Street, Vogeltown – No Stopping At All Times

We are proposing a change in your area

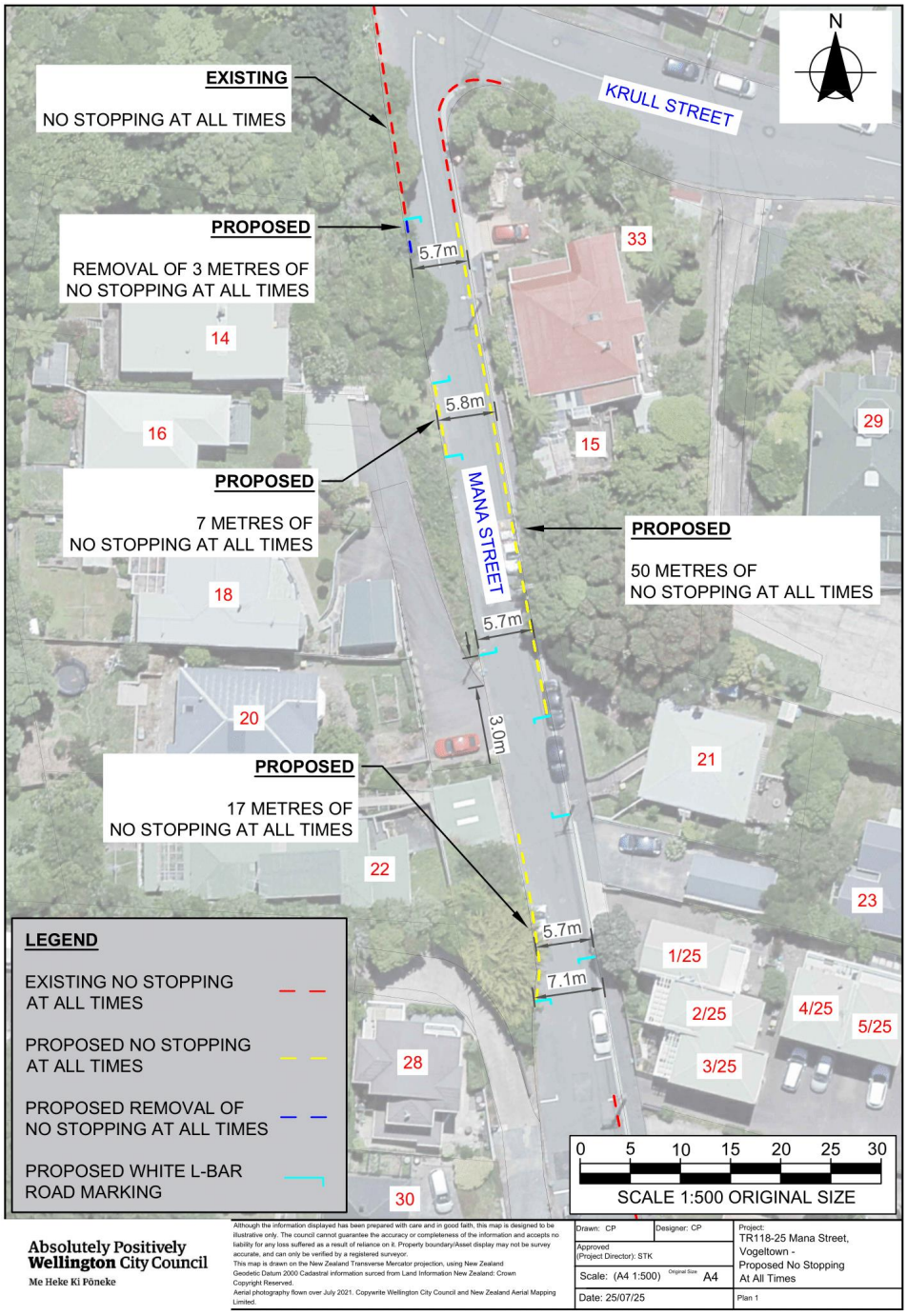
Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Amended Plan: Traffic Resolution Plan: TR118-25 Mana Street, Vogeltown – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mana Street	*No Stopping At All Times*	*West side, commencing from its intersection with Fortunatus Street and extending in a southerly direction following the western kerbline for 122 metres.*
Mana Street	*No Stopping At All Times*	*East side, commencing from its intersection with Krull Street (Grid coordinates X= 1747900944.014m, Y=5425002427.547m) and extending in southernly direction for 18 metres following the eastern kerb line.*

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

Column One	Column Two	Column Three
Mana Street	*No Stopping At All Times*	*West side, commencing from its intersection with Fortunatus Street (Grid coordinates X= 1,747,887.44m, Y= 5,425,107.75m) and extending in a southerly direction following the western kerbline for 119 metres.*
Mana Street	*No Stopping At All Times*	*East side, commencing from its intersection with Krull Street (Grid coordinates X= 1,747,900.94m, Y=5,42,500.24m) and extending in southernly direction for 68 metres following the eastern kerb line.*
Mana Street	*No Stopping At All Times*	*East side, commencing 30.8 metres south of its intersection with Krull Street (Grid coordinates X= 1,747,900.94m, Y=5,42,500.24m) and extending in a southerly direction for 7 metres following the eastern kerbline.*
Mana Street	*No Stopping At All Times*	*East side, commencing 74.8 metres south of its intersection with Krull Street (Grid coordinates X= 1,747,900.94m, Y=5,42,500.24m) and extending in a southerly direction for 17 metres following the eastern kerbline.*

Prepared By: Charlotte Poi **(Transport Engineer Assistant)**

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	19/06/2025	

Feedback Received

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Feedback Received

Name: Corrine
Suburb:
Agree: Yes

To whom it may concern,
Your latest proposed version for broken yellow lines on Mana St is a much better proposal as it insures easier access for all vehicles using this narrow stretch of the St.
Definitely a more well planned way of addressing the parking issues which could potentially hinder access for many vehicles at various parts of this St.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to support this proposal.

Name: George
Suburb:
Agree: Yes/No

Thank you for sending through the information pack regarding the changes to Mana Street parking.

[redacted]

I wanted to express my concern regarding the start of the parking area on the West side of Mana Street. In my experiences we have had great difficulty navigating in and out of the driveway when cars are parked right on the edge, which looks like where you are putting the white line for parking to start.

The driveway has a very steep dip and if you can't get the right angle it scrapes our cars and vehicles get stuck. I can't count on my hands how many times vehicles have gotten stuck in our driveway and you can see the evidence in the scrapes and indents from tow bars etc

It really only needs half a car length for it to be much better. In the map you can see the concrete piece before the bush. If the parking started after that 14,16,18 and 20 would have adequate space to navigate in and out of the drive.

I have attached an image where I have drawn where a good place for the start of parking could be.

I hope this is taken into consideration.

Feedback Received

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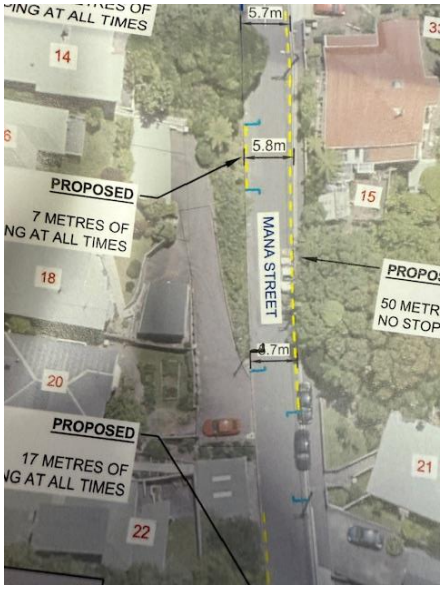

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit on this proposal.

Based on feedback received during consultation, we have amended this proposal to shift the L-bar road marking just North side of the shared driveway for 14, 16, 18 and 20 Mana Street to be 3 metres away from the side of the driveway, as per the amended traffic resolution plan, to provide additional turning area for vehicles entering and exiting this shared driveway.

Name: Joseph
Suburb: Vogeltown
Agree: No

I agree that improving safety in our neighborhood is important, and I acknowledge that the narrow driveway has caused congestion, particularly when larger vehicles pass through. Therefore, I support the implementation of no stopping lines in principle.

However, I am concerned that the proposal appears to focus solely on removing parking spaces — specifically, 74 metres of No stop lines — without providing equivalent alternative parking options, with only 3 metres being added elsewhere. This significant reduction in available parking is likely to put considerable strain on local residents, potentially overwhelming the existing parking capacity.

I would appreciate it if the proposal could be reconsidered with a more balanced approach that addresses both safety and the parking needs of the community.

Thank you for your time and consideration.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to make a submission on this proposal.

It is true that the implementation of these broken yellow lines would restrict the parking of vehicles in certain locations on Mana Street. However, due to its narrow road width, vehicles parking opposite each other on either side of the street is already not possible without obstructing the roadway for other vehicles travelling through the street, including emergency vehicles. This view was reaffirmed by feedback officers received during pre-consultation from Mana Street residents and Fire & Emergency New Zealand.

While we can appreciate that at times there can be high demand for on-street parking in certain areas of Wellington, the purpose of this proposal is not to remove on-street parking for residents, but to delineate where drivers may safely park so that their vehicles do not obstruct traffic flow for those that are travelling through the street. This is to ensure access for all vehicles to the residential properties located on Mana Street.

Name: E
Suburb: Vogeltown
Agree: No

No stopping line on western side outside number 22 and opposite 25 should be extended to the driveway for 28/30. Vehicles parking here can still narrow the road. Especially with vehicles parking on the east side and if they are larger vehicles. Safe access in and out of the number 25 driveway can also be hindered by vehicles parking in this location. For consistency the no stopping line should be extended as there is still a potential blockage issue if it isn't and a risk to emergency vehicle access.

Agree with the rest of the proposal.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit on this proposal.

During investigation prior to the proposal of this traffic resolution, officers found from on-site measurements that between the end of the proposed broken yellow lines opposite 2/25 Mana Street and the existing L-bar outside 28 Mana Street, the road width is between 7.1 and 7.8 metres wide. As per our Standard Operating Procedure, unless there are other safety concerns present, we consider roads that are a minimum of 6.9 metres wide to be sufficient in width to allow for parking on either side of the road, whilst also enabling access to the street for emergency vehicles.

Feedback Received

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As this section of Mana Street meets this road width criteria, to retain on-street parking for residents we have not proposed to extend this section of broken yellow lines to the edge of the driveway for 28 Mana Street. With emergency vehicle access being a primary motivator behind these proposed changes, Fire & Emergency New Zealand were also consulted during the preparation of this proposal, who were satisfied with officers taking this approach.

Name: Darryl
Suburb: Vogeltown
Agree: Yes

It is very difficult to drive between the parked cars in Mana Street. The 'no stopping at all times' restrictions will sort that out. I am very happy to see this proposal and I support it completely.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit in support of this proposal.

Name: Sarah
Suburb:
Agree: Yes

I fully support the proposals to amend parking on Mana Street as proposed. I support the preferred option for no stopping outside numbers 15-21, 15 and 22-26 Mana Street. I also support the inclusion of white l-bar road marking. I regularly have people parking across my driveway as they are unable to see, or ignore, the extent of the vehicle crossing.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit in support of this proposal.

Name: Judith
Suburb: Vogeltown
Agree: Yes

Thank you for the proposal we have received after analysing the feedback from Mana St residents affected by the 'No Stopping At All Times' changes.

I appreciate the fact that my concerns about parking on the East Side were taken into account and that the bulk of the 'No Stopping' that affects me is on the East Side of Mana Street.

However, rather than the 7 metres of no stopping (bay) on the West Side outside number 16 Mana Street, I still maintain that it would be better to have a car's length 'no stopping' directly at the bottom of the driveway 14-20 Mana Street. Cars parking there significantly impact the residents who use that driveway of which I am one (even if there is no stopping directly opposite across the driveway of number 21, which is proposed and which is a great idea). In this case, there would be no need for the 7 metre bay further down, and in fact the parking area could be extended even further down the west side towards the Krull/Mana junction.

Thank you for taking the time to consider this.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit on this proposal.

Based on feedback received during consultation, we have amended this proposal to shift the L-bar road marking just North side of the shared driveway for 14, 16, 18 and 20 Mana Street to be 3 metres away from the side of the driveway, as per the amended traffic resolution plan. While this will not create a car-length of kerb space between where vehicles may park and the edge of the shared driveway, this will still provide additional turning area to allow access for vehicles entering and exiting this shared driveway.

Even with this section of parking being slightly reduced in length as the result of the L-bar relocation, we are still proposing to install the 7 metre pull-in bay outside 16 Mana Street. Without this pull-in bay drivers will have to travel approximately 44 metres along the street without any kerb space to pull over for oncoming vehicles, which could potentially lead to conflict between vehicles. To allow for sufficient distance at the Mana Street and Krull Street intersection, we are also not proposing to reduce the existing broken yellow lines on the West side of Mana Street near this intersection any further. This would reduce the buffer between vehicles exiting Mana Street and vehicles turning left from Krull Street by an unsafe amount, which could also potentially lead to conflict.

While we are not amending this proposal further than the relocation of the shared-driveway L-bar, we appreciate you providing us with these suggestions.

Name: Deborah and Clara
Suburb:
Agree: No

We would like to respond to the parking proposal for Mana Street.

Firstly we disagree with all of the proposals put forward as we think the problem is the bottleneck at the intersection of Krull and Mana Street.

Feedback Received

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Also over the years, and very recently, emergency services, cranes, trucks and other large vehicles have accessed the street and have made it to their destination!

The REMOVAL of 3m of NO STOPPING at all times proposal which would extend parking closer to the intersection, we think, is a big mistake.

It would be better if parking was taken away an extra 3 meters rather than extend it 3 metres at the northwest side of the street.

We have often wondered why there is NO PARKING at the **widest** part of the street, on the eastern side outside No. 29.

If parking is taken out, why not reinstate parking outside No. 29 because it is the **widest** part of the street!

There are many apartments and flats attached to houses with residents who need the parking in this street, not have it taken away.

In conclusion:

(a) Do not reinstate parking close to the Krull / Mana Street intersection.

(b) Emergency services, cranes, trucks, and other oversized vehicles have been able to drive down the street. (Recent instances can be provided).

(c) Consider reinstating parking at the widest part of the street outside No. 29 to compensate for any parks removed near the Krull / Mana Street intersection.

While I understand the reason for your proposal, I don't think parking spaces are the problem because large vehicles can drive down the street, rather the problem is the access at the northern end at the intersection of Krull and Mana Streets that is the real issue.

Thank you for considering our proposal. We are more than happy to discuss if required.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit on this proposal.

This proposal was initiated by resident concerns for vehicle access to Mana Street, including emergency vehicles. As part of our investigation into the lead-up to this proposal Fire & Emergency New Zealand (FENZ) were consulted on these changes, who were satisfied with our approach. We are unable to comment on past instances in which emergency vehicles have been able to access the

street, as we do not know the manner in which vehicles were parked that allowed this to happen. However, FENZ confirmed as part of their feedback that there is risk of their trucks being obstructed by vehicles parked on the road where they are currently allowed to legally park. The purpose of this proposal is to delineate where vehicles may safely park so that they do not obstruct access to the street.

As part of our investigation into this proposal, officers found from desktop vehicle tracking movements that the removal of 3 metres of the existing broken yellow lines on the West side of Mana Street near its intersection with Krull Street will still allow for sufficient distance between vehicles entering and exiting the street. To retain on-street parking for residents, we are not proposing to retain this 3 metre length of broken yellow lines, nor extend it any further. FENZ have also not raised access to the Mana Street and Krull Street intersection as an area of concern with us.

The existing broken yellow lines outside 29 Mana Street have been in place for a long time, having been approved for installation via traffic resolution in 2004. Due to the location of the vehicle crossing for 29 Mana Street, there is not a sufficient length of kerb space on the East side of the street outside this address for a standard car to park in before the road narrows to be less than 6.9 metres wide. To allow parking on either side of the street through the removal of these existing broken yellow lines could inhibit emergency vehicle access to the street, therefore no changes to these broken yellow lines are being proposed.

Name: Rob
Suburb: Vogeltown
Agree: Yes

We have received the latest proposal for the project 'TR118-25 Mana Street, Vogeltown - No Stopping At All Times'. We would just like to say that we really appreciate the coucil listening to our last round of feedback, and we generally approve of the latest amendments that have been made. The only concern we have is in regards to where the new 'no stopping' line ends around 28 Mana Street; due to the pinch-point in the road there, we think the line should extend further south, i.e. all the way to the end of the foliage outside 28 Mana Street. That way there is still room for one or two cars to park outside 28 Mana Street, but it better guarantees that an emergency vehicle could get down the street with no issues.

Officer Response:

Thank you for providing your feedback on TR118-25 Mana Street, Vogeltown – No Stopping At All Times. We appreciate you taking the time to submit on this proposal.

During investigation prior to the proposal of this traffic resolution, officers found from on-site measurements that between the end of the proposed broken yellow lines opposite 2/25 Mana Street and the existing L-bar outside 28 Mana Street, the road width is between 7.1 and 7.8 metres wide. As per our Standard Operating Procedure, unless there are other safety concerns present, we consider roads that are a minimum of 6.9 metres wide to be sufficient in width to allow for parking on either side of the road, whilst also enabling access to the street for emergency vehicles.

Feedback Received

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As this section of Mana Street meets this road width criteria, to retain on-street parking for residents we have not proposed to extend this section of broken yellow lines to the edge of the driveway for 28 Mana Street. With emergency vehicle access being a primary motivator behind these proposed changes, Fire & Emergency New Zealand were also consulted during the preparation of this proposal, who were satisfied with officers taking this approach.

We are proposing a change in your area

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Kia ora,

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

Reference	TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street
Location – where we propose to make the change	Wakefield Street between Victoria Street and Cuba Street
What we'd like to do	• Build out the kerb line 120 metres on northern side and 139 metres on southern side. • Widen the footpath on the northern side of the road by 3 metres • Widen the footpath on the southern side of the road by 2.7 metres and provide 2.2 metres wide parking at footpath level. • Eastbound and westbound traffic lanes to become 3 metres wide • Install nine metered car parking bays on the southern side of the road, at footpath level. • Install 6 metres of motorcycle parking on the southern side of the road, at footpath level. • Install two P10 Pick up/Drop-off parking bays on the southern side of the road, at footpath level. • Install two metered mobility parking bays on the southern side of the road, at footpath level. • Install one P10 Loading Bay on the southern side of the road, at footpath level. • Install a 30 metre Tour Bus bay on the northern side of the road, at footpath level. • Install 37 metres, 27 metres, 19 metres, 11 metres and 6.8 metres of No Stopping Line At All Times on northern side of the road. • Install 11 metres, 4 metres, 4 metres and 9 metres of No Stopping Line At All Times on southern side of the road. • Remove existing zebra crossing and refuge islands. • Install new give way controlled raised zebra pedestrian crossing.
Why we are proposing the change.	The key drivers for these changes are as follows: • To accommodate the anticipated increase in pedestrian traffic to and through the area, particularly with the opening of key civic facilities. • To support high peak pedestrian flows during events, with a focus on enhancing pedestrian safety through measures such as footpath widening. • To enhance the street's place value and create a more welcoming and attractive entrance to the Te Ngākau precinct and the Town Hall. • To provide improved pick-up, drop-off and accessibility facilities to ensure equitable access to the Te Ngākau precinct for all users.
Impact	• Improves safety and accessibility for vehicles, pedestrians and tour buses.

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	• Total parking provision:
	  - Nine metered, time varied car parking bays
	  - 6 metres of motorcycle parking at all times
	  - Two P10 pick up/drop-off car parking bays
	  - Two metered, time varied mobility parking bays
	  - One P10 loading bay
	  - One tour bus bay
	• Net parking impact:
	  - removal of two metered, time varied car parking bays
	  - removal of 0.6 metres of motorbike parking at all times
	  - removal of Roam car share at all times parking bay
	  - addition of two metered, time varies mobility parking bays
	  - addition of one P10 loading bay
	  - addition of one tour bus bay
	• Pedestrian impact – Positive. The relocated giveaway-controlled pedestrian crossing, along with the widened footpath, would enhance accessibility and visibility when crossing Wakefield Street to and from Te Ngākau, thereby improving safety.

Other options considered	**Option 1:** • Raised pedestrian crossing more centralized along Wakefield Street. • 2.8 metre wide lanes in both directions. • Northern footpath widened by 3.2 metres. • Southern footpath widened by 3.1 metres. • Three P10 parking bays • Loading zone on the western side of the raised pedestrian crossing. This option was reviewed and had the following challenges/issues: • The 2.8 metre wide lanes were too narrow for the tour bus tracking. • As a result, the proposed widening of the footpaths was reduced to allow for wider lanes. • The RSP was not positioned where the maximum pedestrian flows would be experienced. **Option 2:** • Same as the proposed design but with only one mobility parking bay on the eastern side of the zebra crossing This option was reviewed and had the following challenges/issues: • A buffer in the parking bays was required to allow access to a fire hydrant. This buffer provided the opportunity to include an additional mobility park.
How this relates to the parking policy	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport to move more people driving fewer vehicles. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.

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Additional Information	• Average daily traffic count: ○ Wakefield Street: 4179 • Annual parking revenue impact - $24,383.08 (Estimated average annual revenue loss) • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

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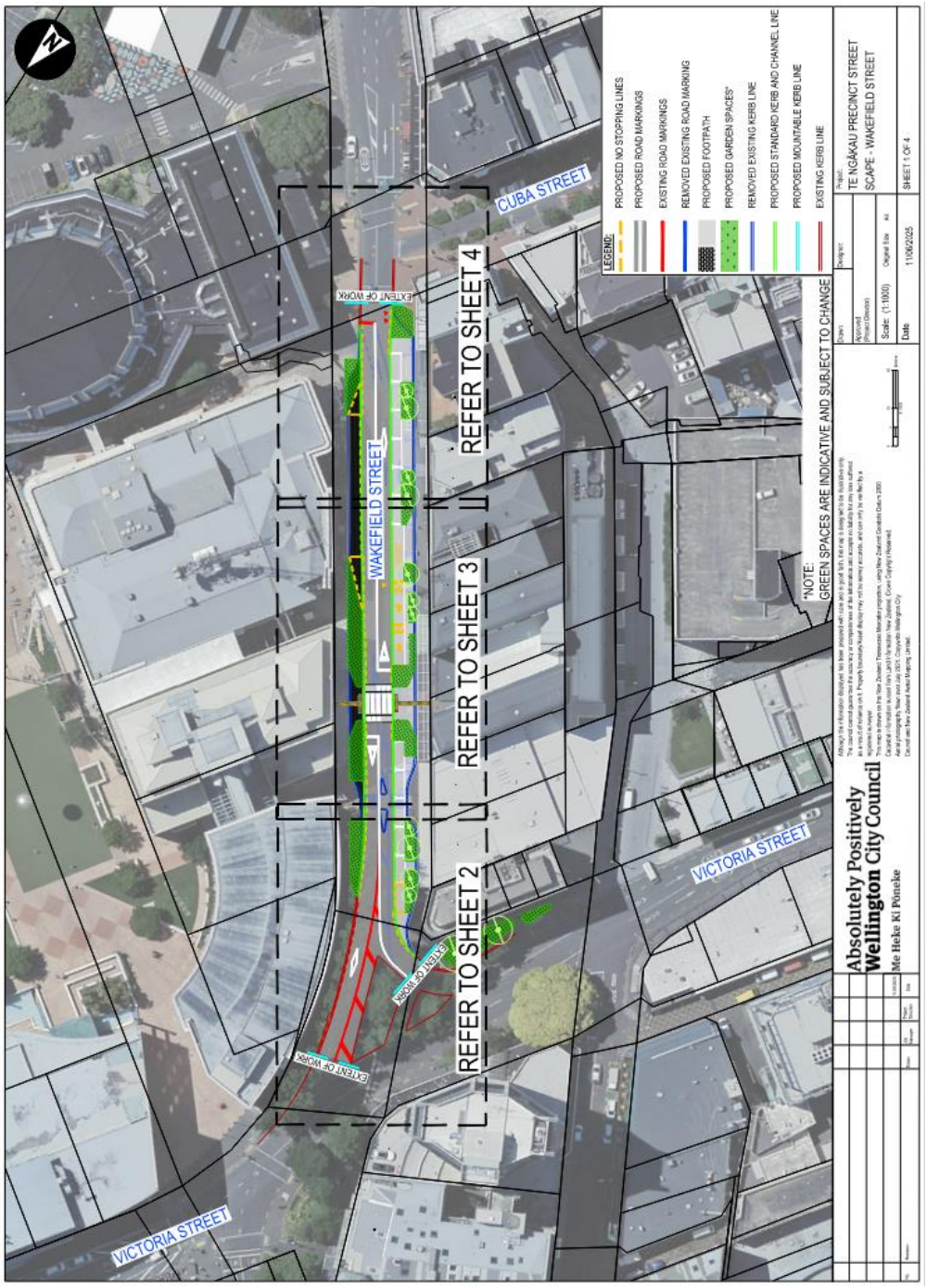
Traffic Resolution Plan: TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street



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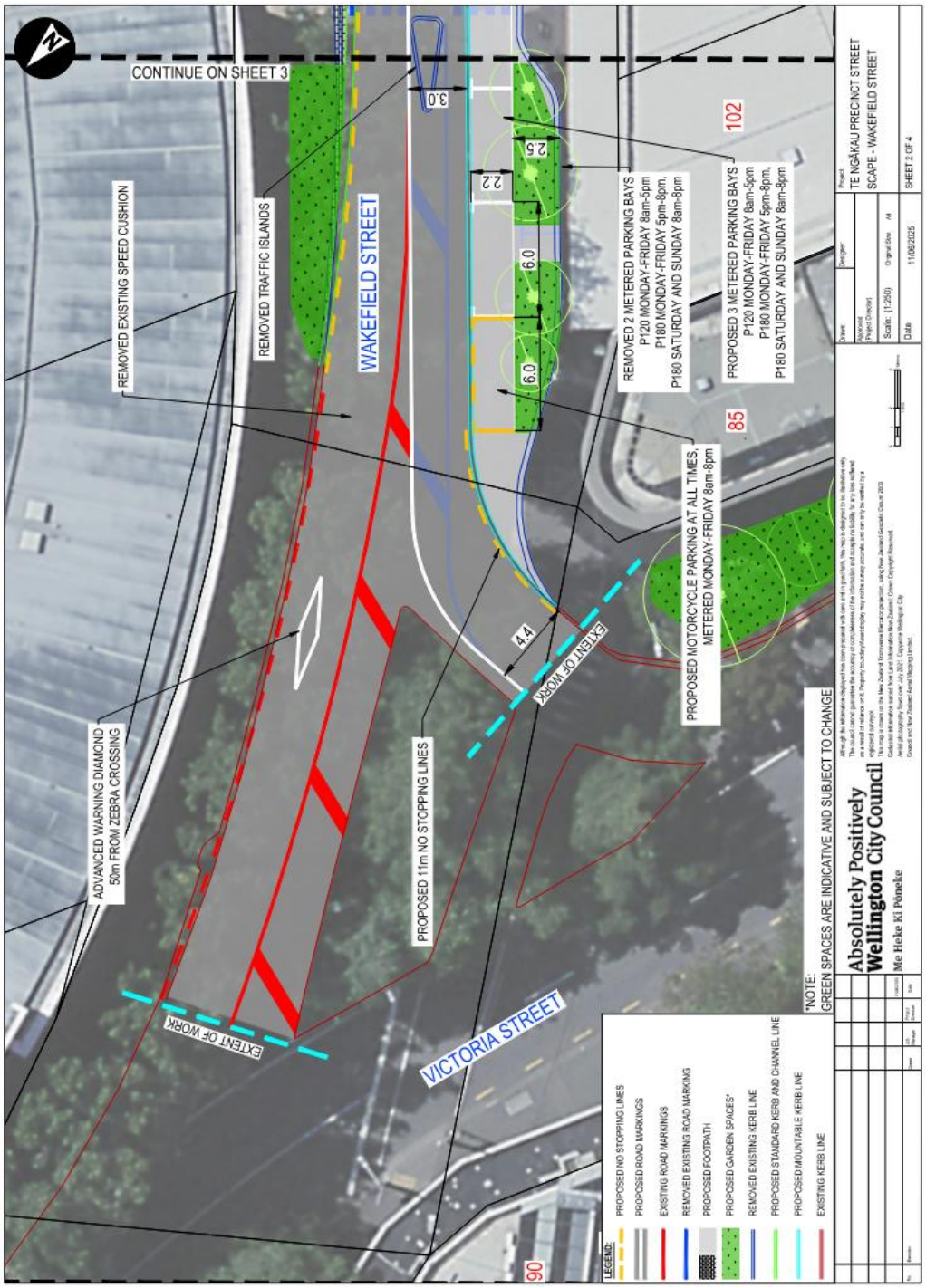

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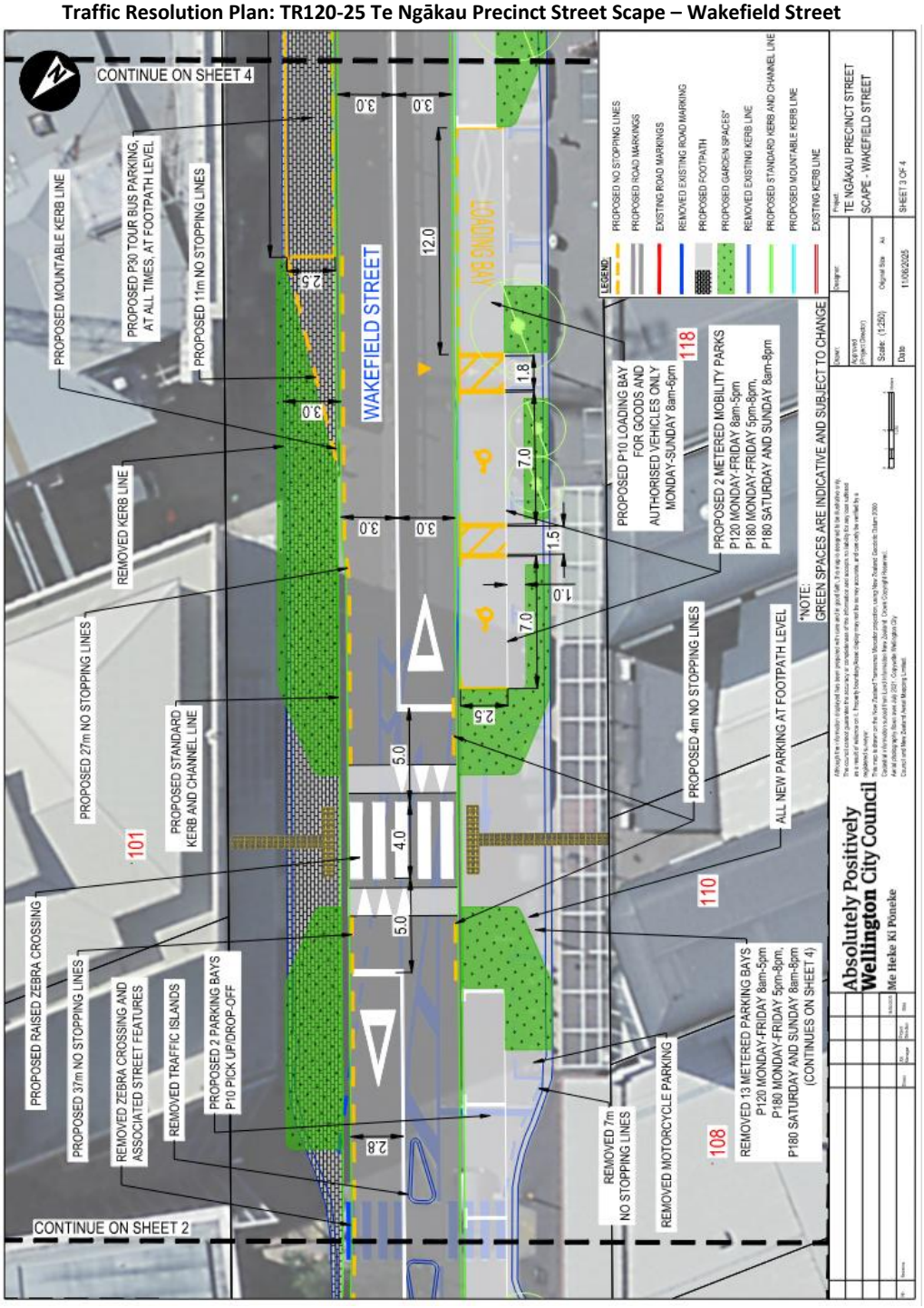
Traffic Resolution Plan: TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street



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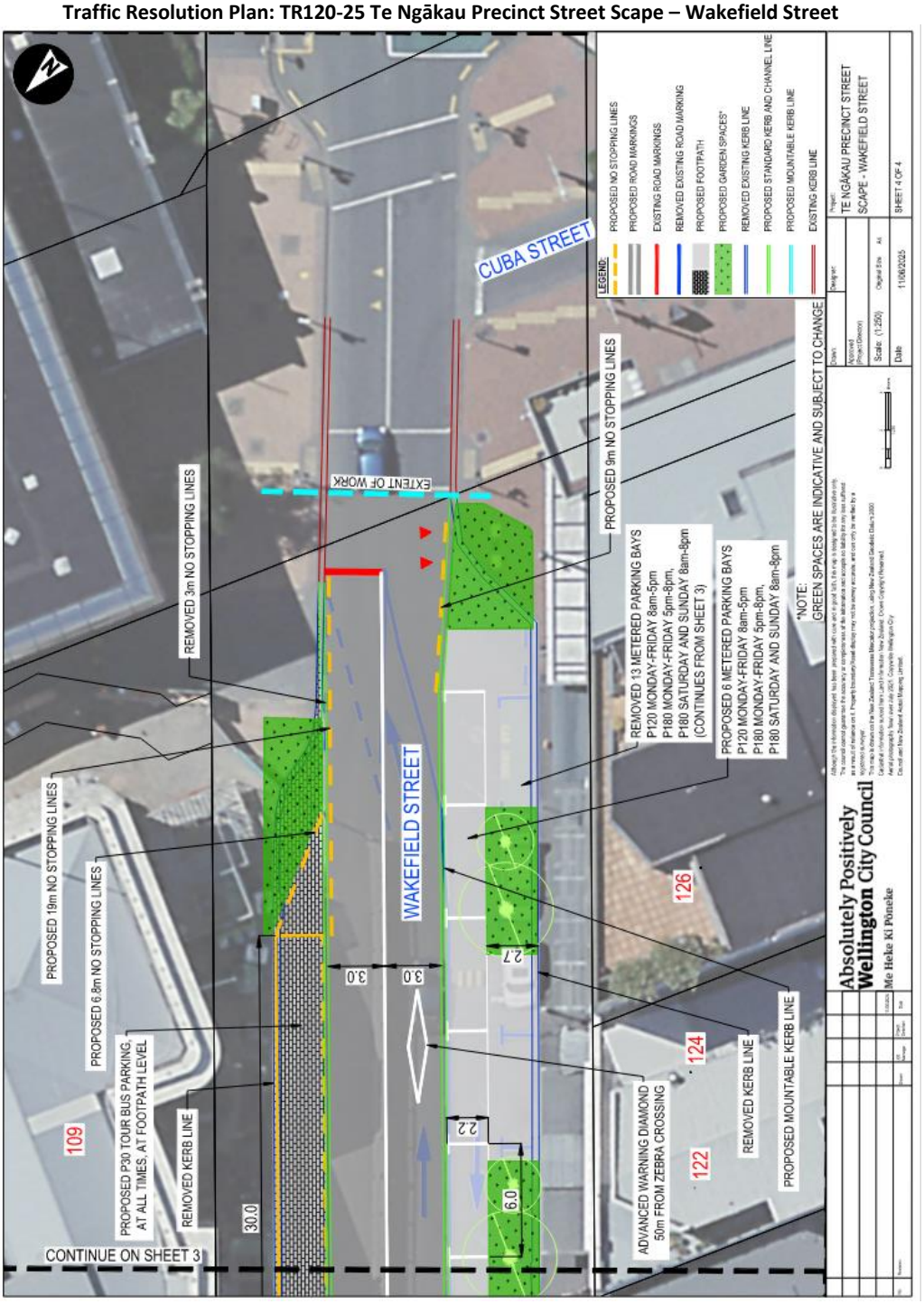

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Legal Description:

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*Motorcycle Parking At All Times*	*South side, commencing 108 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 6.5 metres.*
Wakefield Street	*Car Share Parking At All Times*	*South side, commencing 19 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 3 metres (1 angled parking space)*
Wakefield Street	*Mobility At All Other Times, Displaying an Operation Mobility Permit Only*	*Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 16 metres. (2 parallel parking spaces)*
Wakefield Street	*Tour Bus Stop At All Times*	*Northeast side, commencing 91.5 metres southeast of its intersection with the easterly kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 27 metres.*

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 14 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m)and extending in a north-westerly direction for 7 metres*
Wakefield Street	*No Stopping At All Times*	*South side, commencing 114.5 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 6.5 metres.*

Wakefield Street	*No Stopping At All Times*	*Northeast side, commencing 15.2.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m) and extending in a south-easterly direction following the kerbline for 6.5 metres.*
Wakefield Street	*No Stopping At All Times*	*Northeast side, commencing 150.5 metres southeast of its intersection with the eastern kerbline of Victoria Street and extending in a south-easterly direction following the kerbline for 14.5 metres.*
Wakefield Street	*No Stopping At All Times*	*Northeast side, commencing 67 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m) and extending in a south-easterly direction following the kerbline for 8.5 metres.*

Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*South side, commencing 22 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 54 metres (14 parking spaces)*
Wakefield Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*South side, commencing 79.5 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 28.5 metres (4 angle and 2 parallel parking spaces).*
Wakefield Street	*P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm*	*Northeast side, commencing 118.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 34 metres. (6 parallel parking spaces)*

Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

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Column One	Column Two	Column Three
Wakefield Street	*Pedestrian Zebra Crossing*	*Northeast side, 66 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m).*
Wakefield Street	*Pedestrian Zebra Crossing*	*South side, commencing 121 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction occupying the southern kerbline for 3.5 metres.*

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*P10 Pick up/Drop-off*	*Southern side, commencing 101.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 12 metres (2 car parks)*

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*P10 Loading Bay For Goods and Authorised vehicles only Monday-Sunday 8am-6pm*	*Southern side, commencing 55.4 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 12 metres*
Wakefield Street	*Metered Mobility Parking P120 Monday-Friday 8am-5pm, P180 Monday-Friday 5pm-8pm, P180 Saturday and Sunday 8am-8pm*	*Southern side, commencing 67.5 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 17.6 metres (2 car parks)*
Wakefield Street	*Motorcycle Parking, At All Times, Metered Monday-Friday 8am-8pm*	*Southern side, commencing 131.2 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 6 metres*

Wakefield Street	*P30 Tour Bus Parking, At All Times*	*Northern side, commencing 107.2 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 30 metres (2 parking spaces)*

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

Column One	Column Two	Column Three
Wakefield Street	*No Stopping At All Times*	*Northern side, adjacent to gardens, commencing 96.5 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 11 metres*
Wakefield Street	*No Stopping At All Times*	*Northern side, adjacent to gardens, commencing 137.2 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 6.8 metres*
Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 10.3 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 9 metres*
Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 85.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 4 metres*
Wakefield Street	*No Stopping At All Times*	*Southern side, commencing 97.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 4 metres*
Wakefield Street	*No Stopping At All Times*	*Northern side, commencing 35.4 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 37 metres*
Wakefield Street	*No Stopping At All Times*	*Northern side, commencing 80.3 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 27 metres*

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Wakefield Street	*No Stopping At All Times*	*Northern side, commencing 137.2 metres south-east of its intersection with Victoria Street (Grid coordinates X= 1,748,730.05, Y=5,427,670.57m) and extending in a south-easterly direction for 19 metres*

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*Metered Parking, P120 Monday-Friday 8am-5pm, P180 Monday-Friday 5pm-8pm, P180 Saturday and Sunday 8am-8pm*	*Southern side, commencing 19.3 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 36 metres (6 car parks)*
Wakefield Street	*Metered Parking, P120 Monday-Friday 8am-5pm, P180 Monday-Friday 5pm-8pm, P180 Saturday and Sunday 8am-8pm*	*Southern side, commencing 113.1 metres north-west of its intersection with Cuba Street (Grid coordinates X=1,748,839.80m Y=5,427,527m) and extending in a north-westerly direction for 18 metres (3 car parks)*

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	*Raised Pedestrian Zebra Crossing*	*Outside 110 Wakefield Street, 74.3 metres south-east of its intersection with Victoria Street (Grid coordinates X=1,748,727.36m Y=5,427,649.7m) and is 4 metres wide*

Prepared By:	Farzad Zamani	**Program Manager (Team Leader Traffic & Resolutions)**
Approved By:	Kate Gourdie	
Approved Date:	2/07/2025	

Feedback Received

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Feedback Received

Name: Harris
Suburb: Miramar
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street. We appreciate your support on the proposed changes.

Name: Thomas
Suburb: Mount Victoria
Agree: Yes

The previous configuration was inadequate when there were popular events in the town hall. I believe this will have a positive impact. However, this will only be beneficial if there is adequate nearby parking, which means that the James Smith carpark reactivation is critical to the change being beneficial.

Officer Response:

Thank you for taking the time to provide feedback on TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street. James Smith carpark will be fully open by end of 2025 and add circa of 700 car parking spaces to this area.

Name: Jo
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street. We appreciate your support on the proposed changes.

Feedback Received

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Name: Mark
Suburb: Wellington Central
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street. We appreciate your support on the proposed changes.

Name: Jonathan
Suburb: Brooklyn
Agree: Yes

Strongly support the wider footpaths.
The loading zones at footpath level are a good idea as they provide more footpath space when not in use.
It would have been better to include bike lanes.
Please also fix the intersection of Victoria and Mercer Streets, it's been impossible to safely walk north-south on the eastern side of Victoria Street for too long.

Officer Response:

Thank you for taking the time to provide feedback on TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street. We appreciate your support on the proposed changes.

Considering the complex needs of large venues present on this street, and the existing and approved bike Network Plan, bike lanes are not considered for this street and is out of scope for this traffic resolution. Additionally, the Mercer and Victoria Street intersection is also out of scope for these changes. However, we appreciate your feedback and will be considered for future improvements.

We are proposing a change in your area

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Kia ora,

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

Reference	TR121-25 Te Ngākau Precinct Street Scape – Harris Street
Location – where we propose to make the change	The entirety of Harris Street
What we'd like to do	• Build out the kerb line 42 metres and 9.3 metres on Northern side, 24.25 metres and 80 metres on Southern side • Remove All Parking Spaces on the Both sides • Remove 8.5 metres, 10.5 metres, 24.5 metres and 14 metres of No Stopping Line on Northern side • Remove 5 metres,18 metres,8.5 metres and 10 metres of No Stopping Line on Southern side • Install 19.5 metre long Police Parking (three parking spaces) on Northern side • Install 12.5 metre long Metered Parking (two parking spaces) on Northern side • Install perpendicular Courtesy Crossing • Install 7.5 metre long Metered Mobility Parking (One parking space) on the Northen side • Install 12 metre long Metered Parking (two parking spaces) on Southern side • Install 6.2 metre long P10 Parking (One parking space) At All Times on Southern side • Install 9 metres,15metres,45metres and 27metres No Stopping Line on Northern side • Install 5metres, 25metres and 33 metres of No Stopping Line on Southern side • Install 14.4 metre long Metered Mobility Parking (two parking spaces) on the Southern side • Install 30 metre long P30 Tour Buses Parking (two parking spaces) on the Southern side
Why we are proposing the change.	• These changes are part of the Te Ngakau Streetscape Project which is poised to significantly enhance the urban environment within the Te Ngakau precinct in Wellington, which coincides with the opening of several key civic facilities, including the new Wellington Central Library (Te Matapihi), the Wellington Town Hall, and the Wellington City Council offices at 68 Jervois Quay. • This project is vital in catering to the increasing demand for public amenities and improved pedestrian and roading infrastructures. • The changes will also provide improved pick-up, drop-off and accessibility facilities to ensure equitable access to the Te Ngākau precinct for all users.

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	• Harris Street serves as an essential thoroughfare within this precinct. Ensuring its transformation into vibrant, accessible spaces aligns with the objectives set out by the Wellington City Council (WCC). • The streetscape design will integrate landscaping elements and civil improvements to facilitate better traffic flow, safety, and aesthetic appeal in the area, while also contributing to the overall urban renewal of Wellington.
Impact	• Improves safety and accessibility for vehicles and pedestrians • Net parking impact - removal of 21 metered, times vary car parking bays - removal of seven P10 parking bays from 8am to 6pm at Mon-Fri on Southern side, Metered Parking at other times - addition of four metered, times vary car parking bays - addition of one P10 loading bay • Proposed total 13 parking bays, include four Metered Parking, three Police Parking, three Metered Mobility Parking, two P30 Tour Buses Parking and one P10 Parking. • Pedestrian Impact: Positive. An additional pedestrian courtesy crossing, along with the widened footpath, would enhance accessibility and visibility when crossing Harris Street to and from Te Ngākau, thereby improving safety.
Other options considered	**Option 1:** • Angled courtesy crossing • Two P10 parking bays on the southern side • Kerb build out on the southern side of the intersection between Harris Street and Jervois Quay This option was reviewed and had the following challenges/issues: • The angled crossing reduces visibility, increases crossing distance, and is more difficult for pedestrians with mobility impairments. • The two P10 parking bays significantly reduce the size of the garden. • The proposed kerb shape cannot accommodate the left-turning movement of vehicles entering Harris Street. **Option 2:** • Increase the width of the driveways along the corridor. • Retain the existing kerb on both sides of the pedestrian crossing at intersection between Harris Street and Jervois Quay. This option was reviewed and had the following challenges/issues: • The garden size has been reduced. • The shape of the tie in kerb may cause drainage issue.
How this relates to the parking policy	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport to move more people driving fewer vehicles. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.

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	• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	• Average daily traffic count: ○ Harris Street: 2573 (2020 data) • Annual parking revenue impact - $50,872.40 (Estimated average revenue loss based on a loss of 17 metered parking spaces) • 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 the 11 July 2025 and finishes at 5.00 pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28th of August 2025. 3. If approved, the proposal will be installed within the following six months.

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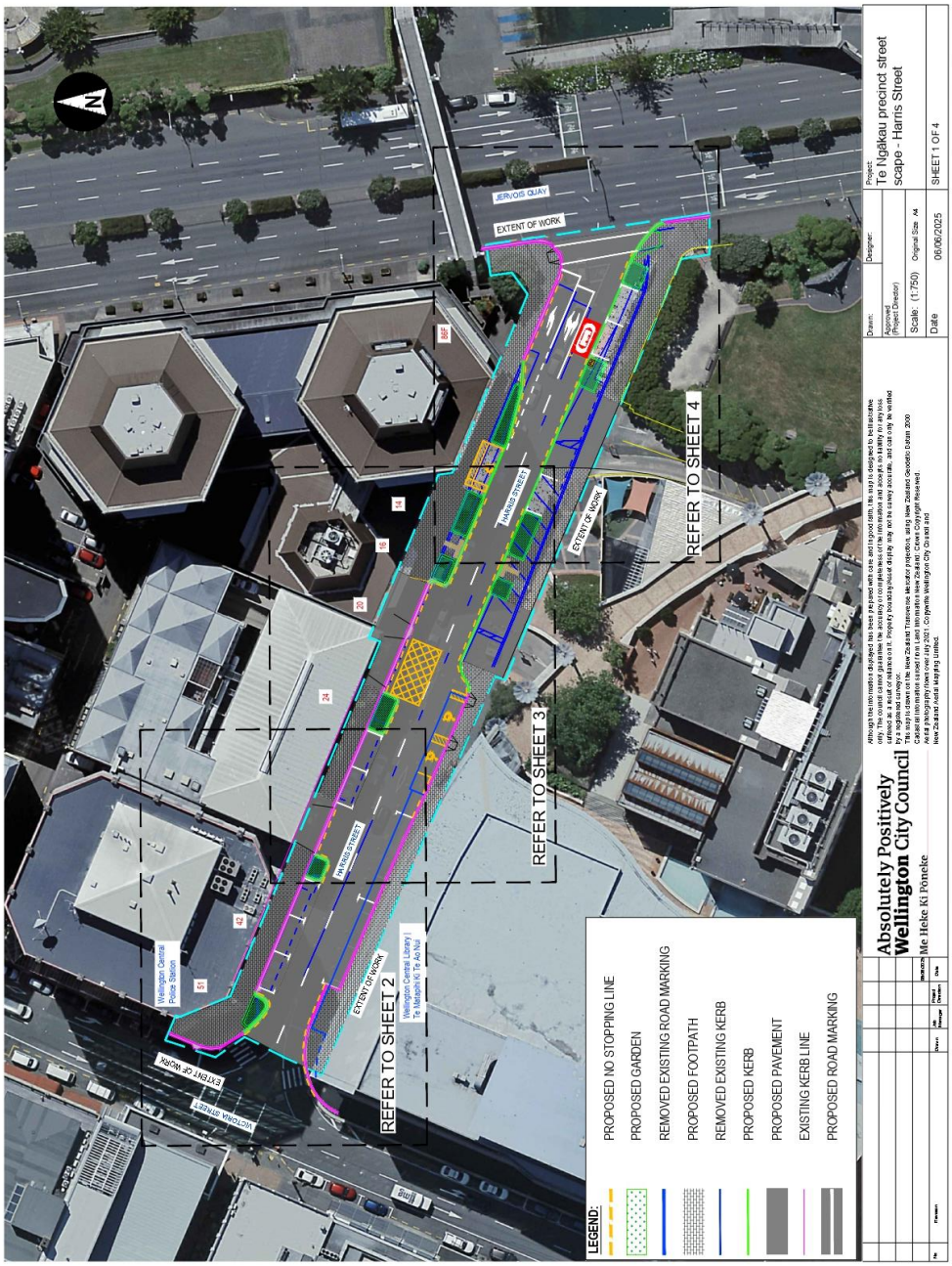
Traffic Resolution Plan: TR121-25 Te Ngākau precinct street scape – Harris Street



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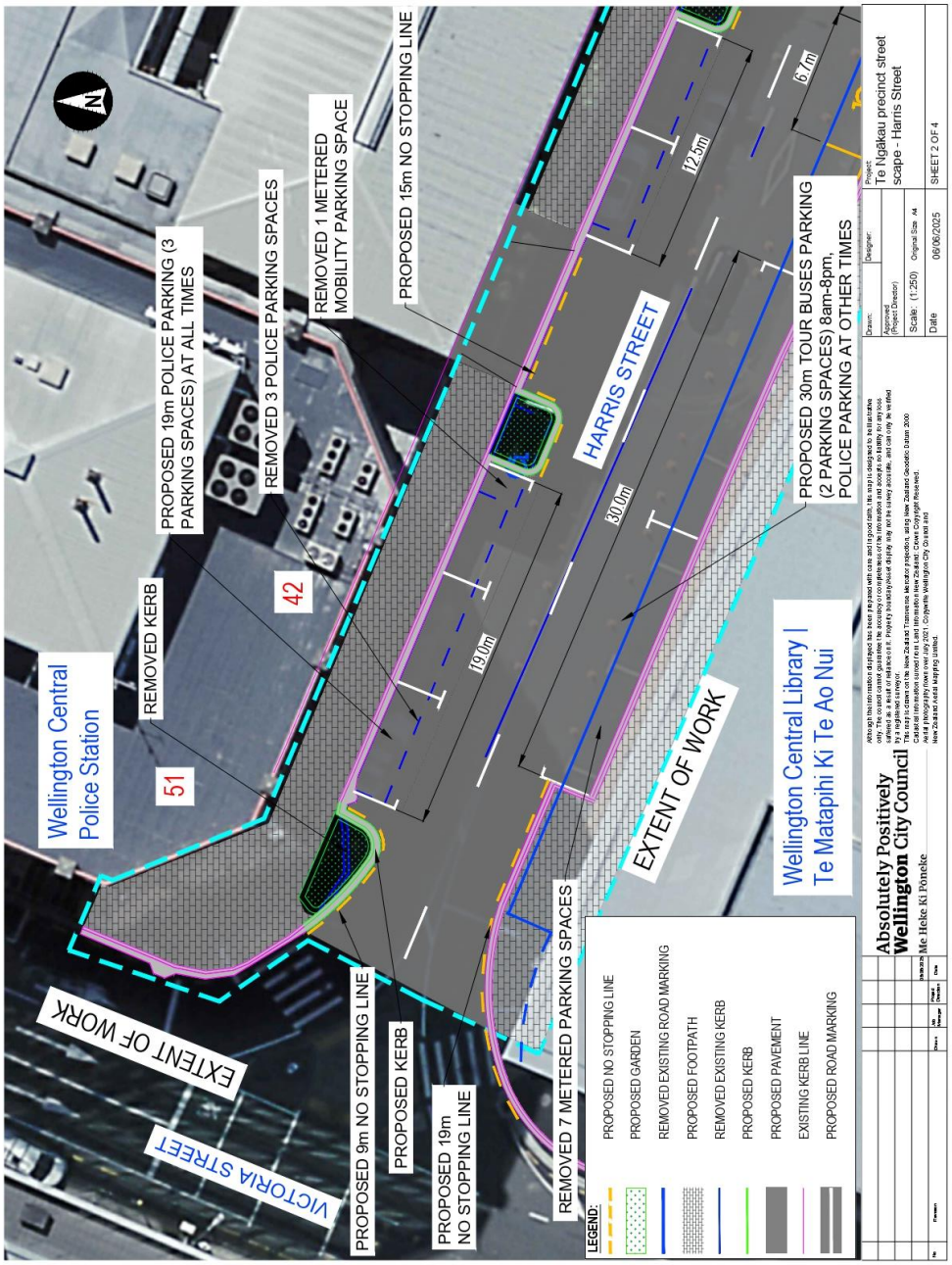
Traffic Resolution Plan: TR121-25 Te Ngākau precinct street scape – Harris Street



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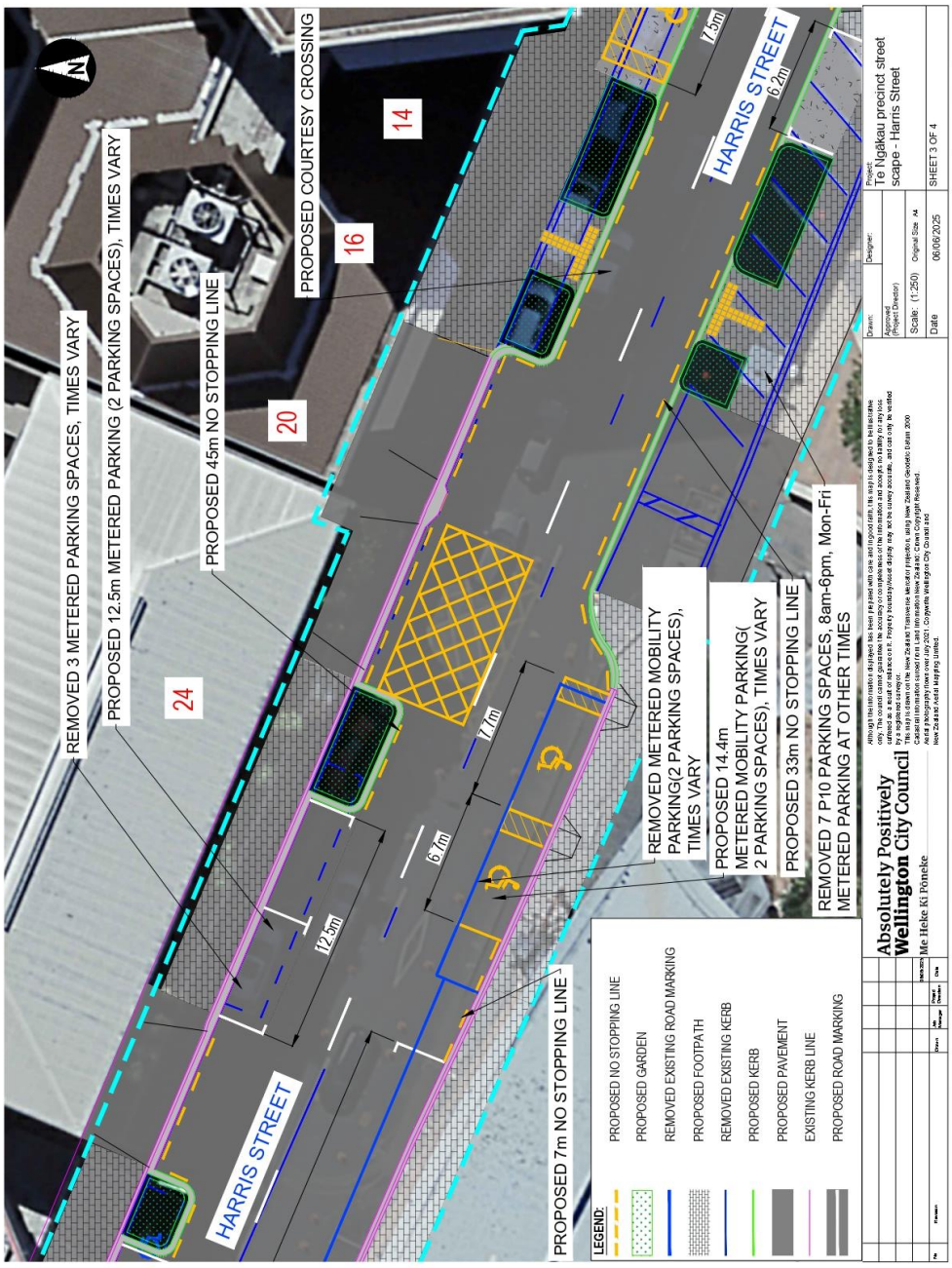
Traffic Resolution Plan: TR121-25 Te Ngākau precinct street scape – Harris Street



We are proposing a change in your area

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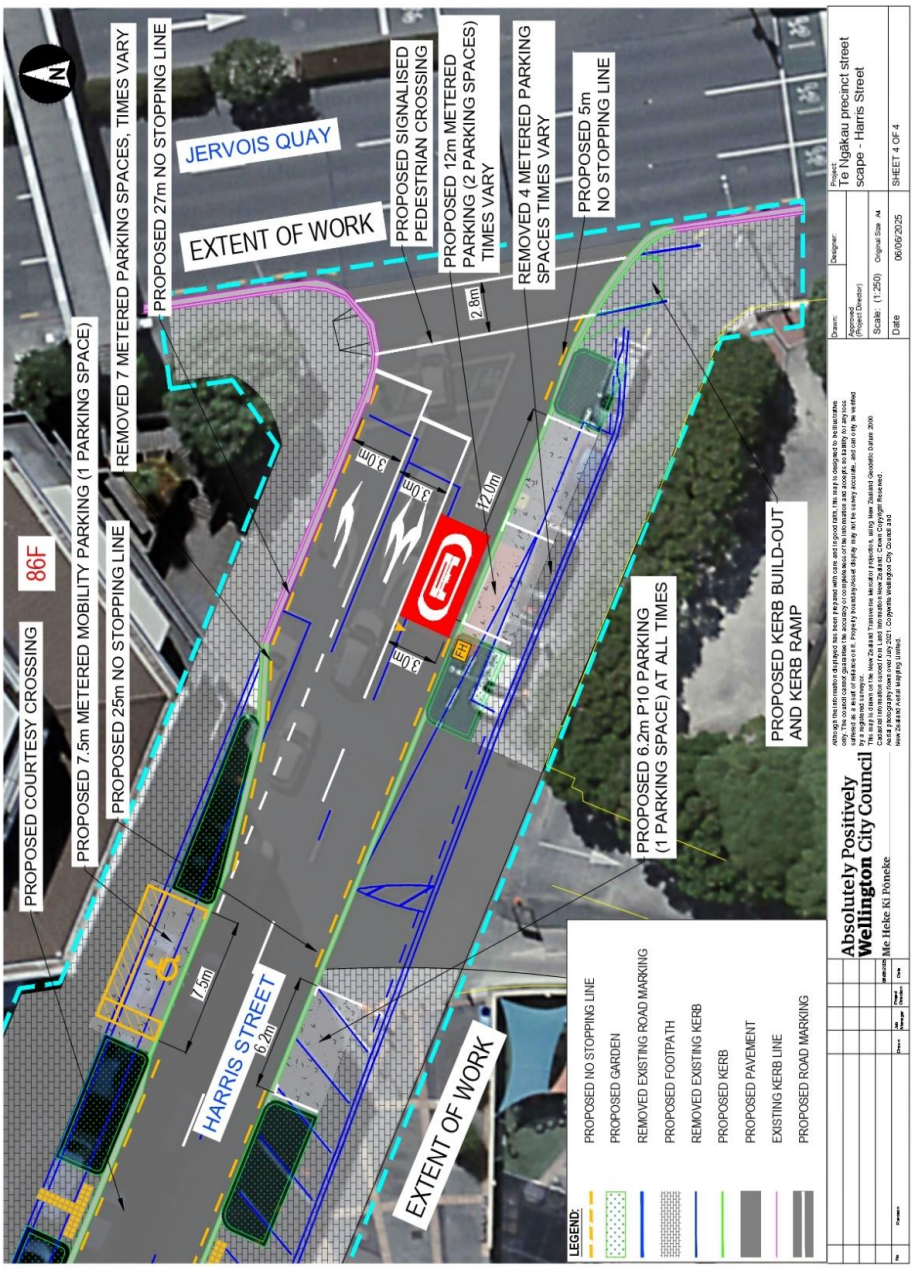
Traffic Resolution Plan: TR121-25 Te Ngākau precinct street scape – Harris Street



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Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*P10 Time Limited Parking, Monday-Friday 8am-6pm, Metered Parking At Other Times*	*Southwest side, commencing 48 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 20.5 metres. (7 angle carparks)*

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*Police Parking, At All Times*	*Northeast side, commencing 114 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5m, y= 5427730.8m), and extending in a north-westerly direction following the kerb line for 17.5 metres. (3 parallel car parks).*
Harris Street	*Metered Mobility Parking At All Times, P120 Maximum, Monday to Friday 8:00am – 5:00pm* *P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm*	*Northeast side, commencing 109 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 5 metres.*
Harris Street	*Metered Mobility Parking At All Times, P120 Maximum, Monday to Friday 8:00am – 5:00pm* *P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm*	*South side, commencing 49 metres east of its intersection with Victoria Street (Grid co-ordinates x= 1,748,765.94m, y=5,427,776.78m), and extending in an easterly direction for 13.4 metres following the southern kerbline. (2 spaces)*

Harris Street	*Bus Parking, P30 Time Limited At All Times*	*South side, commencing 12 metres east of its intersection with Victoria Street (Grid co-ordinates x= 1,748,765.94m, y=5,427,776.78m), and extending in an easterly direction for 30 metres following the southern kerbline. (2 spaces)*

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*No Stopping At All Times*	*Northeast side, commencing 131.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 9 metres.*
Harris Street	*No Stopping At All Times*	*Northern side, commencing 40 metres east of its intersection with Victoria Street (Grid coordinates X= 400054.43m Y= 801481.82m) and extending in an easterly direction following the northern kerb line for 10.5 metres.*
Harris Street	*No Stopping At All Times*	*Northeast side, commencing 98 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 11 metres.*
Harris Street	*No Stopping At All Times*	*Northeast side, commencing 59.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 20 metres.*
Harris Street	*No Stopping At All Times*	*Northeast side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 12.5 metres.*
Harris Street	*No Stopping At All Times*	*Southwest side, commencing 29 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 19 metres.*

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Harris Street	*No Stopping At All Times*	*Southwest side, commencing 68.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 13 metres.*
Harris Street	*No Stopping At All Times*	*Southwest side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 2.5 metres.*

Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Northeast side, commencing 79.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 18.5 metres. (3 parallel carparks)*
Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Northeast side, commencing 19.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 40 metres. (7 parallel carparks)*
Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Southwest side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 22 metres. (4 parallel carparks)*
Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday to Sunday 8am – 8pm*	*Southwest side, commencing 98.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 41.5 metres. (7 parallel carparks)*

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Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*Pedestrian Crossing*	*At its intersection with Jervois Quay, with a length of 18 metres.*

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*P10 Time Limited Parking, At All Times*	*Southern side, commencing 44 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 6.2 metres (1 parking space)*

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*Police Parking, At All Times*	*Northern side, commencing 16.7 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,772.67m, Y=5,427,793.62m) and extending in an easterly direction following the northern kerb line for 19.5 metres (3 parking spaces).*
Harris Street	*Mobility Parking, Metered P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Northern side, commencing 104.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 7.5 metres (1 parking space).*
Harris Street	*Mobility Parking, Metered P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Southern side, commencing 81 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in an westerly direction following the southern kerb line for 14.4 metres (2 parking spaces).*

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Harris Street	*Tour Bus Parking, P30 8am-8pm Monday-Sunday, Police parking, At All Other Times*	*Southern side, commencing 102 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in an westerly direction following the southern kerb line for 30 metres (2 parking spaces).*

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

Column One	Column Two	Column Three
Harris Street	*No Stopping At All Times*	*Northern side, commencing 8.3 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 9 metres.*
Harris Street	*No Stopping At All Times*	*Northern side, commencing 36.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 15 metres.*
Harris Street	*No Stopping At All Times*	*Northern side, commencing 62.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 45 metres.*
Harris Street	*No Stopping At All Times*	*Northern side, commencing 115.5 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m and extending in an easterly direction following the northern kerb line for 27 metres.*
Harris Street	*No Stopping At All Times*	*Southern side, commencing 5.5 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 5 metres.*
Harris Street	*No Stopping At All Times*	*Southern side, commencing 23.5 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m)and extending in a westerly direction following the southern kerb line for 25 metres.*

Harris Street	*No Stopping At All Times*	*Southern side, commencing 50 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 33 metres.*
Harris Street	*No Stopping At All Times*	*Southern side, commencing 96 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 7 metres.*
Harris Street	*No Stopping At All Times*	*Southern side, commencing 132 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 19 metres.*

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Northern side, commencing 49 metres east of its intersection with Victoria Street (Grid coordinates X= 1,748,902.5m, Y= 5,427,730.8m) and extending in an easterly direction following the northern kerb line for 12.5 metres (2 parking spaces).*
Harris Street	*Metered Parking, P120 Monday – Friday 8am – 5pm, P180 Monday – Friday 5pm – 8pm, P180 Saturday and Sunday 8am – 8pm*	*Southern side, commencing 11 metres west of its intersection with Jervois Quay (Grid coordinates X=1,748,904.03m, Y = 55,27,714.82m) and extending in a westerly direction following the southern kerb line for 12 metres (2 parking spaces).*

Prepared By:	Farzad Zamani	**Program Manager (Team Leader Traffic & Resolutions)**
Approved By:	Kate Gourdie	
Approved Date:	2/07/2025	

Feedback Received

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Feedback Received

Name: Harris
Suburb: Miramar
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR121-25 Te Ngākau Precinct Street Scape – Harris Street. We appreciate your support on the proposed changes.

Name: Thomas
Suburb: Mount Victoria
Agree: Yes

While I approve this change, it does concern me that it significantly reduces accessibility to mobility-challenged people who cannot cope with walking great distances; three parking spaces is a nominal amount in that, during popular events, they will quickly be filled and mobility-challenged people (such as a certain friend of mine) will be forced to find parks at a great distance. Of course, a full reinstatement of the James Smith car-park would greatly mitigate this issue as it is sufficiently close, and sufficiently capacious.

Officer Response:

Thank you for taking the time to provide feedback on TR121-25 Te Ngākau Precinct Street Scape – Harris Street. We appreciate your support on the proposed changes.

In response in relation to accessible car parks, Te Matapihi Central Library has 4 accessible car parks which can be accessed by the public. In addition, there will be 2 more accessible car parks on Victoria Street by the Te Matapihi Central Library main entrance. As stated in your feedback, James Smith Car Park will add another 700 car parking spaces in addition to 288 and 18 car park spaces in Lombard Lane and Bond Street Car Park.

Name: Jack
Suburb: Hataitai
Agree: No

This TR is written in quite a confusing way. The "net parking impact" section is a bit confusing. Eg. "-
removal of 21 metered, times vary car parking bays
- addition of four metered, times vary car parking bays"

So is it minus 21 parks? Or minus 17 parks? Or a secret third thing.

Overall, whatever the parking impact, I think this TR is ok. It will be great for the area once the parking underneath Te Matapihi opens again.

I also think the courtesy crossing should have a middle island for pedestrians. It feels not great to narrow the street width, install a non giveway crossing, and have pedestrians in the middle of the road potentially.

I hope this TR takes into account the removal of the city to sea bridge, so that the streetscape work here only has to be done once :)

Officer Response:

Thank you for taking the time to provide feedback on TR121-25 Te Ngākau Precinct Street Scape – Harris Street.

There is net impact of loss of 16 car parks, to improve pedestrian safety and reduce the impact on the police operations considering the significant increase in pedestrian traffic following the changes in Te Ngakau Precinct and the council accommodation moving to Harris St. There are number of parking buildings around the precinct that adequately address the concerns raised about the number of car parks. The pedestrian crossing in the middle of Harris street is a courtesy crossing to improve safety, however, the safest way to cross the street is to utilise signalised crossings at both ends of Harris Street.

We are unable to add a middle island due to limited width of the street and the maneuvering of police car (when they need to use the opposite lane in case of an emergency) and to encourage pedestrians to use signalised crossings at times they feel safer to do so. We have considered the implication of the decision of City to Sea Bridge and the design would allow for future changes when needed.

Name: Mark
Suburb: Wellington Central
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR121-25 Te Ngākau Precinct Street Scape – Harris Street. We appreciate your support on the proposed changes.

Feedback Received

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Name: Brock
Suburb: Island Bay
Agree: Yes

Would like to see non-mobility on-street parking removed and used for trees etc, given the ample off street parking available on the same street.

Officer Response:

Thank you for taking the time to provide feedback on TR121-25 Te Ngākau Precinct Street Scape – Harris Street. We appreciate your support on the proposed changes.

We have significantly increased the number of trees in the street. We cannot remove any further car parks to make sure that the venues and buildings are accessible to all users.

Name: Jonathan
Suburb: Brooklyn
Agree: Yes

Strongly support the wider footpaths.
Would have been good to install a bike crossing from the waterfront (like the one at Willeston Street)

Officer Response:

Thank you for taking the time to provide feedback on TR121-25 Te Ngākau Precinct Street Scape – Harris Street. We appreciate your support on the proposed changes.

The bike crossing from the waterfront is outside the scope of this Traffic Resolution however we will consider this as part of other projects in the future.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Reference	TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times
Location – where we propose to make the change	Queens Drive – outside nos. 111 to 141 Queens Drive, Tavistock Road & Wha Street intersection Queens Drive and Endeavour Street intersection
What we'd like to do	• Install No Stopping At All Times (Broken Yellow Lines) along Queens Drive outside no. 111 to no. 115 and no. 135 to no. 141. • Install No Stopping At All Times (Broken Yellow Lines) at the Queens Drive, Tavistock Road and Wha Street intersection to incorporate Speed Humps and shift the Limit Line at Tavistock Road • Change the Queens Drive and Endeavour Street intersection into a Give Way Control intersection • Install No Stopping at All Times (Broken Yellow Lines) around the two corners of Endeavour Street
Why we are proposing the change	• Following work in your area over many years to help make Kilbirnie, Rongotai and Lyall Bay safer for everyone, Council officers were informed of safety concerns along Queens Drive. These related to increased traffic and speeding issues and poor driving behaviours along Queens Drive particularly south of the intersection with Wha Street and Tavistock Road. Intersections with Wha Street and Tavistock Road experienced poor safe sightlines and dangerous drivers' behaviour, including dangerous U-turns at intersections. • Design changes aimed at addressing these specific safety issues were proposed and consulted on in April 2025. However, following public feedback and concerns raised during the consultation for TR32-25 Queens Drive, Lyall Bay – No Stopping At All Times & Give Way Control, the proposal was deferred for further consideration and to address the feedback initially received. • This new Traffic Resolution is a revised proposal developed to address the key concerns raised through the earlier consultation. The updated design reflects a balanced response to the overall community feedback, and includes reducing the No Stopping At All Times (Broken Yellow Lines) along Queens Drive South, proposal for installing Speed Humps instead of Speed Cushions and variation in road marking at Queen Drive/Tavistock Road/Wha Street intersection and at Queens Drive and Endeavour Street intersection. • As part of the revision process, we carried out a pre-consultation with the directly affected residents in June 2025. • Based on the feedback received, officers are proposing the following: 1. To improve safety and accessibility, the installation of No Stopping At All Times (Broken Yellow Lines) in the following areas: a. Queens Drive: outside no. 111 to no. 115 and no.135 to no.141

We are proposing a change in your area

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	b. Queens Drive: outside no. 92, no. 95 to no. 99, no. 98, and no. 103 to no. 105 c. Endeavour Street: outside no. 1 to no. 3 and outside no. 12 2. A Give Way Control is proposed at the Endeavour Street approach with Queens Drive.
Impact	**Improvements** • Improves safety and accessibility along Queens Drive at intersections with Wha St, Tavistock Road, and Endeavour Street • Improves safer turning movements • Improves driver visibility at intersections by providing unobstructed sight lines • Traffic calming to reduce vehicle speeds **Net Parking Impact** • Remove a total of nine unrestricted legal parking spaces. At Queens Drive, between no.103 and 105, two parking spaces are removed, between no.98 and no.100, two parking spaces are removed, outside no.92, two parking spaces are removed and between no.95 and no.99, two parking spaces are removed. At Queens Drive and Endeavour Street intersection, between no.1 and no.3 at Endeavour Street, one parking space is removed. **Pedestrian impact** • Positive, decreasing vehicle speeds, making it safer and more accessible for pedestrians.
Other options considered	**Option 1:** • Install speed cushions with accompanying road markings on Queens Drive at the intersections with Tavistock Road and Wha Street. This option is not preferred as it may negatively affect the comfort of other road users. **Option 2:** • Install a refuge island at the Queens Drive, Tavistock Road and Wha Street intersection, and at the Queens Drive and Endeavour Street intersection. This option is not preferred as it doesn't accommodate the turning requirements for large vehicles. **Option 3:** • Install Right turning bay at the Queens Drive, Tavistock Road and Wha Street intersection with road markings. This option is not preferred as it doesn't sufficiently improve poor sight lines from the side roads.
How this relates to the parking policy	• 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	• 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/
Privacy	• 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	• 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 9.00am Friday 11 July 2025 and finishes at 5.00pm Friday 25 July 2025.**
Next Steps	1. Feedback collated by Monday 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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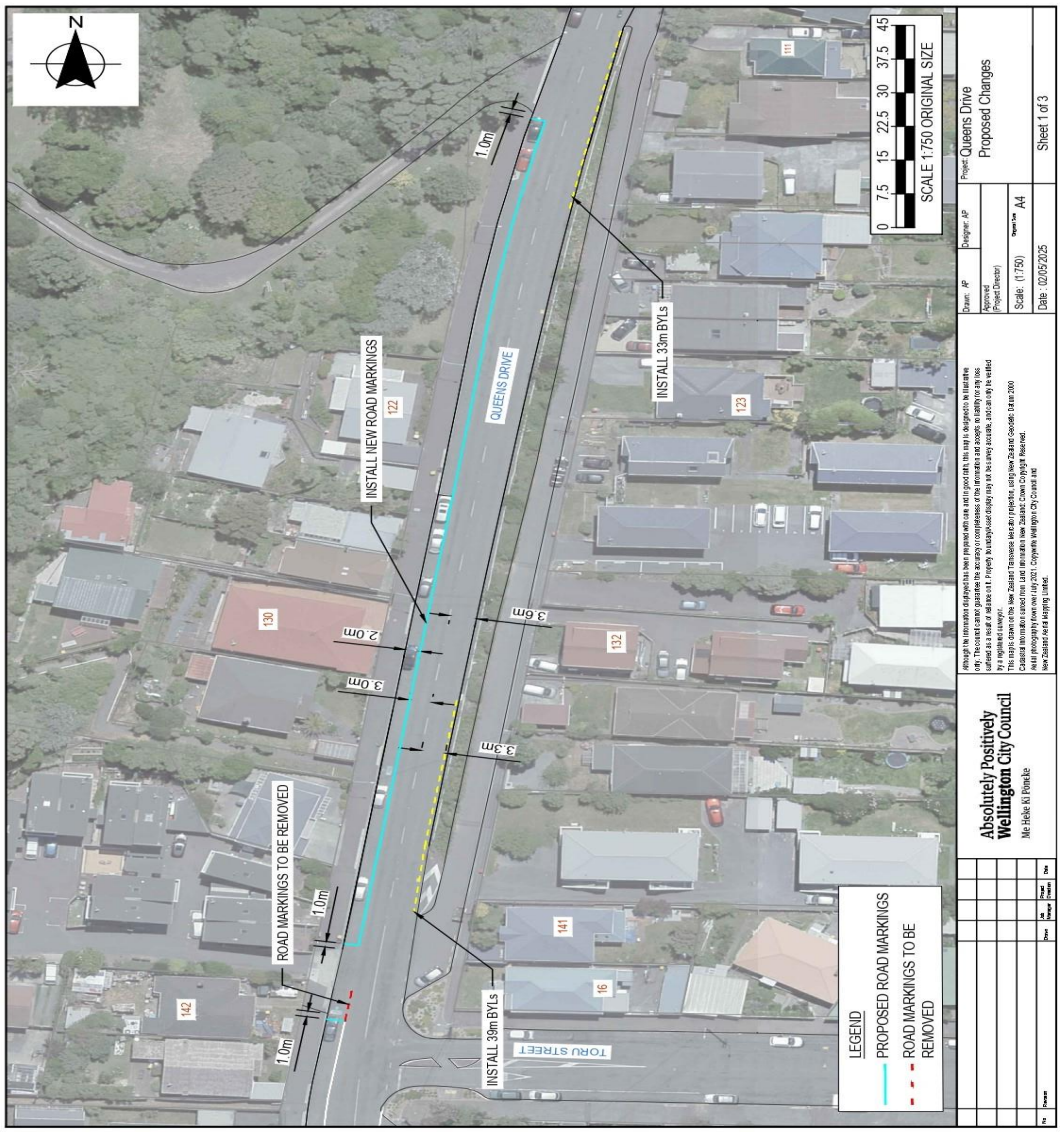
Me Heke Ki Pōneke

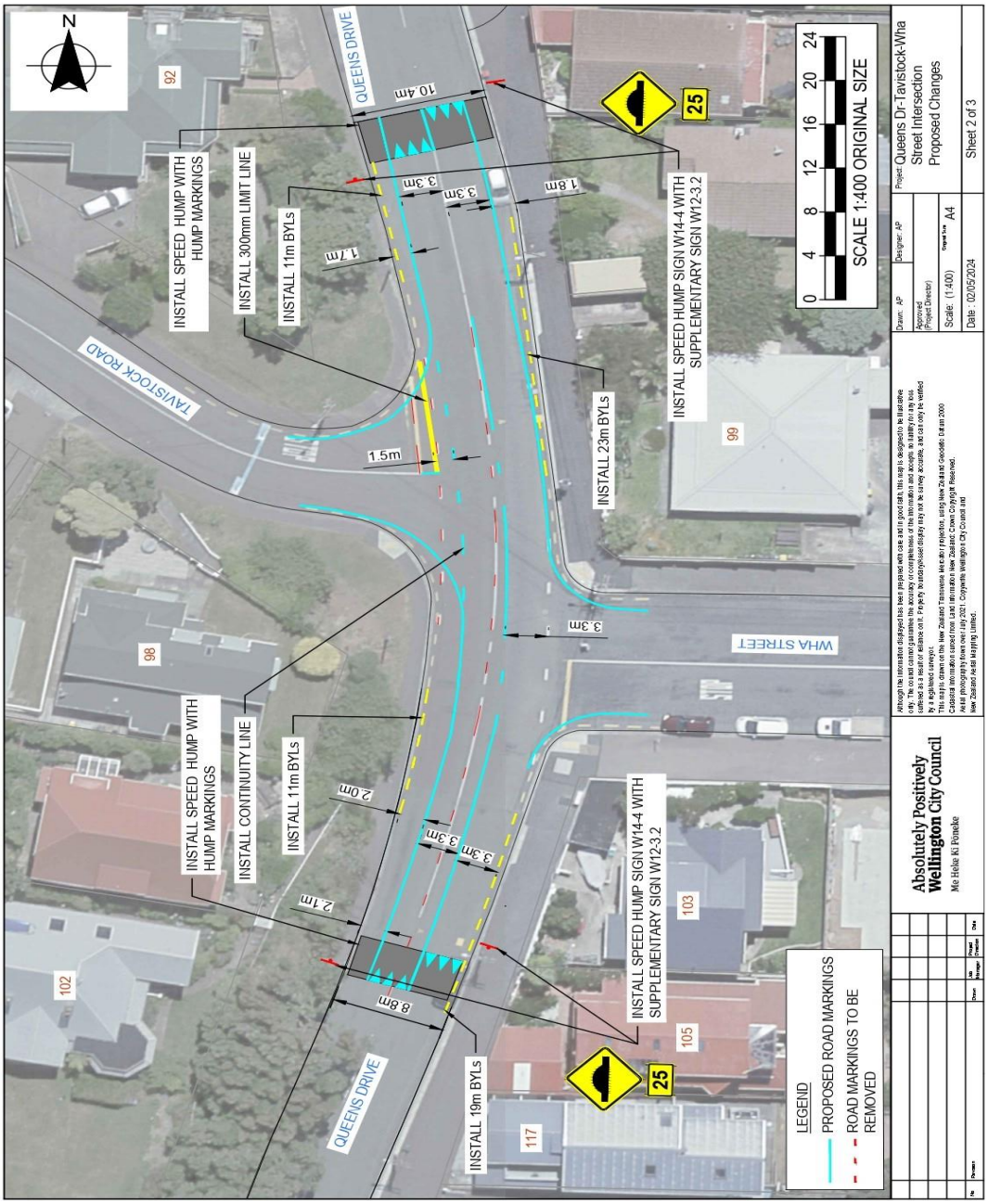
Traffic Resolution Plan: TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

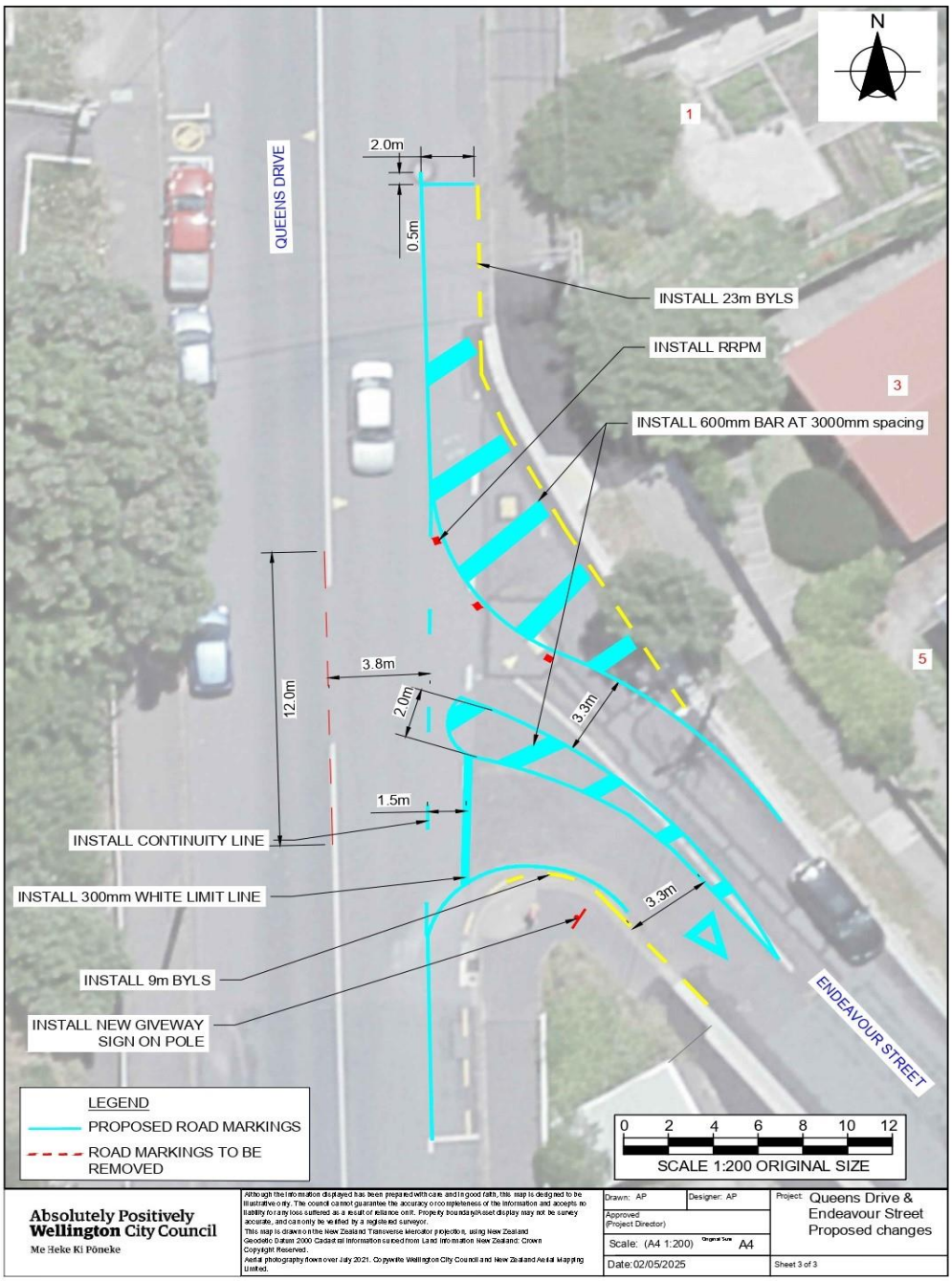
Traffic Resolution Plan: TR122-25 Queens Drive, Lyall Bay - Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times



We are proposing a change in your area

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Legal Description:

Add to Schedule G (Giveway & Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wha Street	*Stop Control*	*Wha Street at its east bound approach to its intersection with Queens Drive*
Tavistock Road	*Stop Control*	*Tavistock Road at its west bound approach to its intersection with Queens Drive*
Endeavour Street	*Give Way control*	*Endeavour Street at its east bound approach to its intersection with Queens Drive*

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

Column One	Column Two	Column Three
Queens Drive	*No Stopping At All Times*	*North-East side, commencing 27 metres from its intersection with Toru Street (Grid coordinates x= 1,749,952.176m, y= 5,423,279.968m) and extending in a north-easterly direction following the south-eastern kerb line for 39 metres.*
Queens Drive	*No Stopping At All Times*	*North-East side, commencing 158 metres from its intersection with Toru Street (Grid coordinates x= 1,749,952.176m, y= 5,423,279.968m) and extending in a north-easterly direction following the south-eastern kerb line for 33 metres.*
Queens Drive	*No Stopping At All Times*	*South side, commencing 8 metres from its intersection with Wha Street (Grid coordinates x= 1,750,003.518m, y= 5,423,526.272m) and extending in a southerly direction following the eastern kerb line for 19 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Queens Drive	*No Stopping At All Times*	*South side, commencing 14 metres from its intersection with Tavistock Street (Grid coordinates x= 1,749,995.240m, y= 5,423,543.992m) and extending in a southerly direction following the western kerb line for 11 metres.*
Queens Drive	*No Stopping At All Times*	*South side, commencing 11 metres from its intersection with Wha Street (Grid coordinates x= 1,750,004.222m, y= 5,423,538.662m) and extending in a northerly direction following the eastern kerb line for 23 metres.*
Queens Drive	*No Stopping At All Times*	*South side, commencing 8 metres from its intersection with Tavistock Street (Grid coordinates x= 1,749,993.077m, y= 5,423,560.028m) and extending in a northerly direction following the western kerb line for 11 metres.*
Endeavour Street	*No Stopping At All Times*	*East side, commencing at South-east of its intersection with Queens Drive (Grid coordinates x=1,750,081.177m, y= 5,423,931.306m) and extending in a south easterly direction following the southern kerb line for 9 metres.*
Endeavour Street	*No Stopping At All Times*	*East side, commencing at its intersection with Queens Drive (Grid coordinates x= 1,750,081.665.m, y= 5,423,947.382m) and extending in a north easterly direction following the eastern kerb line for 15 metres.*
Queens Drive	*No Stopping At All Times*	*North side, commencing at its intersection with Endeavour Street (Grid coordinates x= 1,750,081.665.m, y= 5,423,947.382m) and extending in a northerly direction following the eastern kerb line for 8 metres.*

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	26/06/2025	

Feedback Received

Name: Theo
Suburb: Lyall Bay
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. Thank you for your support of the proposed changes.

Name: Lorna
Suburb: Island Bay
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. Thank you for your support of the proposed changes.

Name: Ron
Suburb: Lyall Bay
Agree: Yes/No

Traffic down Queens Drive has increased quite considerably since Freyberg Street has been made into a non-through Street. I see the valid reasons for this with Lyall Bay School being there, but this had the effect of cutting down the options for people to drive to the beach, and Queens Drive has become a busier thoroughfare because of it - and sure some of the traffic does speed. Hence I can see the need for traffic calming - and therefore the addition of speed bumps.

But I can't see the value or reason for most of the yellow lines that have been proposed and adding them will cause other problems which I think are more concerning. There are a lot of townhouse units now down Queens Drive and parking for the homeowners and beach goers is at a premium

Feedback Received

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already with many cars having to park on the street. I can't see the value of preventing cars parking where the No Stopping At All Times yellow lines are proposed to go, and in fact will create another problem of where to park for the homeowners. To add to the shortage of parking spaces will be a real problem.

So in my opinion - Speed bumps YES, Yellow lines where proposed NO.

Thanks for your consideration of my thoughts.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

Regarding the Broken Yellow Lines (BYLs), please note that they are proposed only at the entry and exit points of the slip lane to maintain clear sightlines for vehicles merging onto the busy Queens Drive and to enhance visibility at nearby intersections. This is a safety measure and is not intended to significantly impact parking availability.

Thanks again for your thoughtful feedback and support.

Name: Michelle
Suburb: Lyall Bay
Agree: Yes/No

I have been made aware of Queens Drive safety improvements which are so welcoming as a resident [redacted]. It is great to hear of these improvements as over the past 13 years as a resident here, we have been met with fast / speeding vehicles and it has been quite dangerous for adults and children to cross the road.

I appreciate the areas that are noted for 4 new speed bumps and wish to raise a slight concern with the speed bump located south of Cruickshank Street. This is a great spot however has there been any consideration for another speed bump between Cruickshank and Endeavour Street? This corner is the area where vehicles increase speed up to the corner of Queens and Freyberg and it is a very dangerous area for the public to cross as there are cars both ways and also vehicles exiting from Endeavour Street. This area of the street has many residents parking here due to access to their houses that are pedestrian access only and there have often been near misses along this area. The area I note is marked in yellow below.

Consideration on this would be greatly appreciated and thank you again for improving this area of Kilbirnie / Lyall Bay to make the streets safer.

Officer Response:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

We appreciate your concern regarding vehicle speeds between Cruickshank and Endeavour Streets and the risks posed at that location. At this stage, there are no plans for an additional speed hump in that section. The current proposal will first be implemented and vehicle speeds monitored. If speeding continues to be an issue, the Transport Team will review the area and consider further measures if needed.

Thanks again for your thoughtful feedback and support in helping make the area safer for everyone.

Name: Lina
Suburb: Miramar
Agree: No

I am not in favor of anymore speed humps. Already I have traverse 14 in my trips from work to home. I am in favor of the comfort options.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

We understand the inconvenience additional speed humps may cause, especially when you already encounter several on your commute. The proposal aims to address safety concerns in the area that have been raised by the community.

We appreciate your time and input.

Name: Matt
Suburb: Kilbirnie
Agree: Yes

These look like great measures towards ensuring safer journeys in this neighbourhood. Queens drive ends up being a bypass for Onepu drive that people very often speed along.

If anything I'd be happy with more measures. Of note, I'd really like to see a raised crossing at the start of Queens drive, at the intersection between Queens drive and Coutts st. I use this crossing very regularly with my two young children and am often nearly run over by people taking no notice of the pedestrian crossing, as they use this route to bypass kilbirnie, and take no notice of the 30kph

Feedback Received

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speed restrictions or the pedestrian crossing. Ive put countless community roadwatch complaints in for this matter, but that seems an ambulance at the bottom of the hill to a bigger problem.
The raised crossing is currently out of scope of this project at this stage, but your suggestion is noted, and this area can be monitored for potential future safety improvements.

Thanks for all you're doing in these projects, greatly appreciate all the effort that goes into it. We love the cycleways that help with our journey to Kilbirnie school, our children feel much safer using these. (please link the last part soon, St Pats school to Kilbirnie School)

Also if there is any further traffic calming, near Cockburn st and Queens drive would be very welcome, trying to cross the st from endevour st to the pedestrian switchback that takes people up to imperial terrace is quite the roll of the dice with the speed that people are driving around the blind bend, especially when trying to get young children across the road.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

We acknowledge your concerns and will continue to monitor the area following the implementation of the current safety measures. If speeding persists or other safety issues arise, additional interventions may be explored in the areas you have highlighted.

We appreciate your support and engagement.

Name: Hugo
Suburb: Karori
Agree: No

Too many car parks are being lost across the city and suburbs. Additionally, there are far too many traffic calming measures being installed on key routes. These negatively impact comfort, journey times, emergency vehicle response time, are costly and are totally unnecessary.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times about your concerns regarding the impact of traffic calming measures and the reduction of on-street parking.

We understand that changes such as speed humps and parking restrictions can affect comfort, travel times, and perceptions of convenience. These measures are only proposed where there is a demonstrated need to address safety issues, such as, crash history, or poor visibility particularly in areas used by vulnerable road users like children, the elderly, and people walking or cycling.

We also aim to minimise the loss of parking wherever possible and assess emergency access as part of the design process to ensure services can still respond effectively.

Name: Anne
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

Name: Mark
Suburb: Lyall Bay
Agree: Yes

I agree that the junction of Queens Drive , Wha street and Taverstock road requires additional visibility and traffic calming. However I am concerned that once past that junction the through traffic on Queens drive will accelerate north from #92 onwards towards the raised crossing outside Lyall Bay school decelerate (hopefully) then accelerate again towards the junction of Queens drive and Lerwick terrace.

The traffic calming needs to be more consistent from Wha street a long Queens drive all the way to Childers Terrace. This means physical speed humps or speed cameras. The speed cameras could also enforce the variable speed limits around Lyall Bay School.

With the introduction of variable speed limits around Lyall Bay school we should end the trial of the low traffic neighbourhood on Freyberg street.

All of the additional traffic changes suggested in TR122-25 have come about because the dangerous junction at Queens drive / Wha St/ Taverstock has been ignored previously. The problem was further exacerbated by closing one end of Freyberg street and constricting traffic on Onepu road. This forced the remaining traffic to use Queens Drive as a rat run to Lyall Bay parade.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Regarding your concerns about safety at the intersection of Queens Drive with Wha Street and Tavistock Road, as well as your requests for more traffic calming measures along Queens Drive, once the current proposal is installed, vehicle speeds will be monitored. If speeding persists, the Transport Team will review the data and consider further measures if needed. Ensuring long-term safety and compliance is a key part of our process.

Regarding your comments on the Freyberg Street trial, consultation on this will take place next year, once we have measured the impact on the traffic calming on Queens Drive, if approved in August.

Once again, thank you for your input and support for improving road safety in the area.

Name: Chaya
Suburb: Lyall Bay
Agree: No

To reduce traffic on queens drive, simply re open freyberg street. Also remove cycle lane on onepu. This will allow more traffic flow, and make it safer for cyclists too.

I learnt to ride in wellington before the cycle lanes. And as a cyclist I find the cycle lanes more dangerous than simply following the rode code.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times and your experiences as a cyclist in Wellington.

Regarding your comments on the Freyberg Street trial, consultation on this will take place next year, once we have measured the impact on the traffic calming on Queens Drive, if approved in August. While opinions on cycle lanes vary, their design is based on national guidelines. While we acknowledge some people feel confident riding with traffic, there has been an increase in cycling in Kilbirnie since their installation, indicating they are making more people feel comfortable to cycle.

Once again, thank you for your input and support for improving road safety in the area.

Name: Jay
Suburb: Island Bay
Agree: Yes

No comment.

Officer Response:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. Thank you for your support of the proposed changes.

Name: Eli
Suburb:
Agree: Yes/No

I am writing in response to TR122-25, the proposed changes along Queens drive. I want to first thank the council for taking up this initiative. The project is important. I live along Queens Dr. near Endeavor street and the road is extremely dangerous. It is well documented it has become a main thoroughfare for through traffic to Lyall Bay and the South Coast since the closure of Freyburg st for the safe streets initiative. Unlike some of my neighbours I am well in favor of that initiative and think it has made Freyburg much nicer. However, the add on effect (as is documented in this proposal) is that the entire length of Queens drive has become much more unsafe.

In fact, this is not my first response to concerns about Queens drive. I contacted the council about it starting in August of 2024 (with continuing conversation throughout the last year). I was prompted to contact the council about this after our parked car in December of 2023 and after subsequently observing the changing conditions on the street as it has increasingly become the main pathway through the area following the important safety improvements along Onepu and Freyburg. In my opinion, this project couldn't come at a better time. In fact, just tonight my neighbour's parked car was hit on Queens drive opposite Endeavour street by a driver going too fast around the corner heading north past Lyall bay school. It is only a matter of time before there is a serious injury in the area, so this project couldn't come soon enough.

With that said, I have a few concerns with the proposed plan because I do not think it adequately addresses one of the most unsafe parts of the street.

1. I do not think the give way sign/parking changes from Endeavour st on to Queens dr are sufficient to make that dangerous stretch (where both my car and my neighbour's car have been hit) safer. The issue in this area is not traffic turning from Endeavour to Queens, but rather speeding traffic heading on Queens who are driving too fast for the configuration. They are unable to see traffic merging from Endeavour but also moving too fast through that wide section of the road for the safety of pedestrians and cars parked there. This is important because the area is a main route to Lyall bay school and provides overflow parking for the Mosque, which is evident every Friday during afternoon prayer.
2. The proposed speed humps at Tavistock and Wha street do not address the safety concerns further north on Queens Drive between Freyburg and Cockburn Street. I agree with these proposed speed humps but do not think they are adequate for addressing the safety issues along the length of Queens drive.

Potential additions to the proposed plans are any of the following:

1. Raised zebra crossing or speed hump south of Endeavour street to slow northbound traffic as it hits the widest section of road and Southbound traffic as the road narrows considerably before

Feedback Received

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Lerwick terr. and a speed hump at Cockburn St. This would make the crossing safer for worshipers at the mosque who park at this end of the street during busy times (particularly Friday prayers) and for people walking from Queens drive to access Lyall Bay School.
2. A speed hump before the Freyburg st intersection with Queens and a raised Zebra Crossing at Cockburn to connect the sidewalk on Queens drive with the Leone Gill pathway. This would ahve the effect of slowing traffic along this dangerou stretch and making the Leone Gill pathway more accessible. It would also improve the safety for worshippers attending prayers who have to park further down Queens drive at busy times at the mosque.
3. A speed hump at Cockburn and at Freyburg. This is a more minimal approach but at the very least it would reduce the overall speed along the corridor.

These efforts to mitigate driver's speed are preferable to the proposed islands which would limit the size of vehicles that can access this important stretch of road. They would also make the area safer for pedestrians and for the vehicles that need to be parked on Queens because homes lack driveways.

Protecting the stretch of Queens drive between Cockburn and Freyburg is crucial because these are high use areas and it also comprises the widest stretch of road. In the last 18 months there have been *at least* two documented occasions in which parked cars were hit at high speed. I am very hopeful that this effort with some modification can reduce the possibility of this happening again and, hopefully, eliminate the possibility of worse outcomes for our neighbourhood. Thanks you for considering these amendments to your current plan.

Supplementary from a separate email:

Our parked car was hit on Queens drive on December 16th 2023. Our neighbours car was hit on July 23, 2025.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times and for your continued engagement with Council on this matter.

We acknowledge your concerns regarding vehicle speeds and road safety near the Endeavour Street intersection, particularly in light of the recent incidents involving parked vehicles. Your feedback highlights valid community concerns, particularly given the area's proximity to Lyall Bay School, the Mosque, and the Leone Gill pathway.

As part of our assessment process, Council staff conducted three days of peak-period site observations at both the Tavistock/Queens Drive and Endeavour/Queens Drive intersections. This allowed us to collect targeted data and understand driver behaviour along the wider corridor. Based on these observations, vertical deflection devices (speed humps) have been proposed at the Tavistock/Queens Drive and Wha Street intersection where the data and site conditions most strongly supported intervention.

You've raised the idea of additional interventions, such as raised zebra crossings or speed humps near Endeavour Street and Cockburn Street. These are effective tools under the right conditions, and we'd like to clarify the criteria we consider when assessing the suitability of raised crossings, including:

- Pedestrian demand, especially by vulnerable users (e.g., children, elderly)
- Proximity to key destinations such as schools, places of worship, and public transport
- Crash history or recorded near-misses
- Traffic volume and observed speeds
- Sightlines and road geometry

While we agree this area experiences high pedestrian activity at times, particularly during school and Friday prayer periods, current data does not support the immediate installation of additional speed humps or a raised crossing in this location. There is no recent crash history involving pedestrians, and speed data in this area was not identified as critical compared to other parts of Queens Drive.

However, following the implementation of the current proposal, the Transport team will continue to monitor this section of Queens Drive. If vehicle speeds remain high or additional safety concerns arise, we will revisit the area to assess the need for further interventions such as raised crossings or additional vertical treatments.

Thank you again for your thoughtful and locally informed feedback. Your input is invaluable in helping us deliver effective, community-responsive transport solutions.

Name: Mary-Anne
Suburb:
Agree: No

Thank you for opportunity to provide feedback in another version of your proposed changes to Queens Drive, Lyall Bay. **TR122-25**

I note on the front page of this WCC document it is stated "*..following work in your area over many years to help make Kilbirnie, Rongotai and Lyall Bay safer for everyone*". There will be many that would disagree with this. Residents have collectively and individually unsuccessfully pleaded with WCC to make Queens Drive safer for many years. There are many that feel that the only reason WCC is taking action is because of the controversy around the Freyberg Street closure that has defined one street as the "neighbourhood".

I'm afraid the current WCC plan (TR122-25) falls rather short on making some parts of Queens Drive safer, in fact, unfortunately some of the proposed changes could do the opposite and worsen safety concerns. While WCC may continue to cancel these concern with the phrases used previously e.g. "a balanced response" or "the views of the wider community" – it doesn't solve the safety issue itself.

As a long term resident on Queens Drive (I have lived at 4 different addresses), I do have some positive feedback to give, but there are concerns about some features of the design and the piece meal approach.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Queens Drive between 46 and 82 Queens Drive

My main concern is the stretch of road between numbers **46 and 82 Queens Drive**. This is where Queens Drive is at its narrowest, it is undulating, and it is twisting. There have been crashes on this section of road that, as long-term residents, we have attended. We have even had to use our own vehicles to protect crash sites (while cars continued to overtake the scene at speed). Many of these crashes are not reported to police - but they definitely happen. WCC proposal contains no suggestions for improvements to reduce speed on this section of road – its is ignored.

There is now a raised crossing on this section of road – installed after many of years of residents campaigning to council and being ignored. This raised crossing, in isolation, has done little to reduce the speed of some vehicles (the problem ones) on this stretch of Queens Drive. There are cars that approach it (from both directions) like it's a launching pad. We have also witnessed cars overtaking on the crossing (annoyed at other vehicles slowing).

In a previous WCC document it states there is "increased traffic and speeding issues and poor driving behaviour" at the northern and southern end of Queens Drive.

Do you believe that these same badly behaved drivers get to the section of road between numbers 46 and 82 Queens Drive (the narrow, twisting part of Queens Drive) and they say "Oh let's drive safely through here"? I can assure you they don't – we have attended the crashes.

The problem that we foresee is that if you only reduce speed in a piecemeal way, cars will speed further on the sections that do not have speed reduction measures.

There has been research undertaken with respect to this effect:

"…Speeding between speed humps is a common issue. While speed humps are designed to reduce overall speeds, some drivers accelerate between them, potentially leading to increased noise and even damage to the road surface. Studies suggest that the interval between speed humps can influence speeds, with longer intervals potentially encouraging faster driving…" 1

"*…The main results reveal that speed increases with an interval between speed humps of up to 200 m at approximately 60 km/h…" 1*

The above study provides an evidence-based prediction of what will happen if WCC reduces speed at Tavistock Road and also down at the Mosque end, but let's cars continue to rip through the narrow section in between these points (including past a location of an entrance to the school).

PLEASE can you, at the VERY LEAST add 2 sets of speed cushions between 46 and 82 Queens Drive – ONE either side of the raised pedestrian crossing to the school entrance. If you are unwilling to make the safer with speed cushions, install a speed camera.

I drove along Chaytor Street today (the main road to Karori) and speed cushions are installed there - it is not even a residential area and there is no school. The section of Queens Drive I am referring to above is highly residential and there IS a school.

I see you have another consultation about installing flashing lights with the intention of reducing speed in this section of road around school start/finish times (now a legal requirement). Flashing lights will just be **window dressing** – it won't be enough – just like the current "school zone" flashing lights have had absolutely no effect. I would suggest that WCC needs to take responsibility for the increased traffic volumes (many vehicles now using it as a rat run) and install physical speed reduction measures that actually work.

Endeavor Street/Queens Drive Intersection:

In respect to the proposed 'improvements' to the Endeavor Street intersection with Queens Drive. I would classify adding a Give Way sign as a 'page filler' suggestion. Of course drivers already give way here (with or without a formal sign). What I can't comprehend is how changing the markings to make cars that exit Endeavor Street perform a wider longer turn is going to be safer? I would suggest that this is going to cause MORE crashes. Vehicles exiting Endeavor onto Queens Drive will continue to scramble to avoid oncoming speeding cars (from both directions) that they have little time to see. Seriously, we've given up trying to tell WCC that the only solution is to slow vehicles down on the approach to that intersection. Time will be the judge as to how that proposed change will play out for road safety.

Tavistock/Wha Street Intersection:

Thank you for taking measures to make this dangerous intersection safer. I'm not sure why changing from speed cushions to speed humps was necessary to improve "the comfort of other road users". I would have thought speed cushions were sufficient and just as 'comfortable". Thank you for ditching the plan to add those blue zones (in the original plan) – ditching those has probably saved a life.

Regards

Mary-Anne

References:

1. A large-scale study on the speed-calming effect of speed humps, September 2020. Transactions on Transport Sciences 11(2):28-38 DOI:10.5507/tots.2020.006

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. The options in the proposal were prepared based on site observations conducted by Council staff over multiple peak periods, assessing driver behaviour, traffic conditions, and key safety risks.

We appreciate your support for parts of the proposal and your detailed concerns, particularly regarding the section between 46 and 82 Queens Drive. This stretch is narrow and winding, and we acknowledge the local experiences you've described.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

However, based on current data:

- There are no recorded crashes in this section over the past five years,
- No speed count data is currently available,
- A raised pedestrian crossing is already in place at 72 Queens Drive.

At this time, the data does not support installing additional speed cushions or humps in this section. The existing raised crossing is approximately 167m from the next proposed device, which aligns with standard spacing for effective speed calming.

We understand concerns about speeding between devices. After the proposed changes are installed, we will monitor vehicle speeds along the full corridor. If speeding persists, further interventions, including physical measures or enforcement options, will be considered.

Regarding the Endeavour Street intersection, the proposed Give Way sign and hatched road markings are designed to:

- Improve sightlines and visibility for vehicles turning out of Endeavour Street,
- Encourage vehicles turning from Queens Drive into Endeavour Street to slow down, improving safety for all users at this currently tight and visually restricted intersection.

Thank you again for your engagement and commitment to road safety.

Name: Dagmawi
Suburb:
Agree: Yes

I agreed because having crucial impact stated as improvement of safety and accessibility along Queens Drive at intersections with Wha St, Tavistock Road, and Endeavour Street, and also improves safer turning movements, improves driver visibility at intersections by providing unobstructed sight lines, traffic calming to reduce vehicle speeds. Regarding Net Parking Impact deals with the utilization of spaces effectively and efficiently. Last but not least, pedestrian impact which is positive and decreasing vehicle speeds, making it safer and more accessible for pedestrians.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. We appreciate your support on the proposed changes.

Name: Richard
Suburb:
Agree: Yes/No

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

This is in response to WCC proposal TR122-25 Queens Drive, Lyall Bay. It is your latest proposal where submissions are accepted by 25.7.25.

Re below my reply to Gordana Savic on a previous letter dated 13.6.25. I would like a response or even better an opportunity to question some of your reasoning on the following:

a) initially a policy of no speed humps at all and now suddenly a backflip proposing speed humps.

b) more importantly in your latest proposal no mention of the traffic volume on Queens Drive stated in previous WCC proposals of 5,000 vehicles per day. Queens Drive is probably 60% of the road is not built for those volumes because of its narrow and winding areas. Your proposals have not addressed this at all and my suggestion of reopening the widest and straightest street in Lyall Bay ie Freyberg Street has been totally ignored, without a response of constructive reasoning behind this. Opening this street would divert some of the traffic away from Queens Drive and lessen the risk of major accidents. Lyall Bay school has two entrances, one on Freyberg St and the other on Queens Drive. Those children using Queens Drive have a huge element of risk crossing the road especially during peak times and lessening the traffic volumes would lessen the risk of possible major injuries or worse.

I cannot understand this road closure and its future impact that could happen with more road accidents, injuries and worse.
Where are the council's priorities?

I am happy to discuss this and would like an opportunity, to talk to policy makers and ask what brings about these decisions and what their priorities are.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

Speed humps have now been proposed based on the community feedback obtained during the last TR consultation. While past guidance generally discouraged the use of humps, the current design reflects a more targeted approach to improve safety where warranted. Speed interventions are applied in parts, where site conditions and data support them.

Regarding your concerns about traffic volumes, we acknowledge that parts of Queens Drive experience high volumes, with narrower and more winding sections particularly affected. The proposed changes aim to calm traffic and improve pedestrian safety along key sections. Should speeding or safety concerns persist, further interventions may be considered in the future.

Regarding your comments on the Freyberg Street trial, consultation on this will take place next year, once we have measured the impact of the traffic calming on Queens Drive, if approved in August.

Thank you again for your engagement and commitment to road safety.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Amanda
Suburb:
Agree: Yes/No

I am writing in response to the latest traffic change proposals for Queens Drive, Lyall Bay TR122-25.

After 30 years of contacting the WCC requesting traffic solutions for Queens Drive in respect to safety, traffic speed and especially the very dangerous intersection that I live on, the intersection of Queens Drive with Wha Street and Tavistock Road, I welcome the proposed changes in the hope that it will reduce the number of accidents (both reported and unreported of which there are many), near misses and speed on Queens Drive, and through the intersection where I live, as well as going a small way to improve vision on this intersection. I also welcome the changes from the initial proposal in March 2025 with the removal of the blue areas at the top of Wha Street which would have restricted emergency and big vehicle access, and the upgrade from speed pillows to speed humps on Queens Drive. I am unclear on the Council's U-turn on speed humps, as for 30 years Queens Drive residents, including myself with my many discussions with WCC, have been told these were not an option and this was stated as recently as March 2025 in the initial Traffic proposal TR32-25 by Aswathy Prakash, that the installation of speed humps is 'not preferred as Council does not support the installaton of speed humps.' (p2).

However, this proposal does not go far enough. It does not address the fact that there are no calming measures for the narrowest and windiest area between Tavistock Road and Endeavour Street before Queens Drive widens slightly again, apart from the recently raised pedestrian crossing outside Lyall Bay School. This pedestrian crossing fails to slow traffic significantly, and I personally have been overtaken at least 4 times whilst driving across the pedestrian crossing. I have also been on the crossing as a pedestrian with cars failing to stop for me. And it is known driver behaviour that some drivers speed up after speed humps. It also does not address the southern end of Queens Drive, where driver behaviour is likely to speed up after crossing the proposed speed hump outside 100 Queens Drive, with no further traffic calming as the road beomes wider and straighter, with good vision down to the beach. This is an area of high pedestrian, bike and vehicle use, especially over the summer months as people access Lyall Bay Beach.

This proposal again entirely fails in addressing the tipping point for Queens Drive, the increase of traffic volume by 1,100 to around 5,000 vehcles daily, since the implementation of the Freyberg Street Safe Neighbourhood Trial. Freyberg Street was a wide straight road with good vision, no history of accidents, and carried a third of the traffic volume daily that Queens Drive did (an average of 1,291 traffic movements on weekdays on Freyberg Street versus 3,823 on Queens Drive on weekdays). Traffic movements after the implementation of the Freyberg Street closure resulted in a 59% reduction on Freyberg Street to 532 vehicle movements daily on weekdays and to 463 vehicle movements (63% reduction) over a 7 day average, with a vehicle movement increase of 30% on Queens Drive to 4,952 vehicles. This problem has been created by, and is the result of council decision making. This outcome of traffic diversion onto Queens Drive is acknowledged in the initial proposal TR32-25 from 6/3/25 (p1). Concerns regarding traffic volumes, speed and driver behaviour

pre-dated the changes but the increase in traffic volume has proved to be a tipping point. Queens Drive has a known accident history, and the narrow and windy sections especially are not designed for the traffic volumes that have been forced onto this road by the council's decision making.

I have asked on many occasions in my correspondence to the council, with no response, the most recent request in June 2025 to Gordana Savic, how it was identified and what was the methodology used, to determine that the safety of Freyberg Street residents was deemed so compromised that the street needed to be closed to through traffic, and that their safety was prioritised over that of Queens Drive residents, a Street where multiple residents had contacted council over the years about the safety of the actual road and driver behaviour, and with a known history of accidents**. I would like someone to answer this please.**

Whilst supporting changes to improve Queens Drive safety, and after 30 years of trying, I am saddened that the Council's response and actions seem only to be as a reult of the Freyberg Street Safe Neighbourhood Trial, and the Council's ongoing attempts to engineer its success. The council has never listened to my, or others, concerns about Queens Drive prior to this trial commencing, and the problems are now on steroids since the increased traffic volumes. The 'trial' has now been extended for another year, to total a 2 and a half year trial period. Something that needs to trial for 2 and a half years suggests that it is a failure, and that the council is trying to manufacture its desired outcome. The traffic volume increase on Queens Drive is again ignored with this proposal. As I have asked many times previously, and never received a response, could a sensible solution be to re-open Freyberg Street, with reduced speed limits outside the school during morning and afternoon drop-offs and pick -ups, and install traffic calming mesures in both Freyberg Street and Queens Drive, so that the traffic burden can be shared by both streets and neighbourhoods. Children access Lyall Bay School from both the Freyberg Street side and Queens Drive. For those children who have no option but to cross Queens Drive to get to school, especially those entering or leaving the school outside of the short patrolled period, they have to navigate crossing Queens Drive with a 5000 vehicle per day traffic load.

As I indicated when responding to the initial proposal TR32-25, I would welcome the chance to talk directly about the experience of living on Queens Drive, especially since the traffic volume increases, and as we are not part of a 'Safe Neighbourhood' like Freyberg Street residents and users are.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. We appreciate your long-standing engagement and your support for measures at the Tavistock Road/Wha Street intersection.

The proposed interventions are based on staff site observations, traffic conditions, and crash data. Speed interventions are generally implemented in targeted sections rather than continuous stretches, based on the road environment, available data, and design feasibility.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

We acknowledge your concerns regarding the narrow section between Tavistock Road and Endeavour Street. While this section includes a raised pedestrian crossing, current data (including reported crashes and speed information) does not support further intervention at this stage. However, the area will continue to be monitored, and if speeding persists, further measures can be considered.

Regarding the Freyberg Street Safe Neighbourhood Trial, this is a separate initiative and decisions around it are made independently of the Queens Drive proposal. For Freyberg Street trial, consultation on this will take place next year, once we have measured the impact on the traffic calming on Queens Drive, if approved in August.

Thank you again for your feedback and for contributing to the process.

Name: Jo
Suburb:
Agree: Yes/No

Hello,

I would like to provide feedback on the changes to Queens Drive. We have lived in our house for 18+ years so know the area very well.

When painting the broken yellow lines on the eastern side of Queens Drive between 111-115 and 135-141, please consider the entries/exits to the access road which runs parallel, to the east of Queens Drive between 113 and 141. When cars are parked on the western side of Queens Drive just opposite of the entries/exits, it makes it difficult to come and go to and from the access road. For example, in the picture provided on page 4 of the document, a car can be seen to be illegally parked at the end of the access road outside of 141, at an angle next to a garden bed, with yellow lines on the road-side. Cars parked here make it difficult when travelling south to then exit the access road when turning right towards the north. If the parking outside 138 and opposite 111 were removed, this would improve accessibility for turning into/out of the access road.

Could you please consider painting broken yellow lines along the access road itself?

Is there really a need to install a speed hump outside 92 Queens Drive when there is already a raised pedestrian crossing at 72 Queens Drive?

We regularly see/hear cars speeding on Queens Drive. The changes shown will alleviate some of the issues but doesn't address all of them. The long straight stretch from 112 Queens Drive down to Lyall Parade is where the majority of the speeding occurs and there appears to be no proposal to address this part of the road. Another speed cushion further down may help.

There's currently nowhere for pedestrians to safely cross Queens Drive anywhere south of Tavistock Street. If a raised pedestrian crossing was installed somewhere south of Toru Street then that would address the unsafe crossing and the speeding.

The changes made at the junction of Wha St and Freyberg St have improved the safety there, but the traffic refuge islands have had the biggest impact. Small children using these intersections are able to assess the risks of crossing more easily because they only need to look for one set of traffic at a time. The island also seems to slow traffic coming around the corner. Please consider a traffic island and yellow lines, rather than the large blue painted sections at the Wha/Queens Drive intersection. The footpath on either side of Wha St here is wide enough to consider narrowing it to make the road surface wider to accommodate turning requirements. If large vehicles struggle turning onto Wha St from Queens Drive, there is an easier turning point onto Toru St and there are fewer schoochildren crossing here and visibility is much better.

Please also consider painting broken yellow lines on the eastern side of Queens Drive opposite 46 to 52 Queens Drive. That part of the road is incredibly narrow and traffic frequently becomes one-way when cars are parked on either side. This is a reasonably recent occurrence.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. Thank you for your feedback on the proposed changes.

We acknowledge your concerns around vehicle access, speeding, and pedestrian safety. The proposed speed hump near 92 Queens Drive is intended to complement the existing raised crossing and help address long stretches of uninterrupted traffic flow. Speed interventions have been selected based on site observations and available data, and additional measures may be considered in the future if speeding issues persist.

Regarding your suggestions for additional broken yellow lines (BYLs), these fall outside the scope of this proposal. Requests for new BYLs must be made through a general enquiry to the Council, as they require separate investigation and community consultation, especially where parking removal is involved. However, we have passed these concerns along to be investigated further by the Transport Engineering team.

Your feedback on intersection and pedestrian safety near Toru Street and Wha Street has been noted for further consideration as part of future improvements.

Name: Brock
Suburb: Island Bay
Agree: Yes

The original TR said "Council doesn't support the installation of speed humps" – what changed?

Officer Response:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

Speed humps have now been proposed instead of speed cushions based on the community feedback obtained during the last TR consultation. While past guidance generally discouraged the use of humps, the current design reflects a more targeted approach to improve safety where warranted. Speed interventions are applied in parts, where site conditions and data support them.

Thank you again for your feedback and for contributing to the process.

Name: Jonathan
Suburb: Brooklyn
Agree: Yes

Exiting Tavistock Road feels quite risky because of the fast traffic and the bend of Queens Drive removing visibility. I think speed bumps at this intersection will make turning out of Tavistock Rd much safer.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times. Thank you for your support of the proposed changes.

Name: Robert
Suburb:
Agree: No

I've just read your proposal for the Tavistock/Wha St junction. I'm not convinced that your proposals will do anything to make exiting from Tavistock Rd any safer. There is a far simpler solution: put the stop sign on Queens Drive.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

We acknowledge your suggestion to install a Stop sign on Queens Drive to improve safety when exiting from Tavistock Road. However, as per Waka Kotahi NZ Transport Agency (NZTA) guidance, Stop and Give Way signs are intended for use on lower-priority (side) roads, not on main or through roads that carry heavier traffic volumes. Installing a stop sign on Queens Drive would not align with national traffic control standards and could introduce confusion or increase crash risk.

Assigning priority to the main road, in this case, Queens Drive aligns with national standards and supports safe and predictable road user behaviour.

We understand safety at this intersection is a concern, and that's why physical speed-reducing measures and road layout changes have been proposed to improve visibility and encourage safer speeds through the intersection, while maintaining appropriate priority controls.

Thank you again for your feedback and for contributing to the process.

Name: Deb
Suburb: Kilbirnie
Agree: No

All of this is completely unnecessary.

The majority of the extra (excess) traffic in Queens Drive is due to you closing off Freyberg Street.

It might have made Freyberg Street slightly safer - but how many incidents had there been there?

The main result of the trial was to make Queens Drive much more dangerous.

All you need to do is admit that the safe street trial in Freyberg Street has been a failure and end it.

Officer Response:

Thank you for taking the time to provide feedback on TR122-25 Queens Drive Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times.

Regarding the Freyberg Street Safe Neighbourhood Trial, this is a separate initiative and decisions around it are made independently of the Queens Drive proposal. For Freyberg Street trial, consultation on this will take place next year, once we have measured the impact on the traffic calming on Queens Drive, if approved in August.

Thank you again for your feedback and for contributing to the process.

TR119-25 - KARORI ROAD & GLENMORE ST - ROUTE 2 BUS IMPROVEMENTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the proposed Karori Road & Glenmore Street – Route 2 Bus Improvements Traffic Resolutions issued for consultation between the 11 July 2025 and 25 July 2025.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: Urban Form – A liveable and accessible, compact city; Transport our transport system to move more people with fewer vehicles.

Relevant previous decisions

3. As part of the Karori Connections Cycleway project, the Koata Hātepe - Regulatory Processes Committee in December 2023 approved the implementation of several bus stop changes in Karori. Further changes were identified following an Articulated Bus Trial in January 2025.

Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

5. This work is funded 50/50 by Wellington City Council and Greater Wellington Regional Council. Funding was approved in the Long Term Plans of both councils.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

6. The key strategic risk if this paper is not approved relates to partnership & relationship with Greater Wellington Regional Council, Wellington City Council's partner in this project. The identified project risks fall within the reputational, resourcing and budget areas.

Authors	Hamish Lobb, Project Manager Development Paul Barker, Street Transformation Manager Dan Ryan, Project Manager
Authoriser	Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Note the submissions shown in Attachment 1.
3. Agree to the following changes to the proposed traffic resolution TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements:
    3.1. Retain 2m of the existing no stopping at all times restrictions and install an additional 13m at 393 Karori Road to maintain safe sight lines for residents entering and exiting their driveways.
    3.2. Move the proposed bus stop and associated no stopping at all times restrictions outside 379 Karori Road, 15m west so that the head of the stop is now outside 381 Karori Road to provide increased kerb line for the buses to stop against improving accessibility for bus passengers.
    3.3. Move the proposed relocated bus stop 4324 and associated no stopping at all times restrictions in Marsden Village 9m west to avoid the bus doors opening into the utility pole or poles supporting the building awning.
4. Approve Traffic Resolution TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements, incorporating the changes set out in recommendation 3, pursuant to the provision of the Traffic and Parking Bylaw 2021.

Whakarāpopoto | Executive Summary

7. This report relates specifically to Karori Road & Glenmore Street – Route 2 Bus Improvements and recommends the Koata Hātepe | Regulatory Processes Committee adopt a traffic resolution to enable the development of high capacity stops to support the use of high-capacity buses on the busiest Metlink bus route in the city.
8. The bus improvements in the current traffic resolution (Karori Road & Glenmore Street – Route 2 Bus Improvements) are part of delivering the Bus Priority Action Plan and are being developed in partnership with Greater Wellington Regional Council (GWRC).
9. Route 2 – central city to Seatoun/Miramar bus improvements will be brought to Committee in 2026.
10. Public consultation on this traffic resolution was undertaken between 11 July and 25 July 2025.
11. All submissions are available for review in Attachment 1.
12. In total, 64 submissions were received through the Wellington City Council online form, paper form or directly by email. Of these 22 submissions were on matters not in scope for the traffic resolution and 42 submissions were related to matters in scope. Of the 42 submissions that were related to matters in scope, 14 were in support, 28 in opposition and there were no neutral submissions.
13. Key areas raised by those submissions in scope included removal of bus stops, loss of car parking, how buses and cycle lanes interact and articulated buses.

14. 21 of the 22 out of scope submissions relate to the removal of a bus stop on Karori Road near Tringham Street which was approved in December 2023 but is yet to be implemented.

15. Council officers have considered all matters raised in the submissions and have recommended the Committee adopt the traffic resolution with amendments to address issues and suggestions raised during consultation, where possible.

Takenga mai | Background

16. Karori is Wellington's largest residential suburb with a population of 15,000 (June 2024) and is 20–30 minutes bus from the Central City.

17. In the Karori Connections "How things are currently working survey analysis" dated June 2023, when asked "What is the main way you travel between Karori and the central city or other Wellington suburbs?" - 25% of respondents said they travelled by bus.

18. The Route 2 service is currently its highest patronised and most frequent service. In the 2022/23 financial year it became the first bus route in Wellington to exceed 3 million annual passenger trips. On a typical weekday, approximately 10,000 trips are taken on this route (Karori to Seatoun/Miramar).

19. With passenger numbers forecast to continue increasing, Metlink started investigating bus capacity options in 2021. In late 2022 electric articulated buses were identified as the preferred option to address forecast capacity issues on Route 2 due to tunnel height constraints at both ends making double decker buses not practicable.

20. The high-capacity bus stops proposed support two standard buses and/or an articulated bus, with appropriate entry and exit tapers. Where the bus stops are out of lane, any second standard bus will no longer block the lane.

21. Most of the capacity improvements at stops between Karori and the Central City were completed as part of the Karori Connections project, approved December 2023 and installed in 2024/2025.

22. The additional changes being proposed in this Traffic Resolution were identified during an articulated bus trial in early 2025 or were out of scope in the Karori Connections project.

23. The proposed changes for bus stops between the Central City and Miramar/Seatoun are proposed to come to Committee in 2026 for a decision post consultation.

Kōrerorero | Discussion

24. The projects objectives are to enable increased bus capacity along Route 2. Metlink are intending to introduce articulated buses or further increase the frequency of services using the existing fleet. To enable this to happen, and support an efficient public transport network, changes to bus stops are required which includes increasing the bus stop size and adding entry and exit tapers to the stop.

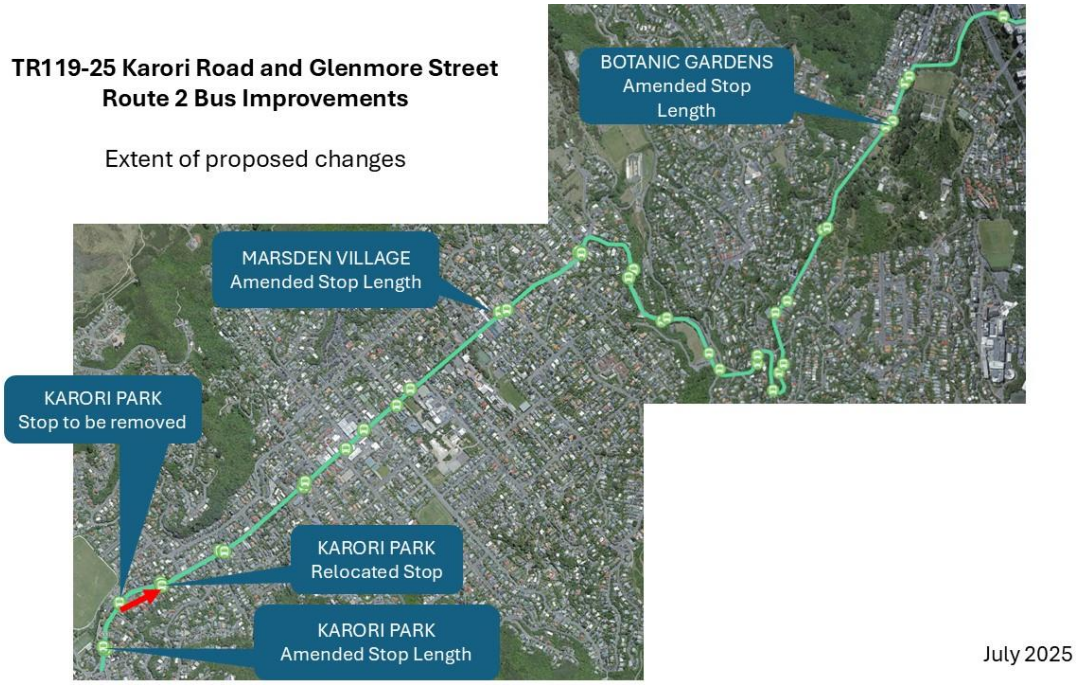
25. The proposed designs have been developed by technical experts, with input from public engagement and consultation, as well as both Councils' relevant subject matter experts. They are designed as a package of changes across the network from Karori to the Central City and should be read as such.

26. The new articulated buses are expected to be in operation on Route 2 from early 2027, however the need for more capacity on this route is already present and delivery of

these changes will enable Metlink to increase frequency and operate multiple buses at stops sooner.

27. Changes are proposed at four bus stop pairs. These are summarised and shown on the map below.

- Entry tapers (no stopping at all times) added to bus stops and bus stop length formalised.
- Karori Park Pavillion stop relocated east approximately 200m, with a new shelter installed in the city bound direction.
- Marsden Village stop length extended and moved approximately 8m east so the bus doesn't stop over the pedestrian crossing, with an exit taper (no stopping at all times) added to the bus stop. This requires removal of three P30 carparks.
- Botanic Gardens stop lengths increased, including removal of part of the kerb buildout in the Karori bound direction.



Summary of feedback from public consultation

28. A total of 64 submissions were received. Of these 22 submissions were on matters not in scope for the traffic resolution and 42 submissions were related to matters in scope.

29. Of the 42 submissions that were related to matters in scope, 14 were in support, 28 in opposition and there were no neutral submissions.

30. General themes from the consultation included the following:

- Removal of bus stops (related in scope bus stops)
- Removal of parking (general in Marsden Village and outside specific properties)

- How the bus stops / cyclelanes will work together, from a cyclist/bus patron safety perspective
- Articulated buses

31. Submitters in opposition of the removal of bus stops noted aspects such as people having to walk further, increased travel time, that the bus stops being removed are heavily used, removal of bus stops being a waste of money, that the new bus stops would negatively impact the residential properties they are outside, that they thought bus stops were being removed to enhance the cycleway, and current bus stops provide shelter.

32. Submitters in support of the removal of bus stops thought that rationalisation on Karori Road would be good as there are currently too many bus stops and that removing bus stops would speed up the service and noted that the bus stop changes looked good.

33. Some submitters commented on parking in general and noted such aspects as removing car parking would create more congestion, people would have to walk further when car parks are removed and that too many car parks had been removed in Karori in general.

34. Some submitters commented on parking related to specific properties. In particular 142 Karori Road (removal of car parks), 393-395 Karori Road (changing a bus stop to new car parks) and 145 Karori Road (removal of car parks). A recommendation is made in this paper with regards to the concern at 393-395 Karori Road.

35. Submissions relating to a reduction of 3 car parks at Marsden Village noted such aspects as this change would have a negative impact on businesses, a lack of place sensitive planning, the cumulative impact of removing car parks over time and that alternatives to permanent removal of car parks, such as clearways, exist.

36. Submitters who commented on how cycleways and aspects of buses worked stated in their submissions that it is vital to ensure cyclists are protected with these changes and to not minimise the width of current cycleways to reinstate car parks.

Out of scope items

37. Whilst articulated buses themselves are not part of the traffic resolution, changes provided in the traffic resolution do provide for this type of bus. Submitters therefore made some comments on this which included that they had been tried in other places, questioned their suitability on Wellington's streets, had questions about how would they turn corners properly and were concerned there is a risk they will exacerbate traffic congestion. Submitters also noted they would like to see the electric articulated buses in use.

38. The removal of the Karori Rd bus stops near Tringham St were resoluted by this Committee in December 2023, following public consultation and are therefore not included in the scope of this traffic resolution.

39. The changes in this proposed Traffic Resolution together with the resoluted changes from December 2023 increase the spacing between stops to approximately 250m from approximately 100m.

40. We received 21 submissions as part of this consultation appealing for the Tringham St's bus stop to be retained.

Kōwhiringa | Options

41. Metlink considered several options in 2022 to increase the capacity along Route 2. Options considered included increasing the frequency of services, adding new routes, changing existing routes to avoid the Karori tunnel and the introduction of articulated buses. All of these options would likely have required the introduction of high-capacity bus stops along Route 2. Double decker buses were considered, however these are unable to travel through the Karori and Seatoun tunnels. Road layout changes are therefore required to support the increase of capacity along Route 2.

42. The preferred option is to approve the traffic resolution with amendments as outlined in this report and as per recommendations 3 and 4.

43. The following options are also available:
    a) Approve the traffic resolution in part. It should be noted that the traffic resolutions as consulted on form a package of changes that best deliver on the bus priority action plan. These include high-capacity stops and other roading changes to provide for the use of higher capacity of buses. Approving the traffic resolution in part or making other changes would not necessarily achieve the network improvement required to support increased capacity along Route 2.
    b) Approve the traffic resolution with other amendments not outlined in this report. Officers have carefully considered the feedback received and changes that can reasonably be made in response that will still achieve the objectives of the decision to improve capacity. Advice will need to be provided on any specific amendments that may be proposed by elected members, including, for example, whether they would achieve the network improvement required or if they would require further consultation due to not being reasonably anticipated options within the current traffic resolution process.
    c) Decline the traffic resolution in full. The consequence of this option will be delay and may not (depending on what further work is required) enable the changes required of Wellington City Council as Road Controlling Authority to deliver the required infrastructure changes in time to introduce articulated buses on this route. Further work will likely be required to understand what else would be required in order to support increased capacity along this route and whether an alternative traffic resolution would be required.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

44. These improvements increase the transport network's capacity in enhancing public transport levels of service and therefore delivering on the Long-Term Plan's preferred approach to increased demand on a constrained transport network. These improvements are part of delivering on the Bus Priority Action Plan and are consistent with the Council's Parking Policy, the Spatial Plan, Te Atakura, and the Regional Land Transport Plan.

45. In partnering with Greater Wellington Regional Council these improvements are also consistent with their key strategies and plans and their Long-Term Plan commitments.

Engagement and Consultation

46. Engagement with the Karori Residents' Association and the Karori Business Association was undertaken prior to public consultation.

47. Prior to public consultation, officers also engaged with local businesses in Marsden Village to discuss the proposed changes and the rationale behind them. Where a business was closed or the owner unavailable a letter was left inviting to further engagement.

48. Public consultation on the proposed traffic resolutions was undertaken from 11 July 2025 to 25 July 2025.

49. The public consultation document included the following introductory statements "These changes would enable Metlink to introduce electric articulated buses on its Route 2 bus service. An articulated bus is a single-decker vehicle, with two carriages linked by a pivoting joint. These buses are longer and can therefore carry more passengers while still being able to manoeuvre through Wellington's winding roads. The changes we are proposing would enable articulated buses to move along the Route 2 stops on Karori Road and Glenmore Street. The changes would also improve the spacing between bus stops."

Māori Impact Statement

50. Officers have been meeting with Mataaho Aronui, the internal Māori Strategic Outcomes team to understand how best to integrate Tūpiki Ora the Māori strategy into Karori Road & Glenmore Street – Route 2 Bus Improvements, including engagement with mana whenua to gauge their interest in involvement in this work, noting it is mostly bus stop changes, minor infrastructure changes and road marking.

Financial implications

51. The budget for the Karori Road & Glenmore Street – Route 2 Bus Improvements project is $1.5 million. Given that Wellington City Council and Greater Wellington Regional Council are funding this project 50/50, Wellington City Council's share is estimated at $750,000. This will be confirmed following the design and costs being detailed and finalised.

52. There is sufficient CAPEX budgeted within the Long-Term Plans of Wellington City Council and Greater Wellington Regional Councils to enable this project to be delivered.

Legal considerations

53. Council's Traffic and Parking Bylaw provides for Council to impose restrictions on the use by traffic or otherwise of its roads by way of Traffic Resolution. This power has been delegated to the Regulatory Processes Committee. When making Traffic Resolutions, the Parking Policy is a relevant consideration. Before making a Traffic Resolution, the proposed resolution must be published on Council's website for at least two weeks before the Committee considers it. The Committee should give consideration to the feedback provided.

54. The Committee may make changes to the proposed traffic resolution in response to feedback received. However, changes that are out of scope of the current Traffic Resolution process or that otherwise could not have been reasonably anticipated

through the consultation process may require further consultation before they can be made.

Risks and mitigations

55. The project team has identified a number of project risks and has an appropriately managed risk register that is the responsibility of the Joint WCC/GWRC Steering Group.

56. The identified project risks fall within the reputational, resourcing and budget areas.

57. For this paper that is seeking approval of a traffic resolution, two strategic risks are identified these relate to partnerships & relationships with Greater Wellington Regional Council and priority investment programmes & projects.

58. If the Committee want to revisit the Tringham Street bus stop decision made in December 2023 or any other bus stop there is a risk of delay and additional cost to the project.

Disability and accessibility impact

59. The project team have engaged a consultant to carry out accessibility auditing of the design. The proposed changes will improve accessibility at various stops, ensuring suitable kerb type and alignment, as well as updated tactile paving where required.

Climate Change impact and considerations

60. Transport is the largest contributor to climate emissions in Wellington. Undertaking the changes outlined in this paper will enable the council as the Roading Authority to provide a roading network that is suitable for increasing capacity on the number 2 bus route. This will enable more bus capacity, increase reliability of service on the network and provide the opportunity for more people to take public transport.

Communications Plan

61. The decision will be communicated through a stakeholder e-newsletter and an update to the council's website. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of work starting near them.

Health and Safety Impact considered

62. An independent safe system audit has been carried out. Significant safety risks have been identified and eliminated or mitigated.

63. Contractors delivering the improvements will be operating under a traffic management plan designed to keep them and the public safe during installation.

Ngā mahinga e whai ake nei | Next actions

64

. Should the Committee adopt the Traffic Resolution, officers will proceed with delivering the improvements, working with contractors and key stakeholders. Delivery is expected to begin in late 2025/early 2026.

Attachments

Attachment 1.	TR119-25 Karori Road & Glenmore Street - Route 2 Bus Improvements (Amended)	Page 348

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Kia ora,

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

These changes would enable Metlink to introduce electric articulated buses on its Route 2 bus service. An articulated bus is a single-decker vehicle, with two carriages linked by a pivoting joint. These buses are longer and can therefore carry more passengers while still being able to manoeuvre through Wellington's winding roads.

The changes we are proposing would enable articulated buses to move along the Route 2 stops on Karori Road and Glenmore Street. The changes would also improve the spacing between bus stops.

Proposal:

Reference	TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements (Amended)
Summary of proposed changes	The proposed changes include making some stops longer, as well as removing and replacing some stops to improve bus stop spacing along the route. Below is a summary of what we'd like to do. Bus stop removal: - We'd like to remove one pair of stops (one outbound stop and one city-bound stop) at Karori Pavilion. Bus stop creation: - We'd like to create one new pair of stops (one outbound stop and one city-bound stop) on Karori Road. - These new stops would replace a pair of stops on Tringham Street which have been approved for removal through prior consultation. - The new stops would also replace the pair that we'd like to remove at Karori Pavilion. - This means we'd like to replace two pairs of stops with one new pair of stops to improve the overall spacing of stops along the route. Bus stop extension: - We'd like to make some minor changes to the stops at the route terminus by Karori Park to accommodate longer buses. - We'd like to extend a city-bound stop in Marsden Village to accommodate longer buses. - We'd also like to extend a city-bound stop on Glenmore Street to accommodate longer buses. Changes to car parks:

	- The proposed changes would result in the loss of three P30 car parks outside 142/144 Karori Road in Marsden Village and the creation of one unrestricted car park outside 393 Karori Road. Changes to bike lanes: - The proposed changes would convert a total of 60m of designated bike lane to other types of road markings.
Location – where we propose to make the change	Karori Road: • Outside #418 • Outside #421 and 415 • Outside Karori Park (near #418 and opposite #393 Karori Road) • Outside #393 to 395 • Outside #370 to 360 • Outside #375 to 381 • Outside #148 to 140 Glenmore Street: • Outside #12 to 16
What we'd like to do	**Karori Road:** ○ Install 13 metres of 'No Stopping at All Times' lines outside 418 Karori Road for bus stop entry taper. ○ Convert 9 metres of cycleway outside Karori park to 'No Stopping at All Times' for bus stop exit taper. ○ Convert the bus stop at 415 to 421 Karori Road from 'Bus Stop 6.00am – 9.00am Monday to Friday School Term Only 15 metres 'Bus Stop 6.00am – 9.00am, 3.30pm – 5.00pm Monday to Friday School Term Only 26.5m' to 'Bus Stop at All Times'. ○ Convert 17 metres of 'Bus Stop at All Times' outside Karori Park to 'No Stopping at All Times' (bus stop 4331). ○ Convert 12 metres of 'Bus stop at all times' outside 393 to 395 Karori Road (Bus stop 5331) to 'No stopping at all times' ○ ~~*Convert 18 metres of 'Bus Stop at All Times' outside 393 to 395 Karori Road to three unrestricted carparks (bus stop 5331).*~~ **Amended post-consultation to:** Convert 6 metres of 'Bus stop at all times' outside 393 to 395 Karori Road (Bus stop 5331) to unrestricted parking (one carpark). ○ Convert 15 metres of cycleway outside 370 Karori Road to 'No Stopping at All Times' for bus stop entry taper. ○ Convert 20 metres of cycleway outside 364 Karori Road to 'Bus Stop at All Times'. ○ Convert 19 metres of cycleway outside 364 to 360 Karori Road to 'No Stopping at All Times' for bus stop exit taper. ○ ~~Install 27 metres of 'No Stopping at All Times' lines outside 375 to 381 Karori Road for bus stop entry/exit tapers.~~ **Amended post-consultation to:**

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	Install 27 metres of 'No Stopping at All Times' lines outside 377 to 383 Karori Road for bus stop entry/exit tapers. ○ ~~Install 20 metres of 'Bus Stop at All Times' outside 377 to 379 Karori Road.~~ **Amended post-consultation to:** Install 20 metres of 'Bus Stop at All Times' outside 379 to 381 Karori Road. ○ ~~Convert 15.5 metres of 'Bus Stop at All Times' outside 146 Karori Road to 'No Stopping at All Times' for bus stop entry taper.~~ **Amended post-consultation to:** Convert 6.5 metres of 'Bus Stop at All Times' outside 146 Karori Road to 'No Stopping at All Times' for bus stop entry taper. ○ ~~Convert 15 metres of P30 carparks to 'Bus Stop at All Times' outside 144 to 142 Karori Road.~~ **Amended post-consultation to:** Convert 18 metres of P30 carparks and driveway to 'No Stopping at All Times' outside 144 to 140 Karori Road. ○ ~~Install 9 metres of 'No Stopping at All Times' outside 142 to 140 Karori Road for bus stop exit taper.~~ **Amended post-consultation to:** Install 7 metres of 'Bus Stop at All Times' outside 142 to 140 Karori Road. **Glenmore Street:** ○ Convert 5 metres of 'No Stopping at All Times' outside 16 Glenmore Street to 'Bus Stop At all Times' to extend the bus stop 4313. ○ Remove 20 metres of cycleway opposite 12 to 16 Glenmore Street to accommodate the bus stop kerb build-out. ○ Convert 12 metres of cycleway opposite 12 Glenmore Street to 'No Stopping at All Times' for bus stop entry taper.
Why we are proposing the change	• Metlink is introducing electric articulated buses to meet growing passenger demand on Route 2. An articulated bus is usually a single-decker, comprised of two or more rigid sections linked by a pivoting joint (articulation). This creates a longer length and higher passenger capacity while still allowing the bus to manoeuvre adequately. Five electric articulated buses will be introduced in 2026 to run between Karori and the end of Courtenay Place. • These proposed changes will enable articulated bus movements along Route 2 and its various stops throughout Karori Road and Glenmore Street, while also improving bus stop spacing as per the attached plans.

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<table>
<tr><td>Impact</td><td>Improvements
Enables a higher capacity bus service to meet growing passenger demand on Route 2.
Net Parking Impact
Installation of one unrestricted parking space Amended post-consultation from: Installation of three unrestricted parking spaces.
Removal of three P30 parking spaces
Pedestrian Impact
No change.
Cyclist Impact
Redesignate 60m of cycle lane to no stopping at all times or bus stop at all times, cyclists will still be able to use these parts of the route.</td></tr>
<tr><td>Other options considered</td><td>Option 1:
Instead of articulated buses, Metlink considered double-decker buses, however these were not feasible due to height constraints of Karori Tunnel.
Option 2:
Instead of bus stop relocation, changes to the existing stops were considered, however bus stop spacing would not be optimal for service efficiency.</td></tr>
<tr><td>How this relates to the parking policy</td><td>Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
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.
Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes. Read more about Wellington City Council’s parking policy on our website here: Wellington City Council Parking Policy</td></tr>
<tr><td>Additional Information</td><td>Average monthly passenger numbers:
<table>
<tr><th>Bus Stop</th><th>Ticket Boarding Passengers</th><th>Ticket Alighting Passengers</th></tr>
<tr><td>5332: Karori – Karori Road</td><td>20</td><td>9647</td></tr>
<tr><td>5331: Karori Road opposite Karori Park</td><td>8</td><td>2136</td></tr>
<tr><td>4331: Karori Park Pavillion – Karori Road</td><td>2858</td><td>8</td></tr>
<tr><td>4324: Marsden Village – Karori Road</td><td>7894</td><td>753</td></tr>
</table></td></tr>
</table>

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	4313: Botanic Garden – Glenmore Street (opposite) | 3182 | 754
	5315: Glenmore Street at Botanic Garden | 818 | 2476
	(Data collected for entire month of May 2025)
	
	• Average daily traffic count:
	  ○ Karori Road (Hatton Street to South Karori Road) 11,620
	  ○ Glenmore Street (near 369 Tinakori Road) 15,686
	• 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 the 11 July 2025 at https://www.letstalk.wellington.govt.nz/

Privacy	• 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	• 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 9.00am Friday the 11 July 2025 and finishes at 5.00pm Friday the 25 July 2025.**
Next Steps	1. Feedback collated by Monday the 28 July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on Thursday the 28 August 2025. 3. If approved, the proposal will be installed within the following six months.

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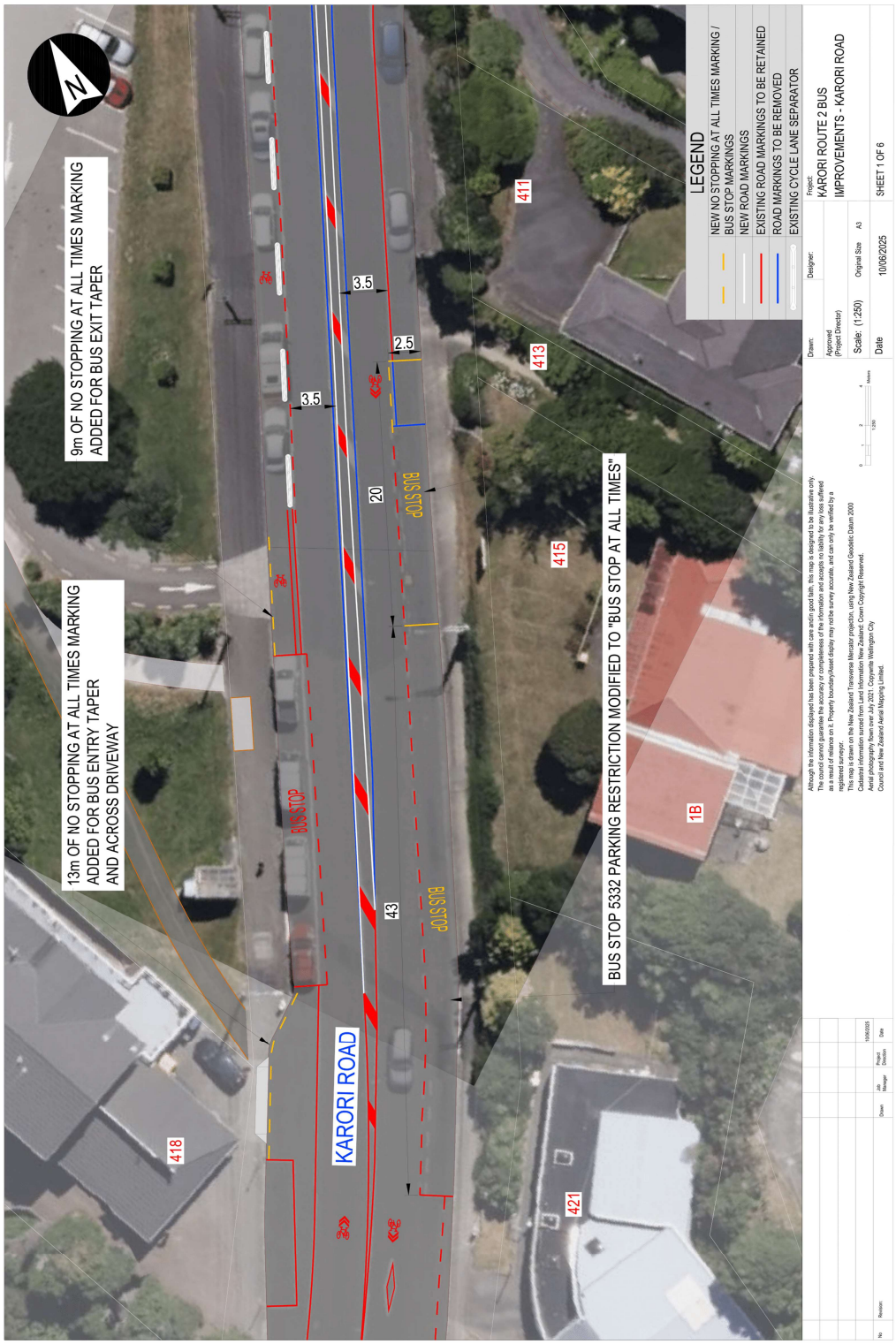
Traffic Resolution Plan: TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements



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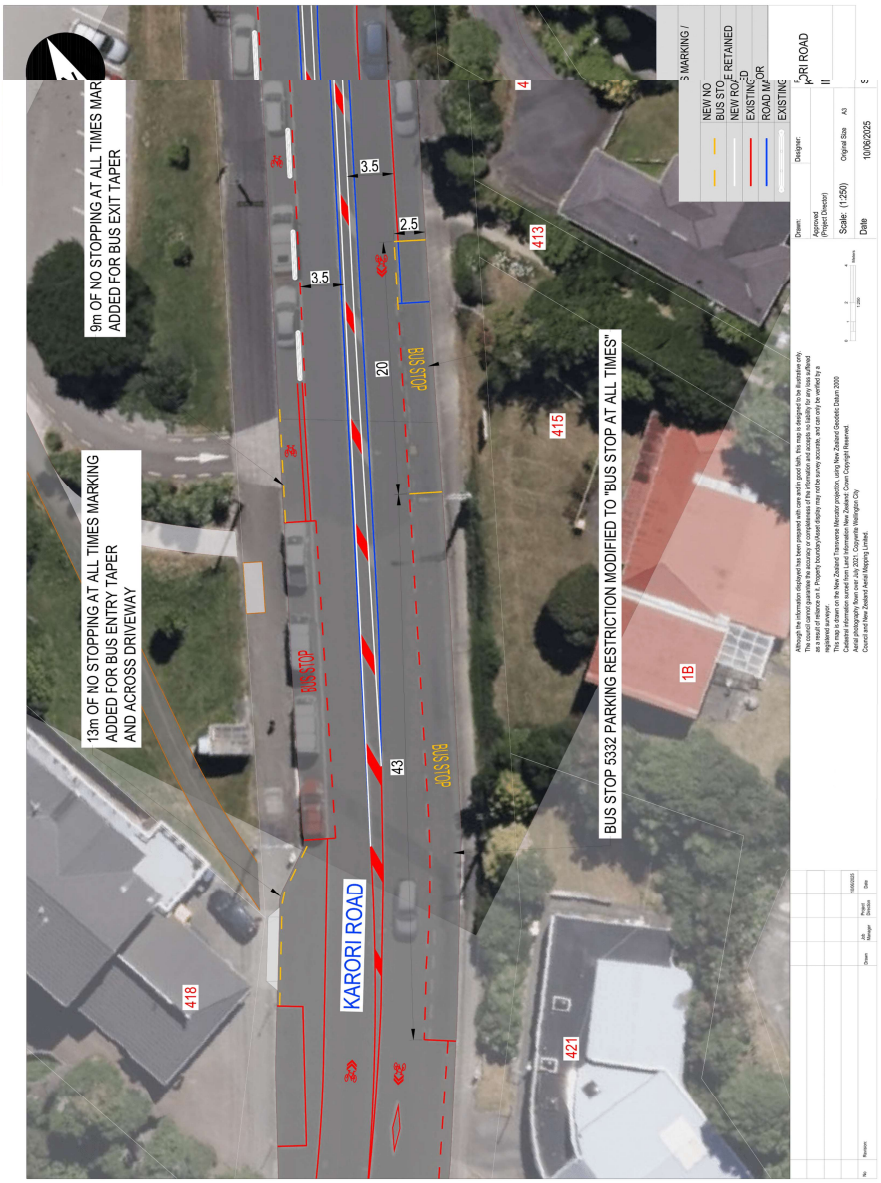

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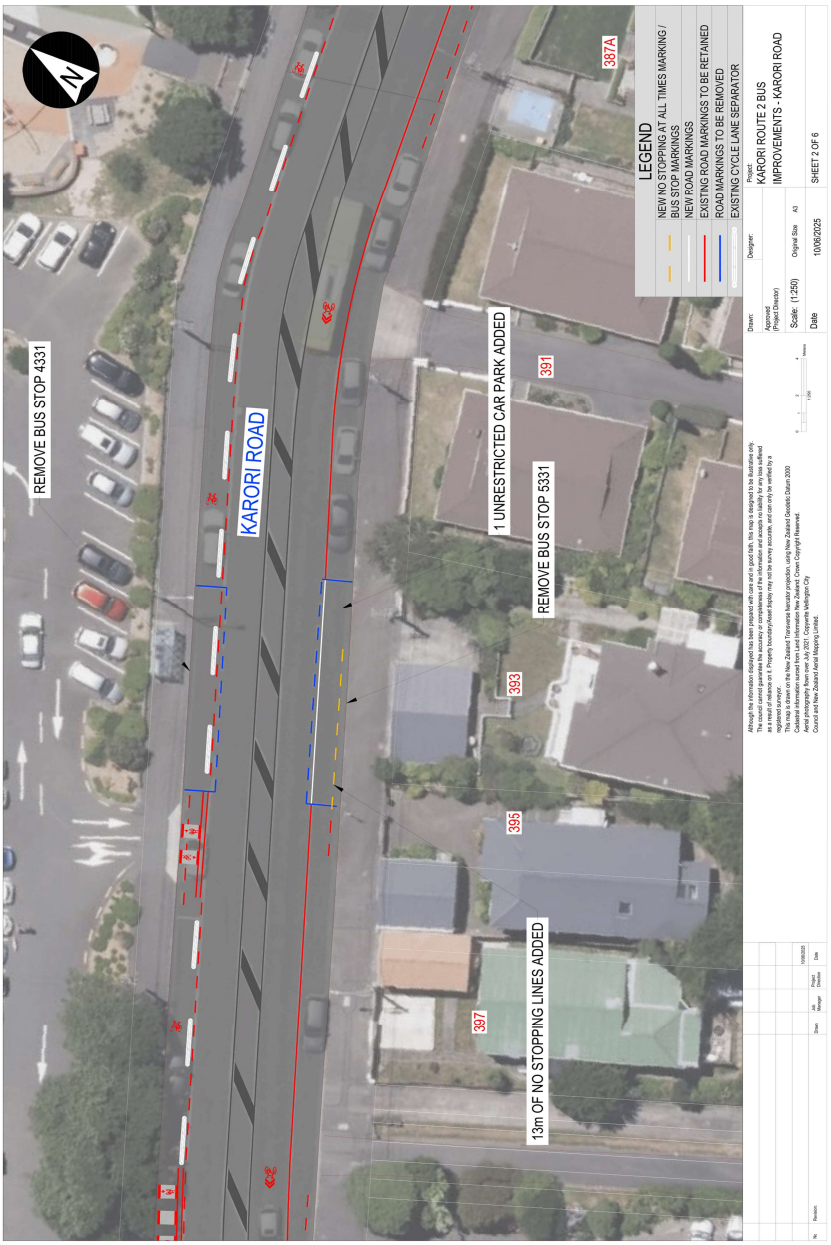

Traffic Resolution Plan: TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements

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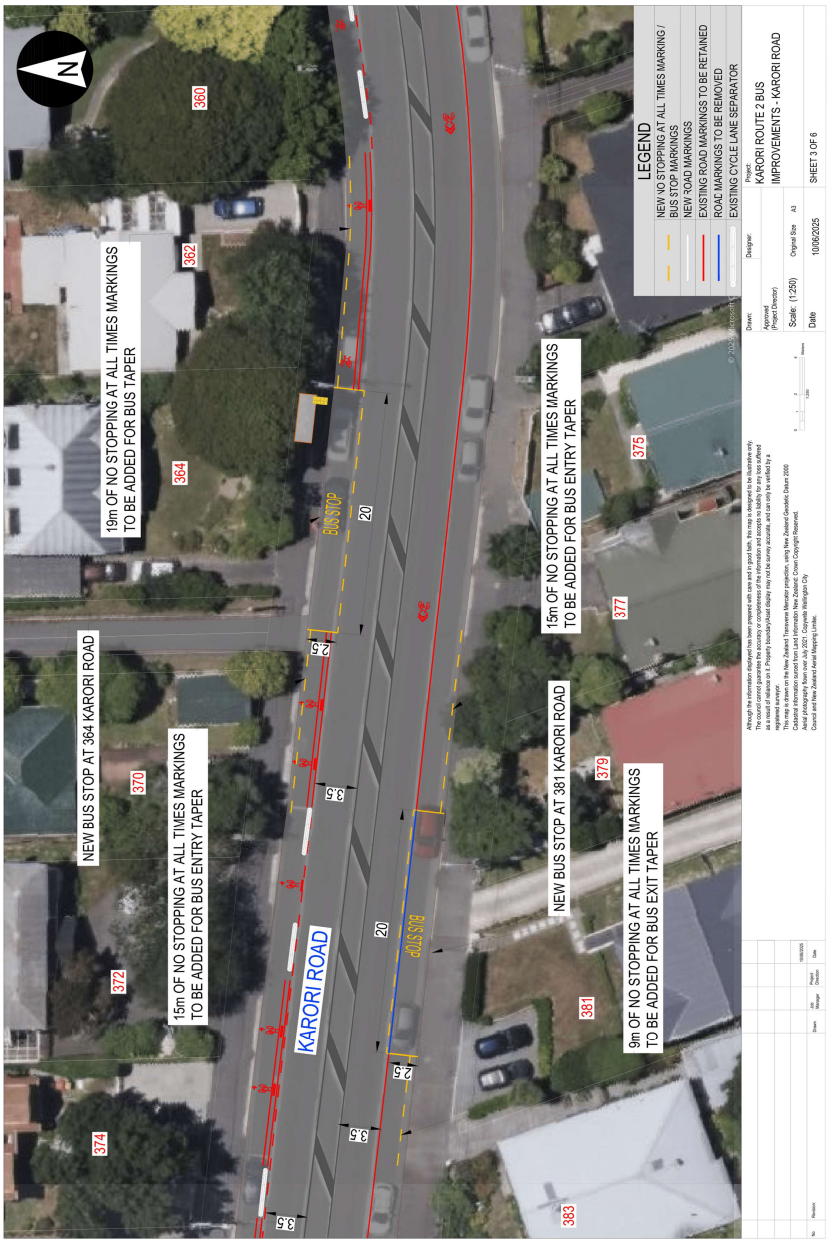

Traffic Resolution Plan: TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements

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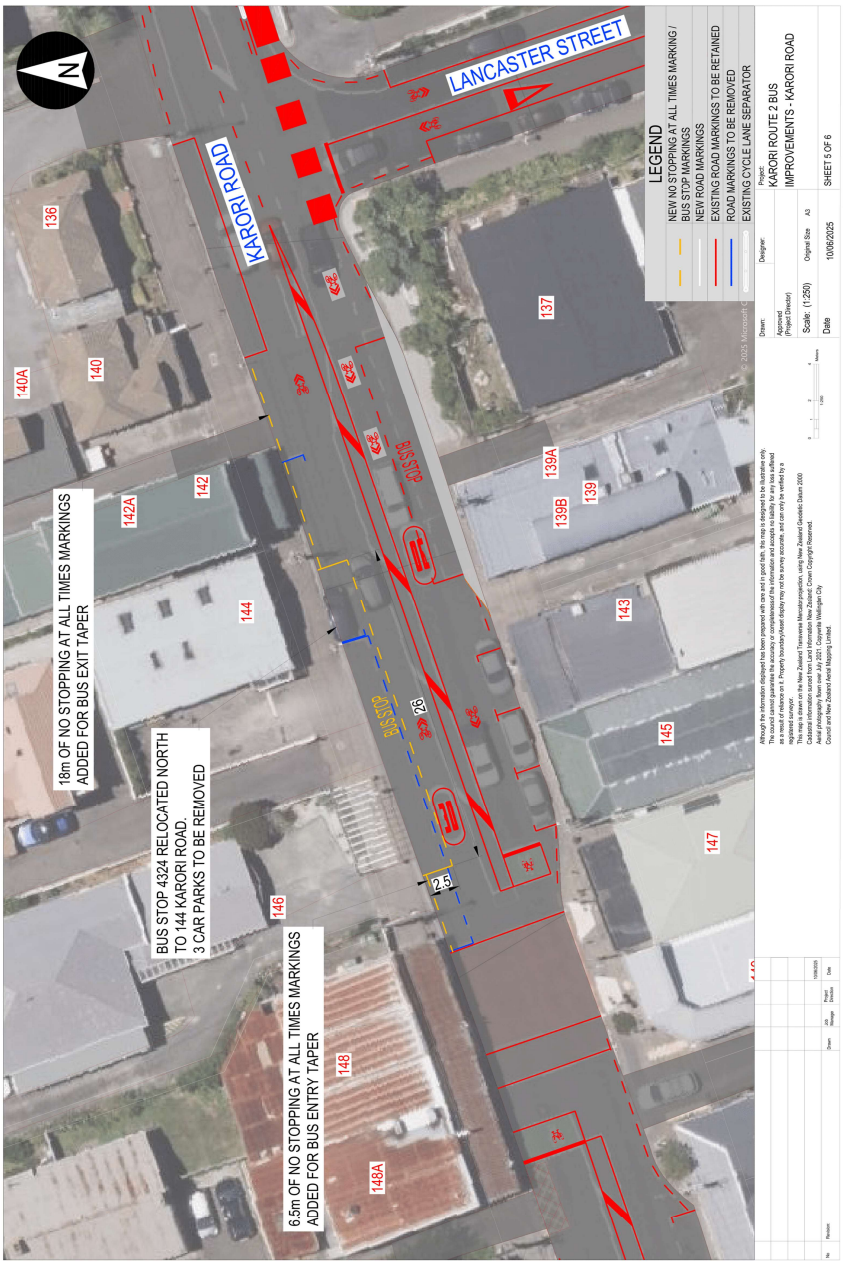

Traffic Resolution Plan: TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements

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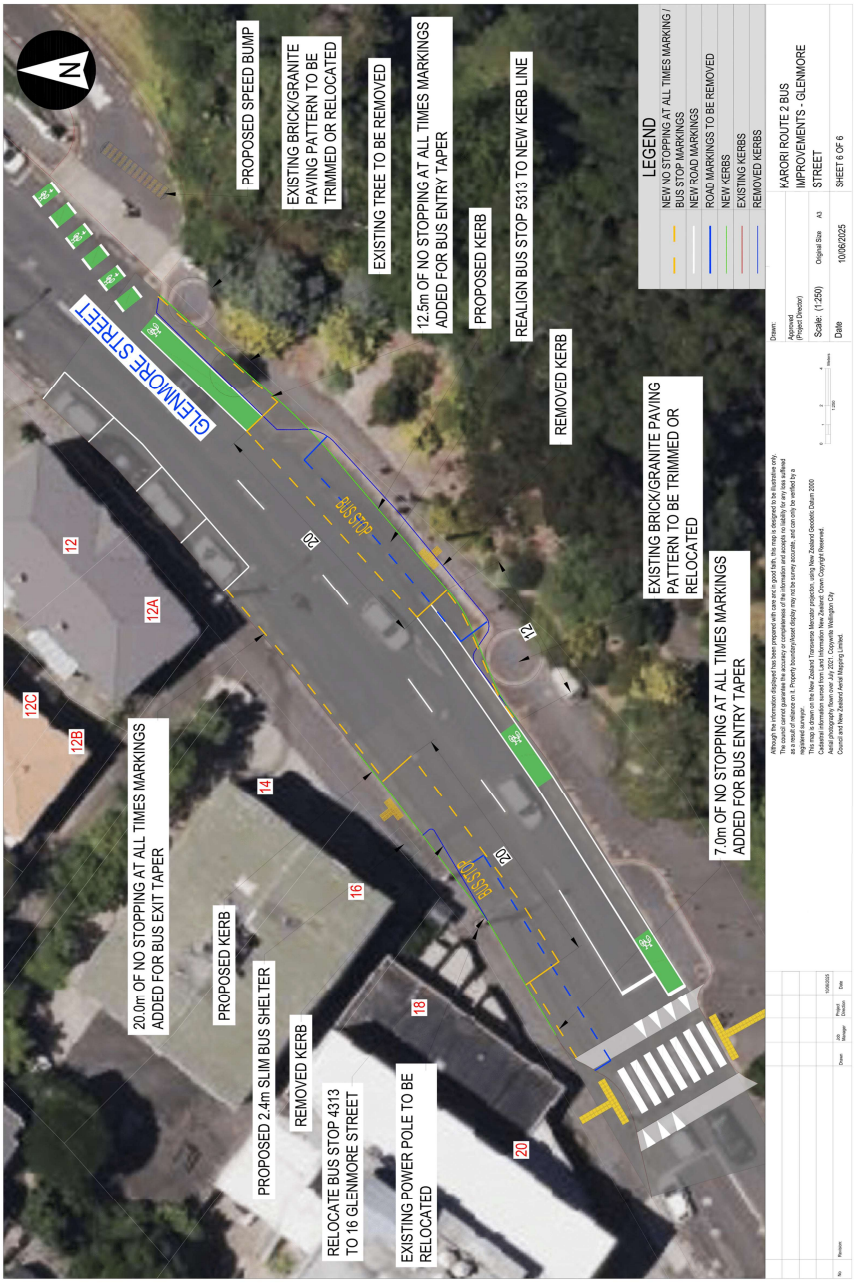

Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Karori Road	*P30, at all times*	*North side, commencing 118.2 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,228.673m Y=5,428,442.405m) and extending in an easterly direction, following the northern kerb for 15.0 metres (3 parallel carparks).*

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Karori Road	*Bus Stop, 6.00am – 9.00am Monday – Friday, School Term Only*	*Eastern side, of Karori Road adjacent to 411 Karori Road. The bus box commences 67.5m north-east of the prolonged eastern kerb line of South Karori Road (X=1,744,324.907, Y=5,427,763.953), and extends in a north-easterly direction following the eastern kerb line on Karori Road for a distance of 15 metres. (Metlink bus stop #5332)*
Karori Road	*Bus Stop, 6.00am – 9.00am 3.30pm – 5.00pm, Monday – Friday, School Term Only*	*Eastern side of Karori Road adjacent to 411 Karori Road. The bus box commences 41m north-east of the prolonged eastern kerb line of South Karori Road (X=1,744,324.907, Y=5,427,763.953), and extends in a north-easterly direction following the eastern kerb line on Karori Road for a distance of 26.5 metres. (Metlink bus stop #5332)*
Karori Road	*Bus stop, at all times*	*North-west side, commencing 254 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,465.14m Y=5,427,945.85m) and extending in a south-westerly direction, following the north-western kerb for 16.5 metres. (Metlink bus stop #4331)*
Karori Road	*Bus stop, at all times*	*South-east side, commencing 226 metres north-east from its intersection with South Karori Road (Grid Coordinates X=1,744,456.73m Y=5,427,926.64m) and extending in a north-easterly direction, following the south-eastern kerb for 18.5 metres. (Metlink bus stop #5331)*

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Karori Road	*Bus stop, at all times*	~~*North side, commencing 92.0 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,204.253m Y=5,428,432.612m) and extending in an easterly direction, following the northern kerb for 26.0 metres. (Metlink bus stop #4324)*~~ ***Amended post consultation:*** *North side, commencing 95.0 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,203.77m Y=5,428,433.82m) and extending in an easterly direction, following the northern kerb for 6.5 metres. (Metlink bus stop #4324)*
Glenmore Street	*Bus stop, at all times*	*South-east side, commencing 252 metres southwest of Bowen Street (Grid Coordinates X=1,747,998.84m Y=5,428,590.33m) and extending in a south-westerly direction, following the eastern kerb for 3 metres.*
Glenmore Street	*Bus stop, at all times*	*North side, commencing 334 metres northeast from its intersection with Garden Road, (Grid Coordinates X=1,747,966.98m Y=5,428,584.25m) and extending in a north-easterly direction, following the northern kerb for 8.8 metres.*

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Glenmore Street	*No stopping, at all times*	*North side, commencing 354m north-east from its intersection with Garden Road, (Grid Coordinates X=1,747,973.98m Y=5,428,590.81m) and extending in a north-eastern direction, following the northern kerb for 5m.*
Glenmore Street	*No stopping, at all times*	*South-east side, commencing 252 metres southwest of Bowen Street, (Grid Coordinates X=1,748,012.81m Y=5,428,606.28m) and extending in a south-westerly direction, following the eastern kerb for 3 metres.*

Delete from Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

Karori Road	*Cycleway, at all times*	*West side, commencing 413 metres south-west from its intersection with Tringham Street (Grid Coordinates X=1,744,350.87m Y=5,427,834.14m) and extending in a southerly direction, following the kerb for 9 metres.*
Karori Road	*Cycleway, at all times*	*North side, commencing 92.3 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,625.20m Y=5,427,958.08m) and extending in a westerly direction, following the northern kerb for 15 metres.*
Karori Road	*Cycleway, at all times*	*North side, commencing 93 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,644.63m Y=5,427,955.33m) and extending in a westerly direction, following the northern kerb for 20 metres.*
Karori Road	*Cycleway, at all times*	*North side, commencing 53.3 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,663.72m Y=5,427,954.82m) and extending in a westerly direction, following the northern kerb for 19 metres.*
Glennmore Street	*Cycleway, at all times*	*South-east side, commencing 370m north-east from its intersection with Garden Road (Grid Coordinates X=1,748,015.45m Y=5,428,607.83m) and extending in a north-east direction, following the south-eastern kerb for 20.0 metres.*
Glennmore Street	*Cycleway, at all times*	*South-east side, commencing 390m north-east from its intersection with Garden Road (Grid Coordinates X=1,748,015.45m Y=5,428,607.83m) and extending in a north-east direction, following the south-eastern kerb for 12.0 metres.*

Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	**Column Two**	**Column Three**
Karori Road	*Cycleway, at all times*	*North-west side, commencing 254 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,465.20m Y=5,427,945.67m) and extending in a south-*

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		westerly direction, following the north-western kerb for 16.5 metres. (Metlink bus stop #4331)

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Karori Road	*Bus stop, at all times*	*South-east side, commencing 543.26 metres south-west from its intersection with Richmond Avenue (Grid Coordinates X=1,744,366.31m Y=5,427,838.49m) and extending in a southerly direction, following the south-eastern kerb for 63 metres.*
Karori Road	*Bus stop, at all times*	*North side, commencing 70 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,644.16m Y=5,427,955.58m) and extending in a westerly direction, following the northern kerb for 20 metres.*
Karori Road	*Bus stop, at all times*	~~*South side, commencing 228.4 metres southwest from its intersection with Richmond Avenue (Grid Coordinates X=1,744,624.03m Y=5,427,945.89m) and extending in a westerly direction, following the southern kerb for 20 metres.*~~ ***Amended post consultation to:*** *South side, commencing 243 metres southwest from its intersection with Richmond Avenue (Grid Coordinates X=1,744,610.04m Y=5,427,947.36m) and extending in a westerly direction, following the southern kerb for 20 metres.*
Karori Road	*Bus stop, at all times*	~~*North side, commencing 107.4 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,218.821m Y=5,428,437.706m) and extending in an easterly direction, following the northern kerb for 26 metres.*~~ ***Amended post consultation to:*** *North side, commencing 121 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,228.73m Y=5,428,442.24m) and extending in an*

		easterly direction, following the northern kerb for 7 metres.
Glenmore Street	*Bus Stop, at all times*	*North side, commencing 354 metres north-east from its intersection with Garden Road, (Grid Coordinates X=1,747,973.98m Y=5,428,590.81m) and extending in a north-eastern direction, following the northern kerb for 20 metres.*
Glenmore Street	*Bus Stop, at all times*	*South-east side, commencing 232 metres southwest of Bowen Street, (Grid Coordinates X=1,748,011.76m Y=5,428,605.52m) and extending in a south-westerly direction, following the eastern kerb for 20 metres.*

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

Column One	Column Two	Column Three
Karori Road	*No stopping, at all times*	*West side, commencing 449 metres south-west from its intersection with Tringham Street (Grid Coordinates X=1,744,335.92m Y=5,427,802.66m) and extending in a south-westerly direction, following the western kerb for 13 metres.*
Karori Road	*No stopping, at all times*	*West side, commencing 413 metres south from its intersection with Tringham Street (Grid Coordinates X=1,744,350.69m Y=5,427,833.76m) and extending in a southerly direction, following the western kerb for 9 metres.*
Karori Road	*No stopping, at all times*	*North side, commencing 87 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,624.54m Y=5,427,958.18m) and extending in a westerly direction, following the northern kerb for 15 metres.*
Karori Road	*No stopping, at all times*	*North side, commencing 47 metres west from its intersection with Tringham Street (Grid*

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		Coordinates X=1,744,663.92m Y=5,427,954.82m) and extending in a westerly direction, following the northern kerb for 19 metres.
Karori Road	*No stopping, at all times*	~~*South side, commencing 212 metres west from its intersection with Richmond Avenue (Grid Coordinates X=1,744,639.02m Y=5,427,944.23m) and extending in a westerly direction, following the southern kerb for 15 metres.*~~ ***Amended post consultation to:*** *South side, commencing 230 metres west from its intersection with Richmond Avenue (Grid Coordinates X=1,744,624.56m Y=5,427,946.01m) and extending in a westerly direction, following the southern kerb for 15 metres.*
Karori Road	*No stopping, at all times*	~~*South side, commencing 247 metres west from its intersection with Richmond Avenue (Grid Coordinates X=1,744,604.18m Y=5,427,948.18m) and extending in a westerly direction, following the southern kerb for 12 metres.*~~ ***Amended post consultation to:*** *South side, commencing 265 metres west from its intersection with Richmond Avenue (Grid Coordinates X=1,744,590.55m Y=5,427,949.86m) and extending in a westerly direction, following the southern kerb for 9 metres.*
Karori Road	*No stopping, at all times*	***Added post consultation:*** *South side, commencing 391 metres west from its intersection with Richmond Avenue (Grid Coordinates X=1,744,467.93m Y=5,427,933.42m) and extending in a westerly direction, following the southern kerb for 13 metres.*
Karori Road	*No stopping, at all times*	~~*North side, commencing 92 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,203.958m Y=5,428,433.454m) and extending in an easterly direction, following the northern kerb for 15.6 metres.*~~

		Amended post consultation to: *North side, commencing 92 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,203.84m Y=5,428,433.86m) and extending in an easterly direction, following the northern kerb for 6.5 metres.*
Karori Road	*No stopping, at all times*	~~*North side, commencing 133.4 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,243.158m Y=5,428,446.868m) and extending in an easterly direction, following the northern kerb for 9 metres.*~~ ***Amended post consultation to:*** *North side, commencing 129 metres east from its intersection with Hatton Street (Grid Coordinates X=1,746,235.21m Y=5,428,444.70m) and extending in an easterly direction, following the northern kerb for 18 metres.*
Glenmore Street	*No stopping, at all times*	*South-east side, commencing 224 metres southwest of Bowen Street, (Grid Coordinates X=1,748,021.84m Y=5,428,614.45m) and extending in a south-westerly direction, following the eastern kerb for 12.5 metres.*
Glenmore Street	*No stopping, at all times*	*South-east side, commencing 256.5 metres southwest of Bowen Street, (Grid Coordinates X=1,747,998.71m Y=5,428,590.23m) and extending in a south-westerly direction, following the eastern kerb for 12 metres.*
Glenmore Street	*No stopping, at all times*	*North-west side, commencing 336.5 metres north-east from its intersection with Garden Road, (Grid Coordinates X=1,747,967.03m Y=5,428,584.20m) and extending in a north-easterly direction for 7 metres.*
Glenmore Street	*No stopping, at all times*	*North-west side, commencing 363.5 metres north-east from its intersection with Garden Road, (Grid Coordinates X=1,747,999.58m Y=5,428,607.99m) and extending in a north-easterly direction for 20 metres.*

Prepared By: Dan Ryan **(Project Manager Development, Street Transformation)**

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Approved By:	Kate Gourdie	**(Team Leader Traffic & Resolutions)**
Approved Date:	27/06/2025	

Feedback Received

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Feedback Received

Name: Paul
Suburb: Karori
Agree: No

I Strongly object to the removal of the Bus Stops.

These bus stops are heavily used, their removal will have a detrimental impact on users of the service.

Yes, removing all bus stops will make the route more efficient - but a Bus service is about being usable - efficient is only one factor.

The Bus service needs to be usable and useful to be used - degrade the service by removing access to it will impact its usability and result in decreased usage and increased car usage - remember the Bustastrophy!

Removing Stops will result in people having to walk further (this is fine for the fit and able, NOT for those who find it difficult) it will also result in increased travel time.

Many people drive and park for the buses - the parking spaces have already been reduced removing these Bus stops will put greater demand on the existing stops for car parks (pushing people to park further away therefor walking further to a Bus Stop) the result will again be more people moving away from using the bus to driving.

The Goal is increased passenger usage - correct. Don't remove Bus stops and reduce passenger usage.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes aim to future-proof the Route 2 corridor for a higher-capacity bus service, whether through articulated buses or increased frequency. Improving stop spacing supports more reliable travel times and service efficiency.

While some stops are being removed, the new stop locations have been planned to maintain accessibility and coverage for most users. We acknowledge that walking distances may increase slightly for some, but this has been balanced against improving overall network performance. Your concerns about parking and accessibility are noted and will be considered in final decision-making.

Feedback Received

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Name: Karori local
Suburb: Karori
Agree: No

It is vital that cyclists are able to be protected from motor vehicles in designated and protected cycle lanes. The proposed changes do not appear to make it clear that this will continue to be the case. If cyclists do not feel safe, there will be fewer cyclists and greater carbon emissions as a result.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes involve minor adjustments to some cycle lane markings near bus stops. These areas will remain accessible to people on bikes, and care has been taken to balance space for buses while maintaining cyclists' safety and connectivity along the route. Significant improvements have been made along this route for pedestrians and people on bikes as part of Karori Connections, these are not being undone as part of this proposal.

Name: Robb
Suburb: Karori
Agree: No

Apparently council is all for public transport. But removing bus stops goes completely against that. Bus stops should be plentiful. People that use public transport know it's not the quickest way to get around. I suspect the removal of a number of bus stops is to enhance the cycle lane network, that a small minority of Wellington residents use (less than 4%). Shame on council working yet again for the minority NOT the MAJORITY.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes aim to improve service efficiency and reliability by better spacing stops along the route. This supports a higher-capacity service and helps reduce travel time, while still maintaining reasonable walking distances for most users. These proposed changes are intended to increase the capacity of Route 2, not to enhance the bike network.

Name: DMM
Suburb: Karori
Agree: No

While I support some of the proposed changes, I answered 'no' to this consultation because the framing of the question appears designed to justify decisions that lack clear rationale. Specifically, there is no transparent data explaining the removal of the bus stop outside the park and its relocation closer to a busy intersection.

Earlier this year, parking signs were installed in Karori without public consultation, only to be removed shortly thereafter. This represents a clear misuse of ratepayers' funds. Furthermore, because the removal constituted a variation, it likely incurred greater costs than the initial installation.

The pedestrian island outside the BP on Karori Road has also been removed. Local residents had previously advised that its placement was ill-considered and that a more suitable location would have been near the fish and chip shop and local café. Despite this feedback, the installation proceeded, only to be reversed—again, without any communication or apology from Wellington City Council.

Additionally, the tactile paving for the sight-impaired now poses a safety risk and will require removal and footpath regrading, further compounding unnecessary expenditure.

These repeated missteps have eroded my confidence in the planning and decision-making processes of WCC.

I look forward to the October elections and will be voting for change.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

We acknowledge your concerns and recognise the importance of clear communication and careful planning. The stop changes have been proposed to improve stop spacing and support more efficient bus operations along the corridor. The proposed removal of stops near Karori Park Pavilion are required to ensure stops are not too close together.

Your comments regarding parking signage and the pedestrian refuge island have been noted and passed on to the appropriate teams.

Name: Glen
Suburb: Karori
Agree: No

These buses have been tried and proven ineffective and decommissioned from most places they were tried.

Feedback Received

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The massive expense to rayepayers will b forever known as Nash's Folly.
Its fun to spend (waste) other people's money is the catchcry of NZ Green party affiliates.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes are designed to support a higher-capacity bus service to meet increasing demand on Route 2. Articulated buses are one option to achieve this, alongside more frequent services. Additional benefits of the proposal include improved accessibility at some stops, better traffic flow while buses are stationary, and enhanced service efficiency through more rationalised stop spacing.

Name: Michael
Suburb: Karori
Agree: No

I do not support minimising the width of the cycle lane for the reinstatement of car parks on the Botanic Gardens side of Glenmore St. This sets the wrong precedent for transport priorities in Wellington! The separated cycle lanes are working well & people have adjusted to the changes, why change it back?

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

While your comments relate to matters outside the scope of this project, we appreciate you taking the time to share your views and have passed your feedback on to the appropriate team. The proposed changes within this project aim to support a higher-capacity bus service and include rationalised stop spacing and minor adjustments to some road markings. Cyclists will still be able to use these areas, and we've sought to maintain safety and connectivity along the route.

Name: Rachel
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Feedback Received

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Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Name: Jane
Suburb: Karori
Agree: No

These are taking up too much space on our main road. They will destroy the ability for many to go about their daily activities especially the elderly as many, like me, will not be able to walk the increased distance. Many elderly residents, on Karori Road, are already finding they are unable to have visitors because of bike lanes and to have large bus stops also imposed on them will even more increase their isolation. I am also concerned that the long buses will have difficulty turning narrow corners especially when the roads are full of traffic. Long buses are not needed.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

We acknowledge your concerns about accessibility and walking distances. The changes aim to support a more efficient and reliable bus service, with improved stop spacing and higher passenger capacity. Careful planning has gone into ensuring that the proposed bus types are suitable for the route including a physical trial earlier this year. Accessibility impacts and minimisation of parking removal have been key priorities while planning the new proposed stop locations.

Name: Tom
Suburb: Karori
Agree: Yes

Fantastic, please get on with it!

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Name: Grecia
Suburb: Karori
Agree: No

Feedback Received

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Removing more parking whether it be making way for better buses is causing more congestion in Karori than less and pushing more cars into off-streets. I can't even park my car at the local garage because there are no parks on the main road. Also, removing the Pavillion bus stop will mean people will have to walk further to catch the bus - AND people park their cars in the Pavillion Car park to catch the bus from that very stop so if you remove that, people will have further to travel to catch the bus and they won't be able to park their car there because the bus stop is gone. This is a silly idea.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposal replaces two stop pairs (including the Karori Pavilion pair) with a new, strategically located pair to improve overall spacing and support service reliability. We acknowledge the impact on parking and walking distance for some users.

Name: Peter
Suburb: Thorndon
Agree: Yes

Making this route more bus friendly and optimised for scheduling is something I support.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Name: Fen
Suburb: Karori
Agree: No

Removing the Tringham St bus stops is asinine, especially as they are well sheltered, and impacts people such as myself with mobility issues. The proposed replacements might not seem far away to the able-bodied, but for people who experience difficulty or pain when walking, it's a big difference. I would prefer to take the bus to work, but if these stops are removed, I will simply drive instead.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

We acknowledge the impact that increased walking distances may have on some users. The stop changes are intended to improve overall service efficiency and coverage by consolidating closely spaced stops. Accessibility has been considered as part of this planning process, and your comments have been noted for review.
The removal of the Tringham St bus stops was approved in December 2023 as part of TR147-23 and is outside the scope of the current project.

Name: Hugo
Suburb: Karori
Agree: No

I agree that some rationalisation of bus stops in Karori is needed (there are too many). However, I don't support this proposal on the basis that even more car parks will be lost. Additionally, while I understand that there has been some testing, I can't see how articulated buses are suitable for this route - with the changes to date (cycle lanes etc.) the lanes are so narrow that the current buses regularly cross the centre line in a number of corners on the route.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes aim to support a higher-capacity service through either articulated buses or more frequent trips. We've assessed route suitability for longer buses, and additional benefits include improved stop accessibility and more consistent travel times. The proposed changes are as a result of the testing for longer buses to make the route more suitable. The parking impacts have been minimised where possible, and your comments will be considered.

Name: Mateusz
Suburb: Karori
Agree: Yes

Gosh yes, more buses please. I do cycle, but I think buses need to have more priority everywhere (if we can't have train or trams).

Also as a bus rider, I think you should remove more stops to speed things up - some of the stops are like 2 minute walk from each other, way less than a typical bus stop catchment.

Feedback Received

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Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

The proposed changes improve spacing of stops while balancing service accessibility, key destination and catchment considerations.

Name: Chris
Suburb: Karori
Agree: Yes

I am happy with the plans to provide speedier service and improved capacity on the route. The stop changes look good to me.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

Name: Richard
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

Name: Sinead
Suburb: Karori
Agree: No

Submission Opposing Proposed Changes to Bus Stops on Karori Road

I am writing to formally oppose the proposed changes to bus stop locations and lengths on Karori Road, particularly the removal of stops at Karori Pavilion and the installation of a new stop near residential properties.

Feedback Received

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1. Waste of Public Money
The removal and reinstallation of bus stops, especially when the current stops at Karori Pavilion are functional, well-located, and already supported by nearby amenities, is an unnecessary expense. Ratepayer funds could be better directed toward service improvements rather than infrastructure reshuffling.

2. Poor Location of Proposed New Stop
The new proposed stop will negatively impact nearby residential properties as it replaces a stop currently located next to a park and shops, which is far more appropriate for high-traffic usage. The current stops also offer shelter from rain, something the new location does not appear to account for and the proposed stop is in a residential zone and will interfere with residents' privacy and peace.

3. Safety and Accessibility Concerns
The proposed stop also overlaps with driveways, including access to a care home, which poses safety and accessibility issues and is located on a narrower footpath, which cannot safely accommodate the large volume of school children who use the bus during peak times.

4. Opposition to Longer "Bendy" Buses
I also strongly oppose the introduction of longer buses to this route. The roads in Karori are not designed for these larger vehicles, and they risk exacerbating traffic congestion, reducing pedestrian safety, and increasing noise pollution in residential areas.

For reference, I point to this 2021 article outlining community concerns regarding bendy buses:
https://wellington.scoop.co.nz/?p=139484

The proposed changes are not fit for purpose, and I urge the council to reconsider this plan. The existing stops serve their function well, are appropriately spaced, and are placed in a location that benefits the community without interfering with residential life.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes aim to improve overall service efficiency and support a higher-capacity bus service, whether through articulated buses or increased frequency. This is to meet the increasing passenger demand of the route 2 service, which is not currently meeting these needs.

New stop locations have been carefully planned to balance accessibility, safety, and operational needs; however, in some cases, stops are located near driveways where space constraints limit options. Factors such as footpath widths and safety for pedestrians have also been considered. A physical trial has also been carried out to test the feasibility and safety of articulated buses.

Feedback Received

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We understand concerns about impacts on nearby residents. Additional benefits of the proposal include improved accessibility at some stops, better traffic flow while buses are stationary due to improved kerb alignment, and more reliable efficient service through rationalised stop spacing. Your comments on costs and community impact have been noted and will be considered as part of the consultation process.

Name: Anne
Suburb: Karori
Agree: No

Bendy busses are a terrible idea. Why is Wellington City Council obsessed with getting them While other cities are getting rid of them.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

The proposed changes aim to support a higher-capacity bus service to meet growing demand on Route 2. Articulated buses are one option being considered alongside increased service frequency. We recognise that different cities have varied experiences with these vehicles, and Wellington's approach is informed by local route needs, road conditions, and community feedback.

Your concerns have been noted and will be considered as part of the consultation process.

Name: Shakitt
Suburb: Karori
Agree: No

Kia ora Wellington City Council

I would like to share my thoughts on the new proposal TR119-25 Karori Road, Karori and Glenmore Street and Thorndon as part of the consultation process.

Please, no no no. If this is a truly consultation progress unlike all the other ones and just one example could be the traffic island put on Karori Road outside the BP petrol station where the community told you that this wouldn't work but regardless you went ahead and put this in then six months later you had to remove it- the community were correct and what a complete waste of money, so please I ask you to be professional and listen to the community.

My reasons are as follows, living on Karori road, one of the reasons I chose here was the

community and the available of access and parking, now this is completely not relevant, I now have no where for friends to park close by, my parents have to park their car somewhere else as my driveway only accommodates one car, and instead they have to go way down a side street. Because everyone else is in the same boat, it is even more frustrating when there is no where for the builder, tree surgeon and plumber to park to do their mahi not to mention where does the ambulance park so having less and less parks will just make it even more difficult.
If you have done your homework, you will know that all schools in the area have falling rolls, families can't afford to live in Karori, let alone Wellington, so Karori is becoming an older community, less bikes more cars.

What is wrong with purchasing more buses and putting more on, giving people mahi and more options and times to ride. Why aren't you spending the proposed money in sorting out all the aging water pipes, the crumbing walls in Karori, the endless potholes for just a few ideas.
Can I also suggest that the amount of money that was spent on the sent out information is concerning, where are your priorities printed on only one side and colour and outsourcing this- wasteful and lack of environmental thought.

So no to longer buses, no to longer bus stops, no to removing existing bus stops to build new ones (so wasteful), no to removal of car parks. I urge you to listen to all of the community.

I wanted to share my complete disappointment to discover that the community consultation has just opened but you, the council, in all your wisdom have already spray painted and marked out the new bus stops. What a disgrace, it would appear that as a council you are just going through the motion and have no intent to listen to the community that voted you on. Shame on all of you.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements.

We recognise the importance of parking access and community amenity on Karori Road and have sought to minimise parking impacts while improving bus service efficiency and reliability through better stop spacing.

The proposed changes aim to support a higher-capacity bus service, either via articulated buses or increased frequency, to meet growing demand.

Regarding the spray painting and markings you mentioned, these are outside the scope of this project and are unrelated to this Traffic Resolution. We also note your feedback regarding the pedestrian island near BP and have passed this on to the appropriate team.

While consultation feedback helps inform our understanding of community views, final decisions are made based on a range of technical, operational, and strategic factors and we make amendments where appropriate based on the feedback we receive.

Feedback Received

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Thank you for your feedback regarding our letter-drop process. These letters are typically printed double-sided, and we acknowledge that this was an error..

Name: Bevan
Suburb: Karori
Agree: Yes

Sounds great. Please also consider converting the car parks outside 110-118 Karori road to a bike lane.
Currently bikes heading downhill have to interact with traffic. Removing these car parks would make cycling safer.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road, Karori & Glenmore Street, Thorndon – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

The conversion of car parks outside 110-118 Karori Road to a bike lane is outside of this project's scope.

Name: Karl
Suburb: Karori
Agree: Yes

Agree with all proposals to support the bus network.

I would like to see rumble strips (cat eyes) added to the outside bends in the unprotected uphill Chaytor St cycle lane so that cars and the new bendy buses are aware when they are cutting into the lane as they go around the bends.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

Improvements to the cycle lane on Chaytor Street are outside of scope of this project but have been passed on to the appropriate team to consider for future improvements.

Name: AnneMarie

Feedback Received

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Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

Name: Jo
Suburb: Karori
Agree: Yes

In general I agree with the proposed changes and they seem to make sense for meeting the required outcome without seriously inconveniencing people (i.e. by removing stops altogether so some people have to walk further). However it is frustrating that this wasn't considered or better coordinated with the implementation of the cycle lanes, given these are relatively new and it was known at the time they were put in that articulated buses were coming, so now it means spending more of our rates money to undo some things that were only just done!

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

Some changes were made to bus infrastructure as part of Karori Connections, however some further changes were still required post-installation and are being proposed for this specific bus service improvement project.

Name: Lisa
Suburb:
Agree: No

I'm writing to provide feedback , and also request that council NOT move or remove the bus stop from outside the shops on Chaytor st and Karori road. I can't understand what benefit it is to take out what is already there. There is a bus stop on the opposite side (returning people home from the city) that is as well used as the one you are proposing to remove?

This is a very busy and well-used bus stop, I use it frequently myself. It has a shelter for weather, also during peak times, users can and do wait under the awnings outside the nearby shops, providing free protection from the elements… it also has a real-time sign in place. It's used by many

Feedback Received

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professional people commuting to and from work and school kids in the morning and during the day and night. It caters for the no 2, no 18 (which I catch) and the 34 which comes down Chaytor street and around the corner onto Karori Rd.

Please do not change this stop, it is a lifeline for people needing to travel to the city in the pouring rain.

I've only just seen the notice this am, and we have only a few days to provide you with feedback, this seems very cack-handed, we've not been provided a reason for your decision to remove?

What is going on at the council that you feel the need to remove a very-well used bus stop from residents that are either shopping at the retailers there or that live close by?

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

The proposed changes aim to improve service efficiency and reliability on Route 2 by rationalising bus stop spacing, lengthening bus stops to accommodate more buses to use the stop simultaneously, increase service frequency and allow the use of articulated buses in the future.

These improvements support a higher-capacity service through either longer buses or increased frequency, while maintaining reasonable access for most users.
We understand this stop is well used and valued for its shelter and convenience, and the impacts on nearby residents and businesses have been carefully considered.

This traffic resolution followed the standard consultation process, a letter was delivered, and the submission period began three days later. The submission period ran for two weeks.
Your feedback is appreciated and will be considered as part of the overall consultation process.

Name: Eva (Wilson Funeral Home)
Suburb: Karori
Agree: No

I am writing on behalf of The Wilson Funeral Home to formally express our concern regarding the proposed removal of carparks directly outside our premises at 142 Karori Road, Karori. As a longstanding and active funeral provider in the community, this change would significantly disrupt our ability to carry out respectful and dignified services for grieving families.

The current on-street parking serves a crucial role in our day-to-day operations:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Hearse Access: Our hearses must be able to park directly outside the funeral home for the safe and private transfer of the deceased. Relocating this to a distant or less suitable space would compromise the discretion, safety, and sensitivity this process requires.

Family Parking: Immediate family members often arrive in multiple vehicles and rely on nearby parking, particularly elderly or mobility-impaired relatives. Asking families to park further away during such a difficult time adds unnecessary stress and inconvenience.

Service Coordination: Funeral services are carefully timed, often involving celebrants, pallbearers, and other service providers who require quick and coordinated access. Removing these carparks would introduce delays, confusion, and safety risks.

This is not a standard commercial business – we are a place of farewell, reflection, and support. Accessibility, privacy, and ease of arrival and departure are not conveniences; they are necessities.

We respectfully request that the Council reconsider this proposal or provide an alternative solution that preserves essential access for hearses and family parking during services. We would welcome the opportunity to meet and discuss how we can work together to find a more suitable outcome for all parties.

Thank you for your time and understanding.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We understand and appreciate the importance of nearby parking for hearses, families, and service coordination given the sensitive nature of your operations. We have thoroughly explored all available options in this built-up area; however, significant constraints limit alternatives for this location. The stop's current location does not meet the needs of a high-capacity service enabling stop, due to it's length and lead-in/out.

The proposed changes seek to balance the needs of the broader community while supporting improved bus service capacity and reliability along Karori Road. We will continue to consider your concerns as the project progresses.

Name: Peter
Suburb: Karori
Agree: No

I am writing to express my concern about the subject project in Karori. My name **[Redacted]**. I catch bus to work in the early morning before 6.30am. I usually take #34 but and get off at Bus Stop#4330

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

to connect to #2 bus. If the bus stop is moved further down and it is very inconvenient. I strongly oppose this project.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.
We understand that moving bus stops can affect convenience for regular users. The proposed changes aim to improve overall service efficiency and reliability on Route 2 by better spacing stops and accommodating higher-capacity buses or increased frequency.

While some walking distances may increase slightly for some users, the new stop locations have been selected to maintain reasonable access for the majority. Your concerns have been noted and will be considered as part of the consultation process.

Name: Chun
Suburb: Karori
Agree: No

Hi there,

I refer to the above project to remove bus stop.

I would like to oppose the above bus stop removal on the following grounds.

1. In case of wet weather, there will be less shelter for commuters.

2. Commuters will lose the convenience of having a pedestrian crossing adjacent to the bus stop. Commuters from Richmond Avenue have to cross one more street (Trigham Street) to catch the bus to town.

3. The project to remove the bus stop merely to evenly space bus stops is not strong. Ratepayers are already suffering from unnecessary spending.

4. I have lost the confidence of the current outgoing Mayor. I would rather to leave this project for the incoming Mayor to decide.

In short, I oppose this project.

Officer Response:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We understand concerns about shelter availability and pedestrian safety near bus stops. A shelter is planned for the new stop at 364 Karori if approved. The proposed changes include considerations for accessibility and safe crossing points, though some stops may be relocated to improve overall spacing and service reliability.

The project aims to optimise bus stop spacing to support a higher-capacity service, which will benefit most users through improved efficiency. We appreciate your views on project timing and investment and will ensure your feedback is recorded as part of the consultation.

The removal of the Tringham St bus stops was approved in December 2023 as part of TR147-23 and is outside the scope of the current project.

Name: Mel
Suburb: Karori
Agree: No

I strongly disagree with the removal of the Karori Road - Tringham Street bus stop as this bus stop is located next to a safe pedestrian crossing unlike the proposed crossings.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.
We understand your concerns regarding pedestrian safety at the Tringham Street bus stop. However, the removal of this stop has already been approved in December 2023 as part of TR147-23 and is outside the scope of the current project.

Name: Chris
Suburb: Karori
Agree: Yes

I would like to see the new electric articulated buses come into use, and these changes allow for that.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Glenda
Suburb:
Agree: No

I am writing to you to oppose the project to move the Trigham St bus stop closer to Karori Park by around 150m for the following reasons:

1. There will be less shelter for commuters in bad weather.

2. Commuters will lose the convenience of having a pedestrian crossing adjacent to the bus stop. Commuters from Richmond Avenue have to cross one more street (Trigham Street) to catch the bus to town. Moreover, there are many students who catch school buses to schools every morning. It is much safer to have a pedestrian crossing adjacent to the bus stop especially in the situation that these students are in hurry to catch the buses across the road.

3. The reason to move the bus stop in order to make evenly space bus stops is not justified. Ratepayers are already suffering from high council rates. I think the foresaid reason is an unnecessary and only 'nice to have' spending and therefore this spending should be taken out.

4. I have no confidence on the current council leaded by the outgoing Mayor that they can spend ratepayers' money wisely.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We understand your concerns regarding shelter, pedestrian safety, and the potential impact on students and other commuters. The removal of the Tringham St bus stops was approved in December 2023 as part of TR147-23 and is outside the scope of the current project.

Name: Benjamin
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Name: Simon
Suburb: Karori
Agree: No

I agree with the changes to the Marsden Village stop and stops on Glenmore street.

I strongly oppose removing the Tringham Road bus stop. This is heavily used in the mornings and provides the only place with shelter for residents coming to Karori Road from the Western side of the suburb.

Officer Response:

Thank you for your feedback and support for the proposed changes at Marsden Village and along Glenmore Street.

We note your concern about the removal of the Tringham Street bus stop. The removal of the Tringham St bus stops was approved in December 2023 as part of TR147-23 and is outside the scope of the current project.
A new shelter is planned for the stop at 364 Karori Road if this change is approved.

Name: N
Suburb: Karori
Agree: No

The stop at Tringham street provides the ability for the number 34 as well as the number 2 and 18 buses to stop. This has a lot of users travelling from the Karori west route to access r
The city and beyond, namely past lambton quay and university. While the distance it is moving doesn't seem like a lot, this will add crucial time to users travelling in foot to the bus, particularly at peak or busy commuting times. This will likely mean that users going to town will not use the 34 - convenient for those not wanting a full bus service and it is also covered - even if the shelter is full there are local shops a couple of meters away meaning that many can shelter from the traditional Wellington weather that accompanies spring, summer, autumn and winter. Being near the shops also mean it is safer and better lit for early morning/night travel, and next to a pedestrian crossing to aid those with small children, mobility issues, and where we want people to cross safely

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

We understand that the Tringham Street stop is valued for its shelter, lighting, proximity to shops, and its role in connecting services such as the 2, 18, and 34. While we acknowledge the relocation may result in longer walking distances for some users, the removal of the Tringham St bus stops was approved in December 2023 as part of TR147-23 and is outside the scope of the current project.

Name: Susanna
Suburb: Karori
Agree: No

My name is Susanna and am living in **[Redacted]**, Karori. I am strongly oppose to the above proposal to remove the existing bus stop #4330. I usually connect other buses at this stop early I the morning if it is relocated to up the road I have to walk all the way unsheltered. More importantly Council already spent too much of our money to do White Elephant work such as the cycle lane sacrificing our parking spaces and spent high money to build too many speed cushions in the city. This is not realistic. Now Council wants to remove existing bus stop and spend again money to build new one just about 90 seconds walk to meet so called evenly distributed bus stop. Crazy and stupid idea. I am writing to oppose strongly to this proposal.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We understand your concerns about longer walking distances, lack of shelter, and the importance of this stop for early-morning connections. The removal of the Tringham St bus stops was approved in December 2023 as part of TR147-23 and is outside the scope of the current project.

Name: Vaea
Suburb:
Agree: No

My feedback:

- There a lot of students and adults at this bus stop and the actual bus shelter is normally full as it's very small so most passengers catching the bus are waiting in front of the shops which has shelter
- The bus stop after this, just after Burrows Ave has a lot of passengers waiting for the bus so it will just cause more people to wait at one bus stop and in turn, cause traffic congestion as you'll have buses coming from Karori South and from Burrows Ave likely stopping longer due to more people waiting at one bus stop.

- This will not spread the bus stops out evenly at all

Thank you!

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.
We understand that the existing stop is well used by both students and commuters, and that the nearby shop verandas provide additional shelter beyond the bus stop itself. The proposed changes aim to support a higher-capacity bus service by improving stop spacing and enabling longer buses or more frequent services.

Your concerns about crowding and traffic congestion have been noted and will be considered as part of the consultation process.

Name: John
Suburb: Karori
Agree: No

General observations:

- The decline in the condition of Karori Road, especially in the last 12 months, is of concern. Heavy traffic, being directed onto more narrow lanes, is causing considerable wear and tear. This is very noticeable around bus stops and speed bumps. Longer, and presumably heavier buses, will exacerbate this problem. What consideration is being given to road strengthening before the bus stops are extended?
- It is not easy to compare what is proposed with existing layouts when the photographs used do not reflect road layout today.

Proposals outside the Botanical Gardens.

- Travel by bus, car and bike, and mounting the many bumps on the 2 bus route, is uncomfortable. Another speed bump in this area appears an unnecessary expense.
- It is increasingly difficult for people to go to the Botanical Gardens. We know the numbers visiting, enjoying exercise and fresh air are declining, and we've seen in The Post, the commercial impact on the cafe. Extending the existing bike lane will make it even more difficult for people to visit.

Opposite 411 to 415 Karori Road

- Did WCC staff responsible for developing the bike lanes talk to WCC staff assessing Route 2 bus options? If not, why not? It seems a waste of money to remove some bike lanes, however small, to accommodate 'other WCC thinking' which should have been evident when the bike lanes were rolled out.

Feedback Received

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Me Heke Ki Pōneke

- It looks as if a bike lane will replace bus stop 4331. Given that WCC is also reviewing parking options in Karori Park, that process should be taken into account and be finalized before any decisions on more bike lanes are made.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.
We acknowledge concerns about road wear from heavy vehicles. While this proposal does not include full road upgrades, pavement condition and durability are considered, and we coordinate with other Council teams as needed.

The speed cushion near the Botanic Gardens is proposed in response to pedestrian safety concerns, particularly near the driveway entrance.

Some changes to existing cycle lanes, such as near 411–415 Karori Road, are required to enable safe bus stop operations. The nearby Karori Park parking review is a separate process and not linked to this proposal.

Bus stop 4331 is proposed for removal to support consistent stop spacing and future network upgrades.

Name: Leah
Suburb: Karori
Agree: No

Moving the bus stop by Tringham Street is a complete waste of time and money. The new location outside 370 Karori Road has a number of glaring issues:

1. The pavement is not as wide as the the one where the existing stop is, how are you proposing to add a bus shelter and keep the footpath clear?
2. The bus will be stopping just before a slight bend in the road which will limit sight lines for overtaking a stationary vehicle, plus in the morning the sun will be directly in the drivers eyes.
3. The existing bus stop has a dedicated shelter plus additional shelter from the shop awnings.
4. Crossing Tringham Street to get to the new bus stop will be problematic without a pedestrian crossing as it is a very busy intersection in the mornings (it is already a terrible street to cross, particularly for wheelchair and pram users, you are very reliant on drivers being courteous and allowing you to cross). High school kids plus half darkness in the mornings is a recipe for disaster.
5. The parking spaces outside the shops could be restricted hours. Allocate one space only before 9.30am as the only store open in the morning is the Vape shop, the takeaways are busy in the evening and some lunchtimes but not before. This will allow adequate room for the longer buses.
6. The existing bus stop is very open, visible and feels safe for people travelling alone as the

businesses are nearby.
7. REmoving the stop by Singleton Dental would make more sense.

Officer Response:

Thank you for your detailed submission regarding the proposed relocation of the Tringham Street bus stop (Stop 4330).

The relocation of this stop has already been approved under a separate Traffic Resolution and is not part of this proposal. However, we acknowledge your concerns. Site constraints such as road geometry, footpath width, and visibility have been considered in the final placement to balance operational needs and safety.

Pedestrian safety remains a key consideration, and your feedback about crossing difficulties and sightlines has been noted. While parking restrictions were explored, the current design seeks to balance bus operations, safety, and parking availability.

Name: Ross
Suburb: Karori
Agree: No

Council has noted it plans to convert 18 meters of 'Bus stop at All Times' outside 393 to 395 Karori Road to three unrestricted carparks (bus stop 4331).

Council has also advised 'we will not be placing unrestricted parking in any manner that obstructs access to yours or anyone else's vehicle access. As stipulated by the New Zealand Road code, it is illegal for vehicles to park over or within one meter of a vehicle access points. The white line in the image is an 'edge line', which is used to separate the shoulder from the traffic lane, to help provide guidance for motorists'

Based on these two statements from council can you please clearly provide details on where these 'three unrestricted carparks' will go as this bus stop 4331 is right outside parking of vehicle access of 393 and 395 Karori so there is no room for 3 new carparks.

Officer Response:

Thank you for your feedback regarding parking near 393 to 395 Karori Road and the proposed changes around bus stop 4331.

Feedback Received

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Me Heke Ki Pōneke

We have made an amendment to this section of the Traffic Resolution to create only one unrestricted parking space instead of three. This means the proposal now includes converting bus stop 4331 to one unrestricted parking space, rather than three.

The exact placement of this space will be carefully determined based on site constraints and safety considerations. Our intent remains to maximise parking availability without impacting access for residents and businesses.

Name: Graeme
Suburb: Northland
Agree: Yes

I support these changes to increase bus capacity on the route to and from Karori, where buses at peak times are currently overcrowded.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Name: Deanne
Suburb: Karori
Agree: No

As a Wellington City Rate Payer living on **[Redacted]** in Karori, I do not support the removal and relocation of Bus stop 4330 Karori Road at Tringham Street for the following reasons:

- This stop is well serviced and densely populated every morning.
- There is adequate rain coverage due to the store front overhangs.

If you relocate this busstop, we (alongside many school children) will be standing in the rain while we wait for the bus.

Officer Response:

Thank you for your feedback regarding the proposed removal and relocation of bus stop 4330 at Tringham Street.

We acknowledge the importance of the current stop to the community and the value of existing shelter provided by nearby shop awnings. However, the removal of this stop has already been approved through a separate Traffic Resolution and is outside the scope of this current project.

Name: Daniel
Suburb: Karori
Agree: No

I'm a frequent user of bus stop 4330 by Tringham St, and I believe it should not be removed. The stop serves a large number of people and provides much-needed shelter in poor weather. Relocating it to before Tringham St would also mean losing access to the Route 34 bus, which is a welcome alternative to the often much busier Route 2 service. It's very convenient to have one stop where I can catch all bus services (2, 34 & 18) and stay dry while waiting. Re-spacing the stops doesn't seem justified if it ends up being a disadvantage for so many regular users.

Officer Response:

Thank you for your feedback regarding bus stop 4330 near Tringham Street.

We recognise the importance of this stop to many users and the shelter it provides. However, the removal of bus stop 4330 has already been approved through a separate Traffic Resolution and is outside the scope of this current proposal.

Name: Dagmawi
Suburb:
Agree: Yes

Several benefits with respect to impacts such as improvement bulleted as enables a higher capacity bus service to meet growing passenger demand on Route 2, the other Net Parking Impact which signifies installation of one unrestricted parking space, and also Cyclist Impact which is importance of redesignate 60m of cycle lane to no stopping at all times or bus stop at all times, cyclists will still be able to use these parts of the route. Overall, crucial points and encouraged for implementation.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support on the proposed changes.

Name: Brodie

Feedback Received

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Me Heke Ki Pōneke

Suburb: Karori
Agree: No

So when removing parking outside Karori Park (KP), in favour of a sparsely used alternative, WCC promoted users to visit the park, playground, cafe, sports fixtures using public transport.

Now WCC plans to remove the KP bus stop….DOH !

I propose retaining the KP bus stop as it does not align with previously advised WCC messaging about accessing KP.

Officer Response:

Thank you for your feedback regarding the bus stops near Karori Park.

The proposal includes removing the existing bus stops outside the Karori Park Pavilion while introducing a new pair of stops near 364 and 379 Karori Road. Additionally, a new stop near Karori Park Dairy has recently been installed as part of a separate project and will become active if these changes proceed. Together, these stops will continue to provide convenient access to Karori Park.

Name: Fiona
Suburb: Karori
Agree: No

Any changes (and we don't actually need them) are costing ratepayers more money they can't afford. We've had our 33 bus changed to go along South Karori Road where there are no bus stops and it's taking them longer to get home. A bus driver told me how stupid it was. It used to go up Hazlewood Ave. Do you live in Karori? Taking the bus stop away on Tringham is wrong. A lot of people use that stop and now have to walk for longer. Karori Park bus stop - wrong again! Don't put in cycle lanes and take away this bus stop that people use. We don't need or want these changes. I've lived in Karori for about 15 years so I know the place well. People have nowhere to park so to make places "no stopping at all times" is nuts. Our city has gone to hell. We now have rainbow flashing lights on toilets in town costing ratepayers over 2 million dollars. WE ARE BROKE! WELLINGTON IS BROKE! A lot of people are angry and they should vote in the next election. Just stop with all these changes. There are too many! What we need is a change of COUNCIL.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We understand that changes to bus routes, stops, and parking can be challenging. The removal of the Tringham Street stop has been approved through a separate Traffic Resolution and is outside the

scope of this project. The Karori Park bus stop changes are part of this consultation and aim to improve bus service reliability and access.

Name: Jude
Suburb: Karori
Agree: No

As the owner of a service-based business located at **[Redacted],** I wish to formally express my strong opposition to the proposed removal of the existing car parks directly outside my premises.
These carparks are regularly used by my customers and play a critical role in supporting the accessibility and convenience of my business. The removal of these spaces would significantly impact customer access, reduce foot traffic, and ultimately threaten the viability and success of my business operations.
I respectfully urge the council to reconsider this aspect of the proposal, taking into account the needs of local businesses that rely heavily on these essential parking spaces as well as taking note of the carpark spaces removed last year from Karori Rd.

Officer Response:

Thank you for your feedback regarding the proposed removal of car parks near your business.

We understand the importance of convenient parking for local businesses and their customers. We have thoroughly explored all options in this built-up area and are extremely limited in alternatives due to site constraints and operational requirements. The current bus stop location does not enable a high capacity service due to it's length and lead-in/out.

Name: Penny
Suburb:
Agree: No

The intention to move the bus stop closer to Karori Park so bus stops are more evenly spaced seems to be illogical, ill-informed and an utter waste of resources.

I strongly suggest this bus stop remain in the current place for the following reasons:

1. There is additional shelter from wet weather provided by shop awnings.
2. Passengers will lose the convenience and safety of having the crossing right by the bus stop.
3. The current bus stop means passengers have the convenience of catching either the number 2 or number 34 (which comes from down the hill and round the corner).
4. **Most importantly, you clearly have not taken account the vast number of bus riders that funnel from the surrounding area, down Tringham St to this bus stop.** These riders would now have to walk an additional 150m down the road (either way) to get to the nearest bus stop. What you are proposing is likely to advantage a few on the main Karori Road who will

Feedback Received

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Me Heke Ki Pōneke

now be closer to a stop, to the detriment of many, many more that come from Tringham St and the surrounds (some of which may have already walked a substantial way to get there).

While I have sympathy that managing these types of issues can be complex, I am enraged that there seems to be no critical thought into moving this bus stop other than "it will make them more evenly spaced". Surely there are many factors to consider when thinking about best placement of bus stops – such as what I have listed above. Not to mention the extraordinary waste of valuable rates on a project that seems to have no practical merit.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.
The proposal to move this stop aims to improve overall stop spacing, which supports more reliable and higher-capacity bus services. We acknowledge the value of existing shelter, pedestrian crossings, and connections to multiple routes, as well as the importance of access for riders coming from Tringham Street and surrounding areas.

Careful consideration has been given to balancing these factors, including walking distances and safety.

Name: Vicki
Suburb: Karori
Agree: No

PLEASE RECONSIDER THE RELOCATION OF THE BUS STOPS ALONG THE SECTION OF KARORI ROAD FROM TRINGHAM STREET TO THE KARORI ROAD DAIRY

1. Relocation and removal of bus stops is to improve spacing. This proposal is not an even spacing of stops at # 364 Karori Road. Please reconsider new bus stop placement # 416 to # 374 Karori Rd = 350metres # 374 Karori Rd to # 340 Karori Rd = 350metres. #343 to # 383 Karori Rd = 300m # 383 to # 417 Karori Rd = 300m
2. Safety - removing the bust stop at Karori Pavilion will create safety issues. People of all ages use this stop to access the park, cafe, playground. Having to walk a greater distance to a bus stop creates safety and accessibility issues particularly for children using the bus to access the park for sports and older people who attend activities at the club rooms at night when the cafe has closed.
3. Karori Pavilion stop is a commuter stop with bus passengers dropped off to catch the bus. Children having to walk further in either direction creating safety concerns. Would also deter children from catching and being allowed to catch the bus.
4. Retaining the Karori Pavilion bus stop will reduce traffic at the Karori Dairy stop and will reduce the chances of an accident happening near the primary school.
5. Relocation of bus stops will have a negative impact on bus usage when people are not able to easily walk to a bus stop and will return to using private vehicles instead of the bus.
6. Improved travel times as people won't use the bus as bus stops will no longer be within

reasonable walking distance.
7. Retaining the Karori Pavilion bus stop was to encourage usage of the park, cafe and playground which are already suffering due to the installation of a rarely used cycle lane.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.
The proposed changes aim to improve stop spacing to support more reliable and efficient bus services. While spacing will not be perfectly even, stops have been carefully located to balance accessibility and operational efficiency.

We acknowledge concerns about safety and accessibility, especially for children and older people accessing the park, café, and playground. These factors have been considered in the planning process.

The proposal includes new stops near Karori Park to maintain coverage and support safe access.

Name: Karori Resident
Suburb: Karori
Agree: No

Kia ora Wellington City Council,

I'm writing to express my concern about the proposed relocation of the bus stop. I believe it's unnecessary and would like to request that it remains in its current location.
Relocating the stop would incur unnecessary costs, and more importantly, could compromise safety for both pedestrians and those waiting for the bus, especially when the weather is poor. The current location is already well-positioned, offering shelter and convenience for passengers.
I strongly urge you to reconsider this change and keep the bus stop where it is.
Thank you for your attention to this matter.

Officer Response:

Thank you for your feedback regarding the proposed bus stop relocation.

The changes aim to improve stop spacing to enhance service reliability and capacity, while maintaining accessibility and safety. We acknowledge the current stop offers shelter and convenience, and these factors have been considered in planning.

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Name: Sarah
Suburb: Karori
Agree: No

Kia ora
I am submitting feedback opposing the proposed removal/ move of the Tringham St bus stop.
I use this bus stop every day, as opposed to the Richmond St stop which is closer to my house.
Tringham St has proper shelter under the awnings of the shops, versus the tiny bus shelter available.
There's a pedestrian crossing which makes it much safer to get across Karori Road.
A lot of school kids get on the bus there and if it's raining they are able to be sheltered.

Officer Response:

Thank you for your feedback regarding the Tringham Street bus stop.

Please note that the removal of the Tringham Street stops is outside the scope of this project and has been approved through a separate process. This current proposal focuses on other changes to improve stop spacing and service efficiency along the Route 2 corridor.

Name: Alia
Suburb: Karori
Agree: No

Kia Ora,

My family and I are regular users of bus stop 4330, located on the corner of Karori Road and Tringham Street.

We travel down from the top of the hill at Cathie Place to Karori Road as it means my children only have to catch one bus.

2 of my children are neurodivergent. It helps ease the load for them mentally as well as myself as a parent.

The bus stop discussed, provided a lot of weather protection, not only due to the bus shelter, but cover from the shops. It also provides extra seating at this location, as in the mornings, there can be quite a number of passengers waiting.

Having the bus stop at this location, means we can find a park on Tringham Street easily, without impacts people who live along this area.

Having the crossing is an extra benefit that we really appreciate. Especially after school when they are returning home.

This bus stop is used by a lot of people and I think it makes no sense to move it.

Thanks .

Officer Response:

Thank you for your feedback regarding bus stop 4330 at Karori Road and Tringham Street.

Please note that the proposed removal or relocation of the Tringham Street bus stop is outside the scope of this project and has been approved through a separate process. This consultation focuses on other changes aimed at improving stop spacing and service efficiency on Route 2.

Name: Kieron and Tiina
Suburb: Karori
Agree: No

Feedback Received

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Me Heke Ki Pōneke

Feedback on proposed changes to Karori Road – TR119-25

[1] We object to the proposal to create **any** unrestricted carparks outside 393-395 Karori Road, following the removal of bus stop 5331. We note the *Summary of proposed changes* refers only to the creation of **one** unrestricted car park outside 393 Karori Road (as does the *Impact* commentary) whereas under *What we'd like to do* it is proposed to create **three** unrestricted carparks outside 393-395 Karori Road.

[2] We object to the proposal to remove the existing broken yellow lines outside 395 Karori Road and further propose the extension of the existing broken yellow lines for continued reasons of safety.

Unrestricted Car Parks

[3] The unrestricted car park(s) cannot, it is submitted, be established by the Council for the following reasons:

[3.1] The proposed car parking space(s) will, in terms of R6.9 of the Land Transport (Road User) Rules 2004, obstruct entry to or exit from the garage of 395 and to the driveway to the carport next to the garage of 395 and to those of 393. Refer to attached photograph. Also refer to the following response from trfeedback@wcc.govt.nz on 17 July 2025 to a query from 393:

> Regarding your question about the area between 393 and 395 Karori Road, we will not be placing unrestricted parking in any manner that obstructs access to yours or anyone else's vehicle access. As stipulated by the New Zealand Road code, it is illegal for vehicles to park over or within one metre of a vehicle access points.

[3.2] Note "obstruct" for the purposes of R6.9 is not confined to just being within 1m of a driveway. R6.9 applies to any situation where a vehicle is obstructing entry to or exit from any driveway.

[3.3] Cars parking in any space outside 393 or 395 will not only obstruct entry to or exit from 395 and 393 for the purposes of R6.9 but will also be a direct and real threat to safety. The need to be unobstructed and have an unimpeded view when exiting a vehicle (in particular) from 395 (and 393) is essential for safety reasons on this part of Karori Road. This is due to:

- the proximity to the blind corner on Karori Road,
- the existing cars parked beyond 393 at the edge of the blind corner,
- high volume and speed with which vehicles round the blind corner unsighted,
- the need to constantly keep looking out for pedestrians,
- the positioning of the sun which can blind vision when exiting,
- the trajectory of cars passing a car turning into Karori Park, which sees such cars routinely cross the "edge line" outside 395 at continued high speed.

[3.4] Exiting is at the best of times inherently dangerous in these circumstances and currently a relatively safe exit from 395 is only possible due to the bus stop providing an unimpeded view of the traffic turning the blind corner – although even then there is very little time to manoeuvre safely.

[3.5] An exiting vehicle from 395 will in effect be blind to oncoming traffic traveling south down Karori Road due to the combination of any cars authorised to park outside 393-395 and the cars already parked at the edge of the blind corner. There will be no line of sight until you are on Karori Road. An exit from 395 will involve considerable danger and may in fact be practically impossible.

[3.6] Additional complications for a safe entry to and certainly exit from 395 occur when cars and other vehicles are also parked outside 397. It has been common for vehicles to park over the garage entrance to 397 and right up the garage entrance of 395. When this occurs any exit from 395 will without a doubt be impossible when combined with the obstruction of cars parked outside 393-395.

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[3.7] Car parking outside 393-395 would also raise additional and serious complications for Tiina who has a long-term chronic neck condition (medical evidence can be supplied if requested) which prevents her turning her head from side to side. She needs to turn her body to view left and right and so has even less time to observe oncoming traffic. This means an obstructed view is even more dangerous for her in exiting 395.

[3.8] The Court of Appeal in *Fuller v MacLeod* [1981] 1 NZLR 390 recognises a frontager's common law right of egress and ingress "at all points of his street boundary". This common law right is wider than just the entry and exit of vehicles to a property and needs to be complied with as part of any Council decision making that impacts those with properties adjoining a street.

Broken Yellow lines

[4] In May 2002 (refer to attached letter) the Council accepted the valid and genuine need for broken yellow lines to be placed outside 395 Karori Road. This need has not diminished. In fact, with the removal of bus stop 5331 the need for broken yellow lines not just in the current location, but to extend them along the 395 street boundary, to ensure there is no obstruction and 395 can be safely exited (as noted above), is very much enhanced.

[5] The loss of car parks along Karori Road due to the cycle lane, and the introduction of time restricted parking at the Karori Park car park, will see an increased need to park, wherever it is thought this can be done. The absence of broken yellow lines outside 395 (as was our experience prior to the broken yellow lines being installed in 2002) was that cars would park right up to the garage entrance and in front of the carport. Although illegal, parking enforcement would not attend and in any event the immediate inconvenience of such parking and more significantly the impact on safety (ie due to impeded vision and lack of manoeuvrability) was commonplace. This would be so again in the absence of broken yellow lines that identifies where cars cannot park outside 395 and provides an obvious and respected deterrent to such actions. As noted above, there are serious safety considerations to take account of in

maintaining and enhancing the broken yellow lines outside 395 to ensure there is no obstruction in exiting, in particular, from 395.

[6] The removal of bus stop 5331 brings with it the obligation on the Council to ensure the residents most directly impacted by this removal (393 and 395) are not left vulnerable to inevitable illegal parking which is not just inconvenient, but as explained above will create significant and real safety concerns. Appropriate broken yellow lines outside 395 are necessary to minimise this safety risk.

[7] We note it is not uncommon on Karori Road to identify broken yellow lines which extend across the boundaries of street facing properties, presumably for the very reasons we note in para [6]. Safety must be a paramount consideration for the Council.

Final Comments

[8] This is not pro-forma paper-based exercise ie removal of bus stop 5331 means car parks can now be established. As identified in this submission, the specific circumstances that apply to 393 and 395 need to be properly considered in terms of the actual and serious adverse impacts on the residents and the other users of Karori Road outside 393 and 395. The proposal as it currently stands is dangerous and likely to lead to serious harm and is not compliant with the law.

[9] Any discretionary activity of the Council should not expose residents to unnecessary inconvenience but **must not** in any circumstances expose residents to likely and identified threats to safety.

[10] Any decision to create any unrestricted car parks outside 393-395 Karori Road and to remove (and fail to extend) the broken yellow lines outside 395 as proposed, will knowingly result in the identified threats to safety.

[11] We would welcome the opportunity to speak to this submission at the meeting of the Koata Hatepe|Regulatory Processes Committee on 28 August 2025, where this proposal is to be considered.

Feedback Received

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Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

9th May 2002

File Ref: 8/30/70

[Redacted]
Karori,
WELLINGTON.

Dear Mrs. Workman,

PARKING & ACCESS – [Redacted] - KARORI

Thank you for your recent enquiry, caller ID number 1231286 and for our conversation earlier today.

I inspected the site yesterday when there was some considerable activity on Karori Park and can appreciate the difficulties and frustration you experience from time to time. Usually the Council does not approve broken yellow lines over or adjacent to driveways because they are usually well defined and only reinforce basic traffic law that prohibits parking over or within one metre of any vehicle access. Perhaps unfortunately property owners are not exempt as the law has no way of determing who may have legitimate access and immediate entry may be required at any time because vehicles are constructed from and use highly combustible materials.

I am happy to recommend that the City Infrastructure Committee approve a no stopping restriction between your driveway and adjacent bus stop. I also reiterate my comments that the Council may no longer arbitrarily impose parking and traffic restrictions but is legally obliged to follow an approved process including advertisement in *The Evening Post* that takes about three months. Provided there are no sustainable objections, the result is legal and enforceable restrictions. Roadmarking usually follows about three weeks later. The report for the Committee will shortly be prepared for its next meeting.

If you have any further enquiries please contact me direct.

Yours sincerely

A J Morris
Area Traffic Engineer
Roading & Traffic Operations
Ph: (04) 801-3290
Fax: (04) 801-3009
E-Mail: allan.morris@wcc.govt.nz

Officer Response:

Feedback Received

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Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We have made an amendment to this section of the Traffic Resolution to create only one unrestricted parking space instead of three. This means the proposal now includes converting bus stop 4331 to one unrestricted parking space outside 393 Karori Road, instead of the initially proposed three between 393 and 395 Karori Road.

The exact placement of this space will be carefully determined based on site constraints and safety considerations. Our intent remains to maximise parking availability without impacting access for residents and businesses.

Name: Carly
Suburb: Karori
Agree: No

The moving of bus stops 4330 and 5330 will lead to safety issues. The current stops are well serviced by a raised, well lit pedestrian crossing (which has only relatively recently occurred). There is no crossing, or even a centre island, where the proposed stops are so crossing Karori Road will be near-on impossible.

Currently stop 4330 not only has a bus shelter, but has lots of additional shelter thanks to the shop awnings. Most mornings this is needed - and well used. Even if a shelter is put in at the proposed location, it will not be sufficient enough for all the bus users.

Lastly stop 4330 does not obstruct any driveway access for residents and stop 5330 can impact one accessway. The proposed locations look they would impede access to a number of driveways - including some that service a number of houses.

Officer Response:

Thank you for your feedback regarding bus stops 4330 and 5330 on Karori Road.

Please note that the proposed removal or relocation of these stops is outside the scope of this project and has been approved through a separate process. This consultation focuses on other changes aimed at improving bus stop spacing and service reliability on Route 2.

Name: Bill (Karori Business Association)
Suburb: Karori
Agree: No

Feedback Received

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In a Nutshell

• We oppose the permanent removal of carparks in Marsden Village
• Marsden Village has already lost parking spaces due to cycle lane installations; cumulative impacts are significant.
• Council's evidence largely draws from urban centres, not suburban villages like Marsden.
• There is a concerning lack of localised economic impact assessment specific to Marsden Village.
• Articulated buses cause permanent disruption for a time-limited operational need.
• Viable alternatives exist, such as time-based clearways, short routing and more frequent standard buses.
• We ask Council to defer permanent carpark removal, consider and trial alternatives, and engage meaningfully with local stakeholders.

The Karori Business Association (KBA), representing retailers and service providers within Marsden Village, respectfully submits this response to the Council's proposed transport resolution seeking to permanently remove three on-street carparks to accommodate articulated buses. We also express concern about the cumulative impact of earlier carpark removals linked to cycle lane installations.

We acknowledge and support Wellington's transition to more sustainable, multi-modal transport. However, this proposal, which imposes permanent infrastructure changes to address a time-limited peak capacity issue, lacks proportionality, sufficient evidence, and proper consideration of local economic and community impacts.

Marsden Village is a jewel in Wellington's crown — a vibrant, community-focused shopping precinct serving thousands of residents. Council must ensure it not only survives but thrives.

1. Context and Concerns

The proposed removal of three carparks aims to enable articulated buses access throughout the day, yet the core demand for these vehicles is concentrated during peak periods. Permanently removing parking is permanent and 24/7 for a problem that is mainly peak hour in nature.
Marsden Village has already lost on-street parking due to cycle lane installations. For suburban centres that rely on high parking turnover and convenience, each lost space reduces foot traffic and undermines the viability of essential local shops and services.

2. Marsden Village: A Local Hub of Commerce and Community

Marsden Village is a distinctive suburban precinct at the heart of Karori — one of Wellington's largest and most engaged communities. It serves not only as a shopping destination but also as a social and service hub for thousands of residents in the surrounding suburbs. Unlike central city locations, Marsden's charm lies in its village feel: an accessible, people-oriented space where customers can run errands, meet friends, access essential services, and support locally owned businesses.

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The vibrancy and viability of Marsden Village depend heavily on ease of access, high parking turnover, and a street environment that encourages browsing, convenience shopping, and community connection. These attributes support the diverse range of businesses that have made Marsden their home.

The Karori Business Association (KBA) represents 82 businesses across the wider Karori area, including **36 located in Marsden Village.** These Marsden-based businesses reflect a healthy and interconnected local economy, comprising:

- **Independent retailers,** including books, fashion, homewares, games, and gifts.
- **Personal services,** such as hair salons, barbers, beauty therapists, and yoga studios.
- **Health and wellbeing professionals,** including dentists, podiatrists, physiotherapists, chiropractors, psychologists, and midwives.
- **Essential services,** such as a pharmacy, funeral home, real estate agencies, and a local church.
- **Hospitality venues,** including cafés, takeaways, restaurants, and a popular neighbourhood tap house.

Together, these businesses provide more than just goods and services — they contribute to the identity and social fabric of Marsden Village. Their continued success is closely tied to local accessibility, particularly short-stay parking for customers making quick visits or appointments.

3. Review of Available Research

Council's position in respect of the impact of reduce parking appears to rely heavily on overseas studies conducted in dense urban centres with high pedestrian traffic and well developed public transport networks. These central city contexts such as New York, Melbourne, and Copenhagen differ significantly from suburban village settings like Marsden. Notably, these studies:

- Often focus on short-term pilots or modelling rather than long-term outcomes.
- Lack consistent evidence on the economic resilience of suburban areas following parking removals.

In contrast, businesses in comparable suburban environments report that reduced parking availability:

- Decreases convenience for older residents, people with disabilities, and families.
- Shifts parking demand and congestion onto surrounding residential streets.
- Reduces customer visit frequency and the amount of time spent in local shops.

While we fully support the enhancement of cycling and public transport infrastructure, we stress that better localised data is essential to properly assess the true trade-offs in our specific environment.

4. Place-Based Impacts Not Properly Assessed

Consultation with Karori businesses has not sufficiently captured the unique economic and

operational realities of Marsden Village. Unlike other parts of Route 2, Marsden Village is a community destination, not just a transit node. Treating it as merely another stop risks permanent harm to its commercial viability.

No publicly available community or business impact assessment focuses solely on Marsden Village was found. Without this, broad transport policies risk overlooking or underestimating the disproportionate impacts on small, close-knit precincts.

As these decisions progress, Council must recognise that one-size-fits-all solutions can impose significant social and economic harm on vulnerable communities like Marsden Village. Meaningful, place-based assessments are essential for fair, balanced outcomes that protect the unique character and viability of these vital neighbourhood hubs.

The Karori Connections programme is upgrading Route 2 bus stops to high-capacity designs accommodating articulated buses, allowing two standard buses or one articulated bus to stop out of traffic lanes. This system-wide upgrade addresses operational needs while minimising disruption.

However, permanently removing parking in Marsden Village indicates a lack of place sensitive planning that accounts for the precinct's unique characteristics and needs.
Transport infrastructure changes must be tailored to the specific spatial, economic, and community contexts.

Without such tailored planning, vulnerable precincts risk bearing disproportionate social and economic costs, undermining their viability and community value. Council must adopt a nuanced, locally responsive approach balancing improved transport efficiency with protecting key neighbourhood hubs.

"As a small business owner in Marsden Village, we recently relocated to larger premises nearby and rely heavily on the three carparks outside our shop. Our clients come and go for short appointments — easy, convenient access is essential. Removing these spaces would seriously affect our ability to operate."

5. Concerns About Articulated Buses as a Solution

We question whether articulated buses are the best solution for peak demand, given:

- Their core need appears limited to peak periods despite potential all-day operation.
- They require disproportionately large road space and turning zones.
- Their presence risks permanently displacing local assets for a temporary benefit.

The Multi-Criteria Analysis conducted by Metlink lacks a site-specific assessment for Marsden Village and does not generally address economic or community impacts of permanent parking removal.

Alternative service models appear overlooked, including:

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• Using two standard buses during peak periods with increased frequency to maintain capacity.
• Having some peak-only services terminate at Wellington Railway Station to reduce Golden Mile congestion.
• Implementing time-based parking restrictions during peak hours only, retaining parking outside peak times.

These options could meet demand without requiring articulated buses or permanent infrastructure changes in Marsden Village

"As a longstanding funeral provider in the Karori community, this change would disrupt our ability to carry out respectful and dignified services for grieving families."

6. Recommendations

We respectfully recommend that Council work in partnership with the Karori Business Association and the Marsden Village community to co-develop a locally responsive solution. Specifically, we propose:

• **Deferment** of permanent carpark removal until alternatives have been fully explored and trialled in collaboration with local stakeholders.
• **A time-bound trial** of time-based clearways or peak-only articulated bus access to assess operational needs without irreversible changes.
• **Commissioning a localised study,** undertaken in partnership with affected businesses and residents, to better understand the economic and behavioural impacts of proposed parking changes on suburban village centres like Marsden.
• **Direct and ongoing engagement** with local businesses and community representatives before finalising any long-term changes to street design or public transport infrastructure.

7. Closing Statement

Karori is one of Wellington's largest and most engaged suburban communities. We are committed to sustainability and better transport outcomes but expect fair, evidence-based decisions that balance mobility with economic and social vibrancy. Permanent infrastructure changes should be justified by more than short-term transit optimisation.

Decisions to accommodate articulated bus stops along Route 2 must be based on consistent, rigorous analysis of local impacts and balanced against community needs. Without robust evaluation, it is difficult to justify permanent parking removal in Marsden Village that risks undermining local economic and social wellbeing.

We stand ready to work constructively with Council on collaborative trials, shared research, and evidence-based approaches that reflect the needs of both the transport system and the communities it serves. Our goal is a balanced outcome that enhances public transport while preserving the social and economic fabric of Marsden Village.

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Marsden Village is more than a transit corridor — it is a vital local economy, social hub, and contributor to Wellington's suburban vibrancy. We urge Council to adopt a holistic, placebased approach that values not just movement through the village but life within it.

Officer Response:

Thank you for the Karori Business Association's detailed feedback.

We recognise Marsden Village's importance as a local hub and understand concerns about parking loss and cumulative impacts. The removal of three car parks is part of the wider Karori Connections programme to enable articulated buses, improving capacity and reliability on Route 2.

While we've considered alternatives like increased standard bus frequency, articulated buses offer the best solution to meet peak demand and reduce congestion. The current bus stop location does not enable a high-capacity service due to its length and lead-in/out.

We appreciate Marsden Village's unique character and are committed to ongoing engagement to monitor impacts and explore mitigation options.

Thank you for your input as we work to balance transport improvements with community needs.

Name: Anonymous
Suburb:
Agree: No

Kia ora Wellington Council,

I am getting in touch regarding TR119-25 Karori Road, Karori & Glenmore Street, Thorndon.

My feedback would be keep both of the bus stops pairs at Kaori Pavilion and at Karori Rd by Tringham St.

These Bus stops I think should be kept are Bus stops 4331 and 5331 and 4330 and 5330.

I do not believe these should be replaced as

- Bus stops 4331 and 5331 should remain as they are directly in front of Karori Park. Karori Park is a very popular park for sports / running / and is connected to walking tracks. The current location is ideally placed to benefit those who use the park frequently.
- Bus Stops 4330 and 5330 is right next to a collection of local shops popular with the community. This bus stop provides convenience for customers, and extra income to local businesses.
- Bus Stops 4330 and 5330 are within 10m of a raised pedestrian crossing which provides safety for bus users. The newly proposed bus stop does not have a crossing and is not well lit, which provides additional hazards at night for bus users.

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- Bus Stop 4330 is also placed along route 34, which provides additional buses at peak times. Moving bus stop 4330 would mean that there would be less buses for the current bus stop users to utilize
- Both stops already have shelter facilities in place - creating a new bus stop will be a costly financial endeavour, when both the bus stops are already well equipped
- Both bus stops are used frequently, and combining the stops would create a high pedestrian traffic area with a large amount of people attempting to board the bus
- The new combined bus stop is in front of a driveway which is connected to 5/6 homes. This would create a hazard between pedestrians, cars, and buses all using the same space
- Given the large amount of people using each bus stop, a single shelter would not prove sufficient in poor weather
- There is a large feeling of "change fatigue" amongst residents of Karori. These changes would further inconvenience a community weary of constant change, and delay.

I understand the councils desire to introduce electric articulated buses on its Route 2 bus service. However, I believe each of the current bus stops would be improved to accommodate these electric articulated buses. Both are on long straight stretches of road and can be increased in size easily.

I believe Option 2:

• Instead of bus stop relocation, changes to the existing stops were considered, however bus stop spacing would not be optimal for service efficiency.
Should be reevaluated.

I understand service efficiently is a priority. However, I believe that other factors should also be considered, such as those listed above. The location of the current bus stops near to popular shops and public spaces provides many additional benefits to the wider community which should be prioritized.

I do not believe service efficiently should not be the highest consideration given the factors listed.

Officer Response:

Thank you for your detailed feedback regarding bus stops near Karori Park and Tringham Street.

We acknowledge the importance of bus stops 4331 and 5331 outside Karori Park for park users, local businesses, and community safety, including existing shelters and pedestrian crossings.
As part of the proposal, bus stops 4331 and 5331 are planned to be removed; however, new bus stops nearby at 364 and 379 Karori Road are proposed to maintain convenient access to Karori Park and local amenities. Additionally, another new stop near Karori Park Dairy, installed as part of a separate project, will be activated if these changes proceed.

Please note that bus stops 4330 and 5330 at Tringham Street are outside the scope of this consultation, as their removal has already been approved through a separate process.

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Name: Derek (Karori Residents Association)
Suburb: Karori
Agree: No

Stops 4330, 4331, 5330 and 5331 Karori Road
1.1 Residents and users of stops 4330, 4331, 5330 and 5331 have questioned the removal of these stops. They consider their removal will discourage rather than encourage use of the buses.
1.2 Should the decision be to replace these stops with the proposed stops near 364 and 379 Karori Road, we request a pedestrian crossing be installed to the south of the new stop to ensure safe access to Karori Park. We think the crossing should be in the vicinity of 385/387 Karori Road to allow visibility of the crossing to drivers coming from either direction.

Stop 4324 Karori Road
2.1 Shop owners and residents are concerned about the loss of three carparks at Marsden Village due to changes to stop 4324. The three parks are used by residents accessing the The Village Health Centre, which includes a physiotherapist at 146 Karori Road. These three parks are the only car parks in close proximity to the Health Centre. Their loss may result in the Health Centre having to close.
2.2 The shop owners are also concerned about the negative impact on their businesses as there is very limited public parking at Marsden Villlage (about 20 carparks). While there is private parking behind the shops on the opposite side of Karori Road, access to these parks is dependent on the goodwill of the property owner and is not guaranteed.

Glenmore Street
3.1 While our residents have no particular concerns about these proposed changes they wish it noted that the loss of parking alongside the Botanical Gardens from earlier changes remain an issue for residents accessing the gardens. They ask the Council to continue to seek a solution that accommodates additional parks for people accessing the gardens.

Officer Response:

Thank you for your feedback on behalf of the Karori Residents Association.

We acknowledge the community concerns raised around the proposed removal of stops 4331 and 5331 near Karori Park. These are proposed to be replaced by new stops near 364 and 379 Karori Road, and a new stop near the Karori Park Dairy (installed under a separate project) would also be activated. These changes aim to improve stop spacing while maintaining good access to key destinations. Please note that stops 4330 and 5330 (Tringham Street) are outside the scope of this project, as changes to these stops were progressed through a separate process.

We understand concerns about the loss of three carparks outside 146 Karori Road and the potential impact on the Village Health Centre and surrounding businesses. The current bus stop location is not suitable as it does not enable a high-capacity service due to its length and lead-in/out. The proposal seeks to balance improved public transport infrastructure with parking needs in constrained environments.

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Name: Sekhar
Suburb:
Agree: No

Dear Wellington City Council,

Please do not remove or relocate the Karori Road-Tringham Street bus stop. It will cause huge inconvenience to a large number of people living in south Karori. Those of us who live on the hill, we park our cars on the side roads near this bus stop and catch our bus to CBD or other places of work. If you move the stop closer to Karori Park, there will not be enough space for parking cars. Also during the rainy days, the shops nearby provide shelter for passengers waiting for their buses. Closer to the park there is no such facility. So, this bus stop should remain where it is now.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

Please note that the stops near Tringham Street (4330 and 5330) are outside the scope of this project, and no changes are currently proposed to them as part of this consultation.

Name: Anthony
Suburb: Karori
Agree: No

Feedback Received

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Dear Wellington City Council,

Introduction

I am writing to provide feedback on TR119-25 ; specifically I am writing to strongly (but reasonably and politely I hope) oppose the following change – "Convert 20 metres of cycleway outside 364 Karori Road to 'Bus Stop at All Times'".

Summary of concerns

My argument is primarily simply this - the bus stop currently close to the corner of Tringham St and Karori Rd has safety and comfort factors that will not be replicated by the proposal to place a bus stop and shelter adjacent to 364 Karori Rd ; accordingly I am formally objecting to the placement of a bus stop outside 364 Karori Road , and urge the Council to leave the current bus stop (ie the one close to the corner of Tringham St and Karori Rd) where it is .

By way of summary (which will be expanded on below) :

- positioning a bus stop adjacent to 364 Karori Road (as proposed) does not appear to be necessary based off of the Council's own research and reasoning , as far as this has been made available to me ;

- the current Tringham St/Karori Rd bus stop allows waiting commuters to shelter comfortably under some shop awnings during wet and/or windy conditions ;

- the current Tringham St/Karori Rd bus stop is located close to a recently raised and now well lighted pedestrian crossing , offering undoubted protection for commuters crossing an often busy Karori Road ;

- positioning the bus stop adjacent to 364 Karori Road will require buses to slow and stop (for passengers) , and to slow again within 80 meters of this proposed stop for the raised pedestrian crossing at the corner of Tringham St and Karori Road ; this will create an unnecessary disruption to traffic flows (relative to now) ;

- the proposed bus stop (at 364 Karori Road) is on the arch of a bend in Karori Road ; the bus stop by the corner of Tringham St and Karori Rd offers better visibility for vehicles passing a stationary bus ;

- placing a bus stop adjacent to 364 Karori Road will substantially interrupt the cycle lane coming up from Karori Park , at close to the promoted "quieter route" for cyclists exit at Tringham St ; I would expect that cyclists would easily prefer the current cycle-lane arrangements .

As well as negative impacts for "community" , there are specific residential issues I feel need highlighting

– the proposed bus stop adjacent to 364 Karori Rd will impact vehicle access (in and out) for numerous residents ; specifically - the proposed bus stop at 364 Karori Rd will impact access (in and out) to 364 Karori Road , to 5 properties down a "private lane" between 364 Karori Rd and 370 Karori Rd , and to 370 Karori Rd – so 7 properties in all will have vehicle access impacted . The current stop (close to the corner of Tringham St and Karori Rd) is less intrusive to residents - it slightly impacts just one residence ;

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- moving the stop to being adjacent 364 will impact the Occupants right to quiet enjoyment of this property , particularly (unless considerable screening is arranged i.e. a higher fence) , commuters will have an unimpeded line of site into the living and bedroom areas of this property (not so at the current Tringham St / Karori Rd positioning) . A photo is attached .

Consultation History (in 2024)

Last year WCC advised an intention to insert a bus stop and shelter adjacent to 364 Karori Road, and remove the bus stops at the corner of Tringham Road / Karori Rd , and Karori Park.

This was a decision that the WCC did not publicly consult on , and my son and I engaged in repeated e-mail correspondence with WCC about this. We received no meaningful response to our queries, particularly

- about where this decision was consulted on , and

- why the placement of the bus stop outside 364 Karori Rd was a good idea , and in particular , why it was better than what was currently in place (at Tringham St / Karori Rd - which as noted , amongst other things significantly better for commuter comfort and safety .) Put another way we received no feedback on what benefit the proposed change gave to the community, and how any such benefit outweighed the passenger safety and comfort , and residential access and privacy concerns we raised .)

The decision seemingly , was motivated by an idea that there needed to be fewer bus stops in this section of the bus route – despite the fact that the study relied on (the Bus Priority Action Plan) did not highlight this part of the route as suffering from over crowding of bus stops (this was identified as an issue after Parkvale Rd).

Ultimately the placement of a bus stop adjacent to 364 Karori Rd disappeared , until now , because it transpired the movement of the bus stop to be outside 364 was outside the legal mandate the WCC had at the time.

However , here we are again, with a renewed attempt to place the bus stop outside 364 Karori Road.

Current position

WCC have advised recently that they wish to "Convert 20 metres of cycleway outside 364 Karori Road to 'Bus Stop at All Times'".

Nothing has occurred since the proposal to place a bus stop adjacent to 364 Karori Rd was first raised that persuades me that this is will improve passenger comfort and safety , and traffic flow along Karori Rd , relative to the current arrangements .

For the record (boots on the ground !) ; I have between 7.15am and 8.30am over the last 5 working days (July 21st to July 25th) handed out to passengers at the Tringham St / Karori Road bus stop , a very short note letting them know of the changes proposed - of the 75 or so people I have directly engaged with , I recall just 2 being aware of the proposed change , and has no-one has confirmed that they see even modest merit in the changes proposed .

Additionally – given that the majority of passengers catching the bus at Tringham St / Karori Rd are secondary school children , I have alerted a number of Schools of the passenger comfort and safety concerns I have noted in this submission .

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As noted , I have noted that a key element for the decision to relocate the Tringham St / Karori Rd bus stop is "improving spacing" between stops (as this improves patronage apparently) ; it is very hard see how moving a bus stop around 150 metres away from a convenient pedestrian crossing , and also removing additional weather protection (from the shop verandas) will improve / encourage bus patronage . Put another way – my expectation is that "local circumstances" will override the general rule of bus stop spacing .

Conclusion

It is hard to see that the not small cost (I presume) in de-commissioning one bus stop and replacing this with another stop , around 150 away , can be justified , in this specific circumstance ; passenger comfort and safety will not be enhanced , there will be disruption to all vehicle progressing along on Karori Rd at a busy time , cyclist's will have their safety impacted , and numerous residents , some who have lost access to street parking , will have their vehicle assess negatively impacted .

In TR119-25 - bus stop over crowding in this area of the Karori Bus route was not recognised as an issue impacting bus delays in the Bus Priority Action Plan – this was only an issue after Parkvale Road .

Objection

To confirm my position - I am writing to provide feedback on TR119-25 ; specifically I am writing to strongly oppose the following change – "Convert 20 metres of cycleway outside 364 Karori Road to 'Bus Stop at All Times'".

I urge please , that the Council leave the current bus stop (i.e. the one close to the corner of Tringham St and Karori Rd) where it is , which is consistent with all of the feedback I have received on this matter as I engaged with bus passengers over the last week .

The current low fence line at 364 Karori Road

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

The proposed bus stop outside 364 Karori Road is part of a wider initiative to support a higher capacity bus service on Route 2. The current stop configuration results in closely spaced stops that contribute to delays and traffic disruption; consolidating stops improves service reliability and

Feedback Received

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reduces dwell time. Cyclists will still be able to use the redesignated sections of the cycle lane, and all feedback is being considered as part of the final decision-making process.

Name: Stephanie
Suburb:
Agree: No

To whom it my concern,

I would like to express my concern w regarding the proposed removal of the Trigham st bus stop on Karori Rd.

Moving the bus stop will mean less shelter for commuters in wet windy weather condition, and passengers will lose the convince and safety of having a pedestrian crossing (which has recently when raised) adjacent to the bus stop.

This is of particular concern for my elderly parents who rely on public transport to get to and from appointments.

I hope that the council will take this feedback on board and reconsider this proposal.

Officer Response:

Thank you for your feedback regarding the proposed changes to bus stops on Karori Road.

Please note that the Tringham Street stops (4330 and 5330) are outside the scope of this project and are not proposed to be removed as part of this traffic resolution. These stops have already been approved to be removed as part of the traffic resolution for the Karori Connections project.

Name: Henrieta
Suburb: Karori
Agree: No

Kia Ora!

I'm writing to urgently express concern regarding the proposed installation of a bus stop directly outside my property at **[Redacted].**

Feedback Received

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We only received notice of this proposal in the mail today, the form says that we need to submit my feedback by today 5pm, which has made it extremely difficult to prepare a considered response.

I am very lucky that I got home earlier today from work otherwise I would miss the opportunity – I think this is not fair, receiving the form on the day that submissions for feedback are due.
Given the potential impact on our home and daily life, I kindly request that this feedback be accepted and fully considered.

Our household has serious concerns about the proposed placement for the following reasons:

- **Noise and disruption**: The bus stop would sit directly outside our children's bedrooms. The frequent stopping, idling, and engine noise, particularly in the early mornings and evenings, would create daily disruption and affect their ability to rest and concentrate. One of my children is a very light sleeper so this might affect his quality of sleep which has a knock-on effect on his day.
- **Loss of privacy and property value**: The presence of a bus stop at our front door would significantly reduce privacy and may negatively impact the overall value and desirability of our home for which we pay premium rates. Have the Council considered the impact on families holistically? This can have a major financial impact on us.
- **Garage rebuild impacted**: We are planning to rebuild our garage in late 2025, and the proposed bus stop would obstruct both construction and future access or make the renovation more costly which we have not planned. Furthermore, our neighbours who will do the renovation with us have already been in long lasting Council engagement about this matter.
- **Existing parking issues**: We already face regular difficulties securing on-street parking with the recent installation of the bike lane. The introduction of a bus stop would remove the limited parking we currently rely on and make day-to-day life more difficult for our household as well as our neighbours'.

We support investment in public transport, but I respectfully ask that the Council consider alternative nearby locations that would still provide access to the community while minimising disruption to residential properties.
We would also appreciate the opportunity to be included in any ongoing consultation or decision-making process regarding this matter, next time not one hour before deadline please.

Officer Response:

Thank you for your feedback on the proposed bus stop near 379 Karori Road.

A letter was delivered to addresses within a 50m radius of the change three days prior to the two-week submission period.

The proposed stop location has been designed to maintain access to properties and avoid obstructing future developments, including your planned garage rebuild. While the overall intent of the proposal is to improve bus stop spacing and enable higher-capacity vehicles on Route 2, we appreciate the need to strike a balance with local residential impacts. We note your concerns around

Feedback Received

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loss of privacy and have taken these into consideration. Minimisation of parking removal is a key priority when selecting a new stop location.

Name: Ursula
Suburb: Karori
Agree: No

I understand some stops need to be extended to accommodate articulated buses but I also understood these buses were only going to run at peak times. If this is correct there is no need to permanently remove car parking - it only needs to be no parking during peak hours when the buses are being used. Any parking removed to extend the bus stops should be available for parking when the buses are not in use.
Rather than removing the parks at Marsden Village extra lead in pace could be created at the pedestrian crossing. Too much parking has already been removed in this shopping area.
I do not support the removal of the 4 bus stops at the southern end of Karori road. It's hardly going to achieve any efficiencies - removing all the raised crossings would speed up the time buses take to get in and out of Karori more than removing a couple of bus stops! The proposed 'new' stop on the Northern side will require a bus shelter to be built on the footpath restricting pedestrian access in that space. The current stops are in good locations for both access and shelter for bus users. They are also in much wider parts of the footpath. Locating bus stops outside amenities and shops is a much more acceptable position than outside residents homes - especially when people will be gathering to wait for buses. I consider putting a bus stop directly outside residential housing to be a real safety issue - especially when it is not necessary.
Why is there a bus stop outside 418 Karori Rd when the terminus is a few steps away? This stop should be converted to timed car parking for school drop offs and pick ups and unlimited parking outside of these times.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

We understand your concerns about parking loss, particularly near Marsden Village. The current stop location here does not enable a high-capacity bus service due to its limited length and lead-in/out. The proposed new stops near Karori Park (to replace 4331 and 5331) improve spacing and efficiency. Stops 4330 and 5330 are not proposed for removal in this consultation and are outside the scope of this Traffic Resolution.

We also acknowledge your concerns about placing bus stops near homes and potential impacts on footpath space. These are being considered carefully in the design.

Feedback Received

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Name: Margie
Suburb: Karori
Agree: No

Hello,
This bus stop serves people from both Karori West and Karori South and those on the main road. There is extra shelter from the weather provided by the shops next to the current bus stop. It is the only digital sign from there to the Karori Mall.
There is also a pedestrian crossing there which has just been upgraded. More expense without any little benefit! Please stop wasting ratepayers money!

This is more expense without any benefit.

Please concentrate on the important matters like leaky pipes and stop wasting rate payers money!!!

Ratepayers are not receiving wage increases but rates are going up by double digits year after year Stop fiddling with the bus stops. A fortune has already been spent in recent years.

Thank you and I look forward to seeing the bus stop remain where it is.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

The removal of the stops near Tringham Street were approved as part of the Karori Connections traffic resolution. Your feedback regarding the pedestrian crossing has been noted and passed on to the appropriate team.

Name: Sharon
Suburb: Karori
Agree: No

Kia ora koutou,

This feedback relates to the proposed change to the bus stops on the Karori Rd/Tringham Road corner and outside the Karori Park, replacing it with one bus stop between these two stops. This feedback is shared by all members of my family (four people in total), who will be affected by this change.

Feedback Received

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Me Heke Ki Pōneke

We do not want to see the removal of the Karori Road/Tringham Road cnr bus stop, on either side of the road.

These bus stops serve so many people - including anyone coming and going from the Karori West area via Tringham Street. A lot of people come down to this bus stop from the streets that flow into Tringham and Marshall Streets (e.g. Sunshine Ave, Fernlea, Hildreth, Ranelagh). It is a convenient entry and exit point from these streets to the bus network. Having to walk further would not be customer focused.

There are a large number of people who use the verandahs of the shops at the Tringham Rd cnr bus stop to keep dry during bad weather. There would not be enough room for them to all fit into a small bus shelter further down the road.

If the stop is replaced with one further along the road people lose the opportunity of catching the number 34 bus that comes down from Montgomery Ave. Having this bus available helps spread the load of passengers away from the number 2 bus.

There are many high school students who get on at both the Karori Park and Tringham cnr bus stops each morning and to try to merge these students into one bus stop would overwhelm the bus stop capacity and clog up the footpath. During bad weather students would have nowhere to shelter and would arrive at school wet for the day.

The proposed new bus stop is also adjacent to residential houses, where the Karori Park and Tringham Road cnr stops are free from driveways. This makes them both safer options.

There is also a raised pedestrian crossing already in place at the Tringham Rd cnr bus stop. There isn't at the proposed new location. Are you thinking of adding to the cost by putting in another raised pedestrian crossing in the new location? I hope not.

There is room to extend the Tringham Rd Cnr bus stop by reclaiming a bit more of the cycle way. There is also room to extent the bus stop at Karori Park by doing the same. This would be a low cost option.

Decisions should be customer focused, not what looks nice on the map e.g. distances between stops. If there is demand for a stop at a certain point, that should be the deciding factor.

I would not like to see the extra expense of adding a new bus stop and shelter between these stops and removing bus shelters. This proposed change is not an example of the council being careful with its money. Please don't waste rate payer's money by making these unnecessary changes. As a city we are all hurting financially and the council should be doing what it can to cut costs.

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

Feedback Received

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Me Heke Ki Pōneke

The removal of the Tringham Street bus stops (4330 and 5330) is not part of this proposal—they were approved through a previous Traffic Resolution.

Name: Jonathan
Suburb: Brooklyn
Agree: Yes

I support the lengthening of the bus stops.
Please make sure that removing bus stops at the end of a bus route will be a net benefit as I'm not sure that the speed benefits gained by the few passengers that ride to the end of the route will outweigh the increase in walking time (without all the passenger numbers I can't do a comparison myself).

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements. We appreciate your support for the proposed changes.

Name: Aimee
Suburb: Karori
Agree: No

RE: Stop 4330, Karori Road at Tringham Street.

I consider the proposed relocation of this stop to be Ludicrous.

This stop has existing shelter as well as a bus stand due to main road shops.
It has a lit, marked, raised crossing beside it.
It is an extremely heavily used stop and removing it to another existing stop is an exercise in wasted money and resources. It has no practical merit. STOP spending tax paid money on issues that don't exist. This is a frivolous waste of money. Fix our water and stop messing up what used to be an excellent business system. Other recent bus stop moves have created mindless road congestion and passengers now exit the buses in dangerous, unsheltered, narrow footpath areas causing vision hazards to side street road users and pedestrians alike. It's nothing short of madness. I Strongly object and am only withholding the use of profanity for decency. FIX OUR WATER. LEAVE THE BUS STOPS ALONE!

[Redacted]
49 year Karori Resident

Feedback Received

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Officer Response:

Thank you for taking the time to provide feedback on TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements.

The removal of the Tringham Street bus stops (4330 and 5330) is not part of this proposal—they were approved through a previous Traffic Resolution.

COMPLIANCE WITH THE LAND TRANSPORT RULE: SPEED LIMIT 2024 - VARIABLE SPEED LIMITS OUTSIDE SCHOOLS

Kōrero taunaki | Summary of considerations

Purpose

1. This report seeks approval from the Koata Hātepe | Regulatory Processes Committee for 61 Traffic Resolutions, which propose the introduction of 30 km/h variable speed limits during school travel periods (drop-off and pick-up times) outside 79 schools.
2. The approval of these Traffic Resolutions will enable the implementation prior to 1 July 2026, ensuring compliance with the *Land Transport Rule: Setting of Speed Limits 2024.*

Strategic alignment

3. The most relevant community outcomes, strategic alignment, and priorities for this paper include Social Wellbeing – A city of healthy and thriving whānau and communities, Urban Form – A liveable and accessible, compact city, Making our city accessible and inclusive for all, and Transform our transport system to move more people with fewer vehicles.

Relevant previous decisions

4. Over the past three years, Council has made a series of decisions shaping Wellington's approach to speed management, progressively aligning our processes with national requirements.
5. These decisions, aligned with the *Land Transport Rule: Setting of Speed Limits 2022* and the more recent *Land Transport Rule: Setting of Speed Limits 2024*, have established the regulatory and strategic foundation for the proposed Variable Speed Limit changes.
6. Further details are provided in Attachment 1.

Significance

7. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. The Variable Speed Limits around schools were consulted on under Speed Management Upgrades through the 2024-2034 Long-term Plan. While the changes will deliver important safety benefits, they do not materially alter Council's strategic assets, or financial capacity.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

8. Funding for this project is already approved in the 2024–34 Long-term Plan under the 2107 Speed Management Upgrades within 7.1.7 Road Safety.

Risk

☐ Low	☒ Medium	☐ High	☐ Extreme

9. The overall risk for this decision is assessed as medium. Key risks relate to timely delivery within regulatory requirements, maintaining public and stakeholder confidence, and managing market driven procurement and mateial pressures. These are being mitigated through phased delivery, proactive engagement, and cost contingencies.

Authors	Jocelyn Zhang, Transport Project Manager Deepak Gajula, Transport Project Manager Dennis Davis, Principal Transport Engineer
Authoriser	Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. **Receives** the information
2. **Notes** that the *Land Transport Rule: Setting of Speed Limits 2024* mandates the implementation of Variable Speed Limits outside schools in Wellington City, where the Rule's criteria are met, by **1 July 2026**.
3. **Agrees** to implement 30km/h variable speed limits during school travel periods (drop-off and pick-up times) outside 79 schools, through approval of the following 61 Traffic Resolutions, detailed TR listed in Attachements:
   - 3.1 TR100-25 Miramar North School
   - 3.2 TR101-25 Onslow College/ Roroa Normal Intermediate School
   - 3.3 TR102-25 Redwood School
   - 3.4 TR103-25 Seatoun School
   - 3.5 TR104-25 South Wellington Intermediate School
   - 3.6 TR105-25 St Francis Xavier School
   - 3.7 TR106-25 Te Aro School
   - 3.8 TR107-25 Wadestown School (1), Wadestown School (2)
   - 3.9 TR108-25 Wellington Hills Christian College
   - 3.10 TR109-25 Miramar Central School/ Holy Cross School
   - 3.11 TR110-25 Worser Bay School
   - 3.12 TR111-25 Newtown School/ St Annes Primary School
   - 3.13 TR112-25 Wellington High School
   - 3.14 TR52-25 Brooklyn School
   - 3.15 TR53-25 Newlands School/ Bellevue School
   - 3.16 TR54-25 Tawa Intermediate/ Tawa College
   - 3.17 TR55-25 St Catherine's College/ St Patrick Primary College
   - 3.18 TR56-25 St Benedict's School
   - 3.19 TR57-25 Roseneath School
   - 3.20 TR58-25 Rongotai College
   - 3.21 TR59-25 Rewa Rewa School
   - 3.22 TR60-25 St Bridgids
   - 3.23 TR61-25 St Anthony's School
   - 3.24 TR62-25 Scotts College/ Kahurangi School
   - 3.25 TR63-25 St Mary's School/ Sacred Heart Cathedral School

3.26 TR64-25 Ridgway School
3.27 TR65-25 Owhiro Bay School
3.28 TR66-25 Otari School
3.29 TR67-25 Northland School
3.30 TR68-25 Ngaio School
3.31 TR69-25 Linden School/ He Huarahi
3.32 TR70-25 Kilbirnie School
3.33 TR71-25 Kelburn Normal School
3.34 TR72-25 Samuel Marsden Collegiate School/ Karori Normal School
3.35 TR73-25 Karori West Normal School
3.36 TR74-25 Johnsonville School
3.37 TR75-25 Island Bay School/ St Francis De Sales School
3.38 TR76-25 Clifton Terrace Model School
3.39 TR77-25 Cardinal McKeefry School
3.40 TR78-25 Berhampore School
3.41 TR79-25 Amesbury School
3.42 TR80-25 West Park
3.43 TR81-25 St Mark's Church School/ Wellington College/ Wellington East Girls College
3.44 TR82-25 TKKM O Nga Mokopuna
3.45 TR83-25 Te Ara School
3.46 TR84-25 Tawa School
3.47 TR85-25 St Teresa's School
3.48 TR86-25 Queen Magaret College/ Thorndon School/ Wellington Girls College
3.49 TR87-25 Newlands College/ Newlands Intermediate, Paparangai School/ Newlands College, Paparangi School
3.50 TR88-25 Makara Model School
3.51 TR89-25 Khandallah School
3.52 TR90-25 Hataitai School
3.53 TR91-25 St Patrick College/ Evans Bay Intermediate School
3.54 TR92-25 Cashmere Avenue School
3.55 TR93-25 Churton Park School
3.56 TR94-25 Clyde Quay School
3.57 TR95-25 Crofton Downs Primary School
3.58 TR96-25 Greenacres School
3.59 TR97-25 Hampton Hill School
3.60 TR98-25 Houghton Valley School
3.61 TR99-25 Lyall Bay School

4. **Notes** that the estimated capital cost for the recommended option for implementation of the variable speed limits outside school is approximately $4.51 million, with ongoing operational cost of $50,000 per year from FY27/28.

5. **Notes** that the capital budget is already approved in the 2024–34 Long-term Plan under the 2107 Speed Management Upgrades within 7.1.7 Road Safety, and the operational budgets from FY27/28 onwards will be assessed and updated under outcomes 7.1.6 Network-wide Control and Management and 7.1.7 Road Safety in the next Long-term Plan.

Whakarāpopoto | Executive Summary

10. Supporting safe travel for tamariki and their whānau is a core priority under Council's commitment to improve safety and accessibility when maintaining and improving our transport network. In Wellington, many school journeys take place alongside busy roads. Implementing lower vehicle speeds outside schools during peak travel periods is a proven, cost-effective measure to reduce crash risk and severity, encourage active travel, and improve community wellbeing.

11. In October 2024, the Government introduced the Land Transport Rule: Setting of Speed Limits 2024, which requires all Road Controlling Authorities to reduce the speed limits around schools during school travel periods. The Rule requires the implementation must be completed prior to 1 July 2026.

12. In response, Council officers propose to reduce the speed limits to 30 km/h during the school drop-off and pick-up times outside 79 schools across the city, supported by 61 Traffic Resolutions presented in this paper for approval.

13. The key objective is to reduce the likelihood and severity of crashes, encourage active modes of travel such as walking and cycling, and create safer, more accessible, and more liveable communities. These changes align with Council's transport safety, climate action, and community wellbeing priorities, as well as national strategies.

Takenga mai | Background

14. Council officers have undertaken site audits and initially engaged with all 82 schools in Wellington City to confirm gate locations, peak travel times, and local traffic patterns.

15. Through this process, it was confirmed that St Bernards School and Cardinal McKeefry School will close after the end of the school year, and Central Regional Health School does not have fixed start and finish times requiring speed changes. As a result, the proposed changes apply to 79 schools.

16. The extent of each proposed variable speed limit section has been guided by the *Land Transport Rule: Setting of Speed Limits 2024*, which specifies 150 metres from the school gate. These sections have been refined based on gate locations and usage patterns confirmed by each school.

17. The choice of electronic signs or static signage is based on road classification and engineering assessments of the road environment, including traffic volumes, visibility, and physical constraints. Design considerations have included minimising driver distraction, achieving value for money, and integrating with the city's wider speed management network.

18. The 61 proposed Traffic Resolutions now sought for approval reflect these site-specific assessments. Once approved, a phased rollout of implementation will begin in late 2025, with full completion prior to the 1 July 2026 regulatory deadline.

19. Further details on the proposed changes are available on the Wellington City Council Website: Safe speed limits outside schools - Projects - Wellington City Council

Kōrerorero | Discussion

20. This project is a critical step in enhancing road safety outside schools and protect vulnerable road users—particularly tamariki and their whānau. It directly supports Council's strategic objectives, national road safety policy, and broader community wellbeing goals.

21. The proposed changes balance regulatory compliance with practical considerations, including engineering assessments, road environment constraints, and engagement feedback from schools, community, and residents. Tailoring sign type and placement to each location will maximise safety outcomes while ensuring efficient use of resources.

22. The total estimated capital cost is $4.51 million, funded in the 2024–2034 Long-term Plan under the 2107 Speed Management Upgrades programme within 7.1.7 Road Safety. Operational expenditure of approximately $50,000 per year from 2027/28 will be assessed and updated under outcome 7.1.6 Network-wide Control and Management and 7.1.7 Road Safety in the next Long-term Plan.

23. The project responds directly to the *Land Transport Rule: Setting of Speed Limits 2024*, which mandates safer speeds outside schools by 1 July 2026.

24. Not complying with the Rule means that NZTA can step in and effectively force or make the decisions for us. If that is done, Council cannot touch the speed limits in those areas for another 3 years, unless NZTA gives us approval.

25. There is also a reputational risk if the Council does not fulfil this statutory obligation. This includes the potential for public criticism, loss of community trust, and negative media attention for not meeting nationally mandated road safety requirements intended to protect children travelling to and from school.

26. Overall, the project represents a critical investment in safety, accessibility, and community wellbeing, ensuring the Council meets its legal obligations while proactively advancing its transport safety objectives.

Kōwhiringa | Options

Option One – Do nothing

27. Council does not proceed with the proposed implementation. This would result in non-compliance with the Land Transport Rule: Setting of Speed Limits 2024. Officers do not recommend this option due to the associated legal, safety, and reputational risks.

Option Two – (recommended)

28. The committee approves the implementation of variable speed limits proposed in this report. Suggested resolution is included in Taunakitanga | Officers' Recommendations.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Engagement and Consultation

29. The engagement for this project sits at the 'Inform' category of the engagement spectrum under the Council's Significance and Engagement Policy, as this is a mandatory requirement as stated in the Land Transport Rule: Setting of Speed Limits 2024.

30. Consultation was not required under the special consultative procedure. However, targeted engagement was undertaken to inform schools, local communities, and

stakeholders of the planned changes and to seek feedback on the proposed Traffic Resolutions.

31. Engagement activities include:

- Initial communication with all schools to introduce the Rule and confirm school travel time periods and gate locations.
- Updates and dedicated content in the Council's project webpage
- Direct letter drops and emails to all schools and residents within the proposed Variable Speed Limit sections, advising of the proposal and inviting feedback from 14 July to 28 July 2025.
- Public access to the draft Traffic Resolutions, made available both online and in physical form at Council libraries, for further information
- School Newspaper advertisements to raise public awareness
- A dedicated project email contact was provided to schools and the public to support ongoing communication and respond to enquiries

32. During the 2-week feedback period, 93 responses were received:

- 42 responses are related to speed limit changes
- 29 responses are commenting on the location of signs and the boundaries of the variable speed limit zone
- 22 responses are general queries or requests for additional physical changes (e.g., traffic-calming measures, lighting improvements, parking restrictions)

33. Of the 42 speed-related responses:

- 27 (64.3%) supported the proposed speed reductions, including 11 who favoured a permanent reduction and 1 suggested an alternative road.
- 8 (19%) strongly preferred permanent limits over a variable speed limit,
- 7 (16.7%) raised other comments, such as requests to extend the VSL operating period

34. Feedback was reviewed alongside engineering assessments and site-specific considerations. Where appropriate, suggestions were incorporated into the final design, ensuring that the 61 Traffic Resolutions now recommended for approval reflect both community input and technical requirements.

Financial implications

35. The recommended option in this report involves approval of $4.51 million in capital costs for design, engagement, construction, project management, monitoring, and a 15% contingency to mitigate potential delivery risks. Given that maintenance requirements for the new assets will be minimal in the first year, these costs will be met within existing operational budgets under Outcome 7.1.6 Network-wide Control and Management and Outcome 7.1.7 Road Safety. The estimation of the ongoing operational cost from Year 3 of the current LTP (FY2027/28) is approximately $50,000 per year, and this will be assessed and updated in the next Long-term Plan.

Capital and operating costs of the recommended option($000s)

	2024/25Actual	2025/26	2026/27	2027/28	2028/29	2029/30	Total
Project Costs*							
Capex Expenditure	$379	$4,126					$4,505
Operating Expenditure			minimal	$50	$50	$50	$50k pa onwards
Sources of Funding							
2107 Speed Management Upgrades Revised Capex Budget(uninflated)**	$367	$4,601	$421				$5,389
LTP Opex Budget			$50	$50	$50	$50	$50k pa onwards
NZTA Funded on Speed Reversal	$22						$22

* Project costs are estimated based on the current stage of design.

**2107 Speed Management Upgrades(FY24/25 - FY26/27) funds the compliance with the Land Transport Rule: Speed Limit 2024, including speed reversal and variable speed limits around schools.

36. Financial Risks include potential cost escalations due to market variability, design refinements, or supply chain issues. A 15% project contingency has been included to manage these risks.

37. **Impact on Financial Strategy:** This project is within the approved LTP budget allocation and does not materially impact Council's rates or debt-to-revenue ratio beyond what is already planned.

Legal considerations

38. The Land Transport Rule: Setting of Speed Limits 2024 imposes a statutory requirement on the Council, as a Road Controlling Authority, to set variable speed limits outside the gates of category 1 schools, where the conditions specified in the Rule are met.

39. Under clause 5 of the Rule, the Council is required to set a variable speed limit of 30kmph directly outside a category 1 school gate that:

    - Applies only during prescribed periods related to school travel, including before and after school, at school start and finish times, and during school-related events (clause 5.3); and

40. Under clause 9.1 of the Rule, if the New Zealand Transport Agency (NZTA) reasonably believes that Council does not comply with its obligations, NZTA may issue directions requiring the Council to set the speed limit as specified. If the Council still fails to comply, the Agency may exercise the Council's power and directly set or change the speed limit itself. Following this, under clause 9.2, the Council is prohibited from

changing that speed limit for a period of three years, unless it obtains the Agency's approval.

41. The recommendations in this report ensure compliance with the Rule by:

- Setting variable speed limits specifically on road sections directly outside category 1 school gates;
- Restricting the variable speed limits to defined school travel periods only;

Risks and mitigations

42. The overall risk rating for the Variable Speed Limit project is considered **medium**. Key risks relate to timely delivery within regulatory requirements, maintaining public and stakeholder confidence, and managing market driven procurement and mateial pressures.

43. These risks are being mitigated through phased delivery, proactive engagement with stakeholders, early engagement with suppliers, and inclusion of a 15% budget contingency to address potential cost fluctuations.

Communications Plan

44. A comprehensive Communications and Engagement Plan (C&E Plan) has been developed and is being implemented for the Variable Speed Limit project.

45. To date, the following communications and engagement activities have been completed:

- **Pre-engagement with schools:**
  Initial emails were sent to all schools in February 2025, providing an overview of the project objectives and seeking key information such as existing school gate locations and peak travel time periods for the school.
- **Design engagement:**
  Letters were hand delivered to 79 schools and all directly affected residents in July 2025, outlining the proposed Variable Speed Limit changes and inviting feedback during a 2-week period.
- **Public advertisement:**
  Advertisements were placed in local newspapers to inform the public of the Traffic Resolution for the proposed Variable Speed Limit changes and the feedback period with a brief about the project.
- **Parents communications:**
  Information about the project was shared in school newsletters to reach parents and families who may not have received the Traffic Resolution letters directly.
- **Project webpage:**
  A dedicated webpage has been setup and maintained on the Wellington City Council website, providing up-to-date information on the project, timelines, and feedback opportunities.

46. Further communication will continue following Council's decision on the Traffic Resolution to inform schools, residents, and the wider community of final decisions and provide advance notice of implementation timelines.

Ngā mahinga e whai ake nei | Next actions

47. Subject to approval of the 61 Traffic Resolutions, officers will progress the detailed design, procurement, and implementation of the Variable Speed Limits outside 79 schools in line with the Land Transport Rule: Setting of Speed Limits 2024. This will include finalising sign specifications, confirming installation schedules, and coordinating with suppliers and contractors.

48. Implementation will be delivered in phases from late 2025, with all works completed before the regulatory deadline of 1 July 2026.

Attachments

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KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE
28 AUGUST 2025

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

COMPLIANCE WITH THE LAND TRANSPORT RULE: SPEED LIMIT 2024 - VARIABLE SPEED LIMITS OUTSIDE SCHOOLS – ATTACHEMENT 1

Relevant previous decisions

1. Over the past three years, Council has made a series of decisions that have shaped Wellington's approach to speed management, progressively aligning our processes with national requirements.

2. Those decisions include:

- On 19 May 2022 the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force. The Rule required each territorial authority to prepare a speed management plan and set speed limits.
- On 15 September 2022 the Pūroro Āmua | Planning & Environment Committee, the Approach to Speed Management was approved by committee, setting the direction for the development of a Speed Management Plan for Wellington City.
- On 02 February 2023, the Pūroro Āmua | Planning & Environment Committee, revoked Part 6: Speed Limits of the Wellington Consolidated Bylaw 2008 (Speed Limits Bylaw) which was a necessary step to adhere to the new process of setting speed limits nationwide under the Land Transport Rule: Setting of Speed Limits 2022.
- On 27 April 2023 the Pūroro Āmua | Planning & Environment Committee, considered the resulting draft Speed Management Plan, which was developed in compliance with the Setting of Speed limits 2022. This Speed Management Plan proposed to reduce the speed limit to 30 km/h across much of Wellington City.
- During consultation of the Speed Management Plan, a discrepancy was identified with the benefit cost calculation of the plan resulting in the consultation being stopped.
- On 11 October 2023, the Unaunahi Māhirahira | Audit and Risk Committee was provided with the findings and recommendations from two independent reviews into the processes where the release (under LGOIMA) contained both individual details and an error in the Benefit Cost Ratio BCR calculations.
- On 9 April 2025, the Koata Hātepe | Regulatory Processes Committee considered a Traffic Resolution under the Setting of Speed Limits 2024 rule to reverse the reduced speed limits of 30km/h at three locations identified for speed reversals in compliance with this latest rule. It was agreed that if an exemption is not granted by 30 April 2025, to ensure compliance with the Land Transport Rule, the proposed changes would be implemented by Council. These changes have been completed in May 2025.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR100-25 Miramar North School – Variable Speed Limit (Amended)
Location – where we propose to make the change	Miramar North Road, Weka Street, Manuka Street and Darlington Road 8:20-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th of July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR100-25 Miramar North School - Variable Speed Limit

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR100-25 Miramar North School - Variable Speed Limit (Amended)

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for Miramar North School

Column One	Column Two	Column Three
Miramar North Road	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Darlington Road (Grid coordinates X= 1,752,483.065, Y= 5,425,786.512) and extending in a south-westerly direction following the north-western kerb line for 620 metres.*
Weka Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at 67 metres south of its intersection with Manuka Street (Grid coordinates X= 1,752,727.226, Y= 5,425,665.311) and extending in a northerly direction following the western kerb line for 421 metres.*
Manuka Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 22 metres north-west of its intersection with Weka Street (Grid coordinates X= 1,752,718.357, Y=5,425,742.828) and extending in a south-easterly direction following the north-eastern kerb line for 22 metres.*
Darlington Road	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 29 metres north-east of its intersection with Weka Street (Grid coordinates X= 1,752,843.667, Y= 5,426,075.491) and extending in a south-westerly direction following the south-eastern kerb line for 29 metres.*

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 105 Miramar North Road - removed (amended location below)

Location: 89 Miramar North Road - amended location

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 104 Miramar North Road - removed (amended location below)

Location: 90 Miramar North Road - amended location

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We are proposing a change in your area

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Me Heke Ki Pōneke

Location: 17 Manuka Street

Location: 7 Weka Street

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We are proposing a change in your area

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Me Heke Ki Pōneke

Location: 8 Weka Street

Location: 287 Darlington Road

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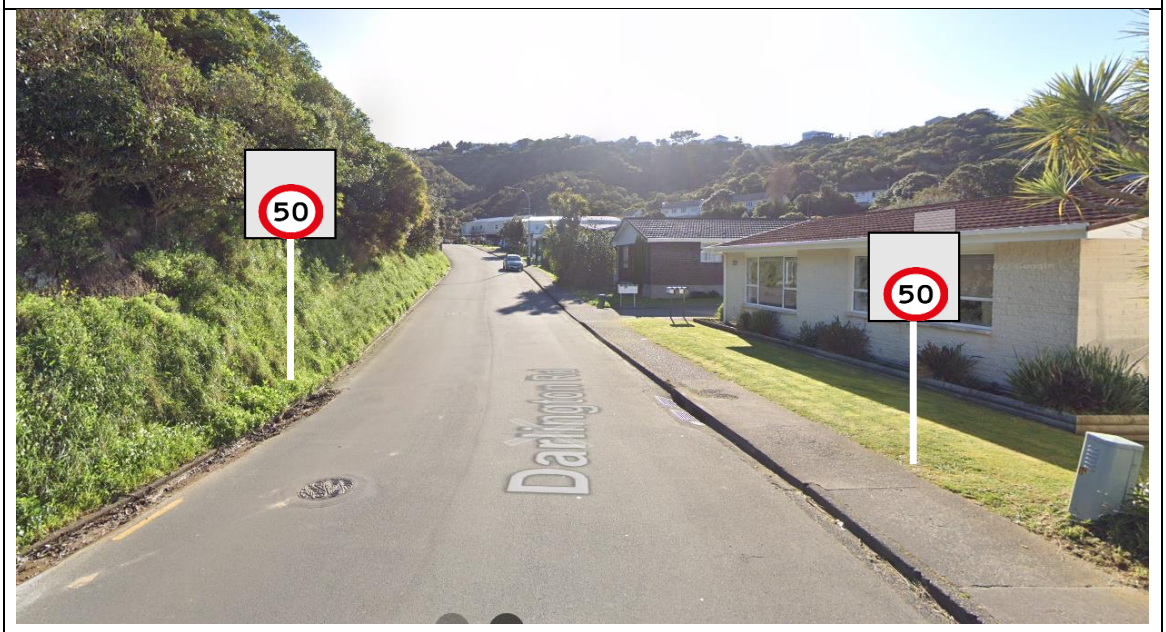
We are proposing a change in your area

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Location: opposite 287 Darlington Road



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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

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Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR101-25 Raroa Normal School and Onslow College – Variable Speed Limit
Location – where we propose to make the change	Arapiko Street, Elliot Street, Bannister Avenue. Sim Street, Haumia Street, Moorefield Road and Burma Road 8:10-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

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What we would like your feedback on	We would like your feedback on: • We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
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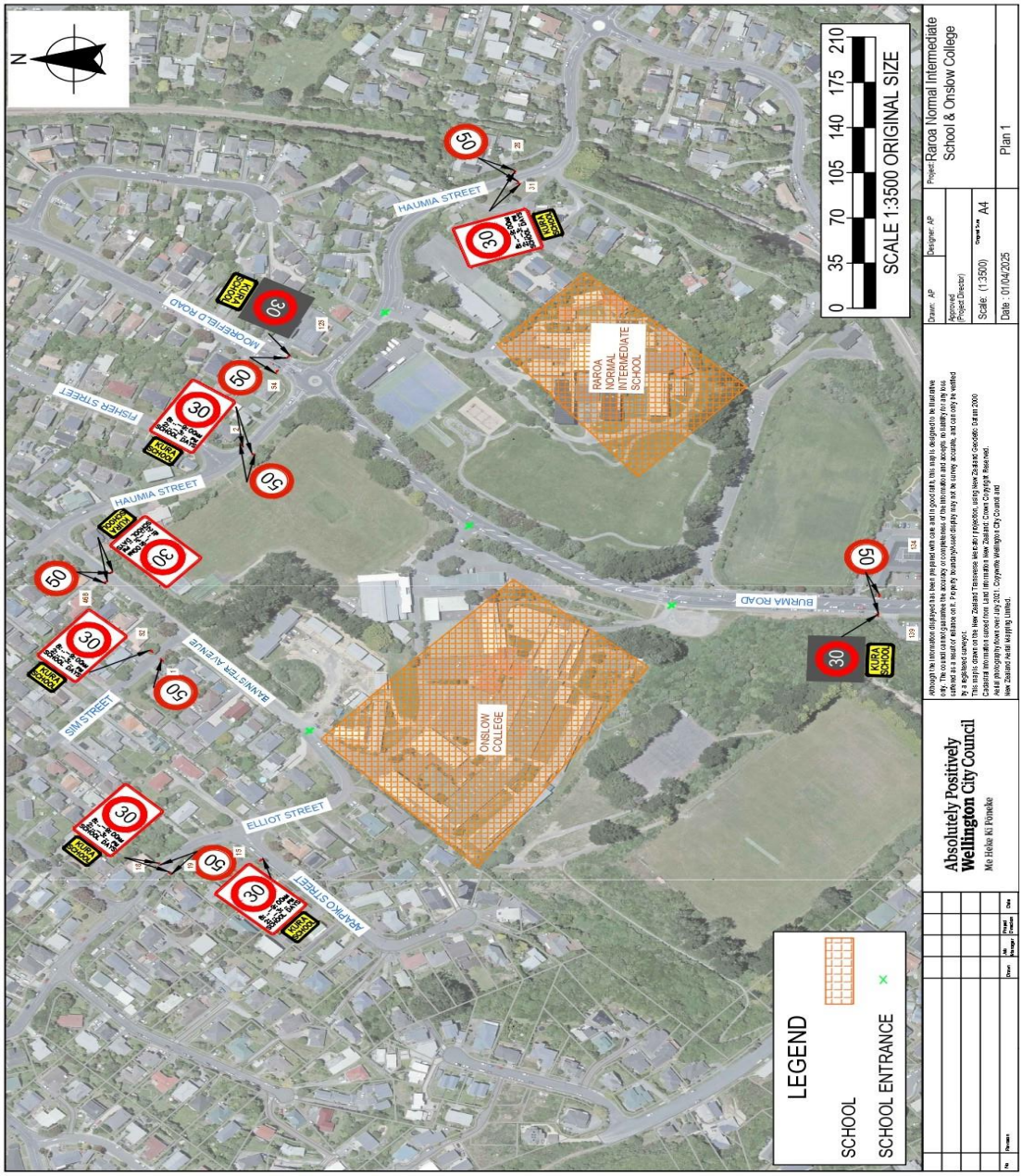
Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR101-25 Raroa Normal School & Onslow College - Variable Speed Limit



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for Raroa Normal School and Onslow College

Column One	Column Two	Column Three
Arapiko Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 28 meters south-west of its intersection with Elliot Street (Grid coordinates X=* 1,750,496.183, *Y= 5,434,244.099) and extending in a north-easterly direction following the north-western kerb line for 28 meters.*
Elliot Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 58 meters north-west of its intersection with Arapiko Street (Grid coordinates X=* 1,750,493.024, *Y= 5,434,310.296) and extending in a south-easterly direction following the north-eastern kerb line for 135 meters.*
Bannister Avenue	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 69 meters north-east of its intersection with Sim Street (Grid coordinates X=1,750,731.204, Y= 5,434,341.270) and extending in a south-westerly direction following the south-eastern kerb line for 264 meters.*
Sim Street	*30kp/h* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 24 meters north-west of its intersection with Bannister Avenue (Grid coordinates X=* 1,750,666.709, *Y= 5,434,315.395) and extending in a south-easterly direction following the north-eastern kerb line for 24 meters.*
Haumia Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 21 meters south-east of its intersection with Fisher Street (Grid coordinates X= 1,750,835.245, Y= 5,434,256.585) and extending in a south-easterly direction following the north-eastern kerb line for 300 meters.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Moorefield Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 26 meters north-east of its intersection with Haumia Street (Grid coordinates X= 1,750,907.422, Y= 5,434,226.305) and extending in a south-westerly direction following the south-eastern kerb line for 26 meters.*
Burma Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at south-west of its intersection with Haumia Street (Grid coordinates X= 1,750,696.342, Y= 5,433,843.055) and extending in a south-westerly direction following the north-western kerb line for 433 meters.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 15 Elliot Street on Arapiko Street

Location: 18 Elliot Street

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We are proposing a change in your area

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Wellington City Council
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Location: 19 Elliot Street

Location: 52 Bannister Avenue on Sim Street

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We are proposing a change in your area

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Location: 1 Sim Street

Location: opposite 46B Bannister Avenue

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We are proposing a change in your area

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Location: 46B Bannister Avenue

Location: 2 Fisher Street on Haumia Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
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Location: opposite to 2 Fisher Street on Haumia Street

Location: 125 Moorefield Road

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We are proposing a change in your area

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Location: 54 Haumia Street on Moorefield Road

Location: 31 Haumia Street

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We are proposing a change in your area

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Location: 28 Haumia Street

Location: 139 Burma Road

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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 134 Burma Road

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

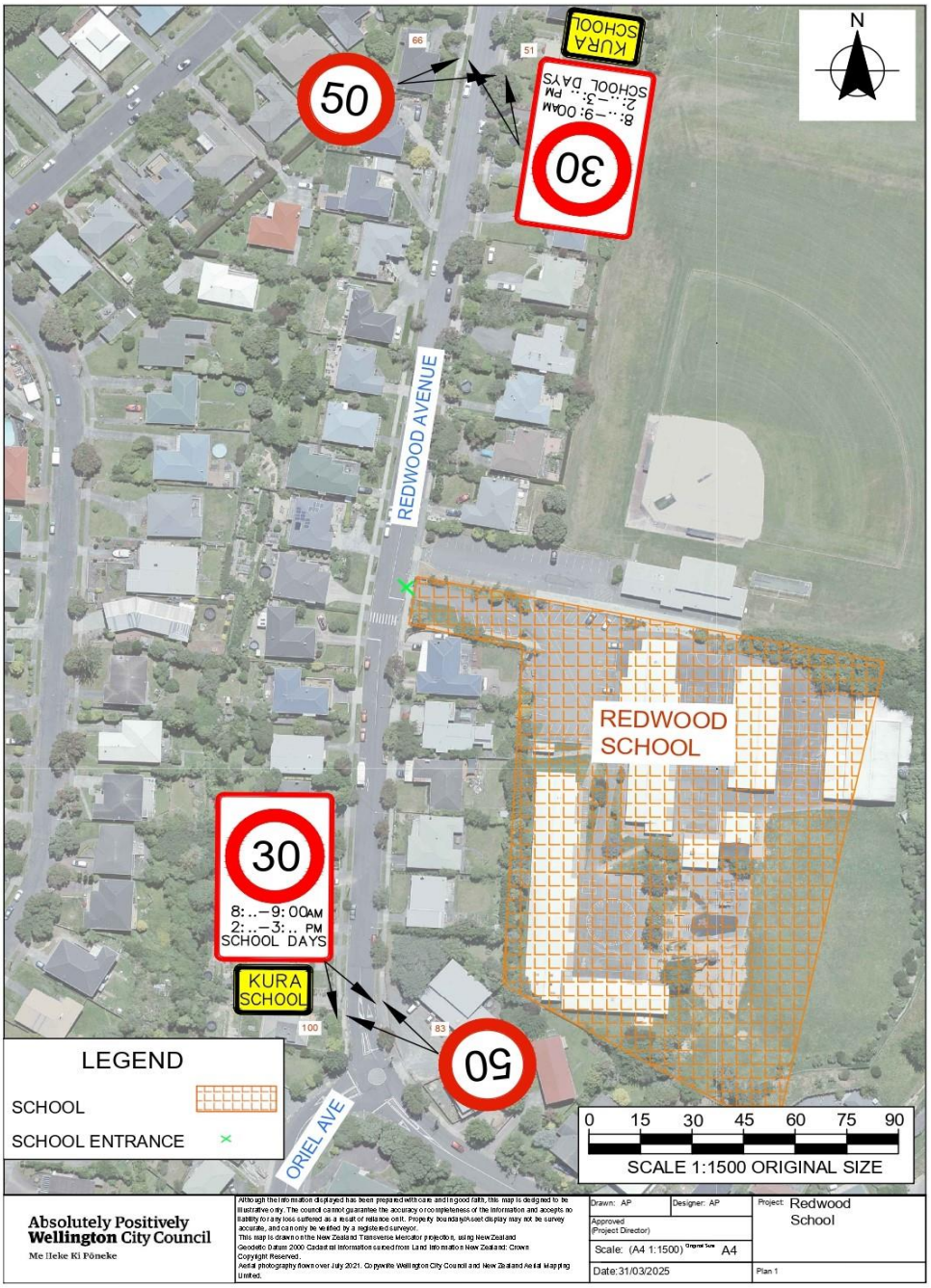
Reference	TR102-25 Redwood School – Variable Speed Limit
Location – where we propose to make the change	Redwood Avenue 8:20-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th of July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR102-25 Redwood School Proposed - Variable Speed Limit



Legal Description:

Table 1: Proposed variable speed limit for Redwood School

Column One	Column Two	Column Three
Redwood Avenue	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 21 meters north-west of its intersection with Oriel Ave (Grid coordinates X= 1,752,771.031, Y=5,439,404.771) and extending in a north-westerly direction following the north-western kerb line for 291 meters.*

We are proposing a change in your area

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Me Heke Ki Pōneke

Location: 100 Redwood Avenue

Location: 83 Redwood Avenue

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Location: 51 Redwood Avenue

Location: 66 Redwood Avenue

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR103-25 Seatoun School – Variable Speed Limit
Location – where we propose to make the change	Gore Street, Burnham Street, Mantell Street and Dorset Cove 8:00-9:00am and 2:40-3:30pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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We are proposing a change in your area

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Me Heke Ki Pōneke

Traffic Resolution Plan: TR103-25 Seatoun School - Variable Speed Limit

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for Seatoun School

Column One	Column Two	Column Three
Gore Street	*30kph* *8:00-9:00am* *2:40-3:30pm* *School Days Only*	*Beginning 57 meters north-west of its intersection with Mantell Street (Grid coordinates X= 1,753,603.414, Y= 5,423,478.750) and extending in a north-easterly direction following the north-eastern kerb line for 57 meters.*
Burnham Street	*30kph* *8:00-9:00am* *2:40-3:30pm* *School Days Only*	*Beginning 81 meters north-west of its intersection with Mantell Street (Grid coordinates X= 1,753,561.916, Y= 5,423,406.535) and extending in a north-easterly direction following the north-eastern kerb line for 160 meters.*
Mantell Street	*30kph* *8:00-9:00am* *2:40-3:30pm* *School Days Only*	*Beginning 22 meters south-west of its intersection with Burnham Street (Grid coordinates X= 1,753,624.953, Y= 5,423,358.932) and extending in a north-easterly direction following the south-western kerb line for 98 meters.*
Dorset Cove	*30km/h* *8:00-9:00am* *2:40-3:30pm* *School Days Only*	*Beginning at its intersection with Burnham Street (Grid coordinates X= 1,753,713.250, Y= 5,423,358.199) and extending in a north-easterly direction following the north-western kerb line for 134 meters.*

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Location: Outside 58 Burnham Street on Mantell Street

Location: 11 Mantell Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 45 Burnham Street

Location: 48 Burnham Street

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We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Location: 5 Gore Street

Location: 4 Gore Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

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Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR104-25 South Wellington Intermediate School – Variable Speed Limit
Location – where we propose to make the change	Te Wharepouri Street and Russel Terrace 8:00-9:00am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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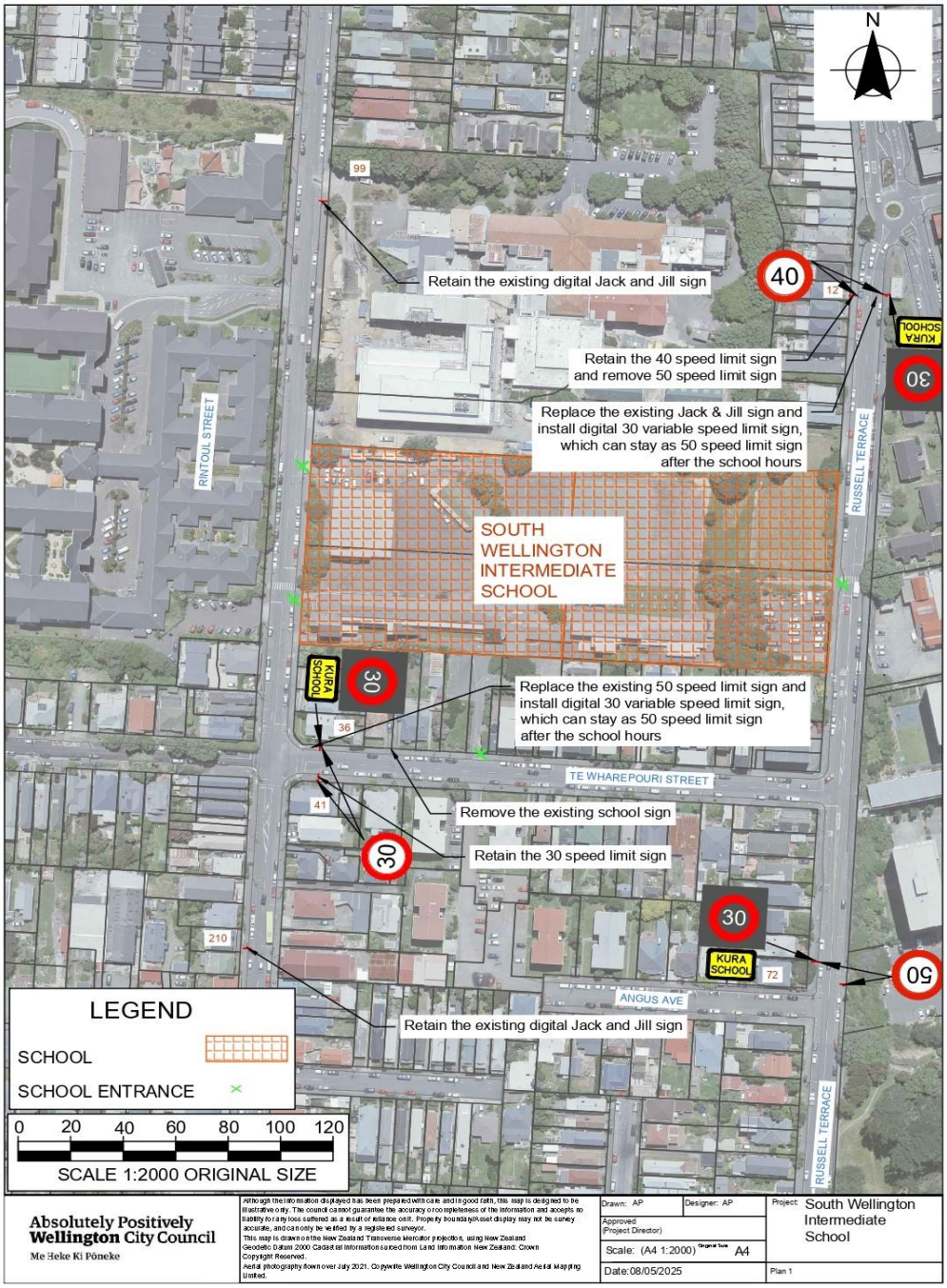
We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR104-25 South Wellington Intermediate School - Variable Speed Limit



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for South Wellington Intermediate School

Column One	Column Two	Column Three
Te Wharepouri Street	*30kph* *8:00-9:00am* *2:40-3:40pm* *School Days Only*	*Beginning 18 meters east of its intersection with Rintoul Street (Grid coordinates X= 1,748,825.236, Y= 5,424,330.731) and extending in an easterly direction following the northern kerb line for 199 meters.*
Russell Terrace	*30kph* *8:00-9:00am* *2:40-3:40pm* *School Days Only*	*Beginning 18 meters north of its intersection with Angus Ave (Grid coordinates X= 1,749,013.744, Y= 5,424,243.592) and extending in a northerly direction following the western kerb line for 273 meters.*

We are proposing a change in your area

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Location: 72 Russell Terrace

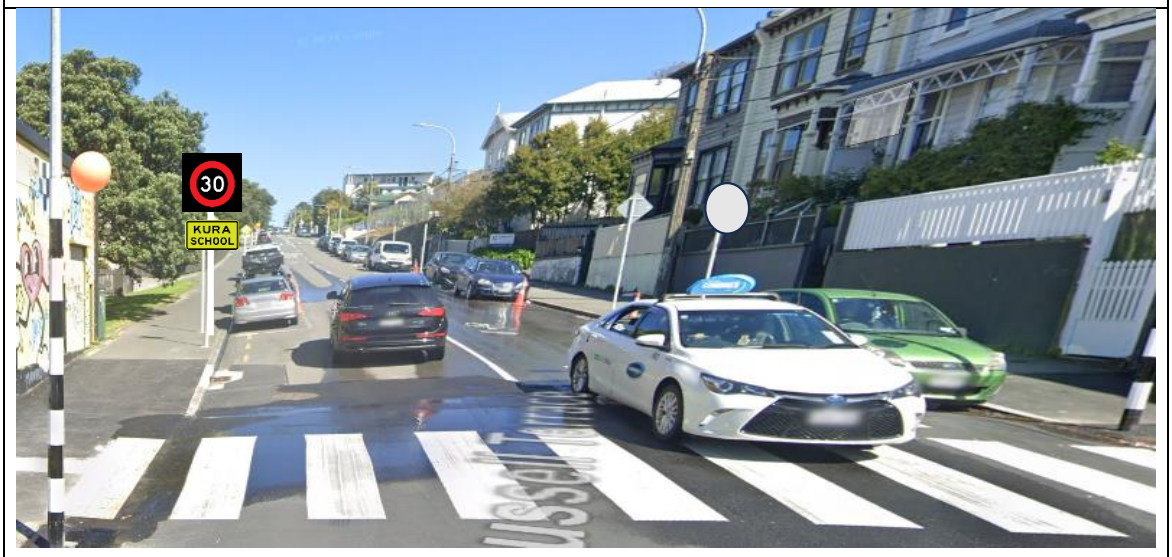
Location: opposite 72 Russell Terrace

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign is showing the back of a sign pointing in the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 12 Russell Terrace



Location: 12 Russell Terrace

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We are proposing a change in your area

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Wellington City Council
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Location: 36 Te Wharepouri Street

Location: 41 Te Wharepouri Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

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Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR105-25 St. Franics Xavier School – Variable Speed Limit
Location – where we propose to make the change	Main Road 8:20-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Me Heke Ki Pōneke

Traffic Resolution Plan: TR105-25 St. Francis Xavier School - Variable Speed Limit

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for St. Francis Xavier School

Column One	Column Two	Column Three
Main Road	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 20 metres south of its intersection with Redwood Avenue (Grid coordinates X= 1,753,124.177, Y=5,439,935.734) and extending in a southerly direction following the eastern kerb line for 3117 metres.*

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 42 Main Road

Location: opposite 42 Main Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 80 Main Road

Location: 1 Redwood Avenue on Main Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

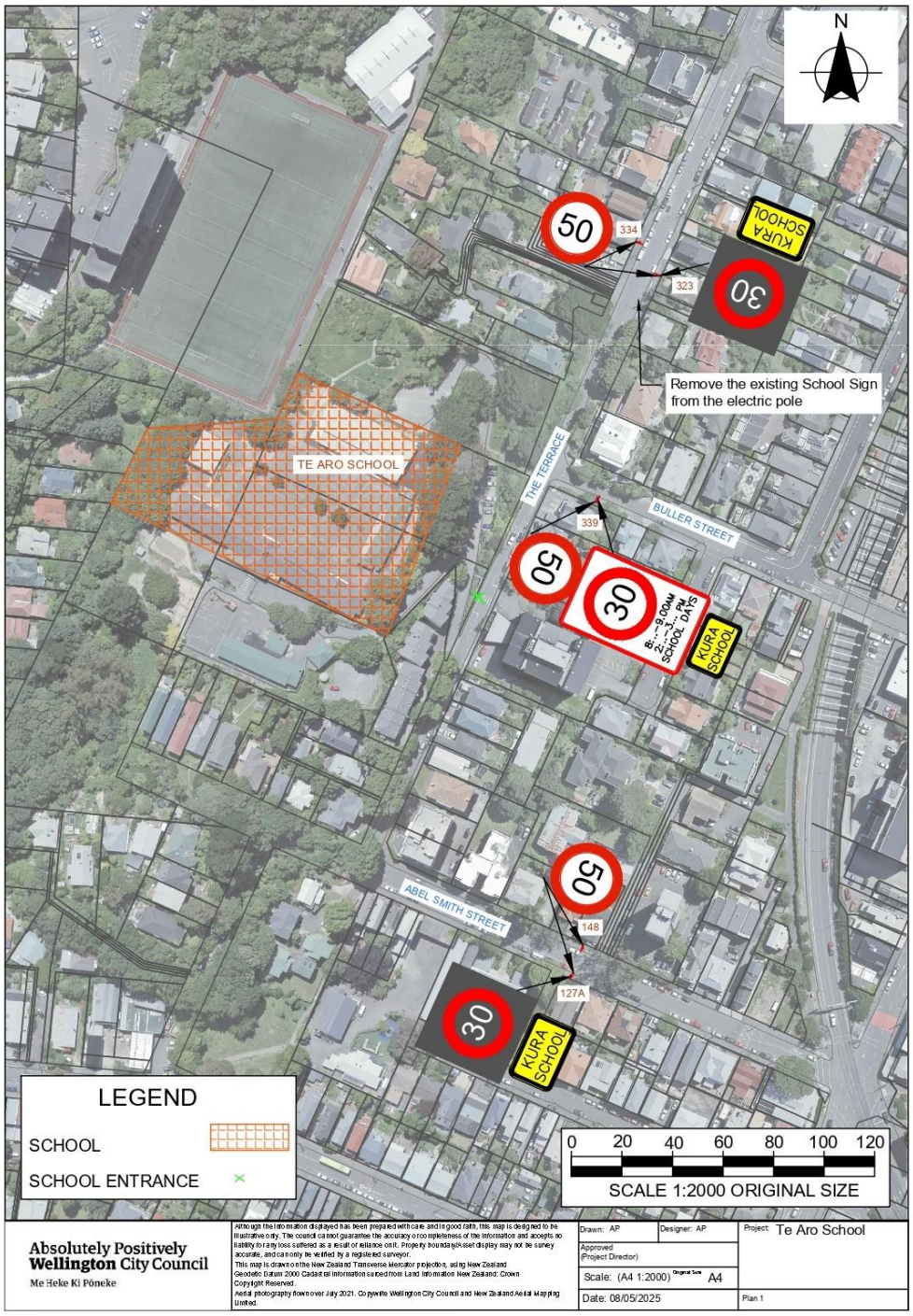
Reference	TR106-25 Te Aro School - Variable Speed Limit
Location – where we propose to make the change	Abel Smith Street, The Terrace and Buller Street 8:10-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as

	anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR106-25 Te Aro School - Variable Speed Limit



Legal Description:

Table 1: Proposed variable speed limit for Te Aro School

Column One	Column Two	Column Three
Abel Smith Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with The Terrace (Grid coordinates X= 1,748,107.320, Y= 5,427,030.732) and extending in a south-easterly direction following the south-western kerb line for 90 metres.*
The Terrace	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Abel Smith Street (Grid coordinates X= 1,748,107.320, Y= 5,427,030.732) and extending in a north-easterly direction following the north-eastern kerb line for 263 metres.*
Buller Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 23 metres south-east of its intersection with The Terrace (Grid coordinates X=* 1,748,197.305*, Y= 5,427,178.771) and extending in a south-easterly direction following the south-western kerb line for 23 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 127A Abel Smith Street

Location: 148 Abel Smith Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 339 Buller Street

Location: 339 Buller Street

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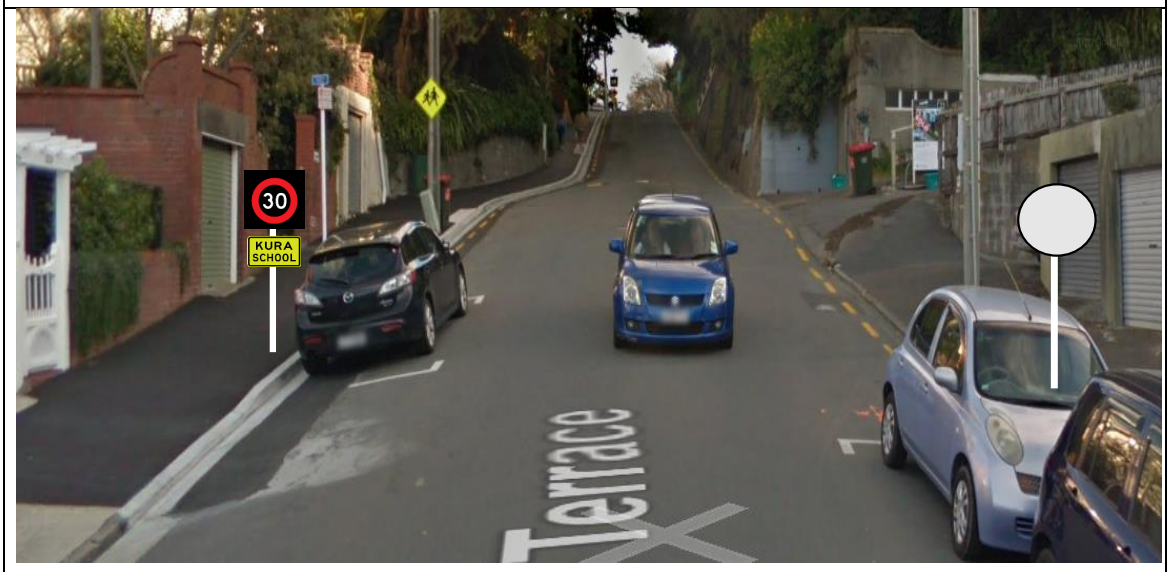
We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 323 The Terrace



Location: 334 The Terrace

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR107-25 Wadestown School – Variable Speed Limit
Location – where we propose to make the change	Wilton Road, Purakau Avenue, Rose Street, Mairangi Road, Lytton Street, Wade Street, Weld Street, Margaret Street and Cecil Road 8:10-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to

	places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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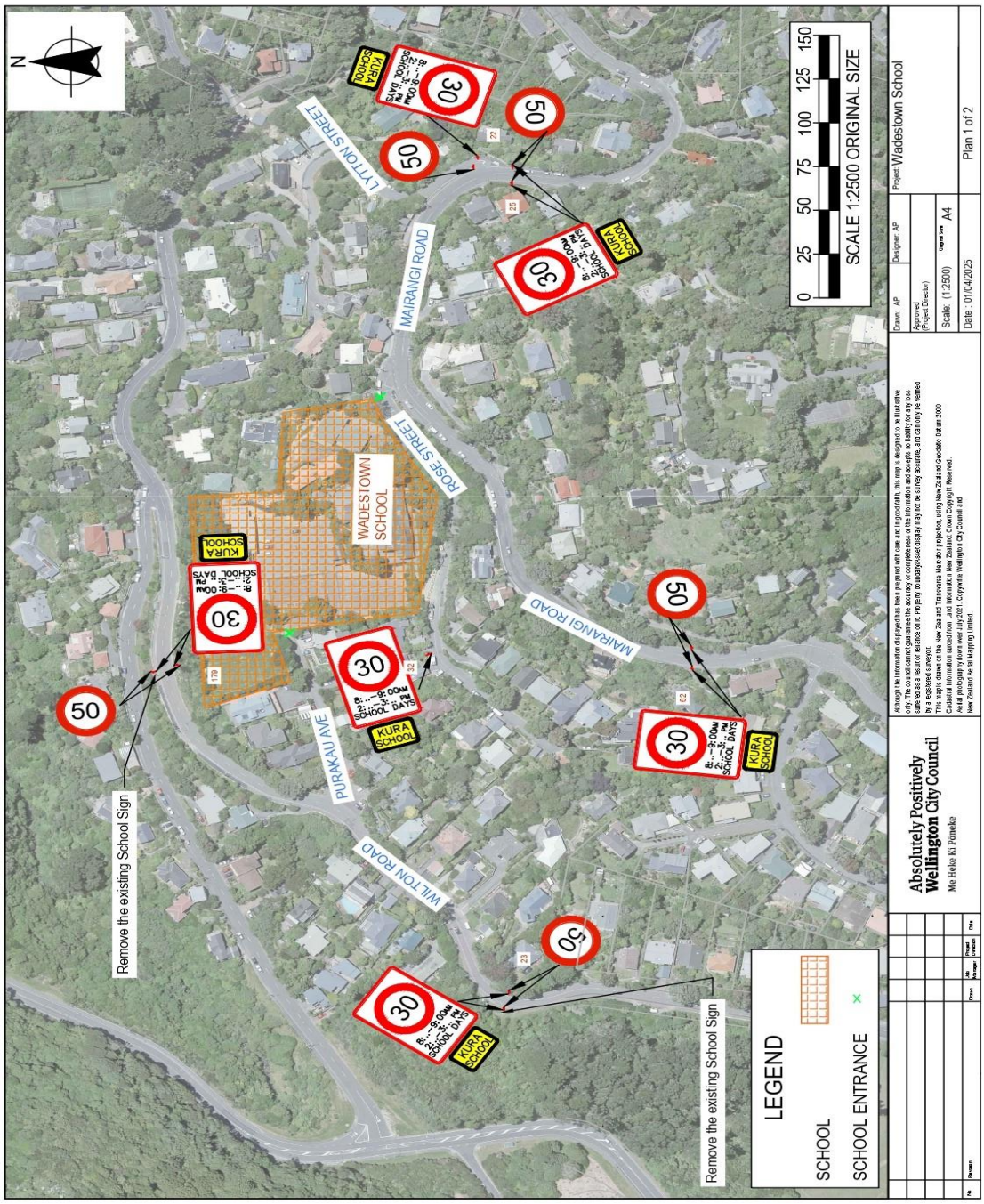
We are proposing a change in your area

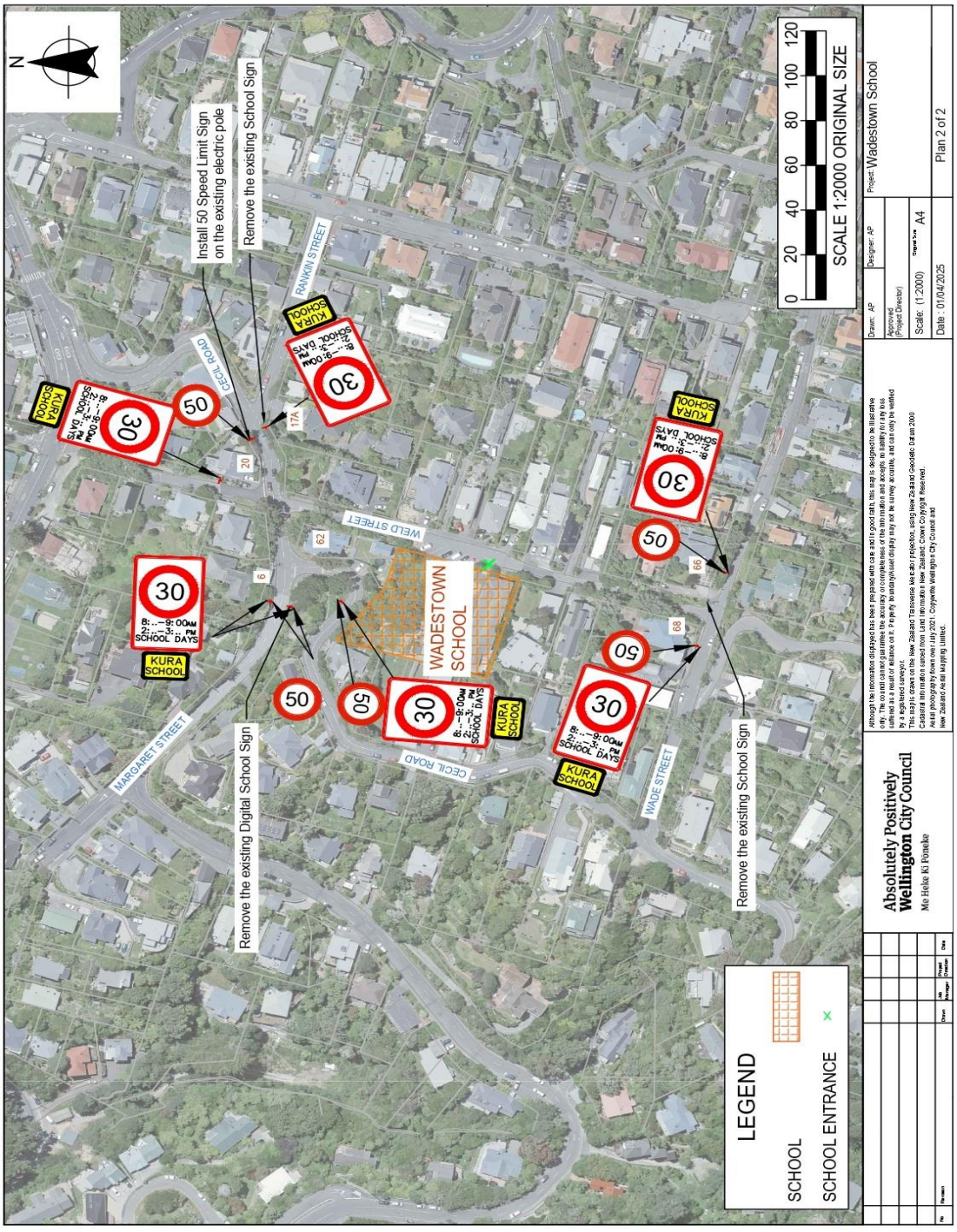
Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR107-25 Wadestown School - Variable Speed Limit



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for Wadestown School

Column One	Column Two	Column Three
Wilton Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 103 metres south-west of its intersection with Blackbridge Road (Grid coordinates X= 1,747,983.497, Y= 5,430,685.446) and extending in a south-westerly direction following the southern kerb line for 264 metres.*
Purakau Avenue	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Wilton Road (Grid coordinates X=1,747,901.149, Y=5,430,608.136) and extending in a north-easterly direction following the south-eastern kerb line for 104 metres.*
Rose Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 19 metres north-west of its intersection with Mairangi Road (Grid coordinates X= 1,747,989.861, Y=5,430,564.186) and extending in a south-easterly direction following the north-eastern kerb line for 157 metres.*
Mairangi Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 67 metres north-west of its intersection with Norwich Street (Grid coordinates X= 1,747,981.652, Y= 5,430,437.265) and extending in a north-westerly direction following the south-western kerb line for 369 metres.*
Lytton Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 12 metres north-east of its intersection with Mairangi Road (Grid coordinates X= 1,748,273.577, Y= 5,430,540.326) and extending in a south-westerly direction following the south-eastern kerb line for 12 metres.*
Wade Street	*30kph* *8:10-9:10am* *2:40-3:40pm*	*Beginning 15 metres north-west of its intersection with Weld Street (Grid coordinates X= 1,748,514.386, Y= 5,430,396.687) and extending in a south-easterly*

Column One	Column Two	Column Three
	School Days Only	*direction following the north-eastern kerb line for 34 metres.*
Weld Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 23 metres north-east of its intersection with Cecil Road (Grid coordinates X= 1,748,588.137, Y= 5,430,586.150) and extending in a south-westerly direction following the north-eastern kerb line for 204 metres.*
Margaret Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 17 metres west of its intersection with Cecil Road (Grid coordinates X= 1,748,534.336, Y= 5,430,566.067) and extending in an easterly direction following the northern kerb line for 17 metres.*
Cecil Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 41 metres north-east of its intersection with Margaret Street (Grid coordinates X= 1,748,534.408, Y= 5,430,538.112) and extending in a south-westerly direction following the north-western kerb line for 41 metres.*
Cecil Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 7 metres north-west of its intersection with Rankin Street (Grid coordinates X= 1,748,611.765, Y= 5,430,567.914) and extending in a north-westerly direction following the south-eastern kerb line for 32 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 23 Wilton Road

Location: 23 Wilton Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 179 Wilton Road

Location: 179 Wilton Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 32 Rose Street

Location: 62 Mairangi Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 62 Mairangi Road

Location: 25 Mairangi Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 25 Mairangi Road

Location: 22 Mairangi Road on Lytton Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: opposite 22 Mairangi Road on Lytton Street

Location: 68 Wade Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 66 Wade Street

Location: 66 Wade Street

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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 6 Margaret Street

Location: opposite 6 Margaret Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 17A Rankin Street on Cecil Road

Location: 20 Cecil Road

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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 20 Cecil Road on Weld Street

Location: opposite 29 Cecil Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 29 Cecil Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR108-25 Wellington Hills Christian College – Variable Speed Limit
Location – where we propose to make the change	Broderick Road, Bould Street, Broaderick Slip Lane, Gothic Street and Johnsonville Road 8:20-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR108-25 Wellington Hills Christian College - Variable Speed Limit

Legal Description:

Table 1: Proposed variable speed limit for Wellington Hills Christian College

Column One	Column Two	Column Three
Broderick Road	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 61 metres east of its intersection with Moorefield Road (Grid coordinates X= 1,751,252.092, Y= 5,434,768.122) and extending in an easterly direction following the northern kerb line for 240 metres.*
Bould Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 17 metres south of its intersection with Broderick Road (Grid coordinates X= 1,751,271.802, Y= 5,434,740.255) and extending in a northerly direction following the western kerb line for 33 metres.*
Broderick Road Slip Lane	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 17 metres west of its intersection with Bould Street (Grid coordinates X= 1,751,262.228, Y= 5,434,752.065) and extending in an easterly direction following the northern kerb line for 17 metres.*
Gothic Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 23 metres north of its intersection with Broderick Road (Grid coordinates X= 1,751,341.762, Y= 5,434,767.735) and extending in a southerly direction following the eastern kerb line for 23 metres.*
Johnsonville Road	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 45 metres south of its intersection with Broderick Road (Grid coordinates X= 1,751,470.301, Y= 5,434,674.924) and extending in a northerly direction following the western kerb line for 89 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 28A Broderick Road

Location: opposite 28A Broderick Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 33 Broderick Road

Location: 1A Bould Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 1A Bould Street

Location: 18 Broderick Road on Gothic Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Location: 114 Johnsonville Road

Location: 107 Johnsonville Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 79 Johnsonville Road

Location: 80 Johnsonville Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR109-25 Miramar Central School and Holy Cross School – Variable Speed Limit
Location – where we propose to make the change	Athens Street, Para Street, Chelsea Street, Miramar Avenue, Ira Street, Park Road and Byron Street 8:20-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as

	anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
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Feedback	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR109-25 Miramar Central School & Holy Cross School - Variable Speed Limit

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for Miramar Central School & Holy Cross School

Column One	Column Two	Column Three
Athens Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Para Street (Grid coordinates X= 1,752,317.507, Y= 5,424,516.006) and extending in a south-easterly direction following the southern-western kerb line for 86 metres.*
Para Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 5 meters south of its intersection with Ashleigh Crescent (Grid coordinates X= 1,752,410.548, Y= 5,424,701.568) and extending in a south-westerly direction following the south-eastern kerb line for 340 metres.*
Chelsea Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Miramar Avenue (Grid coordinates X= 1,752,211.451, Y= 5,424,390.995) and extending in a north-easterly direction following the north-western kerb line for 43 metres.*
Miramar Avenue	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 76 meters north-west of its intersection with Para Street (Grid coordinates X=1,752,199.268, Y=5,424,442.310) and extending in a south-easterly direction following the north-eastern kerb line for 233 metres.*
Ira Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 53 meters south-east of its intersection with Miramar Avenue (Grid coordinates X= 1,752,305.524, Y= 5,424,317.476) and extending in north-westerly direction following the south-western kerb line for 53 metres.*
Park Road	*30kph* *8:20-9:10am* *2:40-3:40pm*	*Beginning at its intersection with Tahi Street (Grid coordinates X= 1,752,081.850 Y= 5,424,657.708) and extending in a north-easterly direction following the north-western kerb line for 221 metres.*

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Column One	Column Two	Column Three
	School Days Only	
Byron Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Park Road (Grid coordinates X= 1,752,139.301 Y= 5,424,745.954) and extending in a south-easterly direction following the north-eastern kerb line for 27 metres.*

We are proposing a change in your area

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Location: 45 Park Road on Byron Street

Location: 39 Park Road on Byron Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: 301/39 Tahi Street on Park Road

Location: 97 Miramar Aveune

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: 56 Park Road

Location: 53 Park Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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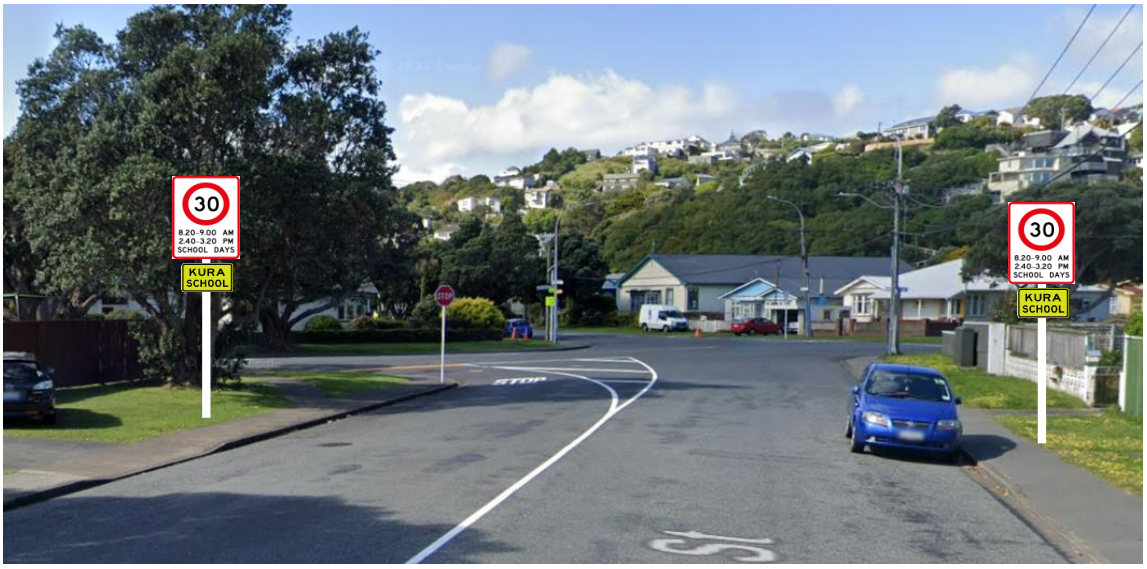
Location: 41 Chelsea Street



Location: 44 Chelsea Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Me Heke Ki Pōneke

Location: 126A Miramar Ave

Location: opposite 22 Para Street on Athens Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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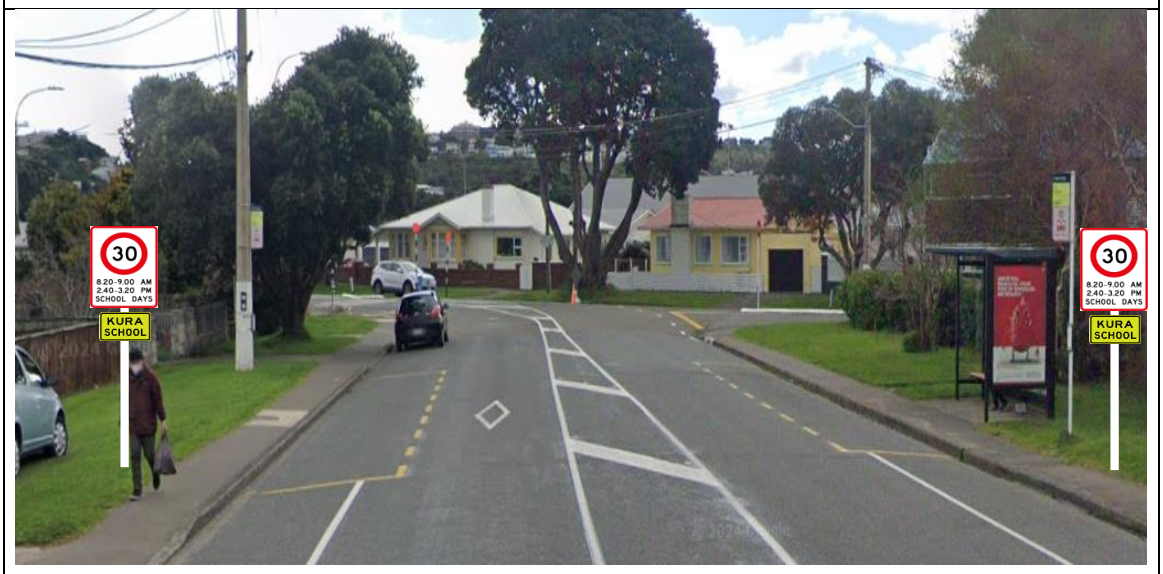
Location: 95A Ira Street



Location: 82 Ira Street

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We are proposing a change in your area

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Location: 2 Ashleigh Crescent on Para Street

Location: 59 Para Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR110-25 Worser Bay School – Variable Speed Limit
Location – where we propose to make the change	Seatoun Heights Road, Awa Road and Nevay Road 8:10-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

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	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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We are proposing a change in your area

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Me Heke Ki Pōneke

Traffic Resolution Plan: TR110-25 Worser Bay School - Variable Speed Limit

We are proposing a change in your area

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Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed variable speed limit for Worser Bay School

Column One	Column Two	Column Three
Seatoun Heights Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Awa Road (Grid coordinates X= 1,752,944.032, Y= 5,424,979.861) and extending in a south-westerly direction following the north-western kerb line for 306 metres.*
Awa Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 37 metres south-east of its intersection with Totara Road (Grid coordinates X= 1,752,812.782, Y= 5,424,975.913) and extending in a south-easterly direction following the north-eastern kerb line for 360 metres.*
Nevay Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 42 metres north of its intersection with Awa Road (Grid coordinates X= 1,752,978.898, Y= 5,425,015.761) and extending in a southerly direction following the eastern kerb line for 42 metres.*

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Location: opposite 24 Awa Road

Location: 24 Awa Road

Time Periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 157 Seatoun Heights Road

Location: 136 Seatoun Heights Road

Time Periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 2 Nevay Road

Location: 3 Nevay Road

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Me Heke Ki Pōneke

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 81A Awa Road

Location: 81A Awa Road

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time Periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR111-25 Newtown School & St. Annes Primary School – Variable Speed Limit
Location – where we propose to make the change	Riddiford Street, Hall Street, Mein Street, Minerva Street. Daniell Street, Emmet Street, Rintoul Street and Green Street 8:20-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

We are proposing a change in your area

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	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

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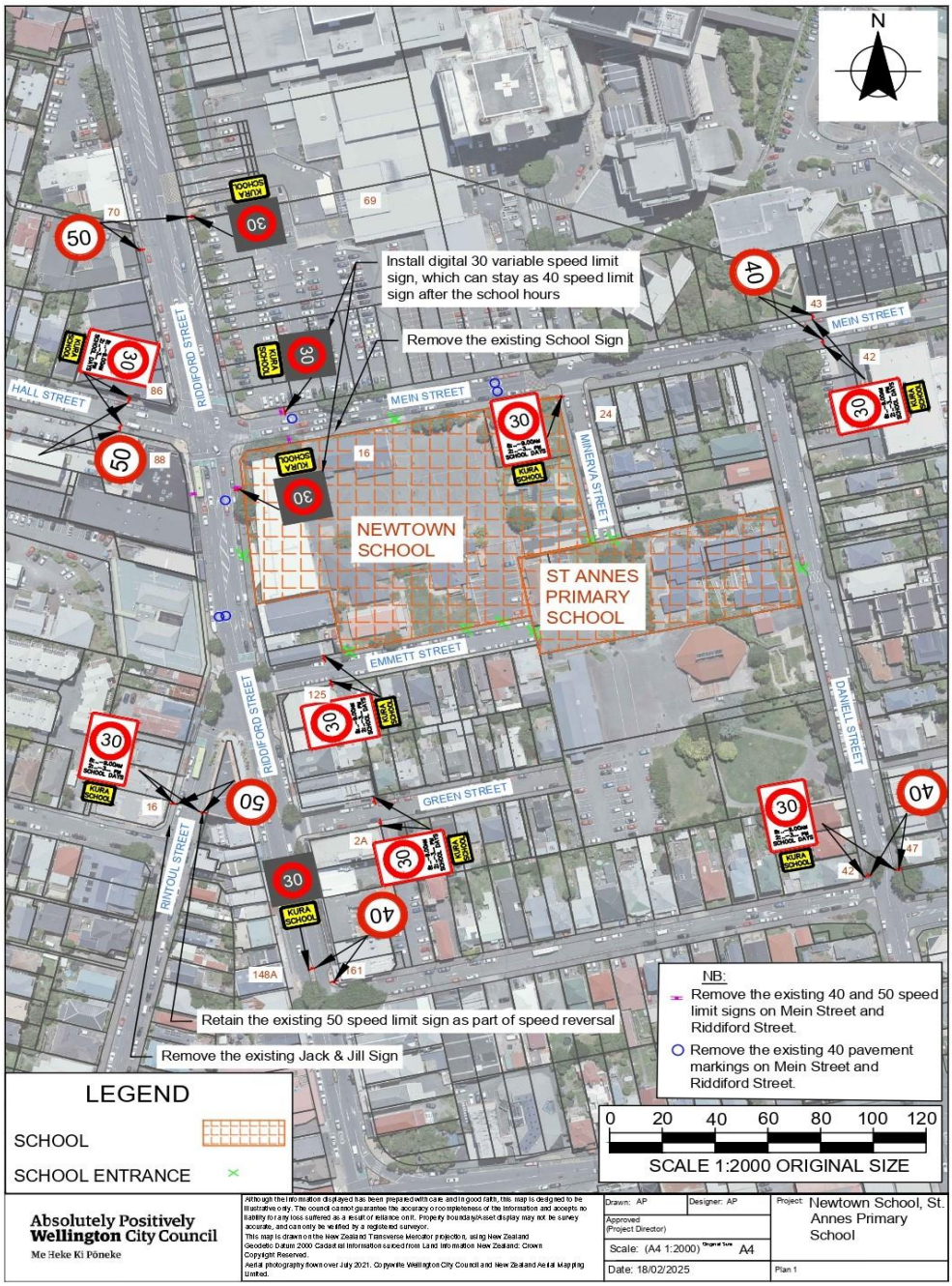
Traffic Resolution Plan: TR111-25 Newtown School & St. Annes Primary School - Variable Speed Limit



Legal Description:

We are proposing a change in your area

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Table 1: Proposed variable speed limit for Newtown School & St. Annes Primary School

Column One	Column Two	Column Three
Riddiford Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 86 metres north-west of its intersection with Mein Street (Grid coordinates X= 1,748,911.832, Y= 5,425,289.054) and extending in a south-easterly direction following the north-eastern kerb line for 310 metres.*
Hall Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 31 metres north-west of its intersection with Mein Street (Grid coordinates X= 1,748,888.265, Y= 5,425,214.474) and extending in a south-easterly direction following the north-eastern kerb line for 31 metres.*
Mein Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Riddiford Street (Grid coordinates X= 1,749,150.756, Y= 5,425,238.020) and extending in a north-easterly direction following the south-eastern kerb line for 237 metres.*
Minerva Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Mein Street (Grid coordinates X= 1,749,053.879, Y= 5,425,224.949) and extending in a south-easterly direction following the south-western kerb line for 70 metres.*
Daniell Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 8 metres north-west its intersection with Wilson Street (Grid coordinates X= 1,749,168.138, Y= 5,425,020.876) and extending in a north-westerly direction following the south-western kerb line for 223 metres.*

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Column One	Column Two	Column Three
Emmett Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Riddiford Street (Grid coordinates X=1,748,932.706, Y= 5,425,098.285) and extending in a north-easterly direction following the south-eastern kerb line for 111 metres.*
Rintoul Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 45 metres south-west of its intersection with Riddiford Street (Grid coordinates X= 1,748,904.797, Y= 5,425,050.194) and extending in a north-easterly direction following the north-western kerb line for 45 metres.*
Green Street	*30kph* *8:20-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 37 metres north-east of its intersection with Riddiford Street (Grid coordinates X= 1,748,983.163, Y= 5,425,042.004) and extending in a south-westerly direction following the south-eastern kerb line for 37 metres.*

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Location: 86 Riddiford Street on Hall Street

Location: 88 Riddiford Street on Hall Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: 69 Riddiford Street

Location: 70 Riddiford Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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We are proposing a change in your area

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Location: 16 Mein Street on Riddiford Street

Location: opposite 16 Mein Street on Riddiford Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: opposite 16 Mein Street

Location: 16 Mein Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 16 Rintoul Street

Location: opposite to 16 Rintoul Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 148A Riddiford Street

Location: 161 Riddiford Street

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We are proposing a change in your area

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Location: 125 Emmett Street

Location: 2A Green Street

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Location: 24 Mein Street on Minerva Street near to the Pedestrian ramp crossing

Location: 42 Mein Street

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Location: 43 Mein Street

Location: 42 Daniell Street

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Location: 47 Daniell Street

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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR112-25 Wellington High School – Variable Speed Limit
Location – where we propose to make the change	Wallace Street, Rolleston Street, Bidwill Street, Hankey Street, Tasman Street, Tainui Terrace, Douglas Street, Ranfurly Terrace, Rugby Street and Taranaki Street 8:00-9:40am and 3:00-4:00pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to

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	places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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Traffic Resolution Plan: TR112-25 Wellington High School - Variable Speed Limit

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Legal Description:

Table 1: Proposed variable speed limit for Wellington High School

Column One	Column Two	Column Three
Wallace Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Taranaki Street (Grid coordinates X= 1,748,513.594 Y= 5,426,261.903) and extending in a southerly direction following the eastern kerb line for 207 metres.*
Rolleston Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Wallace Street (Grid coordinates X= 1,748,546.200 Y= 5,426,139.365) and extending in a westerly direction following the northern kerb line for 27 metres.*
Bidwill Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Wallace Street (Grid coordinates X= 1,748,515.115 Y= 5,426,220.198) and extending in a westerly direction following the southern kerb line for 23 metres.*
Hankey Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Taranaki Street (Grid coordinates X= 1,748,509.979 Y= 5,426,276.56) and extending in a westerly direction following the northern kerb line for 31 metres.*
Tasman Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning 38 meters south of its intersection with Tainui Terrace (Grid coordinates X= 1,748,786.311 Y= 5,426,171,490) and extending in a northerly direction following the eastern kerb line for 349 metres.*
Tainui Terrace	*30kph* *8:00-9:40am*	*Beginning at its intersection with Tasman Street (Grid coordinates X= 1,748,786.311 Y= 5,426,171,490) and extending in a westerly*

Column One	Column Two	Column Three
	3:00-4:00pm *School Days Only*	*direction following the southern kerb line for 19 metres.*
Douglas Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Tasman Street (Grid coordinates X= 1,748,803.121 Y= 5,426,200.876) and extending in an easterly direction following the southern kerb line for 10 metres.*
Ranfurly Terrace	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Tasman Street (Grid coordinates X= 1,748,803.868 Y= 5,426,243.023) and extending in a westerly direction following the southern kerb line for 22 metres.*
Rugby Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Tasman Street (Grid coordinates X= 1,748,839.482 Y= 5,426,352.369) and extending in an easterly direction following the southern kerb line for 15 metres.*
Taranaki Street	*30kph* *8:00-9:40am* *3:00-4:00pm* *School Days Only*	*Beginning at its intersection with Wallace Street (Grid coordinates X= 1,748,513.594 Y= 5,426,26.903) and extending in a northerly direction following the eastern kerb line for 313 metres.*

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Location: 217A Taranaki Street

Location: 242 Taranaki Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: opposite 15A Hankey Street

Location: 15A Hankey Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: 2 Bidwill Street

Location: 1 Bidwill Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 28 Wallace Street on Rolleston Street

Location: 32 Wallace Street on Rolleston Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 44 Wallace Street

Location: 49 Wallace Street

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Location: 90 Tasman Street

Location: 101A Tasman Street

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Location: 80 Tasman Street on Tainui Terrace

Location: 87 Tasman Street on Douglas Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 66 Tasman Street on Ranfurly Terrace

Location: 85 Rugby Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: opposite 85 Rugby Street

Location: 23 Tasman Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: opposite 23 Tasman Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR52-25 Brooklyn School – Variable Speed Limit
Location – where we propose to make the change	Washington Avenue, Dorking Road and Cleveland Street from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:

Table 1: Proposed variable speed limit for Brooklyn School

Column One	Column Two	Column Three
Washington Avenue	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 12 metres south from its intersection with Heaton Terrace (Grid coordinates X=1747902040.850 Y=5425912821.792) and extending in a southerly direction for 360 metres.*
Dorking Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Washing Avenue (Grid coordinates X=1747904465.030 Y=5425715825.848) and extending in a westerly direction following the southern kerb line for 11 metres.*
Cleveland Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 29 metres west from its intersection with Washington Avenue (Grid coordinates X= 1747867134.103 Y= 5425871158.782) and extending in an easterly direction following the southern kerb line for 29 metres.*

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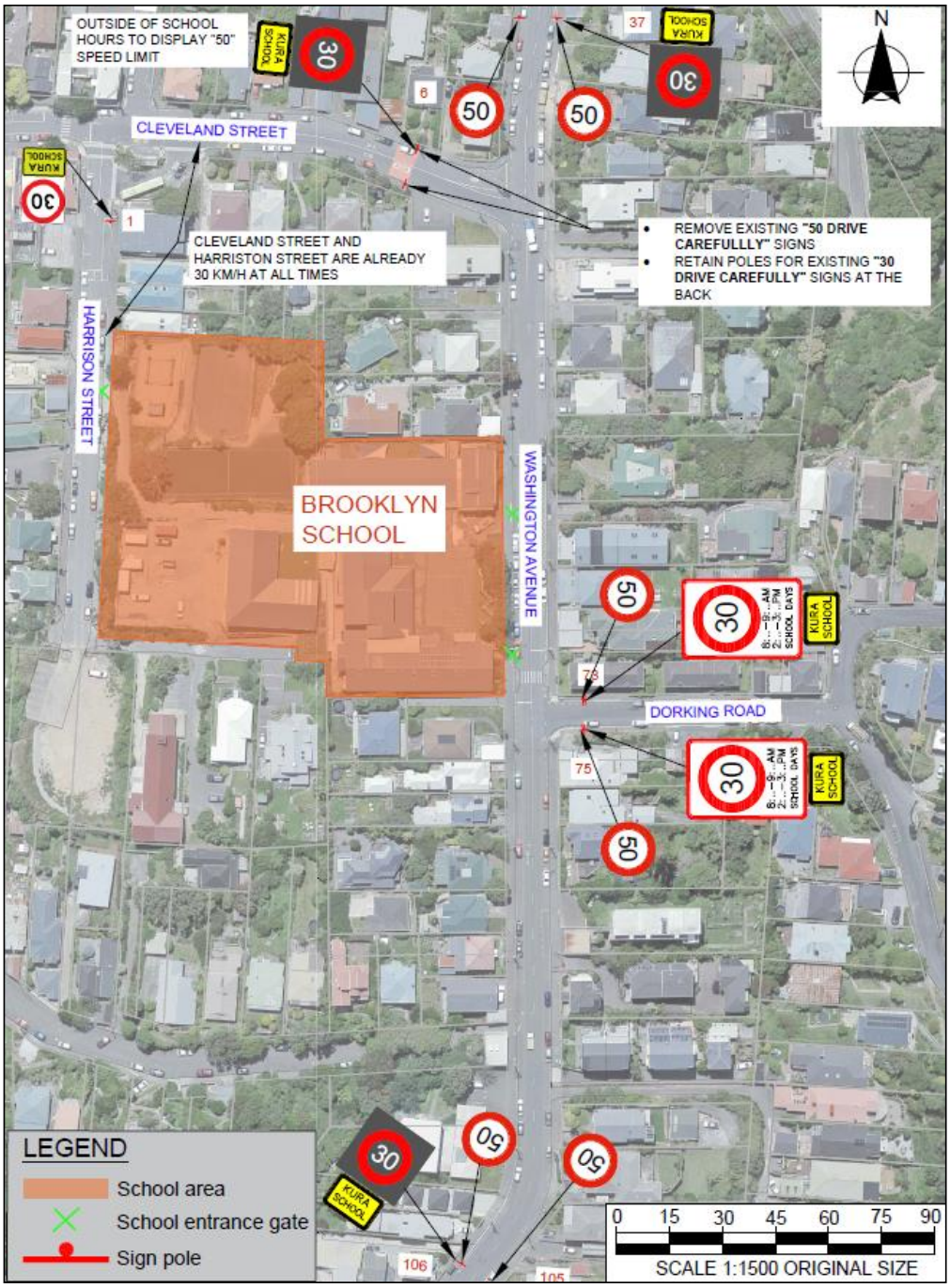
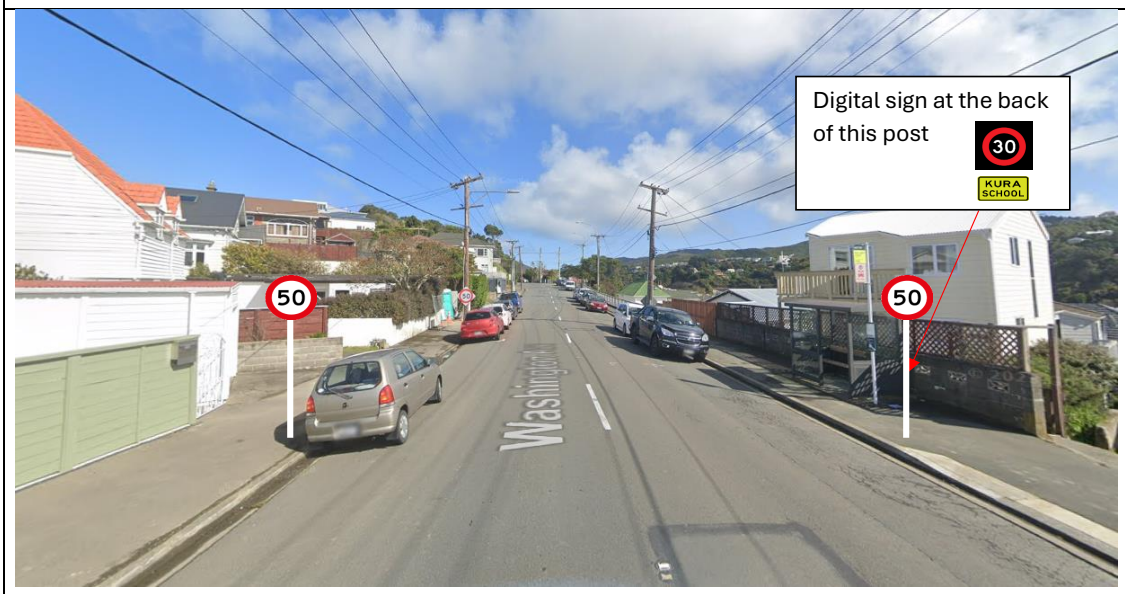
Traffic Resolution Plan: TR52-25 Brooklyn School - Variable Speed Limit



Location: 106 Washington Avenue (northbound)

Location: 105 & 106 Washington Avenue (southbound)



Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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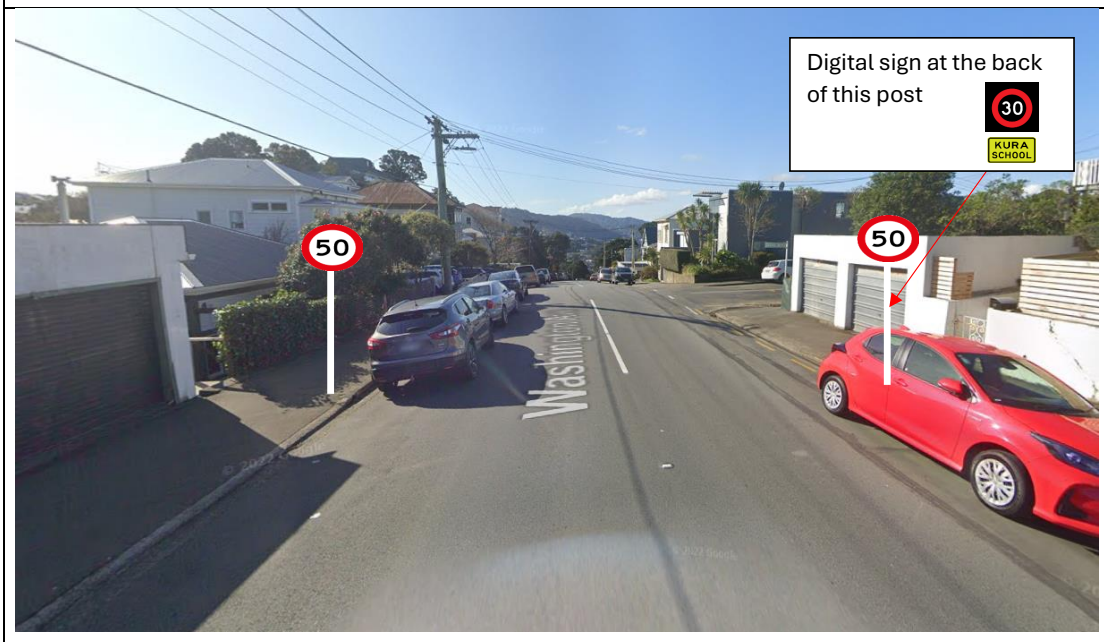
Location: 73 & 75 Dorking Road (towards Washington Avenue)

Location: 73 & 75 Dorking Road

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 37 Washington Avenue (southbound)

Location: 37 & 38 Washington Avenue (northbound)



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Base imagery sourced from © 2025 Google Street View.

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Location: 6 -7 Cleveland Street (eastbound)

Location: 6 Cleveland Street (eastbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 1 Harrison Street

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR53-25 Bellevue School and Newlands Primary School – Variable Speed Limit
Location – where we propose to make the change	Newlands Road, Kenmore Street, Longcroft Terrace, Bancroft Terrace, Link Road and Robert Street from 8:10-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

We are proposing a change in your area

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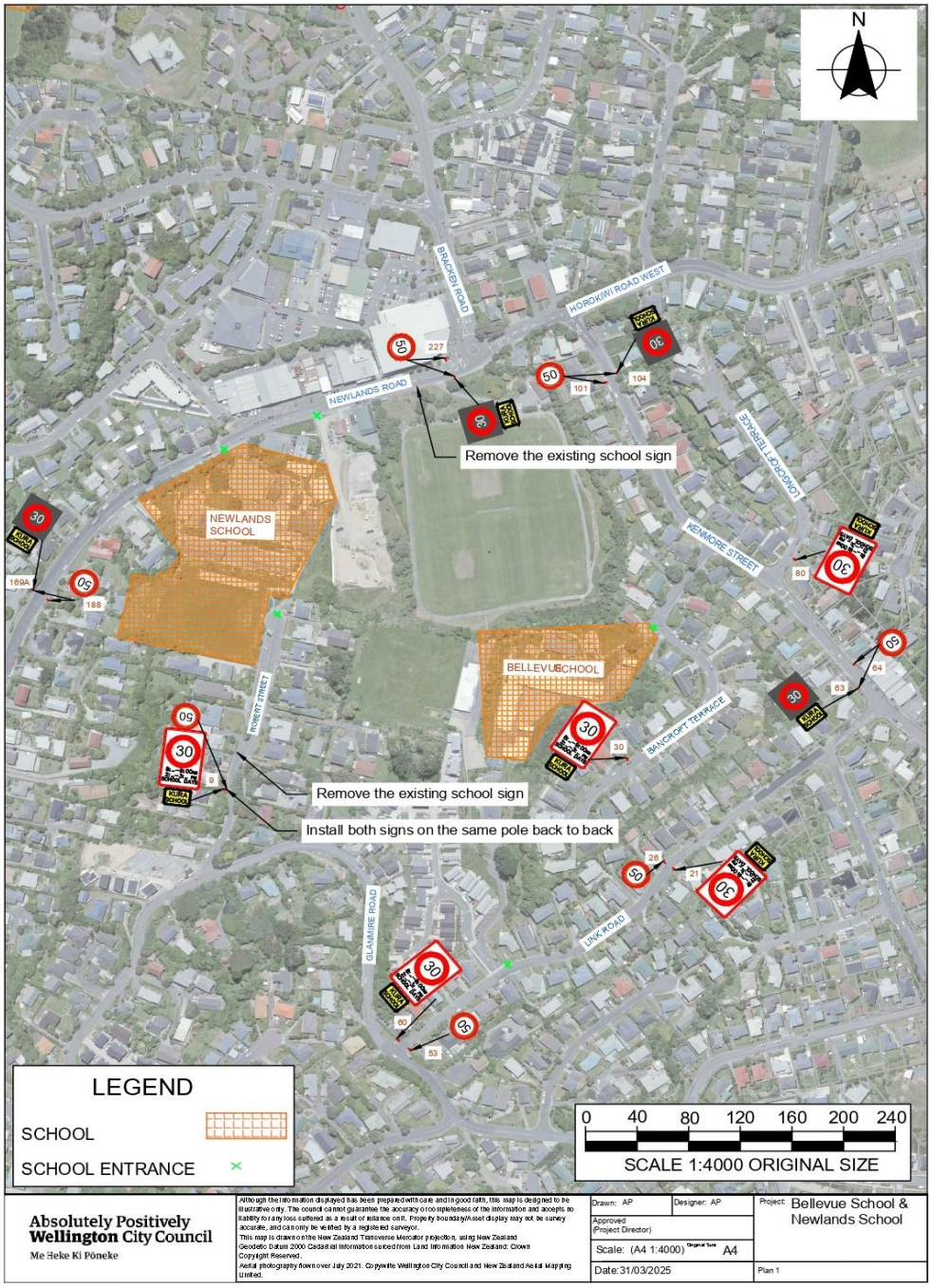
Traffic Resolution Plan: TR53-25 Bellevue School & Newlands Primary School - Variable Speed Limit



We are proposing a change in your area

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Legal Description:

Table 1: Proposed variable speed limit for Bellevue School & Newlands Primary School

Column One	Column Two	Column Three
Newlands Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at 22 meters south-west of its intersection with Bracken Road (Grid coordinates X=* 1,752,853.161, *Y= 5,434,811.673) and extending in a south-westerly direction following the south-eastern kerb line for 367 meters.*
Kenmore Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 60 meters south-east of its intersection with Horokiwi Road West (Grid coordinates X=* 1,752,978.617, *Y = 5,434,815.524.813) and extending in a south-easterly direction following the north-eastern kerb line for 319 meters.*
Longcraft Terrace	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at 23 meters north-east of its intersection with Kenmore Street a (Grid coordinates X=* 1,753,116.508, *Y= 5,434,664.049) and extending in a south-westerly direction following the south-eastern kerb line for 23 meters.*
Bancroft Terrace	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 239 meters south-west of its intersection with Kenmore Street (Grid coordinates X= 1,752,987.046, Y= 5,434,501.633) and extending in a north-easterly direction following the north-western kerb line for 239 meters.*
Link Road	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 10 meters north-east of its intersection with Glanmire Road (Grid coordinates X=1,752,809.374, Y=5,434,272.786) and extending in a north-easterly direction following the north-western kerb line for 253 meters.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Robert Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 73 meters north-east of its intersection with Glanmire Road (Grid coordinates X=1,752,675.435, Y=5,434,477.130) and extending in a north-easterly direction following the north-western kerb line for 150 meters.*

We are proposing a change in your area

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Location: opposite 227 Newlands Road

Location: 227 Newlands Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: 169A Newlands Road

Location: 188 Newlands Road

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Location: 9 Robert Street (northbound)

Location: 9 Robert Street (southbound)

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We are proposing a change in your area

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Location: 60 Link Road

Location: 53 Link Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Location: 21 Link Road

Location: 26 Link Road

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We are proposing a change in your area

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Location: 63 Kenmore Street

Location: 64 Kenmore Street

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We are proposing a change in your area

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Location: 80 Kenmore Street on Longcroft Terrace

Location: 30 Bancroft Terrace

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We are proposing a change in your area

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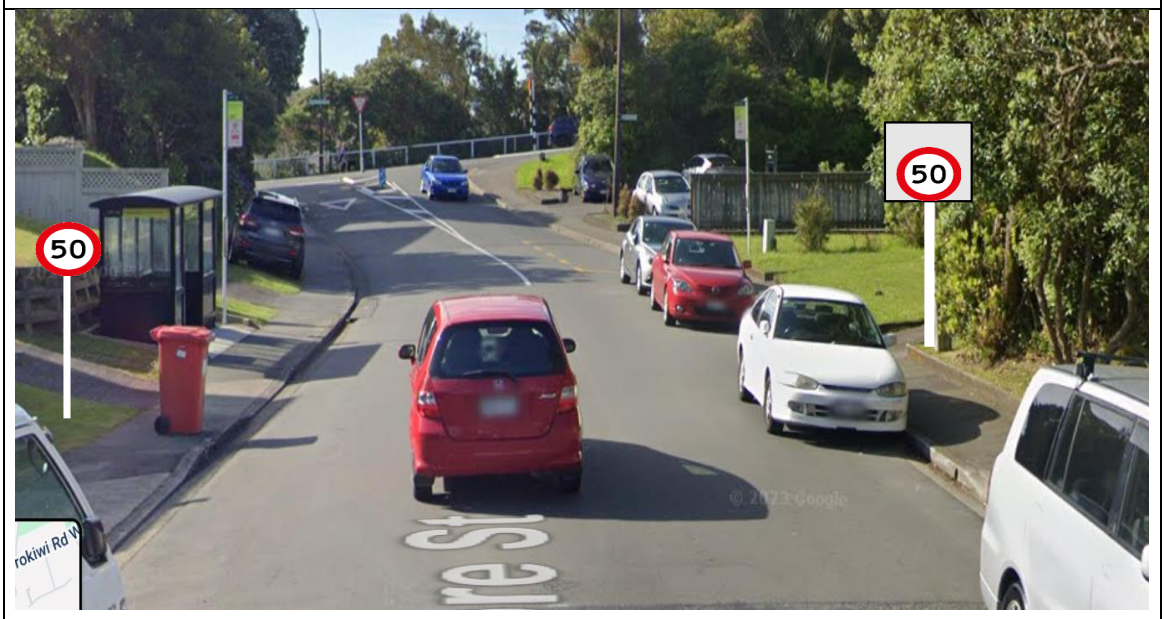
Location: 104 Kenmore Street

Location: 101 Kenmore Street



Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR54-25 Tawa College and Tawa Intermediate – New variable speed limit
Location – where we propose to make the change	Duncan Street, Cecil Road, Ongley Crescent, McLellan Street, Hinau Street and Ranui Terrace from 8:00am-10:00am and 2:00pm-4:00pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the magnitude of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 July 14th 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026

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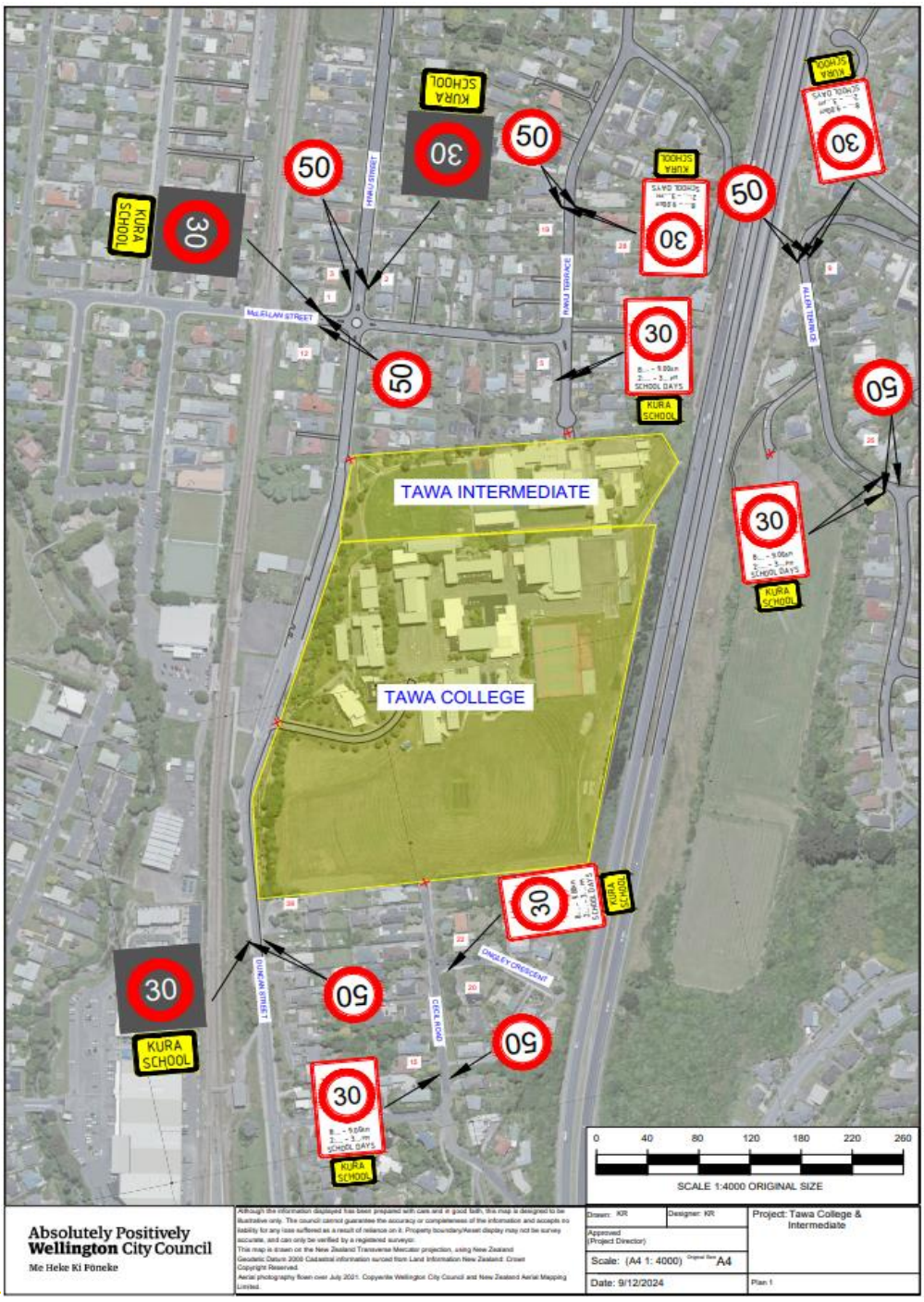
Traffic Resolution Plan: TR54-25-25 Tawa College and Tawa Intermediate – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Tawa College & Tawa Intermediate

Column One	Column Two	Column Three
Duncan Street	*30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 138 meters north its intersection with Stephen Street (Grid coordinates X= 1,753,465.677 Y= 5,441,096.145) and extending in a northerly direction following the eastern kerb line for 507 meters.*
McLellan Street	*30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 301 meters east of its intersection with Main Road (Grid coordinates X= 1,753,620.201 Y= 5,441,577.994) and extending in an easterly direction following the southern kerb line for 189 meters.*
Hinau Street	*30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 281 meters south of its intersection with Kowhai Street (Grid coordinates X= 1,753,654.758 Y= 5,441,595.498) and extending in a southerly direction following the eastern kerb line for 22 meters.*
Ranui Terrace	*30kph* *30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 130 meters south of its intersection with South Street (Grid coordinates X= 1,753,829.158 Y= 5,441,626.921) and extending in a southerly direction following the eastern kerb line for 184 meters.*
Allen Terrace	*30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 140 meters west of its intersection with Mahoe Street (Grid coordinates X= 1,753,999.070. Y= 5,441,546.216) and extending in a southerly direction following the eastern kerb line for 209 meters.*
Cecil Road	*30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 21 meters north of its intersection with Stephen Street (Grid coordinates X= 1,753,584.551 Y= 5,440,960.978) and extending in a northerly direction following the western kerb line for 156 meters.*
Ongley Crescent	*30kph* 8:00am-10:00am 2:00pm-4:00pm *School Days Only*	*Beginning 10 meters east of its intersection with Cecil Street (Grid coordinates X= 1,753,608.988 Y= 5,441,047.895) and extending in a westerly direction following the southern kerb line for 10 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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1 Hinau Street, located on McLellan Street

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12 McLellan Street

Time Periods, sign location, size, and placement shown are indicative only.
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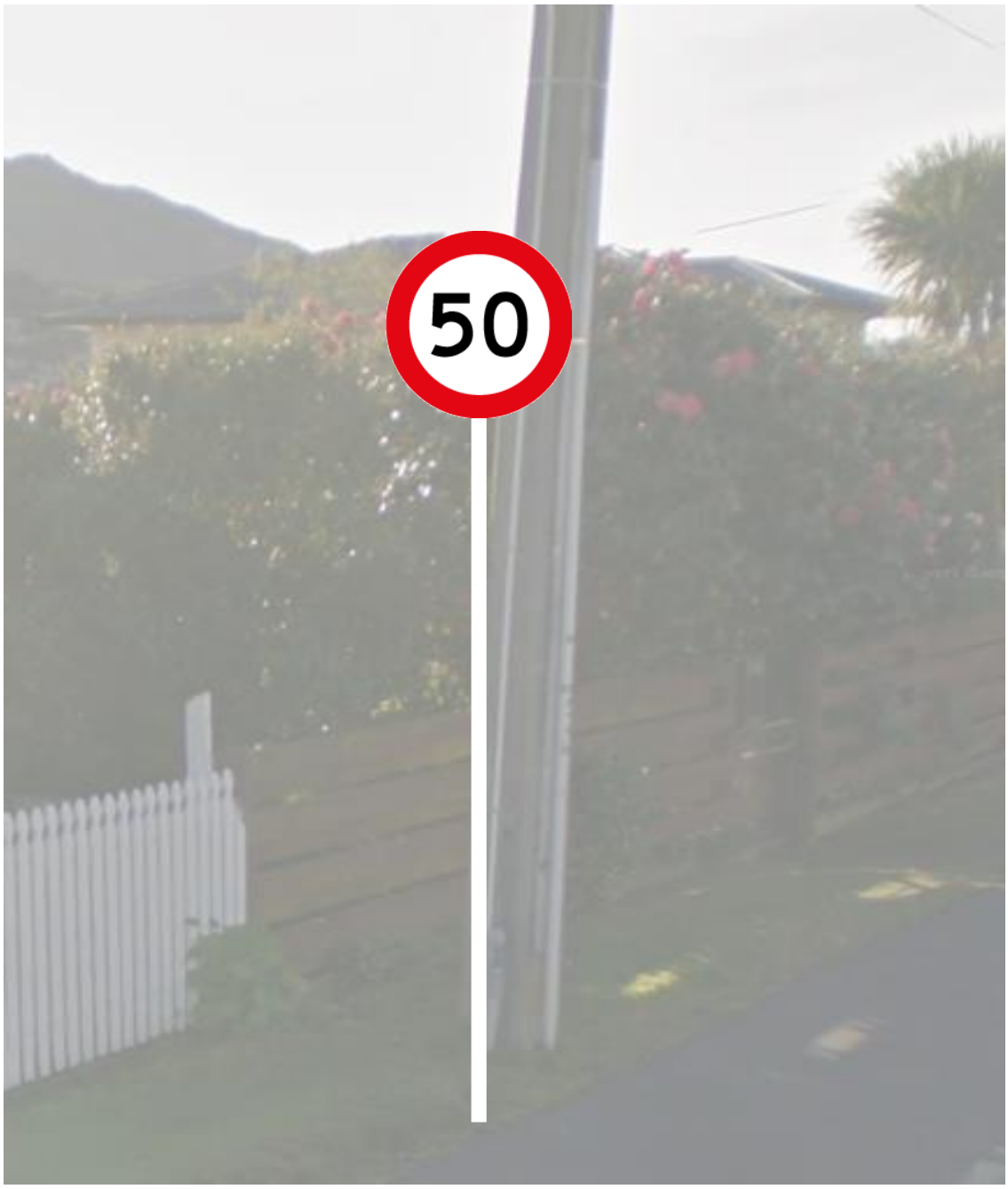
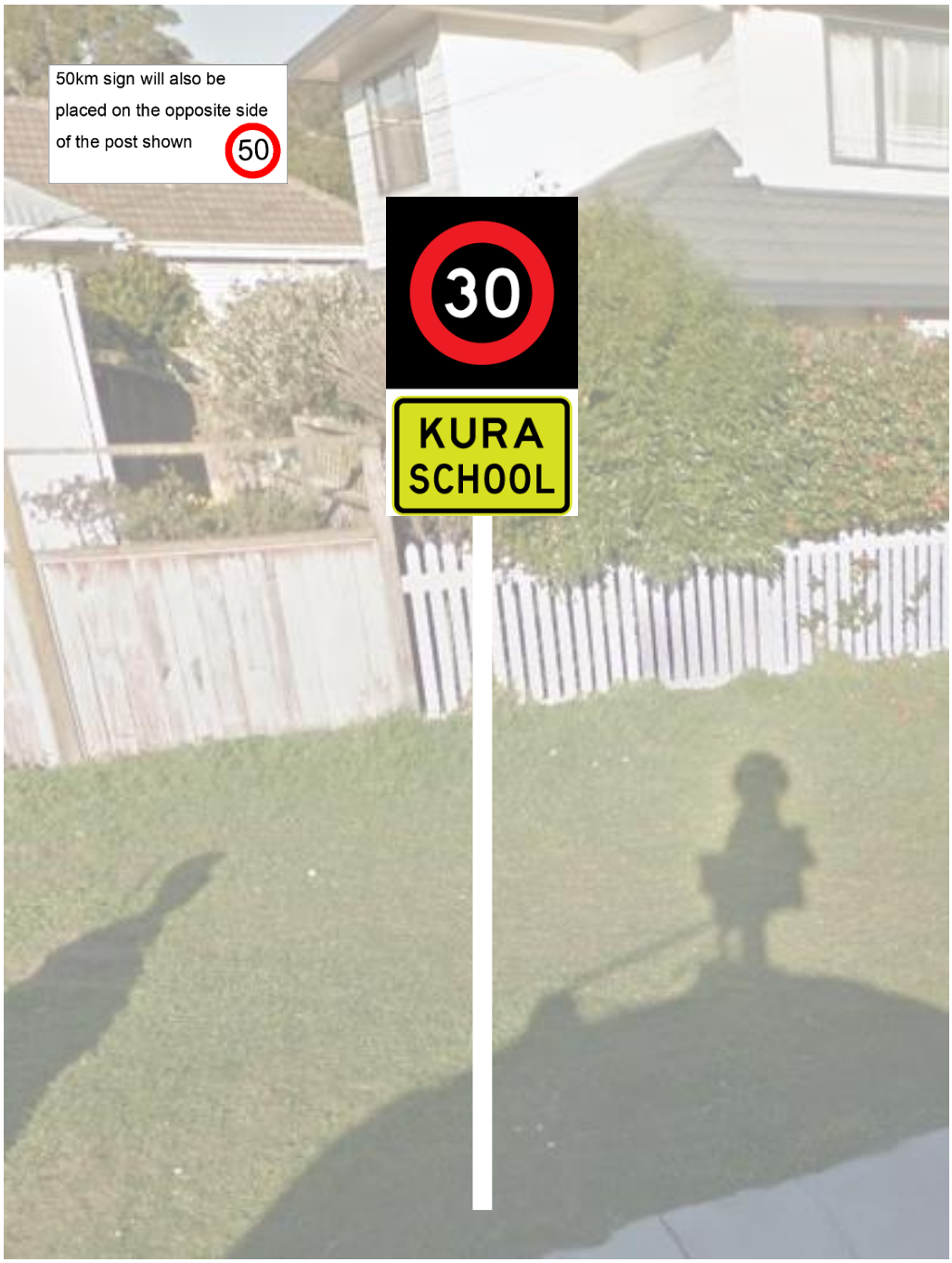


1 Hinau Street

Time Periods, sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



2 Hinau Street

Time Periods, sign location, size, and placement shown are indicative only.
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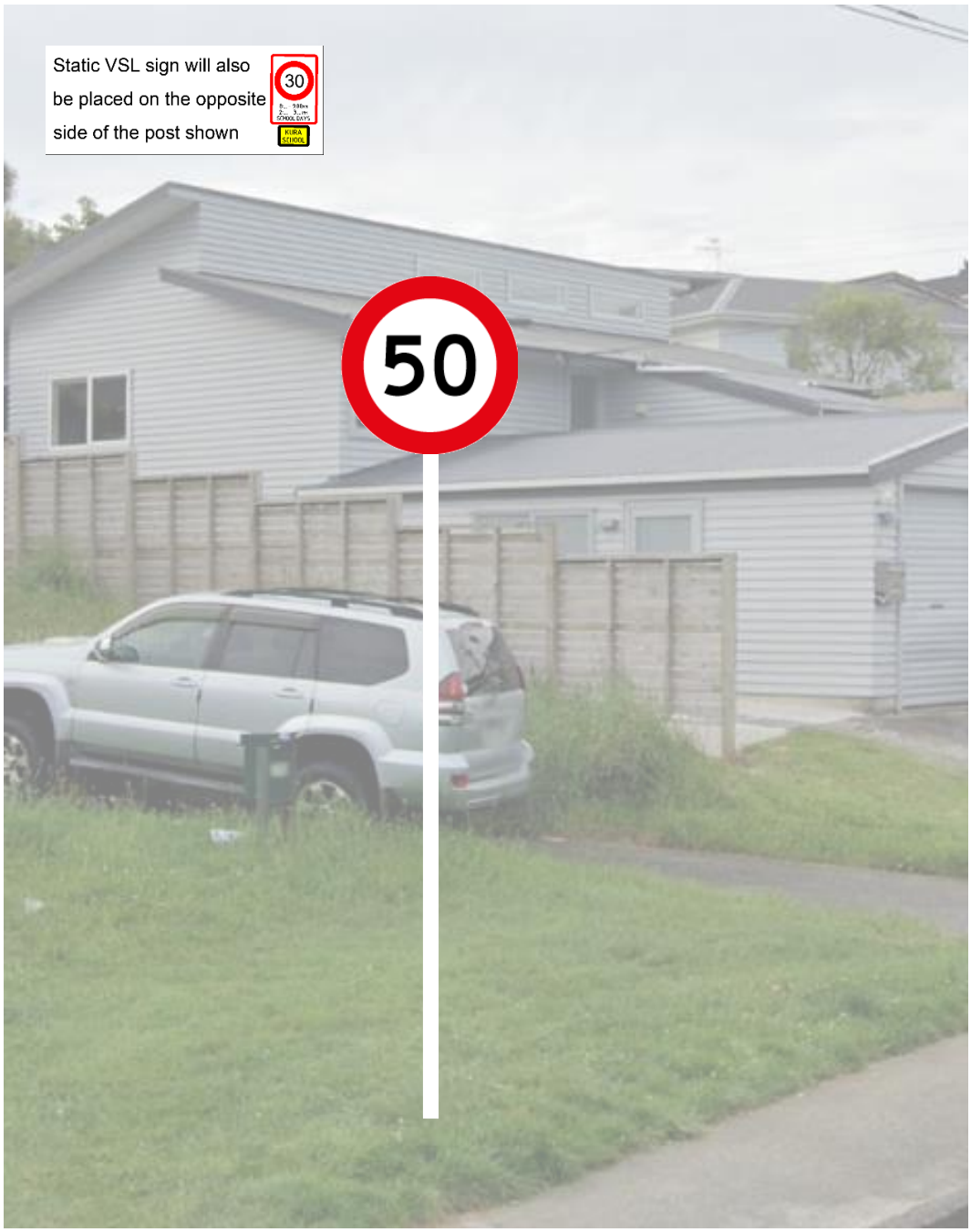

21 Ranui Terrace

Time Periods, sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

32 Ranui Terrace

Time Periods, sign location, size, and placement shown are indicative only.
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3 Ranui Terrace

Time Periods, sign location, size, and placement shown are indicative only.
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6 Ranui Terrace

Time Periods, sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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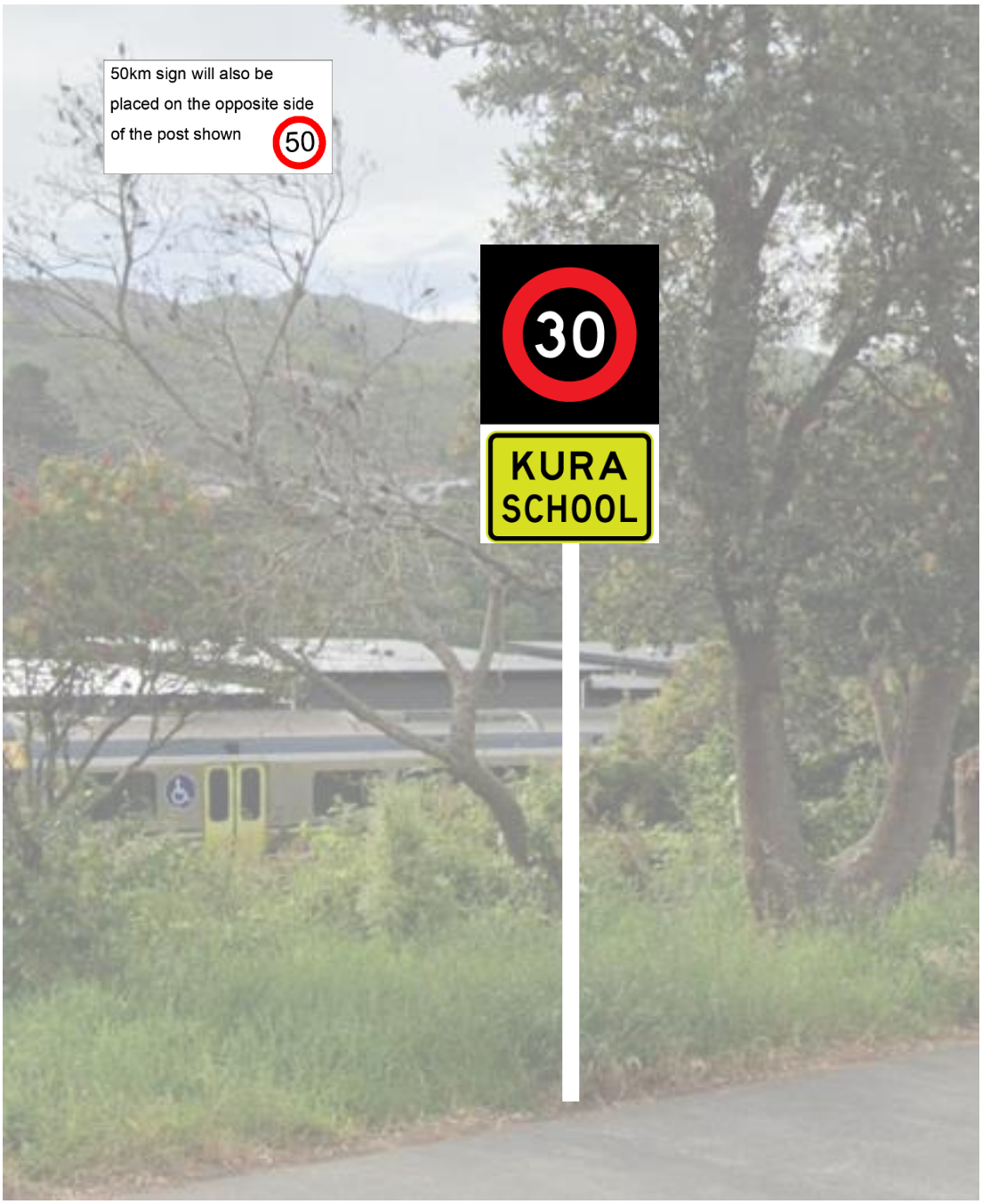

Opposite 35 Duncan Street

Time Periods, sign location, size, and placement shown are indicative only.
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35 Duncan Street

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15 Cecil Road

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16 Cecil Road

Time Periods, sign location, size, and placement shown are indicative only.
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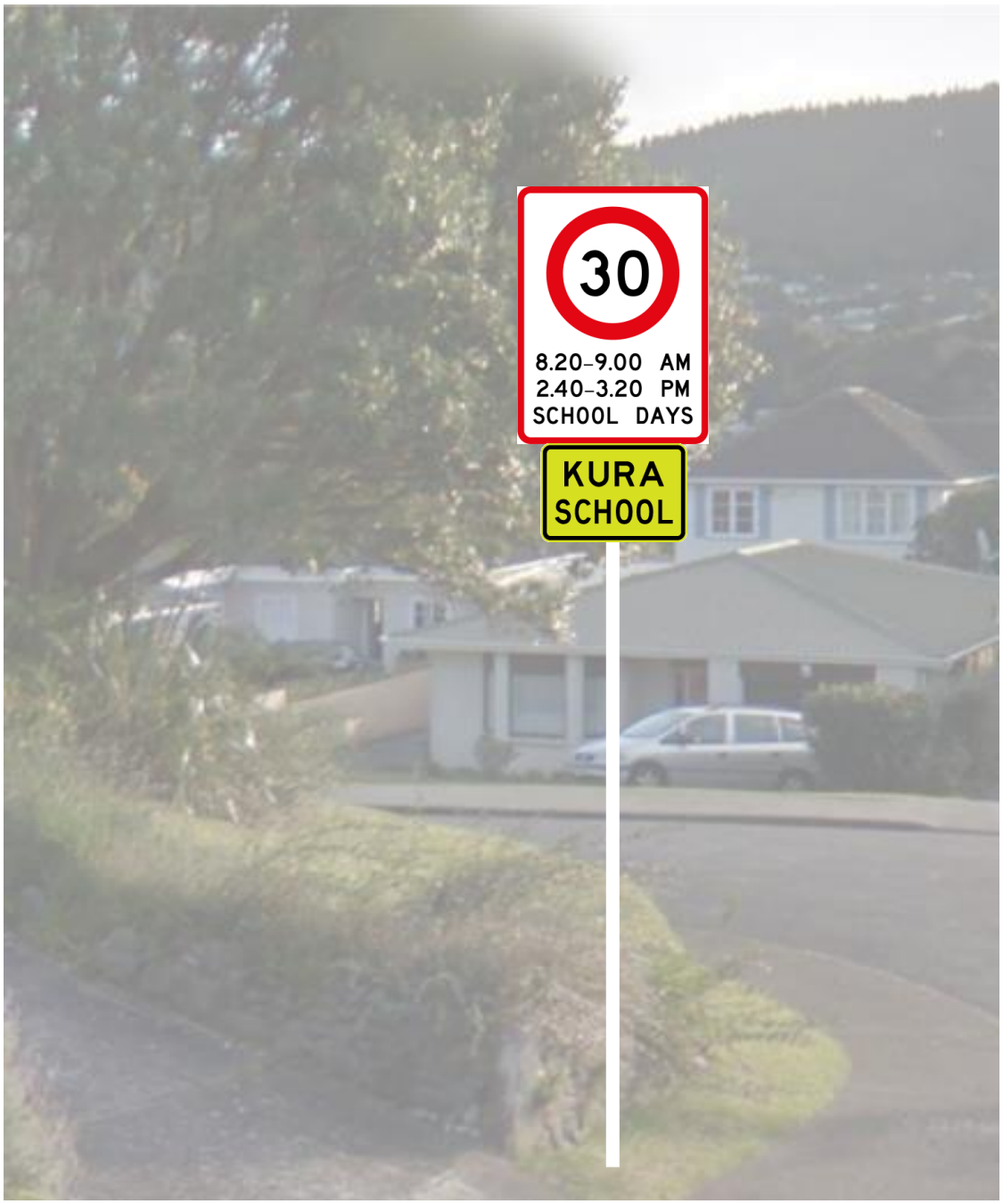

20 Cecil Road, located on Ongley Crescent

Time Periods, sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 9 Allen Terrace

Time Periods, sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 9 Allen Terrace

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Base imagery sourced from © 2025 Google Street View.

9 Allen Terrace

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2 Lupin Terrace, located on Allen Terrace

Time Periods, sign location, size, and placement shown are indicative only.
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29 Allen Terrace

Time Periods, sign location, size, and placement shown are indicative only.
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29 Allen Terrace

Time Periods, sign location, size, and placement shown are indicative only.
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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR55-25 St Catherines College and St Patricks Primary School– Variable speed limit (Amended)
Location – where we propose to make the change	Childers Terrace, Rodrigo Road, Bourke Street, Upper Bourke Street, Rongotai Road, Crawford Road and Naughton Terrace from 8:20am-9:10am to 2:40pm-4:00pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

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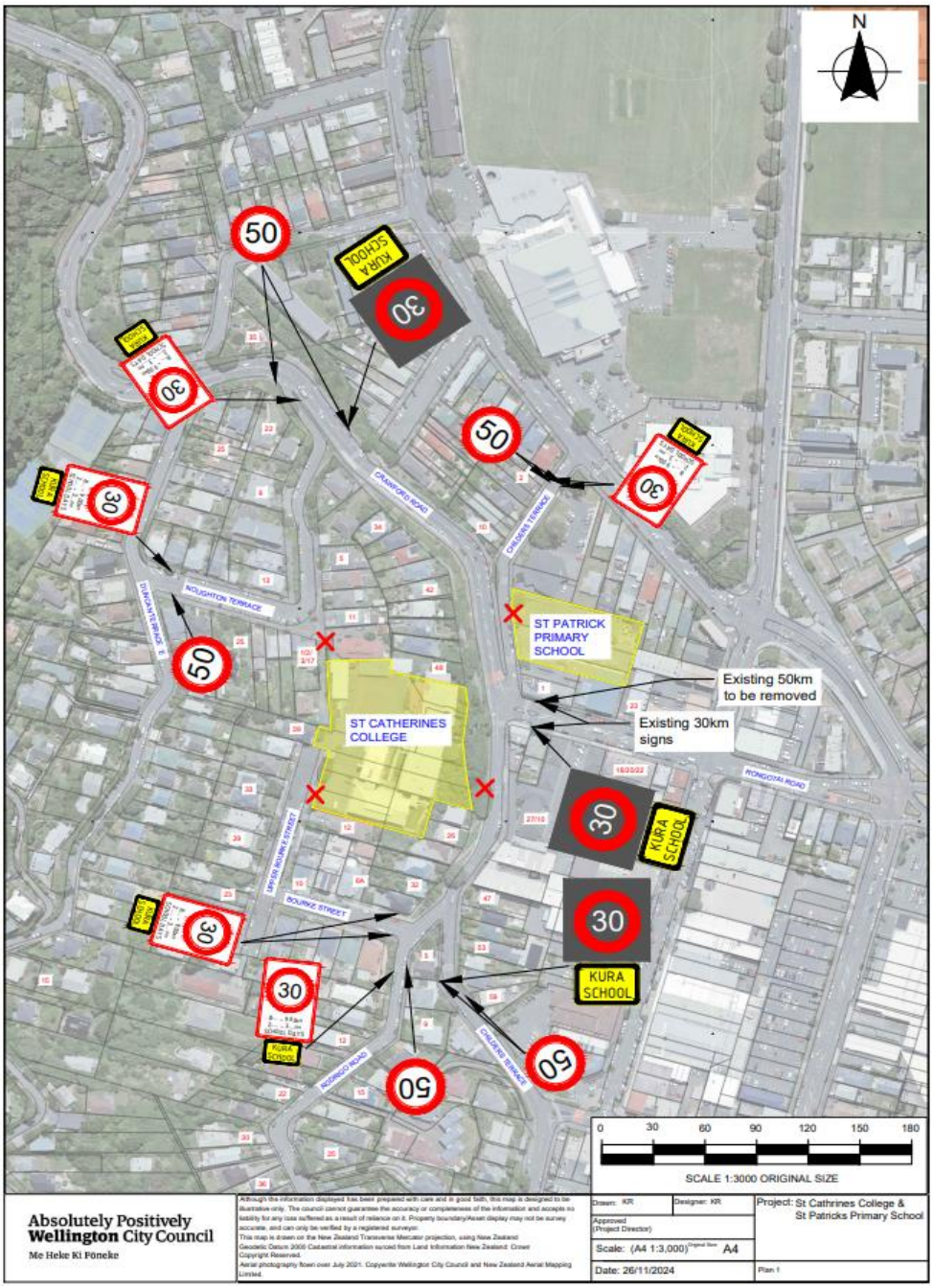
	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the magnitude of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Traffic Resolution Plan: TR55-25 St Catherines and St Patricks Primary School - Variable speed limit



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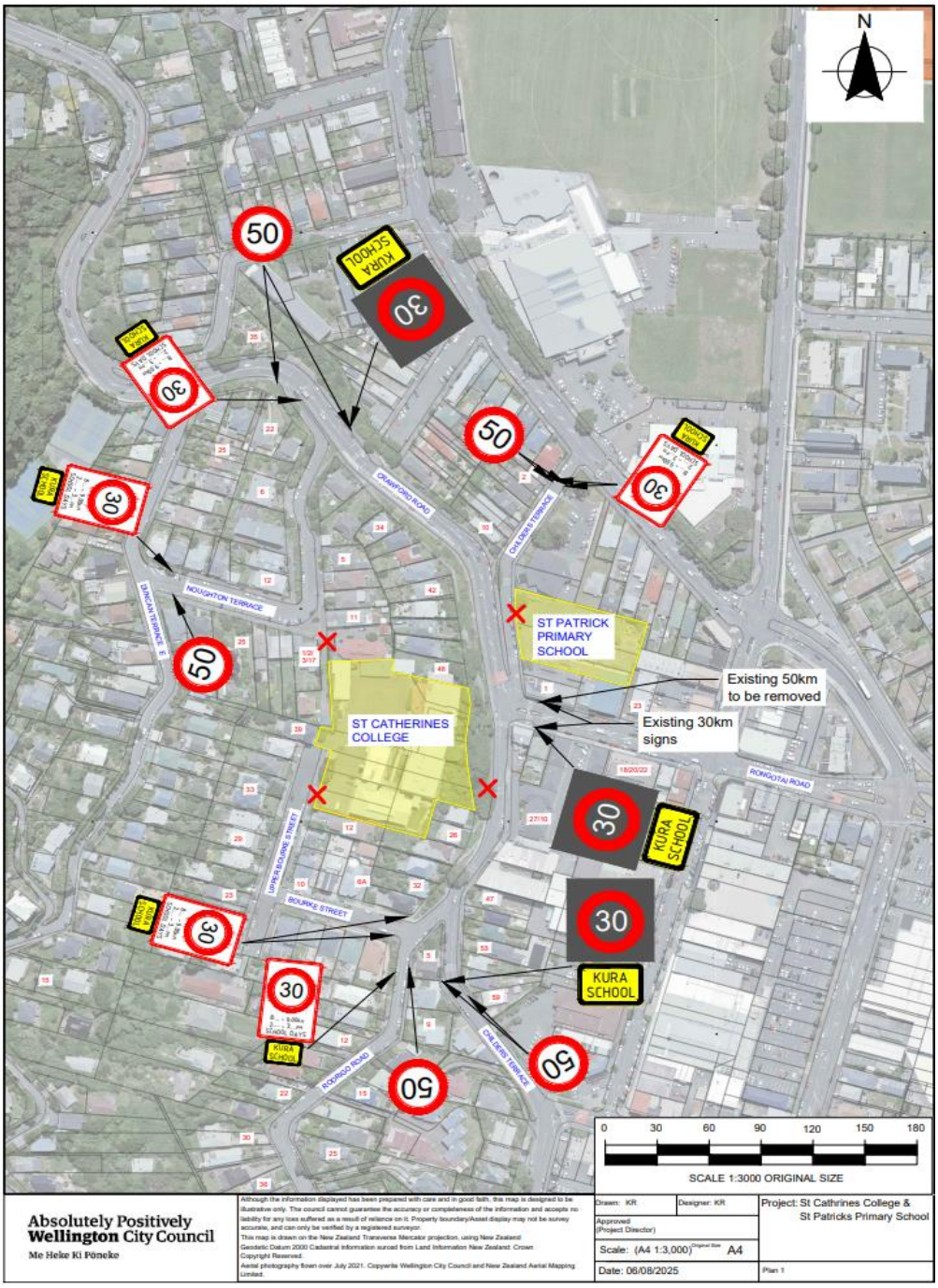
Traffic Resolution Plan: TR55-25 St Catherines and St Patricks Primary School - Variable speed limit (Amended)



Legal Description:

Table 1: Proposed speed limits for St Cathrines and St Primary Patricks School

Column One	Column Two	Column Three
Upper Bourke Street	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning 86 meters north its intersection with Bourke Street (Grid coordinates X= 1,749,988.823 Y= 5,424,320.546) and extending in a southerly direction following the western kerb line for 134 meters.*
Bourke Street	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning at its intersection with Upper Bourke Street (Grid coordinates X= 1,749,988.823 Y= 5,424,320.546) and extending in an easterly direction following the northern kerb line for 82 meters.*
Rodrigo Road	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning 32 meters south of its intersection with Bourke Street (Grid coordinates X= 1,750,058.154 Y= 5,424,286.702) and extending in a northerly direction following the eastern kerb line for 54 meters.*
Childers Terrace	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning 44 meters south of its intersection with Rodrigo Road (Grid coordinates X= 1,750,084.077 Y= 5,424,298.253) and extending in a northerly direction following the eastern kerb line for 350 meters.*
Rongotai Road	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning at its intersection with Crawford Road (Grid coordinates X= 1,750,119.234 Y=* 5,424,440.174*) and extending in an easterly direction following the northern kerb line for 24 meters.*
Crawford Road	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning at its intersection with Rongotai Road (Grid coordinates X= 1,750,119.234 Y=* 5,424,440.174*) and extending in northerly direction following the eastern kerb line for 196 meters.*
Nougton Terrace	*30kph* *8:20am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning at its intersection Crawford Road (Grid coordinates X= 1,749,987.479 Y=* 5,424,628.948*) and extending in southerly direction following the western kerb line for 223 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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Intersection of Naughton Terrace and Crawford Road (West side)

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 2 Naughton Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Eastern side of Crawford Road, North of pedestrian crossing

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Eastern side of Crawford Road, North of pedestrian crossing

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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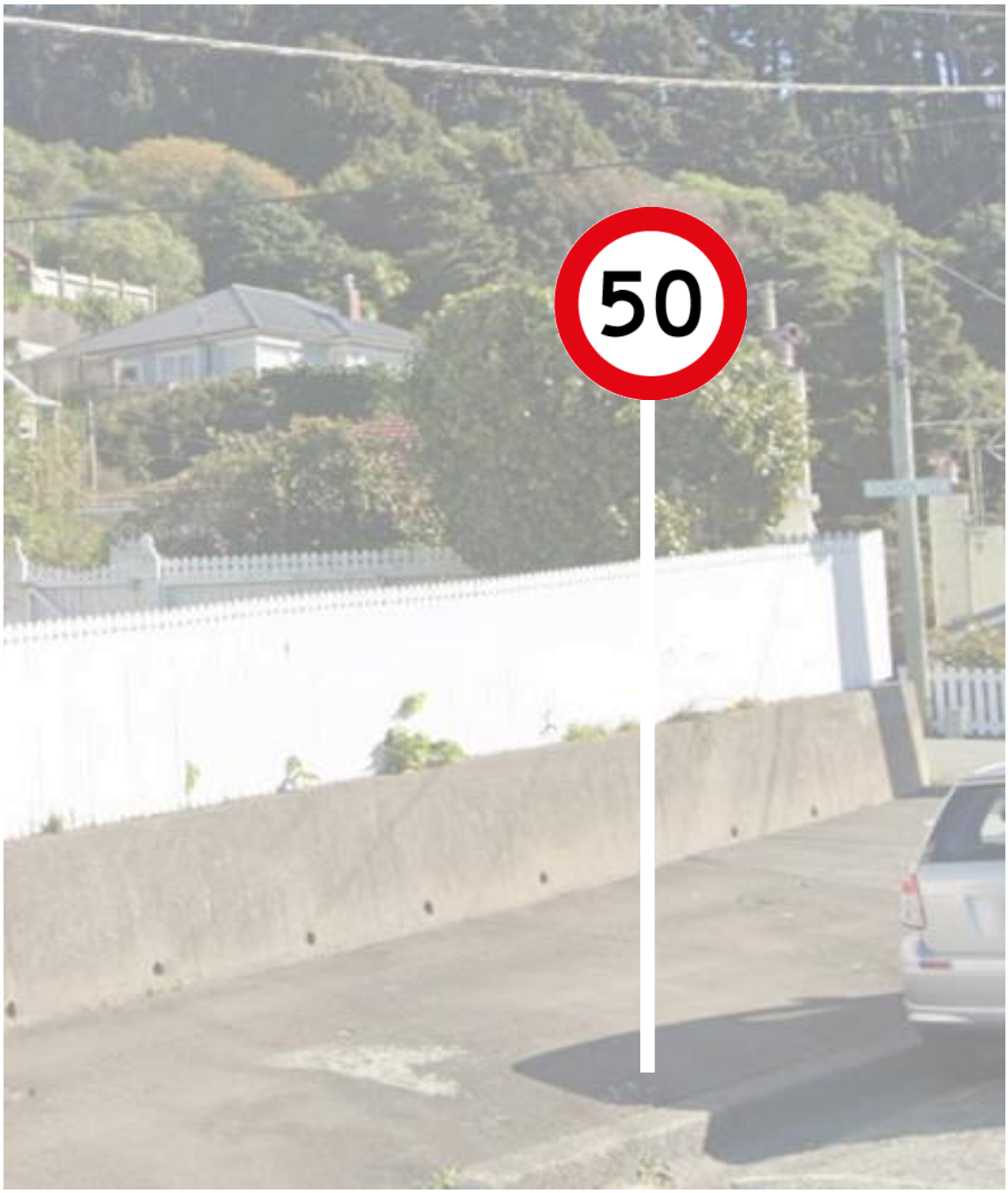

47 Duncan Terrace, located on Naughton Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

20 Naughton Terrace

Time periods, Sign location, size, and placement shown are indicative only.
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1 Bourke Street

Time periods, Sign location, size, and placement shown are indicative only.
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2 Bourke Street

Time periods, Sign location, size, and placement shown are indicative only.
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2 Bourke Street (Amended)

Time periods, Sign location, size, and placen ent shown are indicative only.
Base imagery sourced from © 2025 Google S reet View.

5 Rodrigo Road

Time periods, Sign location, size, and placement shown are indicative only.
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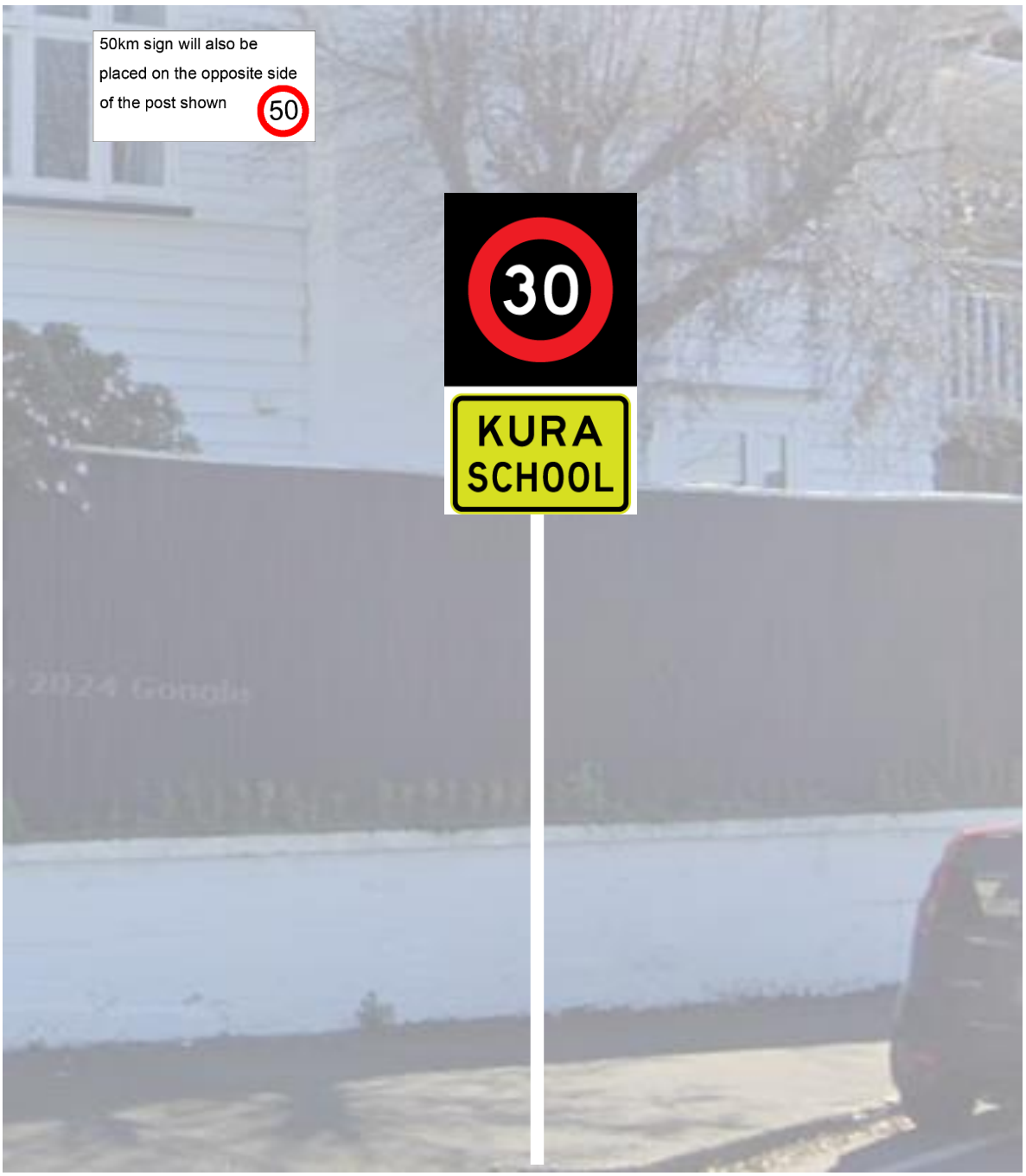
Opposite 5 Rodrigo Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



Opposite 57 Childers Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 57 Childers Terrace

Time periods, Sign location, size, and placement shown are indicative only.
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4 Rongotai Road, to show 30km during pick-up/drop-off, will show 50km at other times.

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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2 Childers Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

1 Childers Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR56-25 St Benedict's School – Variable Speed Limit
Location – where we propose to make the change	Nicholson Road and Everest Street from 8:10am-9:10am and 2:30pm-3:30pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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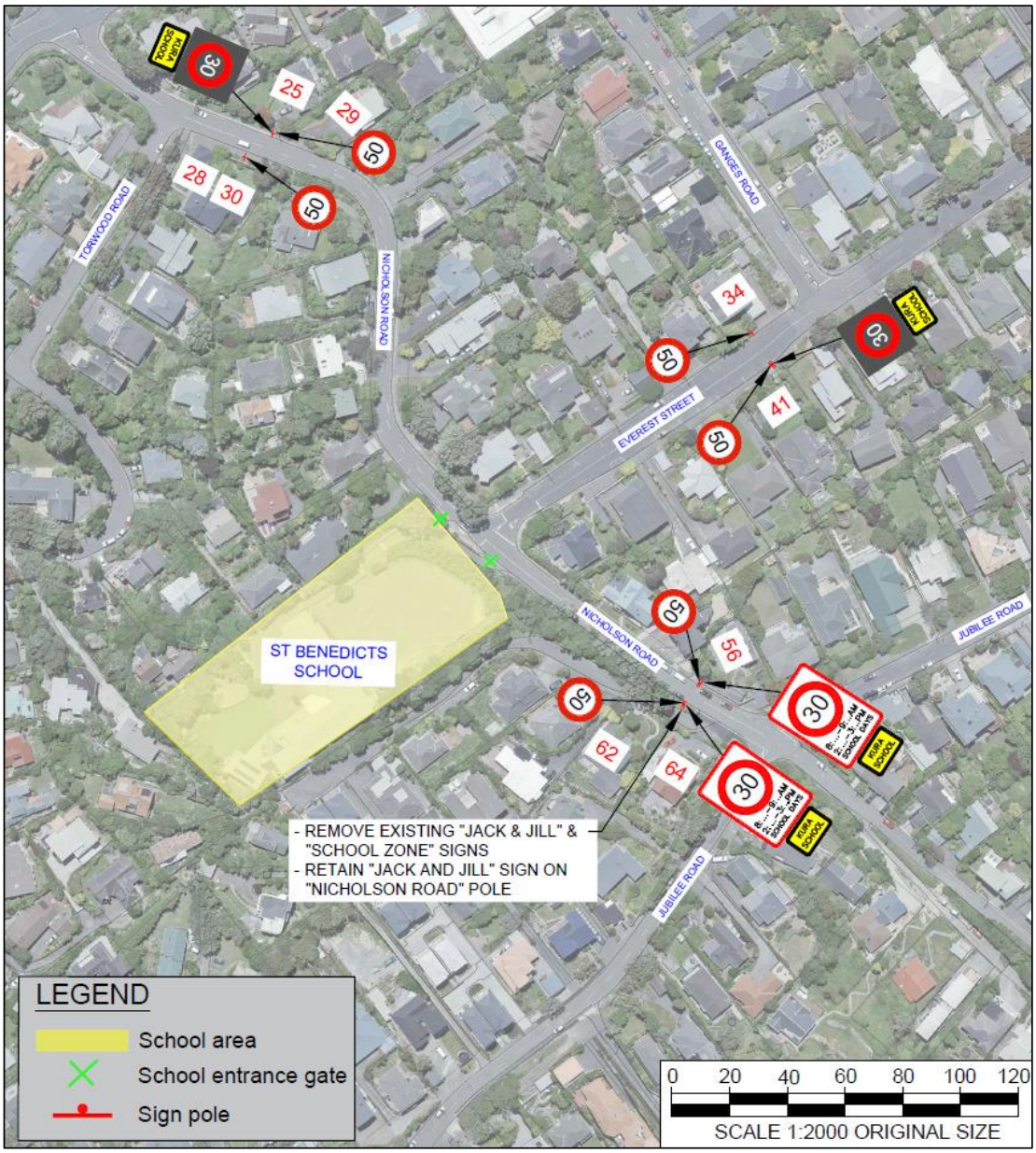
Legal Description:

Table 1: Proposed variable speed limit for St Benedict's School

Column One	Column Two	Column Three
Nicholson Road	*30km/h* *8:10am-9:10am* *2:30pm-3:30pm* *School Days Only*	*Beginning 31 metres west of its intersection with Jubilee Road (Grid coordinates X=1750174629.353 Y=5431955639.798) and extending in a north-westerly direction following the southern kerb line for 270 metres.*
Everest Street	*30km/h* *8:10am-9:10am* *2:30pm-3:30pm* *School Days Only*	*Beginning 28 metres south of its intersection with Ganges Road (Grid coordinates X=1750197135.400 Y=5432075932.825) and extending in a south-westerly direction following the northern kerb line for 112 metres.*

Traffic Resolution Plan: TR56-25 St Benedict's School - Variable Speed Limit



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Location: 56 & 64 Nicholson Road (Westbound - towards school)

Location: 56 & 64 Nicholson Road (eastbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location:41 Everest Street (towards school)

Location: 34 & 41 Everest Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 25 Nicholson Road (towards school)

Location: 25 & 30 Nicholson Road

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR57-25 Roseneath School – Variable Speed Limit
Location – where we propose to make the change	Carlton Gore Road, Lindum Terrace, Maida Vale Road and Grafton Road from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
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Feedback	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:
Table 1: Proposed variable speed limits for Roseneath School

Column One	Column Two	Column Three
Carlton Gore Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 188 metres north-east of its intersection with Oriental Parade (Grid coordinates X=1750838850.568 Y=5427773699.223) and extending in an east-northerly direction following the western kerb line for 345 metres.*
Lindum Terrace	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 24 metres south of its intersection with Carlon Gore Road (Grid coordinates X=1750844352.717 Y=5427665722.639) and extending in a northerly direction following the eastern kerb line for 24 metres.*
Maida Vale Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 50 metres south-east of its intersection with Grafton Road (Grid coordinates X 1750937441.472= Y= 5427667567.739) and extending in a northerly direction following the eastern kerb line for 161 metres.*
Grafton Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 126 metres south of its intersection with Maida Vale Road (Grid coordinates X= 1750900944.808 Y= 5427593992.998) and extending in a northerly direction following the western kerb line for 126 metres.*

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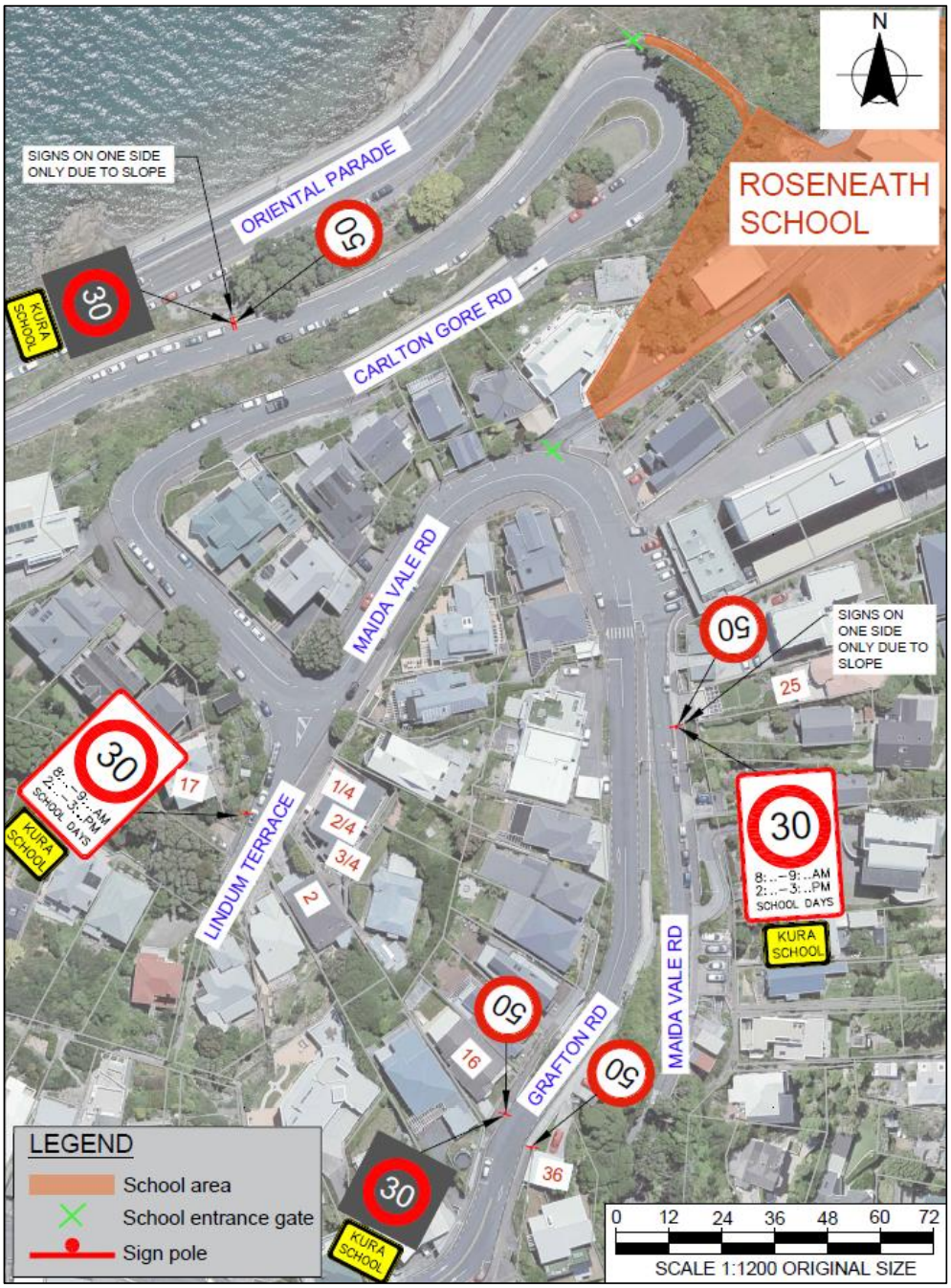
Traffic Resolution Plan: TR57-25 Roseneath School - Variable Speed Limit



Location: Carlton Gore Road (uphill) – Beginning of uphill broken yellow lines

Location: Carlton Gore Road (downhill) – power near uphill broken yellow lines

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 16 Grafton Road (downhill - towards the school)

Location: 16 & 36 Grafton Road (southbound – uphill)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 25 Maida Vale Road (Uphill)

Location: 25 Maida Vale Road (downhill)

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: Lindum Terrace (towards Maida Vale Road/Carlton

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR58-25 Rongotai College – Variable Speed Limit
Location – where we propose to make the change	Coutts Street, Tirangi Road, Tirangi Road, Mamari Street, Salek Street, Tewhiti Street, Yule Street and Endeavour Street from 8:10am-9:30am and 3:00pm-4:00pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description

Table 1: Proposed variable speed limit for Rongotai College

Column One	Column Two	Column Three
Coutts Street	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 33 metres east of its intersection with Tirangi street (Grid coordinates X=1751001475.986 Y=5423747612.824) and extending in a westerly direction for 603 metres.*
Tirangi Road	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 15 metres north of its intersection with Kingsford Smith Street (Grid coordinates X=1750879465.716 Y=5423607088.559) and extending in a northerly direction following the eastern kerb line for 222 metres.*
Mamari Street	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 17 metres north of its intersection with Coutts Street (Grid coordinates X=1750811382.028 Y=5424006151.357) and extending in a southerly direction following the southern kerb line for 17 metres.*
Salek Street	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 26 metres north of its intersection with Coutts Street (Grid coordinates X=1750747228.756 Y=5424050885.042) and extending in a southerly direction following the eastern kerb line for 26 metres.*
Tewhiti Street	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 31 metres north of its intersection with Coutts Street (Grid coordinates X= 1750658711.974 Y= 5424070311.062) and extending in a southerly direction following the eastern kerb line for 23 metres.*
Yule Street	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 12 metres north of its intersection with Coutts Street (Grid coordinates X= 1750569197.115Y= 5424087423.084) and extending in a southerly direction for 383 metres.*
Endeavour Street	*30kph* *8:10am-9:30am* *3:00pm-4:00pm* *School Days Only*	*Beginning 30 metres west of its intersection with Yule Street (Grid coordinates X= 1750427110.705 Y= 5423771957.768) and extending in an easterly direction following for 60 metres.*

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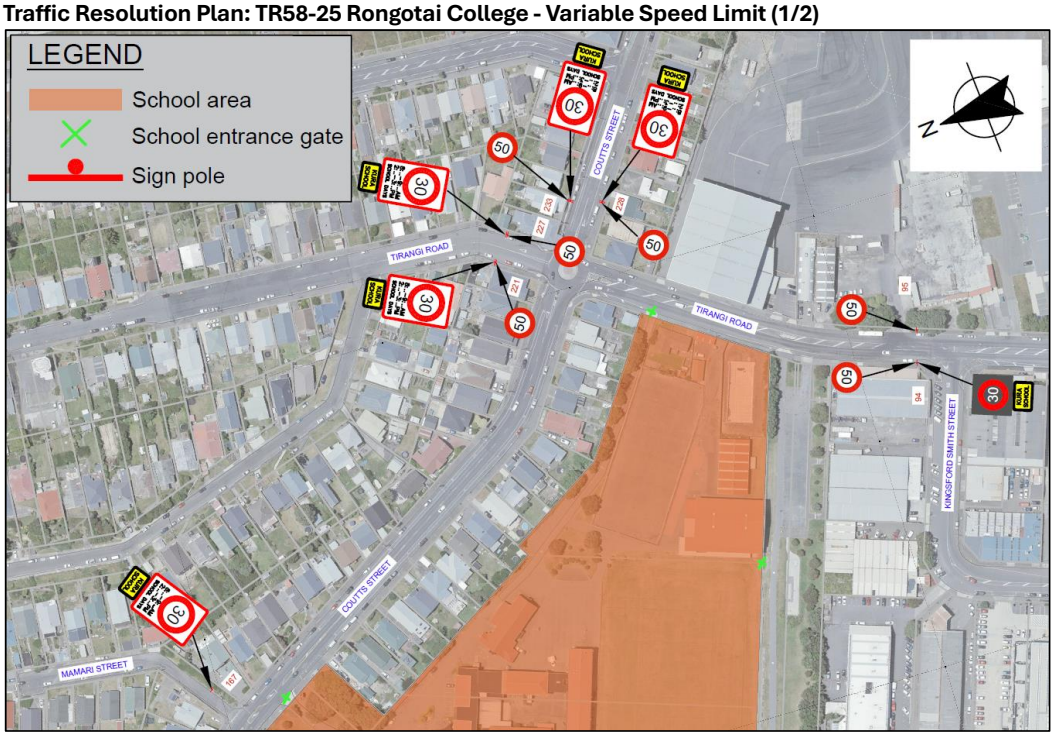
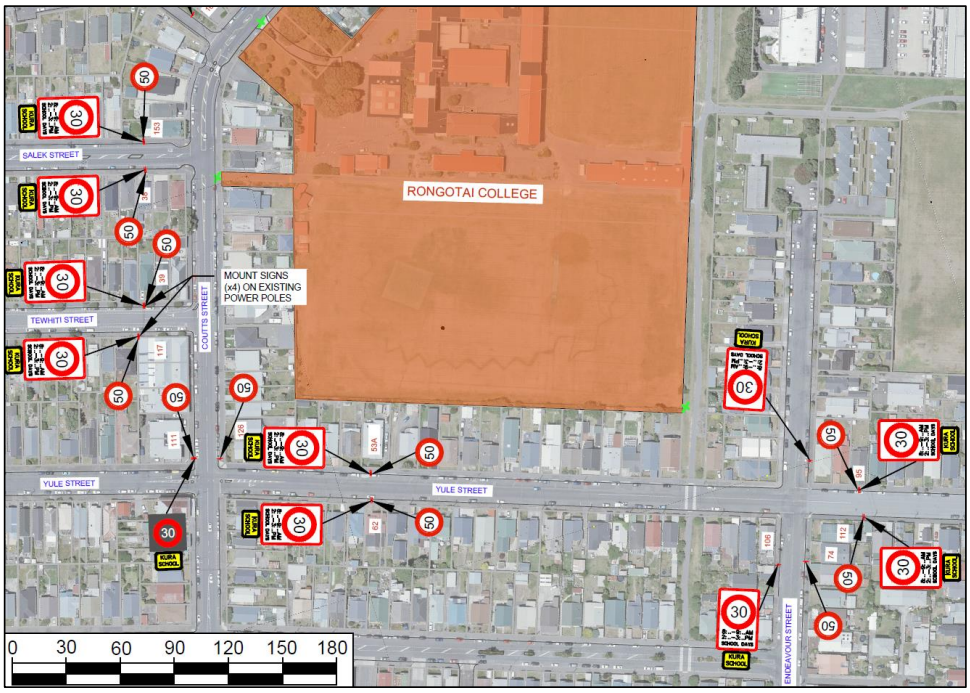
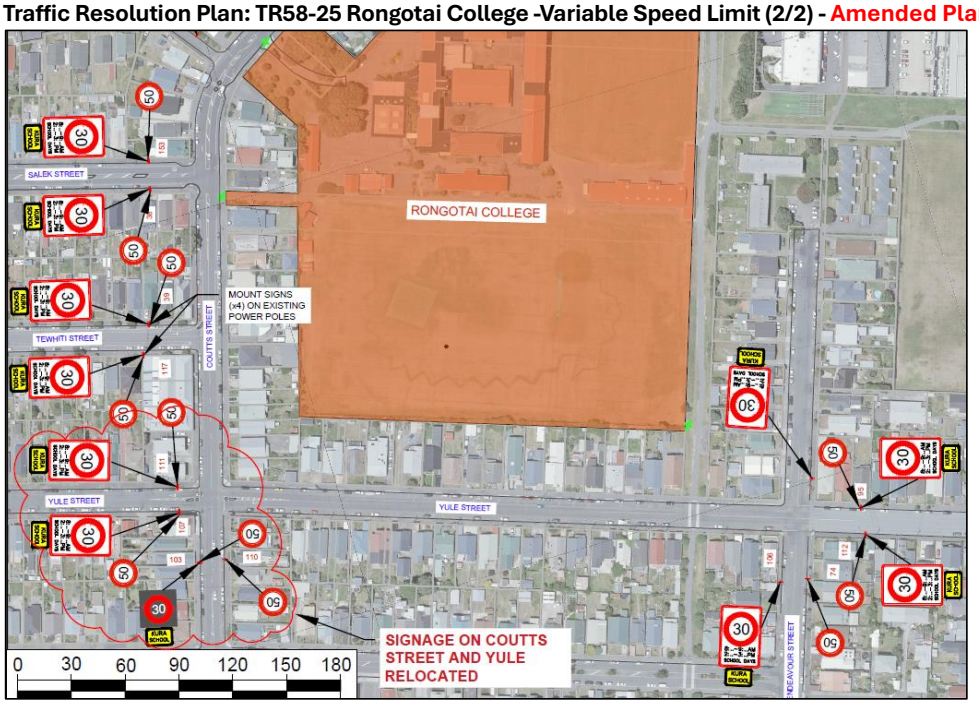
Traffic Resolution Plan: TR58-25 Rongotai College - Variable Speed Limit (1/2)



Traffic Resolution Plan: TR58-25 Rongotai College - Variable Speed Limit (2/2)



Traffic Resolution Plan: TR58-25 Rongotai College -Variable Speed Limit (2/2) - Amended Plan)



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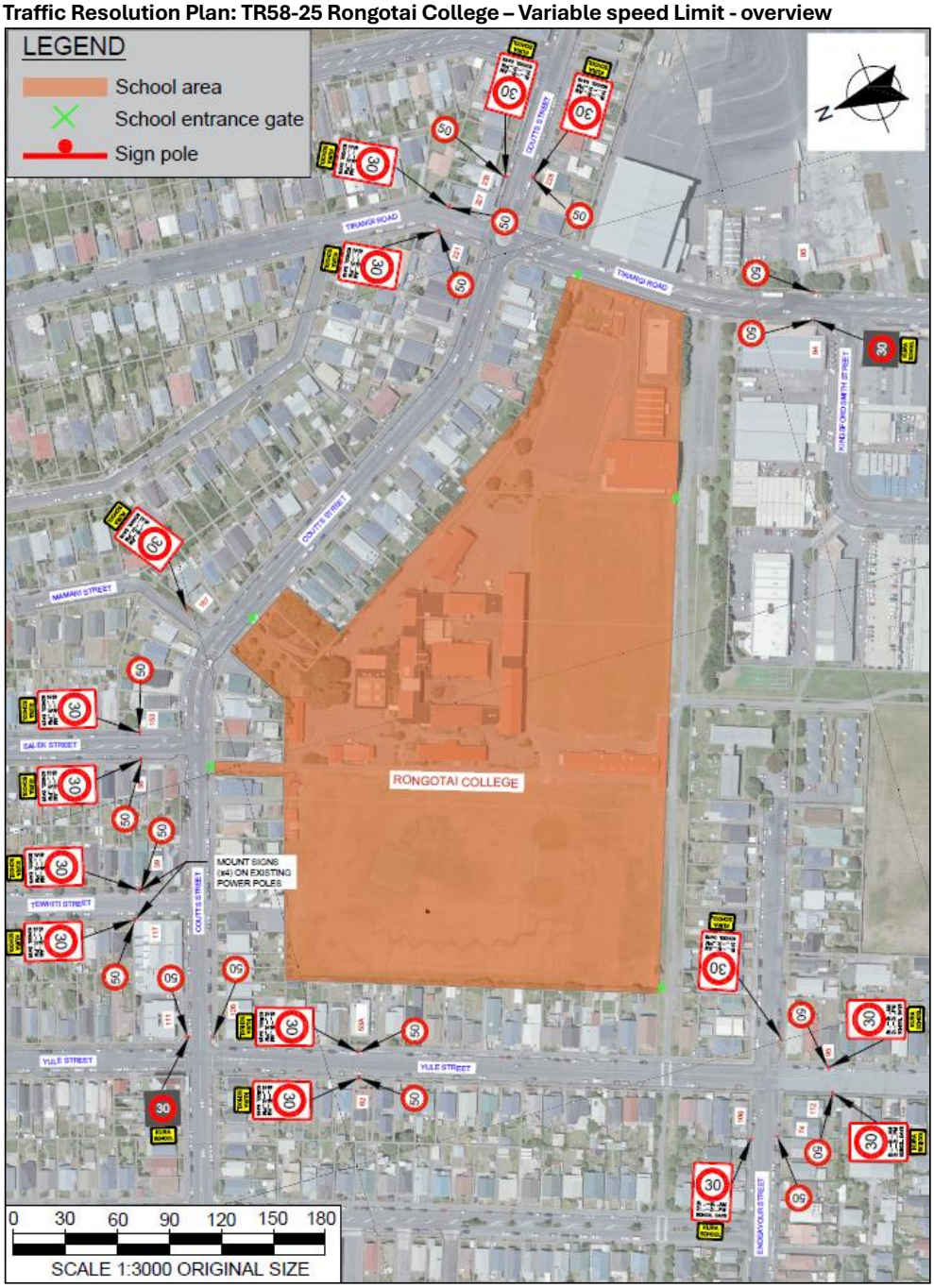
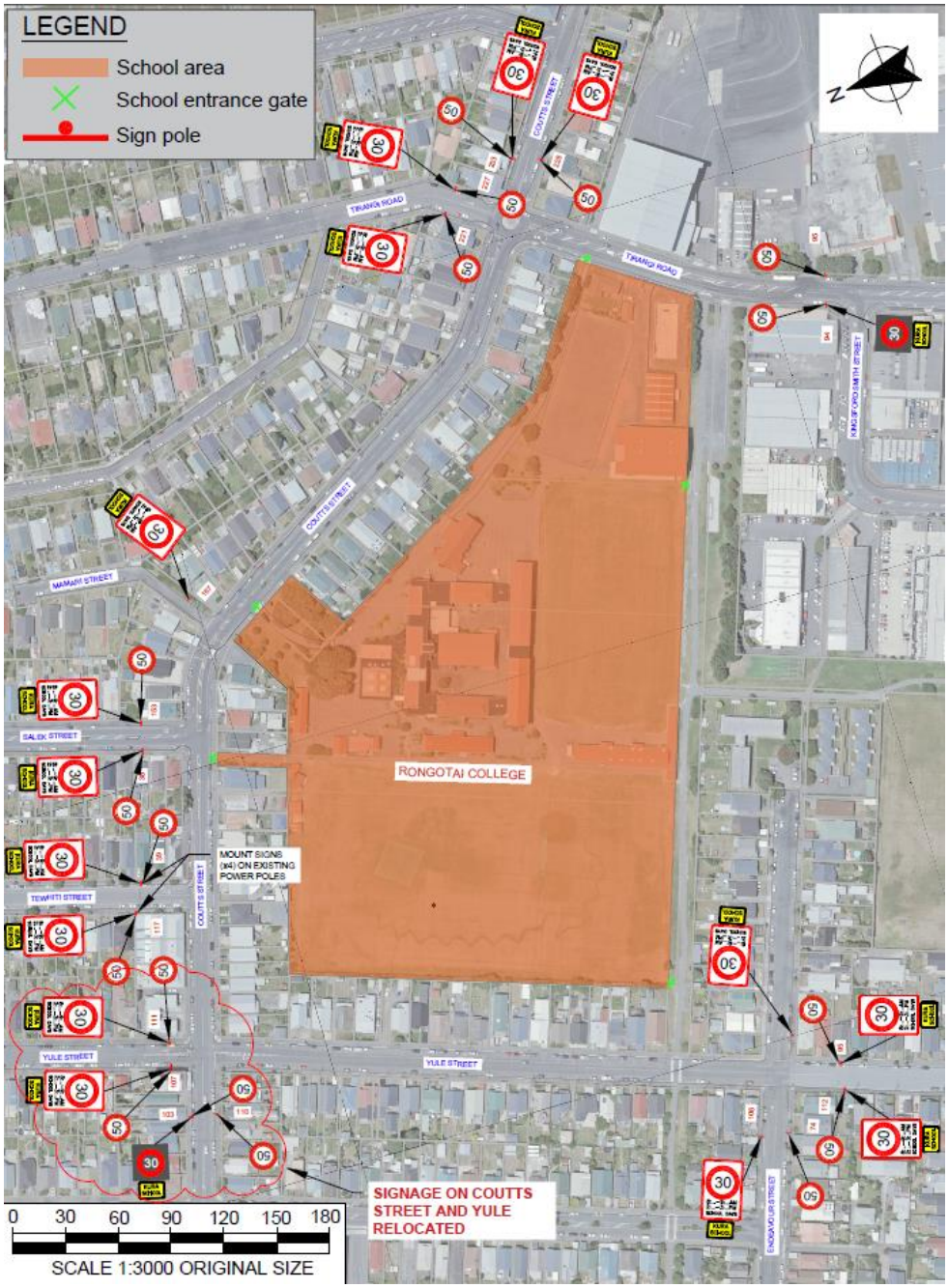
Traffic Resolution Plan: TR58-25 Rongotai College – Variable speed Limit - overview



Traffic Resolution Plan: TR58-25 Rongotai College – Variable speed Limit – overview (Amended Plan)



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Location: 228 & 233 Coutts Street (westbound – towards school)

Location: 288 & 233 Coutts Street (Westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 221 & 223 Coutts Street – signs on Tirangi Road (southbound)

Location: 221 & 223 Coutts Street – signs on Tirangi Road (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 94 Tirangi Road (northbound – towards school)

Location: 94 & 95 Tirangi Road (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 38 Salek Street (southbound – towards to school)

Location: 38 Salek Street (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 39 Te Whiti Street (southbound – towards Coutts Street)

Location: 39 Te Whiti Street (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 111 Coutts Street (eastbound – towards school) - **removed (amended location below)**

Location: 103 Coutts Street (eastbound – towards school) - **amended location**

Time periods, sign location, size, and placement shown on the images are indicative only.
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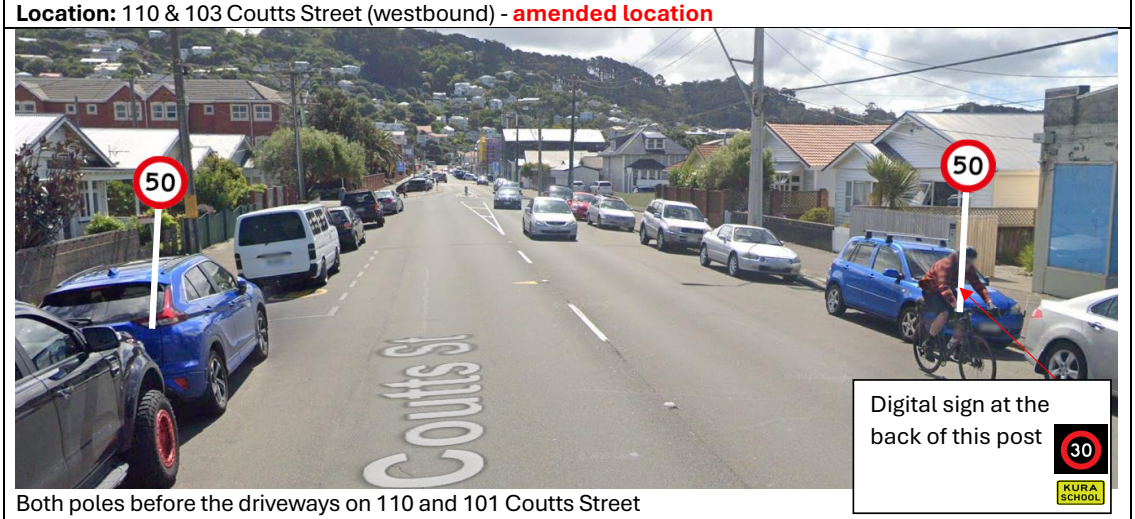
Location: 111 Coutts Street (westbound) - **removed (amended location below)**

Location: 110 & 103 Coutts Street (westbound) - **amended location**



Both poles before the driveways on 110 and 101 Coutts Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 53A & 62 Yule Street (southbound) - **removed (amended location below)**

Location: Between 107 & 111 Coutts Street on Yule Street (southbound) - **amended location**

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: 53A & 62 Yule Street (northbound) - **removed (amended location below)**

Location: Between 107 & 111 Coutts Street on Yule Street (northbound) - **amended location**

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 95 & 112 Yule Street (northbound – Towards Endeavour Street)

Location: 95 Yule Street (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
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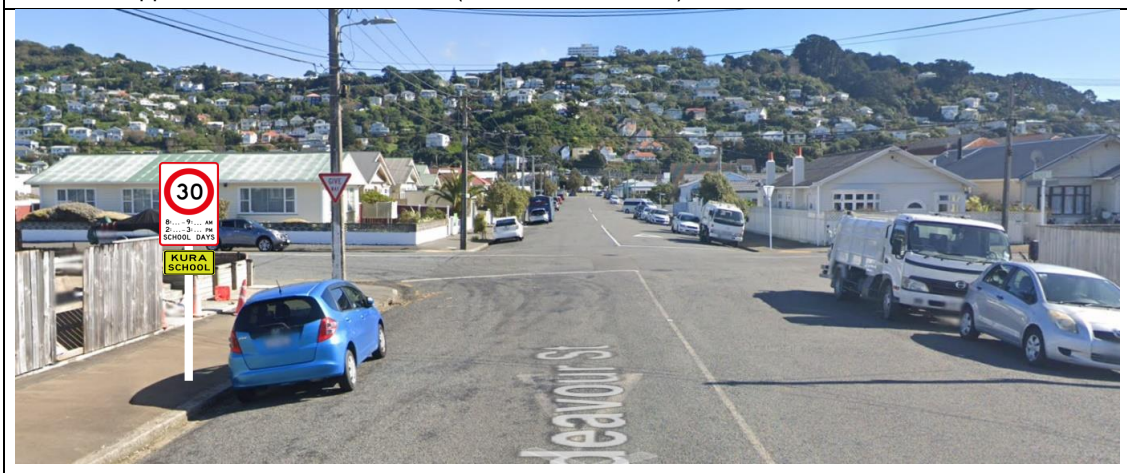
Location: Opposite to 74 Endeavour Street (eastbound – towards school)

Location: 74 Endeavour Street (westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: Opposite to 81 Endeavour Street (next to 91 Yule Street)



Location: 167 Coutts Street – sign on Mamari Street (towards Coutts Street)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR59-25 Rewa Rewa School – Variable Speed Limit
Location – where we propose to make the change	Padnell Crescent and Pelorous Street from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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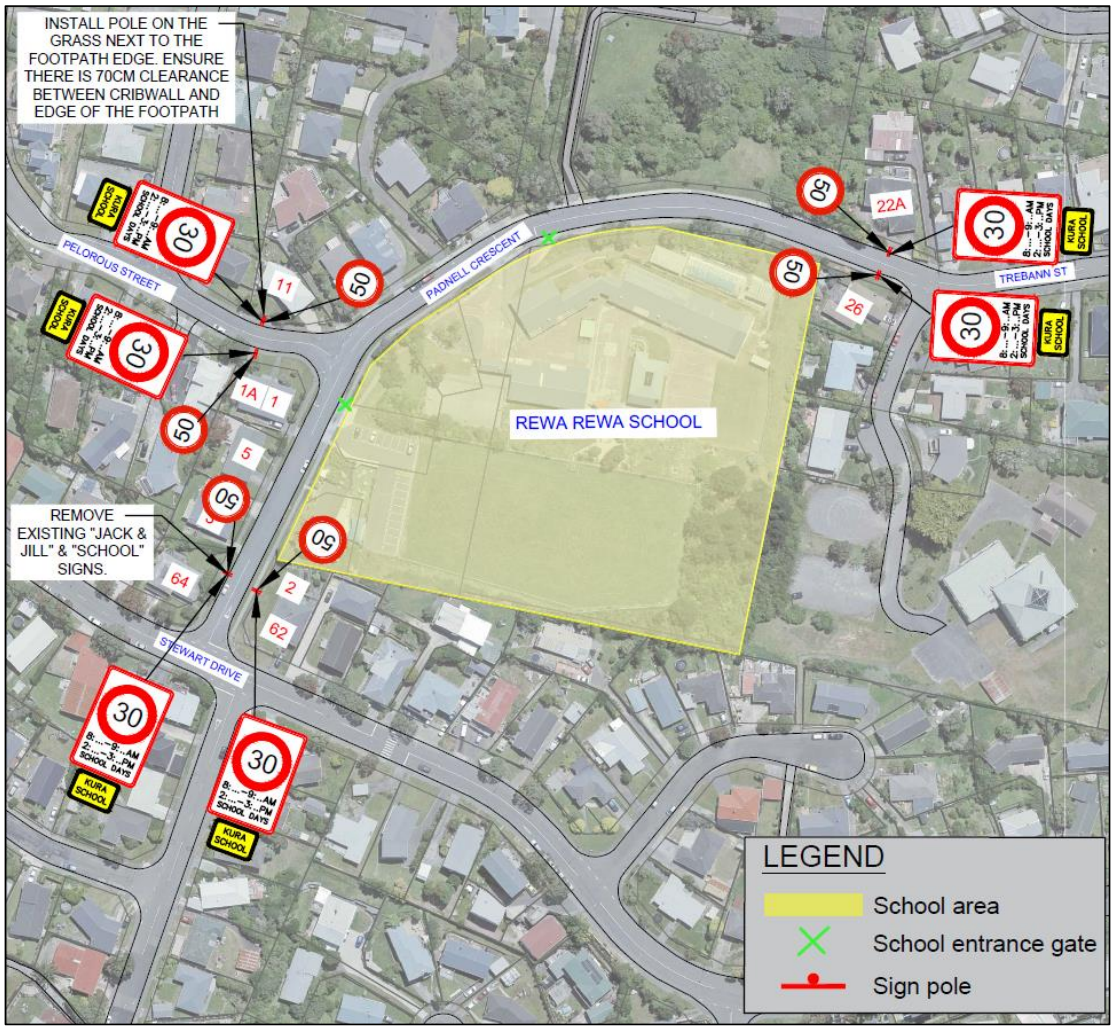
Legal Description:

Table 1: Proposed variable speed limit for Rewa Rewa School

Column One	Column Two	Column Three
Padnell Crescent	*30km/h* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 metres north of its intersection with Stewart Drive (Grid coordinates X=1752369915.226 Y=5435073754.593) and extending in a northerly direction following the eastern kerb line for 279 metres.*
Pelorous Street	*30km/h* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 26 metres west of its intersection with Padnell Crescent (Grid coordinates X=1752379554.117 Y=5435158736.854) and extending in an easterly direction following the southern kerb line for 26 metres.*

Traffic Resolution Plan: TR59-25 Rewa Rewa School - Variable Speed Limit



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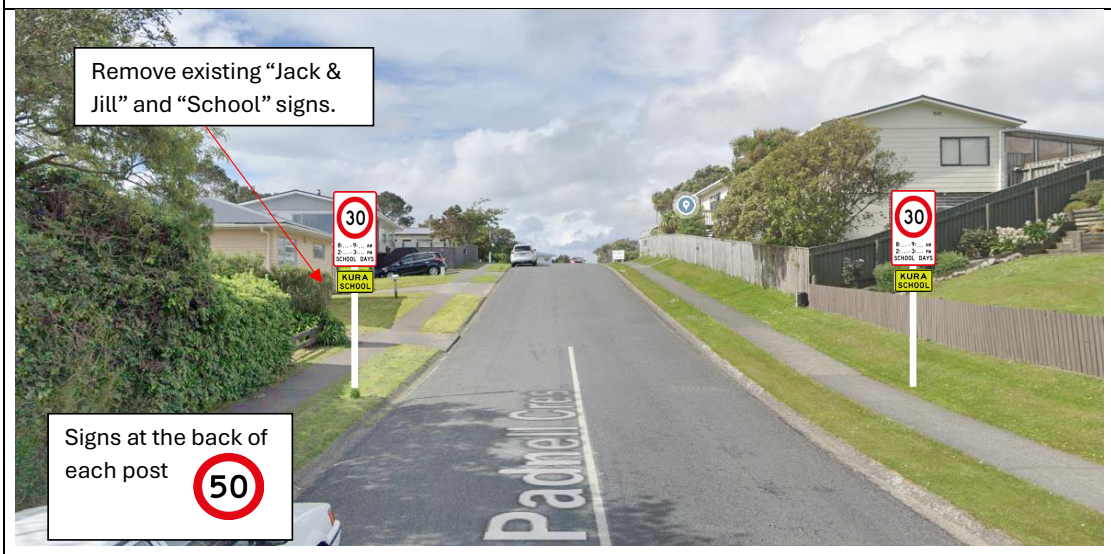
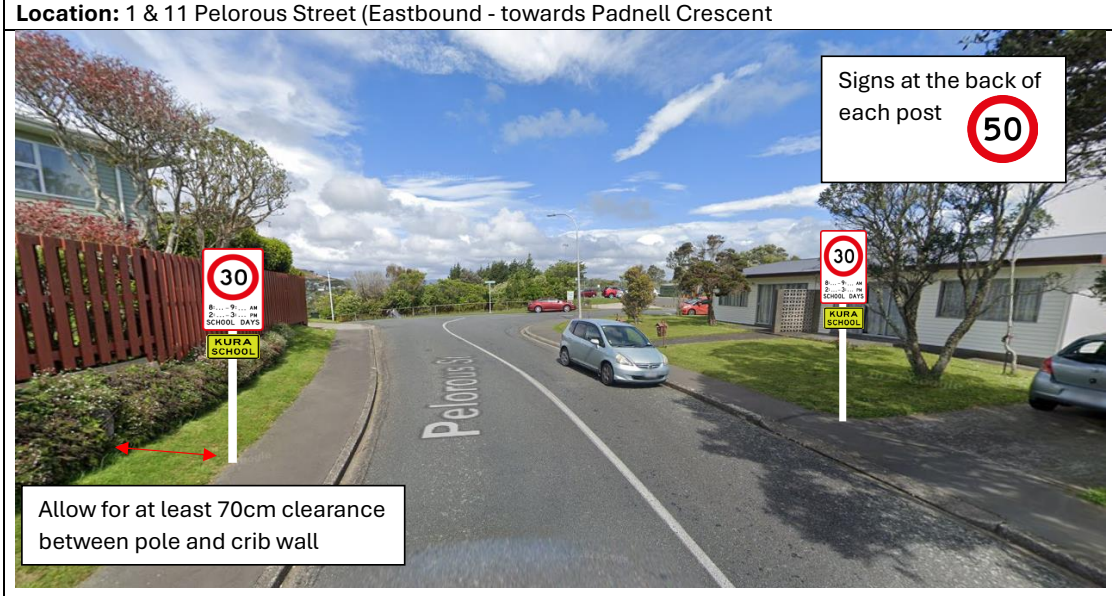
Location: 2 Padnell Crescent (towards school) – houses in the corners 62 & 64 Stewart Drive



Location: 2 Padnell Crescent (away from school) – houses in the corners 62 & 64 Stewart Drive

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 1 & 11 Pelorous Street (Eastbound - towards Padnell Crescent



Location: 1 & 11 Pelorous Street (Westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 26 & 20 Trebann Street (towards school)

Location: 26 & 20 Trebann Street (away from school)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR60-25 St Brigids School – Variable speed limit
Location – where we propose to make the change	Phillip Street, Dr Taylor terrace and Wanaka Street from 8:20am-9:10am to 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

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	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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.
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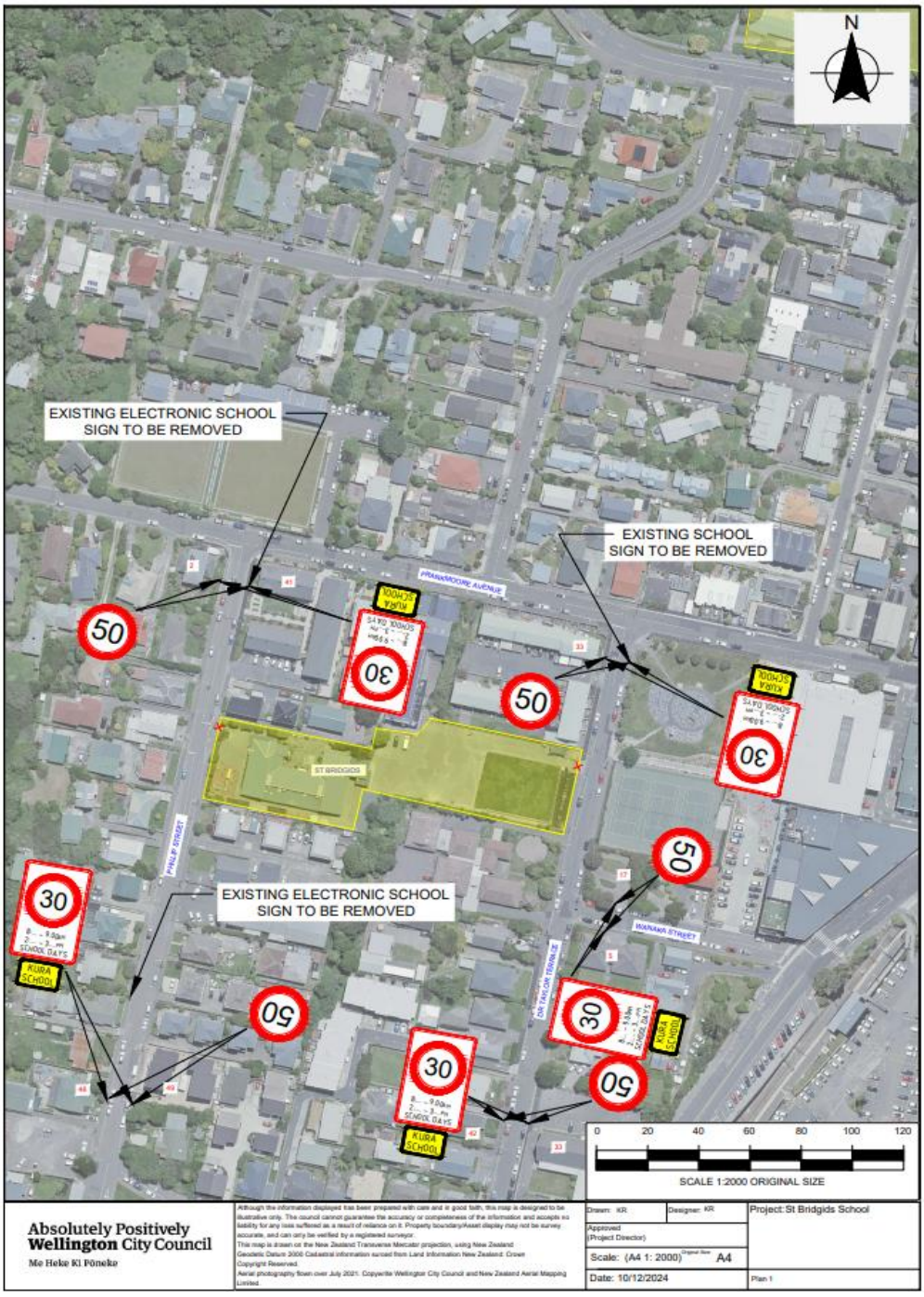
Traffic Resolution Plan: TR60-25 St Brigids School – Variable speed limit



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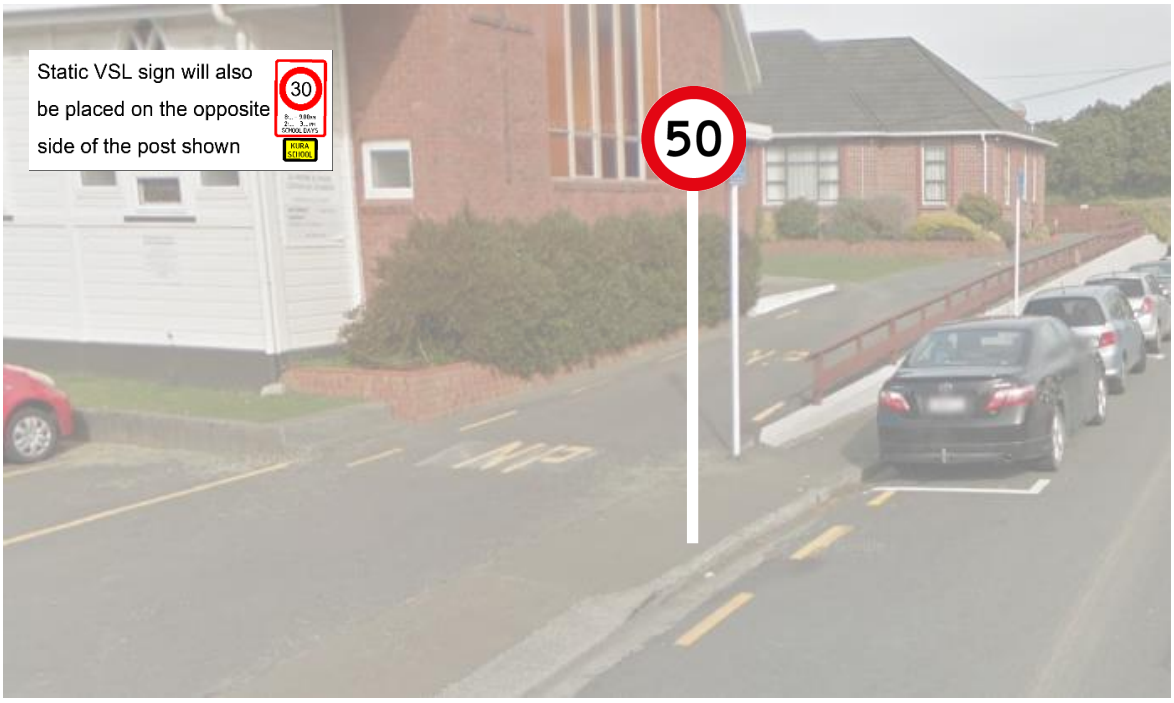
Legal Description:

Table 1: Proposed speed limits for St Brigids School

Column One	Column Two	Column Three
Phillip Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 14 south its intersection with Frankmoore Avenue (Grid coordinates X= 1,751,038.861 Y= 5,435,052.888) and extending in a southerly direction following the eastern kerb line for 216 meters.*
Dr Taylor Terrace	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 14 south its intersection with Frankmoore Avenue (Grid coordinates X= 1,751,188.628 Y= 5,435,021.428) and extending in a southerly direction following the eastern kerb line for 192 meters.*
Wanaka Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,171.963 Y= 5,434,920.171) and extending in an easterly direction following the southern kerb line for 15 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

42 Dr Taylor Terrace



33 Dr Taylor Terrace

Time periods, Sign location, size, and placement shown are indicative only.
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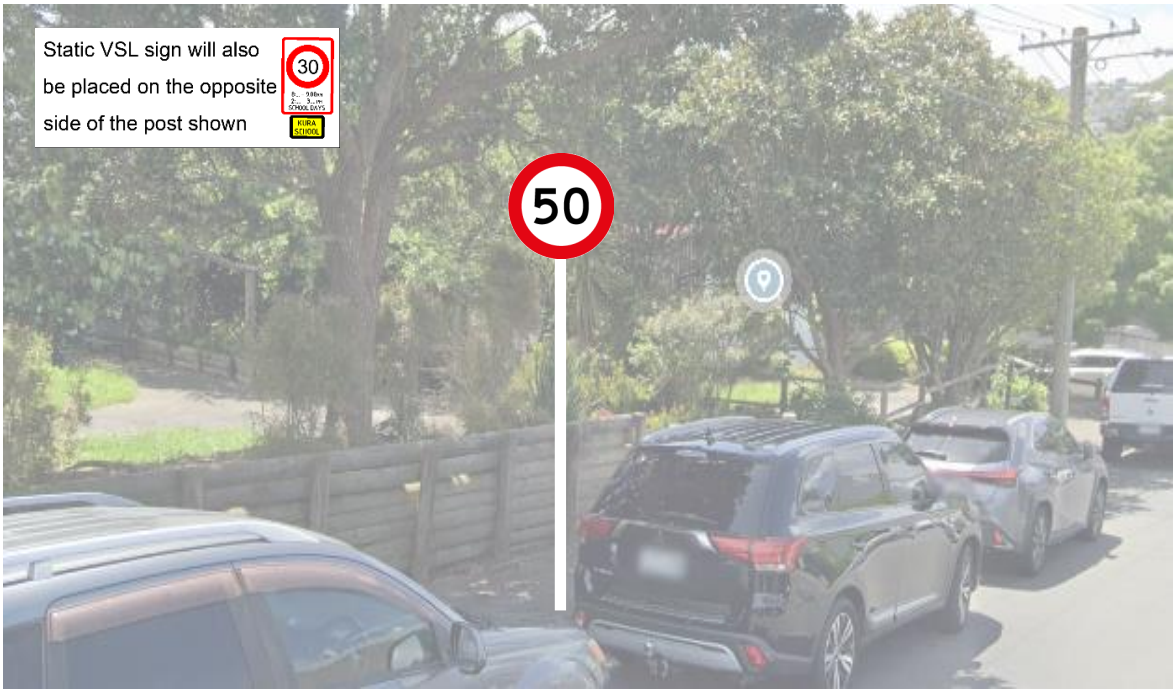
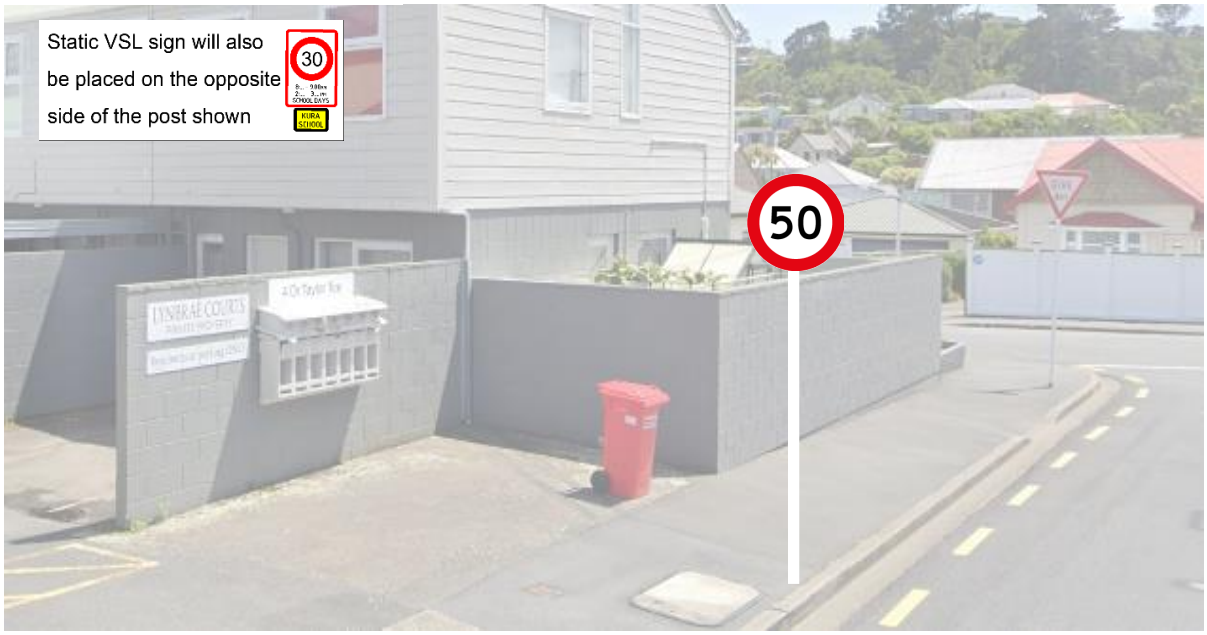


Opposite 5 Wanaka Street

5 Wanaka Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 4 Dr Taylor Terrace



4 Dr Taylor Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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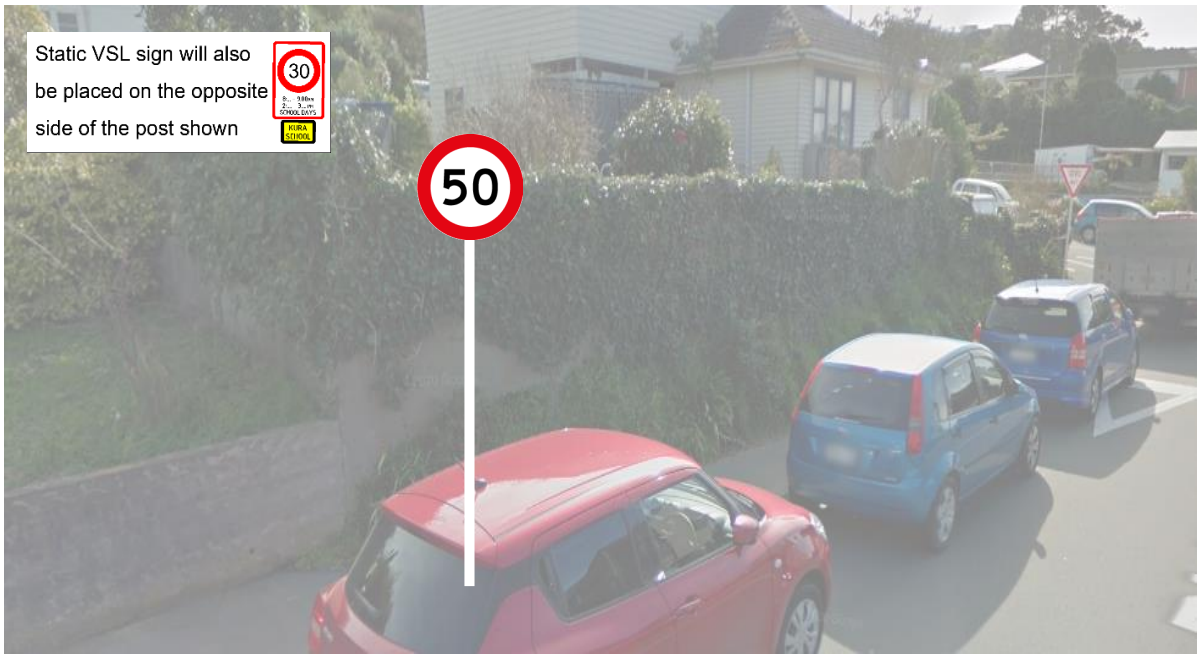
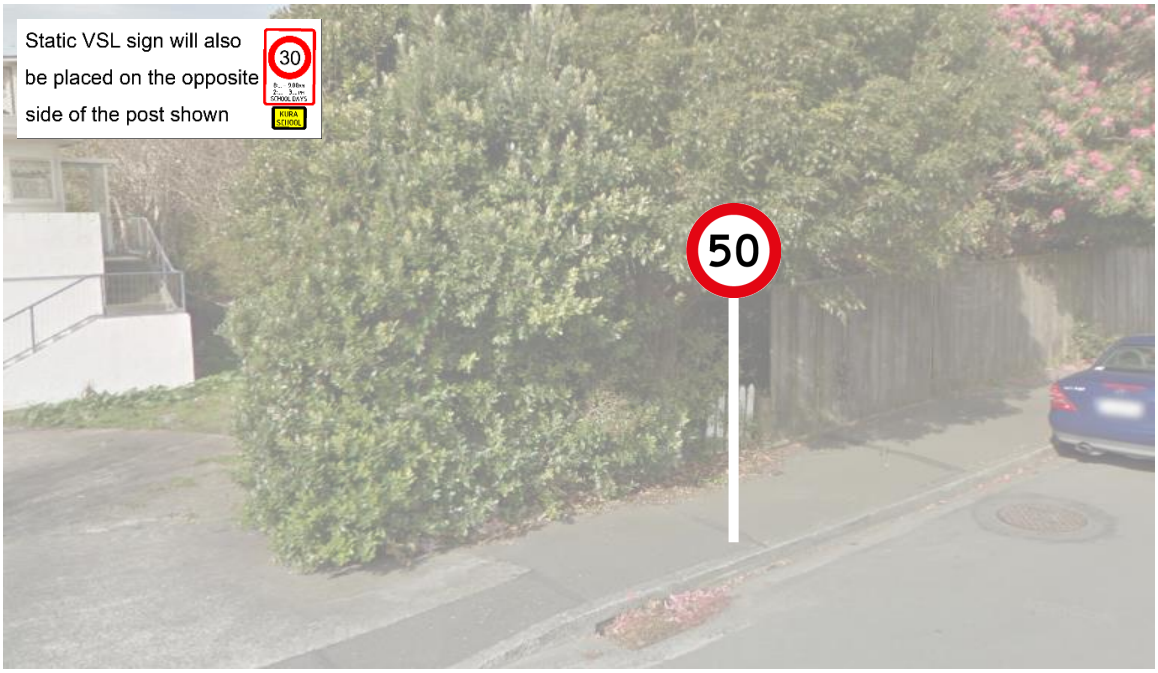
2 Phillip Street



Opposite 2 Phillip Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

46 Phillip Street



64 Phillip Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR61-25 St Anthony's - Variable speed limit (Amended)
Location – where we propose to make the change	Ludlam Street, Falkirk Avenue and Burnham Street from 8:00am-9:00am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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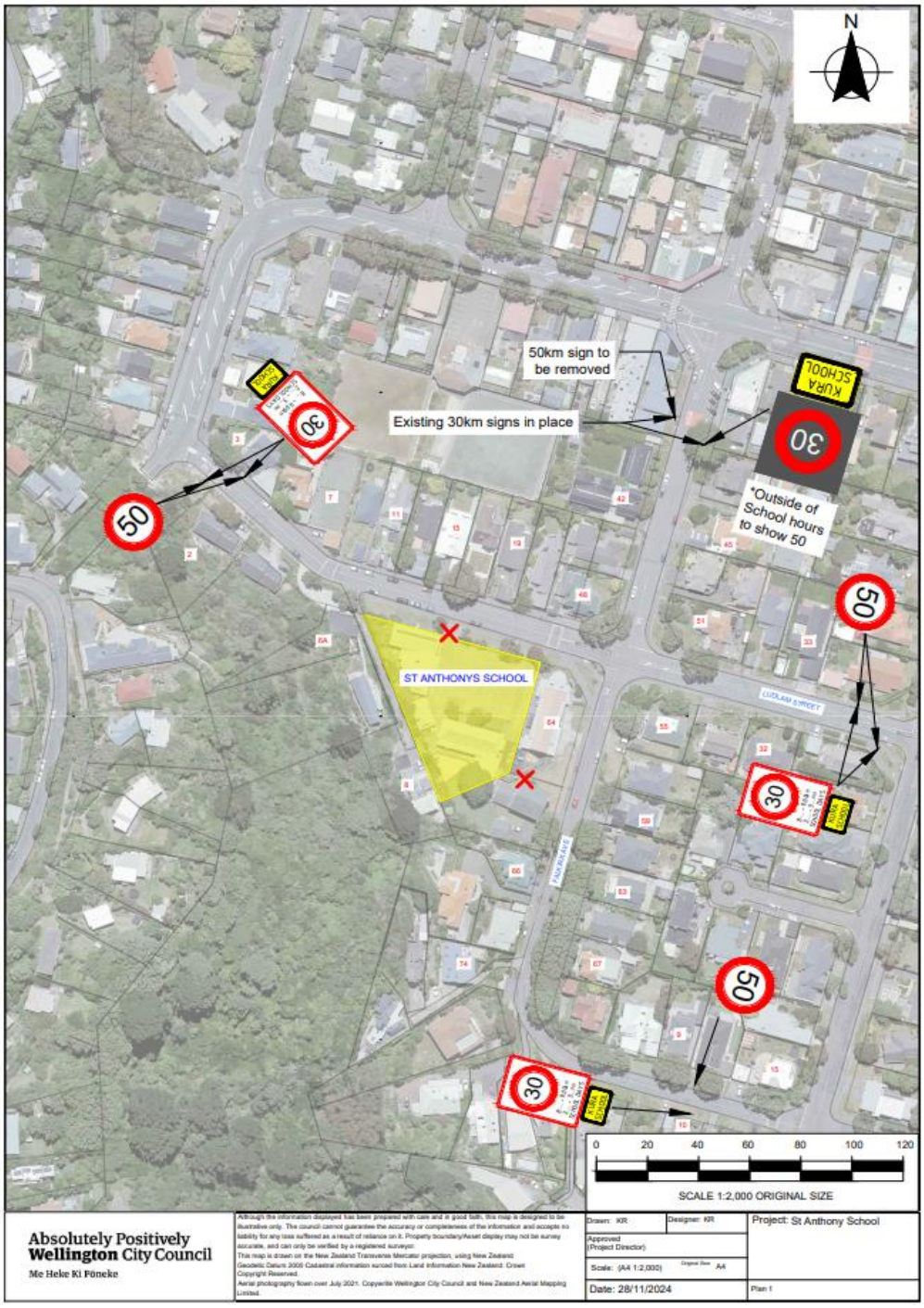
Traffic Resolution Plan: TR61-25 St Anthony's - Variable Speed Limit (Amended)



Legal Description:
Table 1: Proposed speed limits for St Anthony's

Column One	Column Two	Column Three
Ludlam Street	*30kph* *8:00am-9:00am* *2:40pm-3:40pm.* *School Days Only*	*Beginning 18 meters from its intersection with Ferry Street (Grid coordinates X= 1,753,054.364 Y= 5,423,734.948) and extending in an easterly direction following the southern kerb line for 274 meters.*
Falkirk Street	*30kph* *8:00am-9:00am* *2:40pm-3:40pm.* *School Days Only*	*Beginning 46 meters from its intersection with Inglis Street (Grid coordinates X= 1,753,243.496 Y= 5,423,489.674) and extending in a westerly direction following the northern kerb line for 306 meters.*
Burnham Street	*30kph* *8:00am-9:00am* *2:40pm-3:40pm.* *School Days Only*	*Beginning at its intersection with Falkirk Street (Grid coordinates X= 1,753,183.290 Y= 5,423,515.261) and extending in an easterly direction following the northern kerb line for 66 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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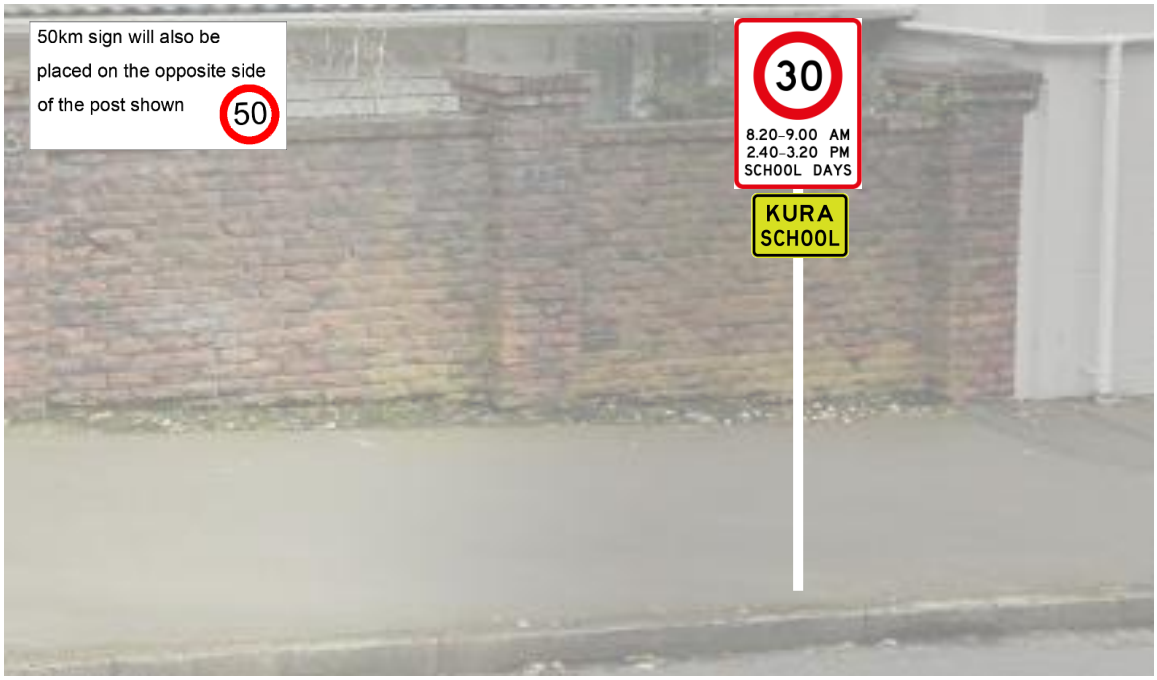

3 Ludlam Street

Opposite 3 Ludlam Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

35 Falkrik Avenue, sign to show 30km during pick up/drop off times and 50km at other times.

Opposite 35 Falkrik Avenue, sign to show 30km during pick up/drop off times and 50km at other times.

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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35 Ludlam Street

34 Ludlam Street

Time periods, Sign location, size, and placement shown are indicative only.
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10 Burnham Street

11 Burnham Street

Time periods, Sign location, size, and placement shown are indicative only.
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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR62-25 Scots College and Kahurangi School – Variable speed limit
Location – where we propose to make the change	Broadway, The Quadrant, Ruakawa Street, Monorgan Road, Walden Street, Strathmore Avenue, Elphinstone Avenue, Kinghorne Street and Glamis Avenue from 7:50am-9:00am and 2:40pm-4:10am School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Councils
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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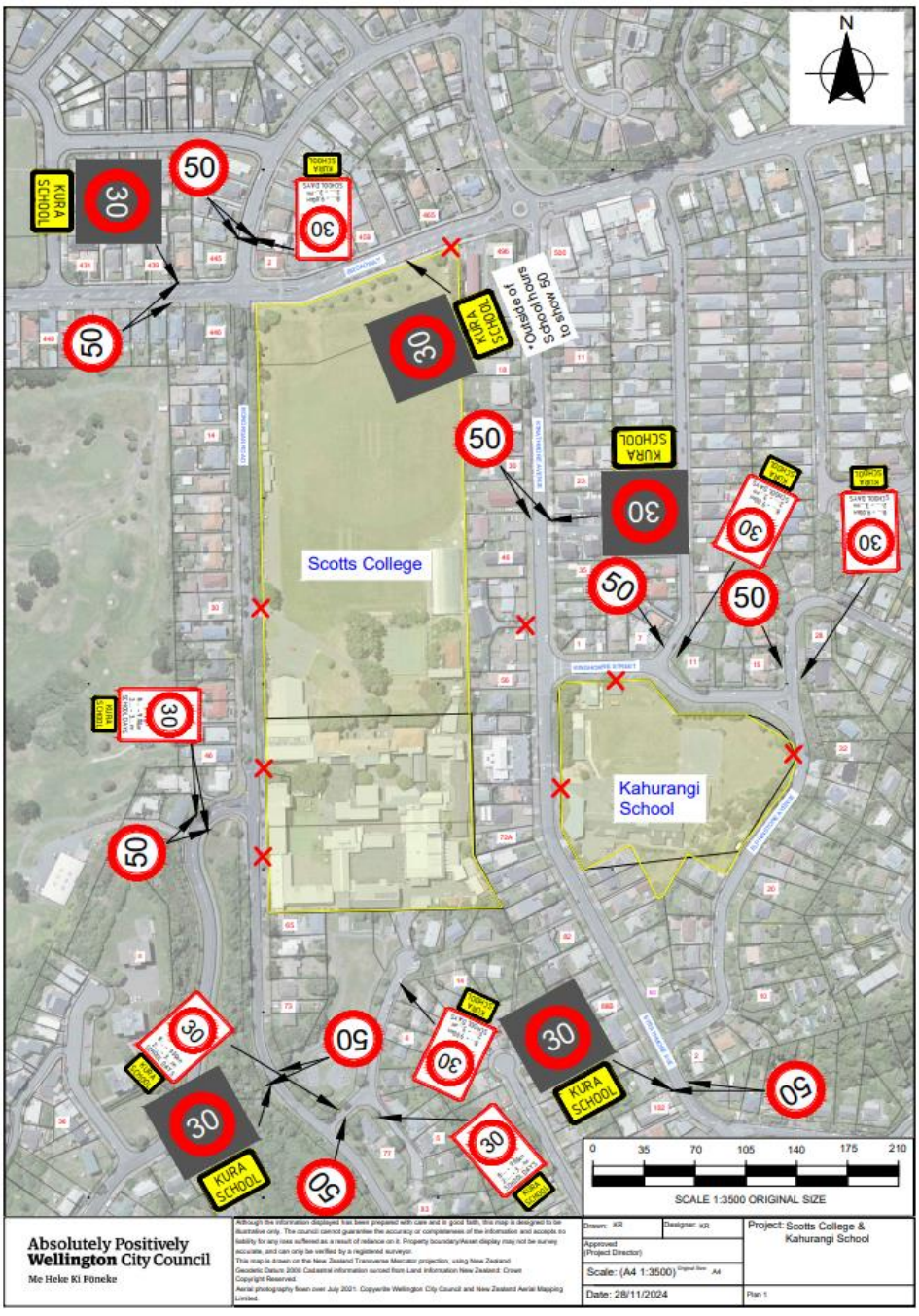
Traffic Resolution Plan:TR62 -25 Scots College and Kahurangi School – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Scots College and Kahurangi School

Column One	Column Two	Column Three
Broadway	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning 36 meters west of its intersection with The Quadrant (Grid coordinates X= 1,752,101.332 Y= 5,423,559.875) and extending in an easterly direction following the northern kerb line for 157 meters.*
The Quadrant	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning at its intersection with Broadway (Grid coordinates X= 1,752,156.918 Y= 5,423,562.290) and extending in a northely direction following the eastern kerb line for 32 meters.*
Monorgan Road	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning at its intersection with Broadway (Grid coordinates X= 1,752,137.277 Y= 5,423,547.410) and extending in a sourtherly direction following the western kerb line for 558 meters.*
Ruakawa Street	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning at its intersection with Monorgan Road (Grid coordinates X= 1,752,148.405 Y= 5,423,204.501) and extending in a westerly direction following the northern kerb line for 39 meters.*
Walden Street	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning 14 meters from its intersection with Monorgan Road (Grid coordinates X= 1,752,211.752 Y= 5,422,980.507) and extending in a easterly direction following the northern kerb line for 131 meters.*
Strathmoore Avenue	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning 23 meters from its intersection with Elphinstone Avenue (Grid coordinates X= 1,752,448.014 Y= 5,422,997.402) and extending in a northerly direction following the western kerb line for 422 meters.*
Kinghorne Street	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning at its intersection with Strathmoore Avenue (Grid coordinates X= 1,752,357.650 Y= 5,423,306.240) and extending in an easterly direction following the northern kerb line for 190 meters.*

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Column One	Column Two	Column Three
Glamis Avenue	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning at its intersection with Kinghorne Street (Grid coordinates X= 1,752,426.004 Y= 5,423,296.439) and extending in a northerly direction following the western kerb line for 15 meters.*
Elphinstone Avenue	*30kph* 7:50am-9:00am 2:40pm-4:10am *School Days Only*	*Beginning at its intersection with Strathmoore Avenue (Grid coordinates X= 1,752,442.100 Y= 5,423,020.301) and extending in a northerly direction following the eastern kerb line for 285 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Opposite 461 Broadway

Time periods, Sign location, size, and placement shown are indicative only.
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443 Broadway

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462 Broadway

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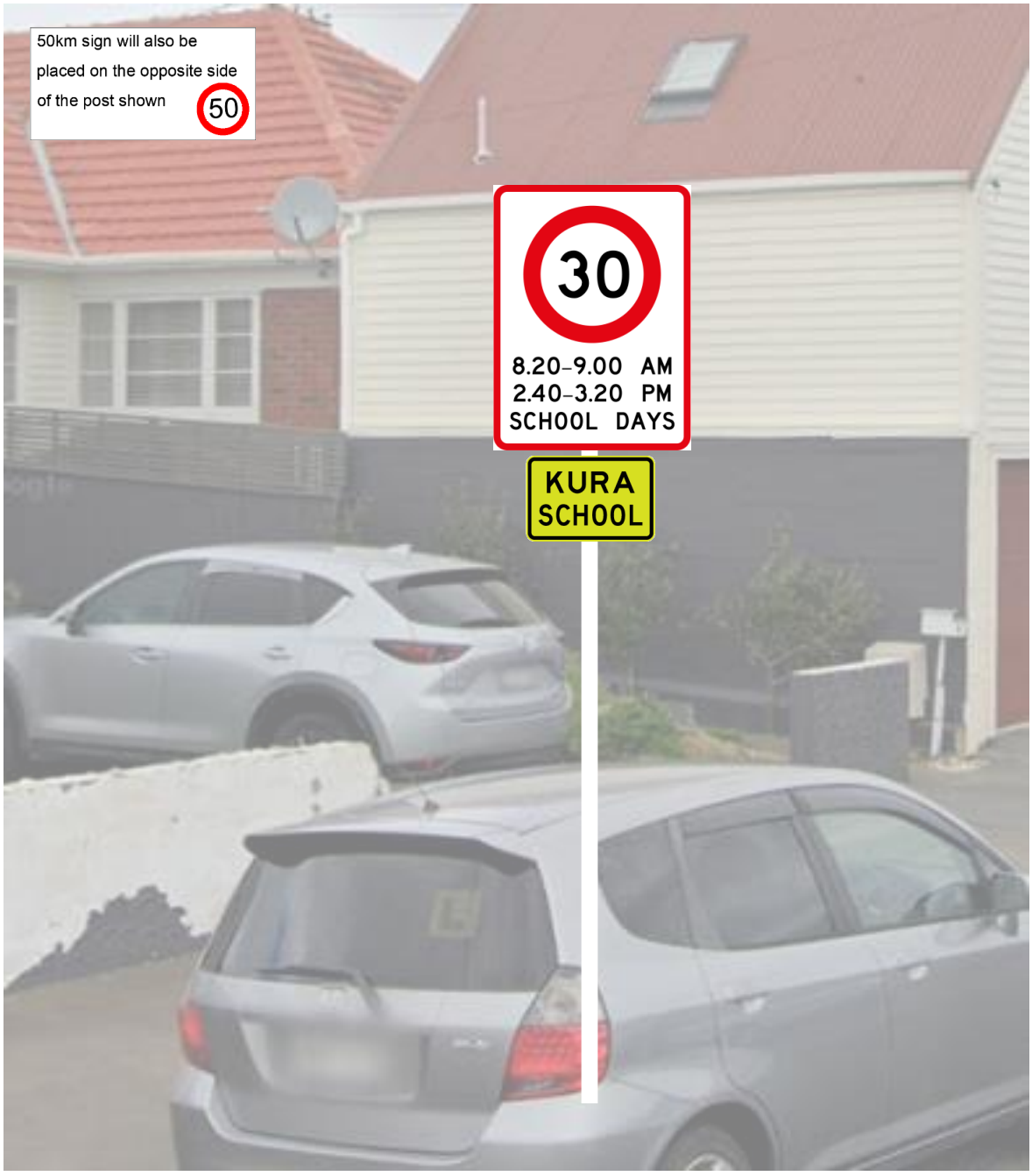

4 The Quadrant

Time periods, Sign location, size, and placement shown are indicative only.
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3 The Quadrant

Time periods, Sign location, size, and placement shown are indicative only.
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4 Raukawa Street

Time periods, Sign location, size, and placement shown are indicative only.
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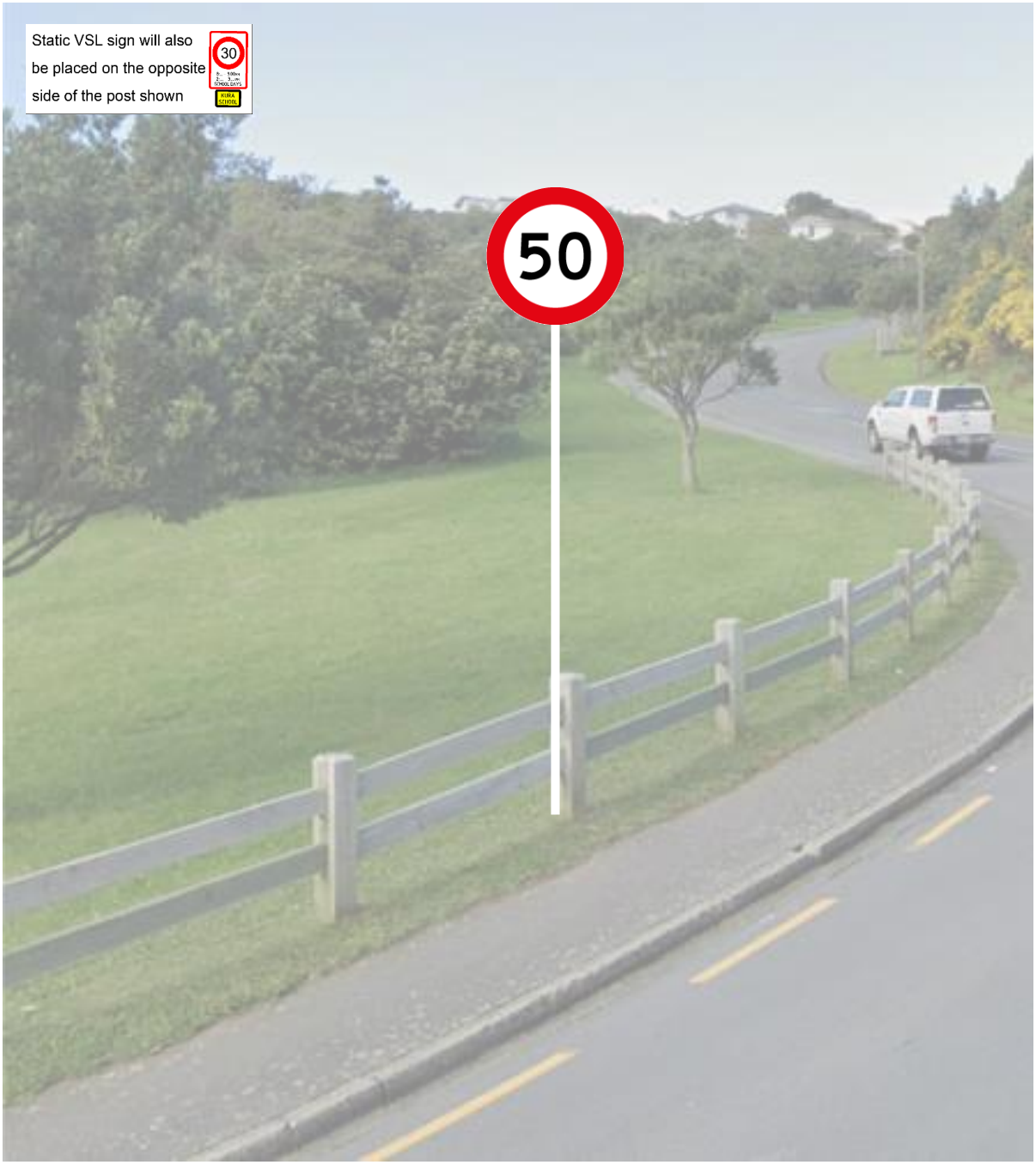

Opposite 4 Raukawa Street

Time periods, Sign location, size, and placement shown are indicative only.

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Opposite Monorgan Road Play Area – Monrogan Road

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Monorgan Road Play Area – Monorgan Road

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Monorgan Road Play Area – Walden Street

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Opposite Monorgan Road Play Area – Walden Street

Time periods, Sign location, size, and placement shown are indicative only.
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77 Monorgan Road

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10 Walden Street

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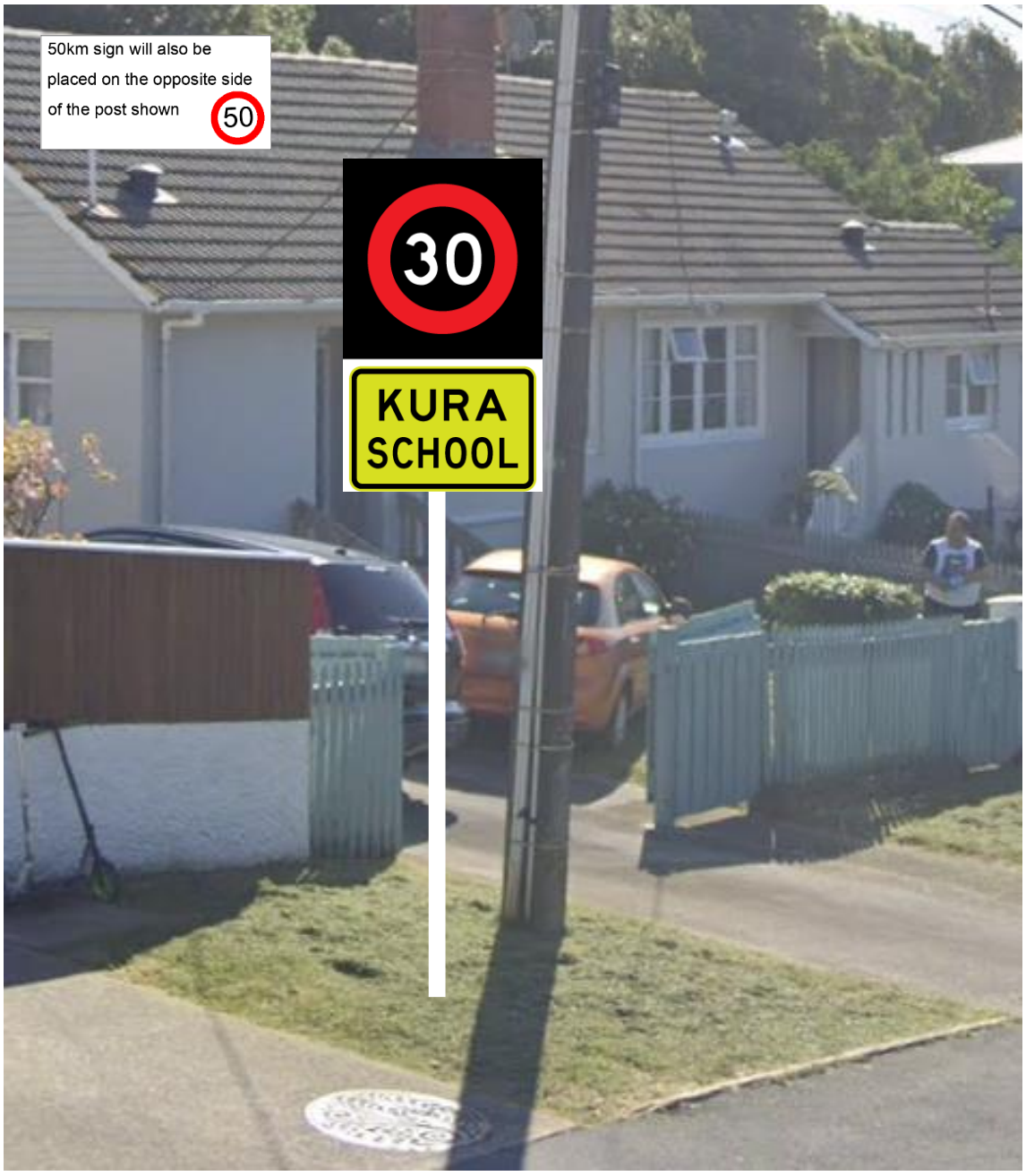
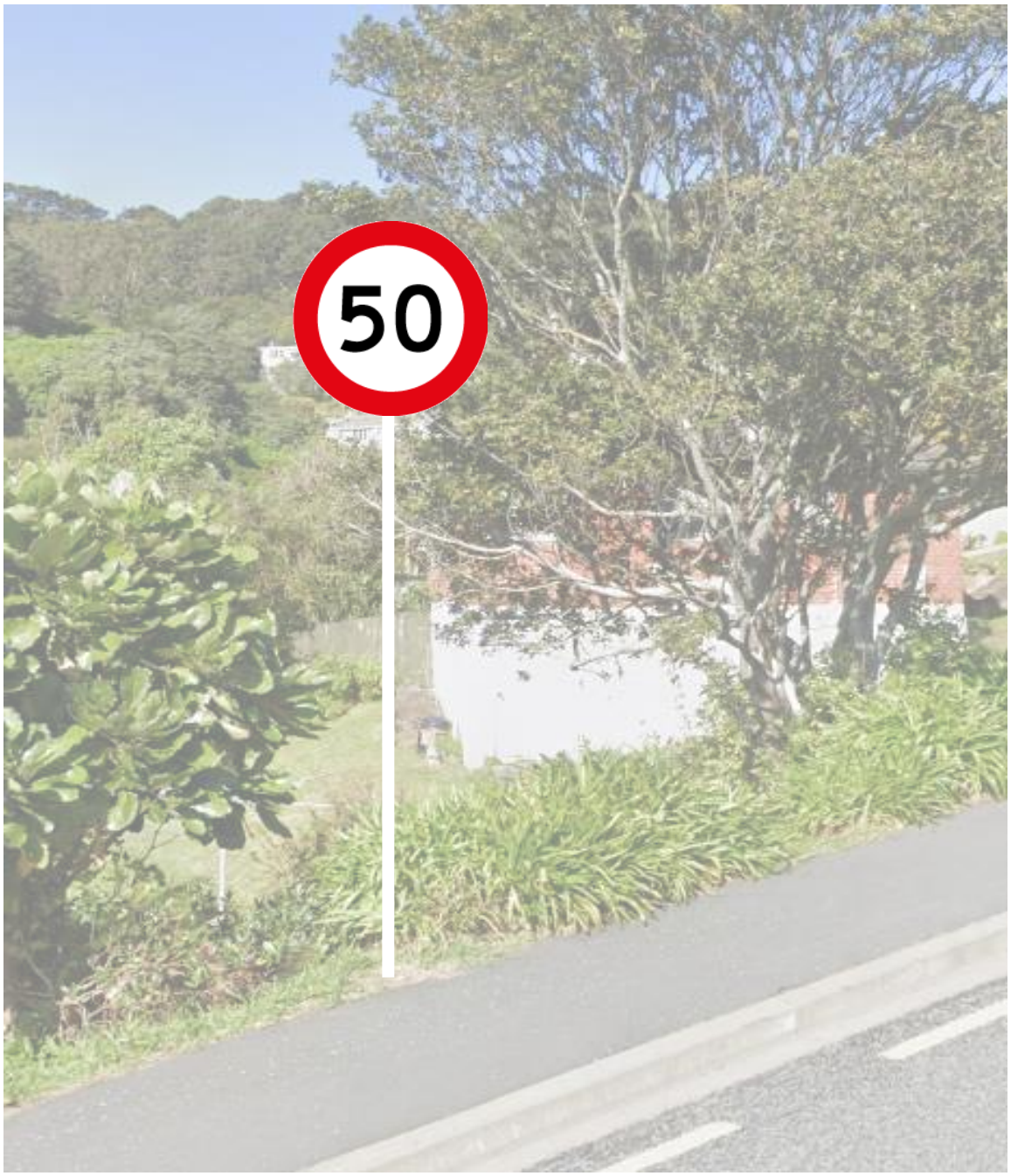


102 Strathmore Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



Opposite 102 Strathmore Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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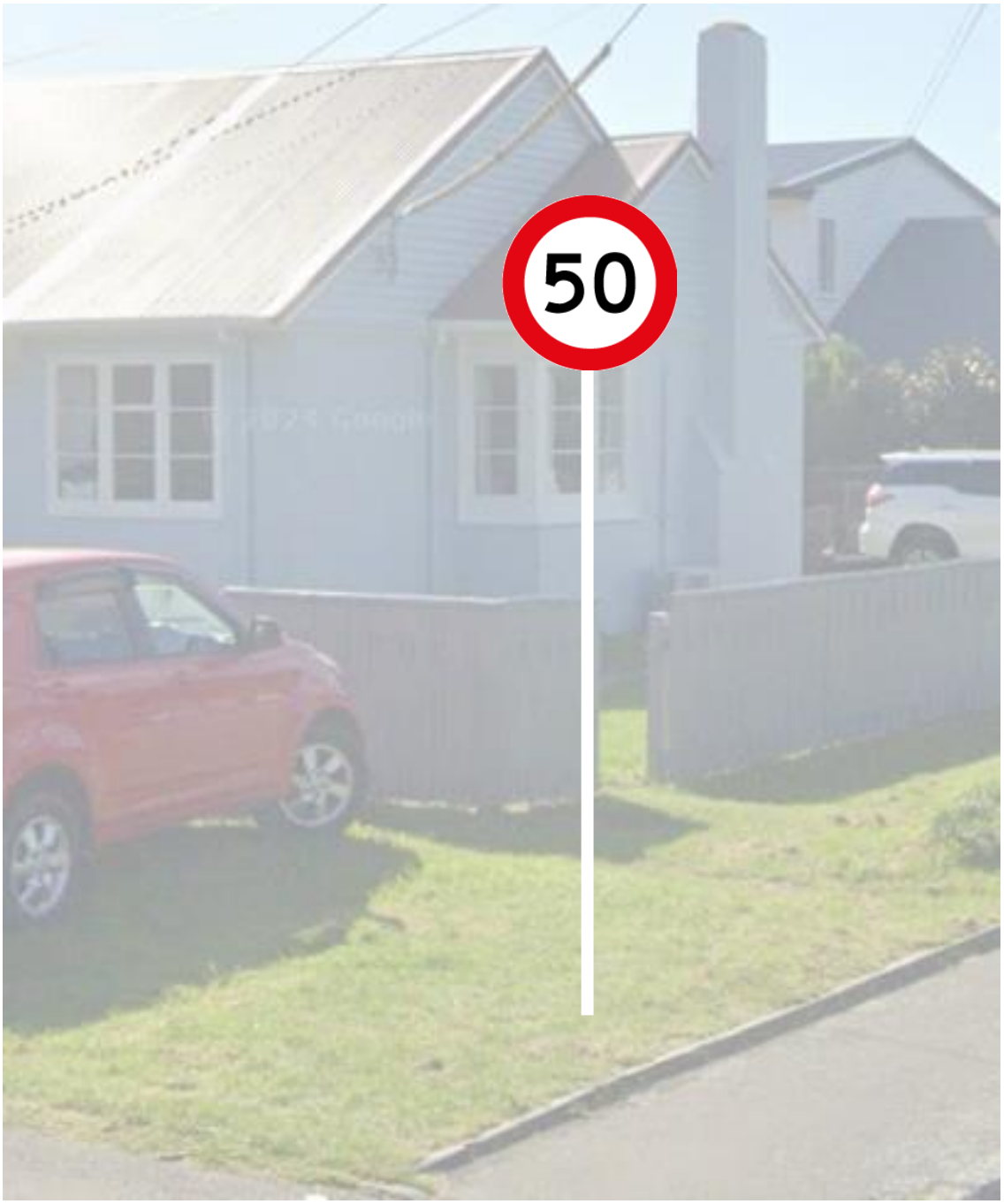
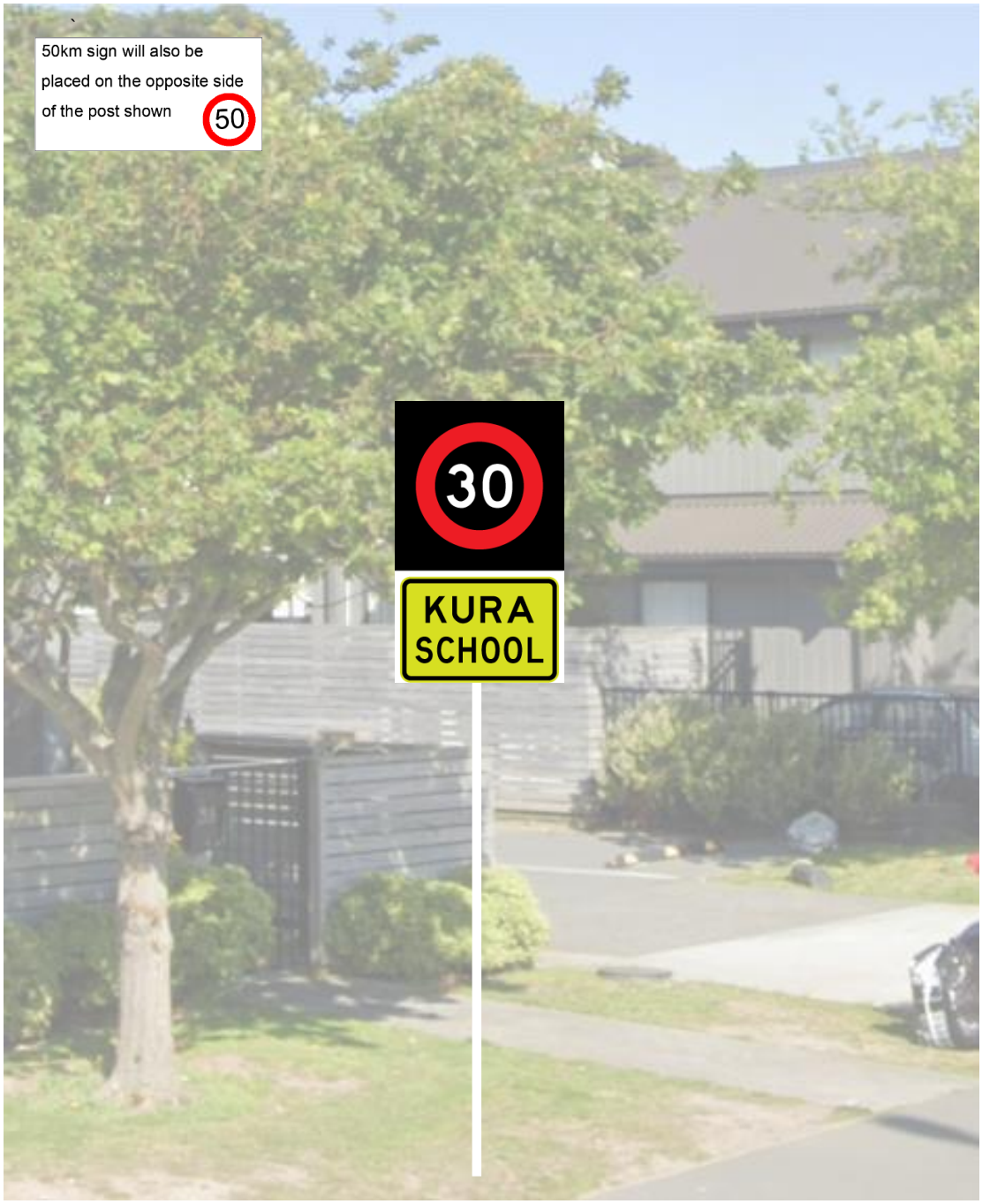
Me Heke Ki Pōneke



36 Strathmore Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



25B Strathmore Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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47 Glamis Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

42 Glamis Street

Time periods, Sign location, size, and placement shown are indicative only.
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15 Kinghorne Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

26 Kinghorne Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR63-25 Sacred Heart Cathedral School and St Marys College – Variable speed limit (Amended)
Location – where we propose to make the change	Hill Street, Selwyn Terrace, Guildford Terrace, Eccleston Hill, Hawkestone Street, Portland Crescent and State Highway 1 off-ramp from 8:00am-9:00am and 2:20pm-4:00pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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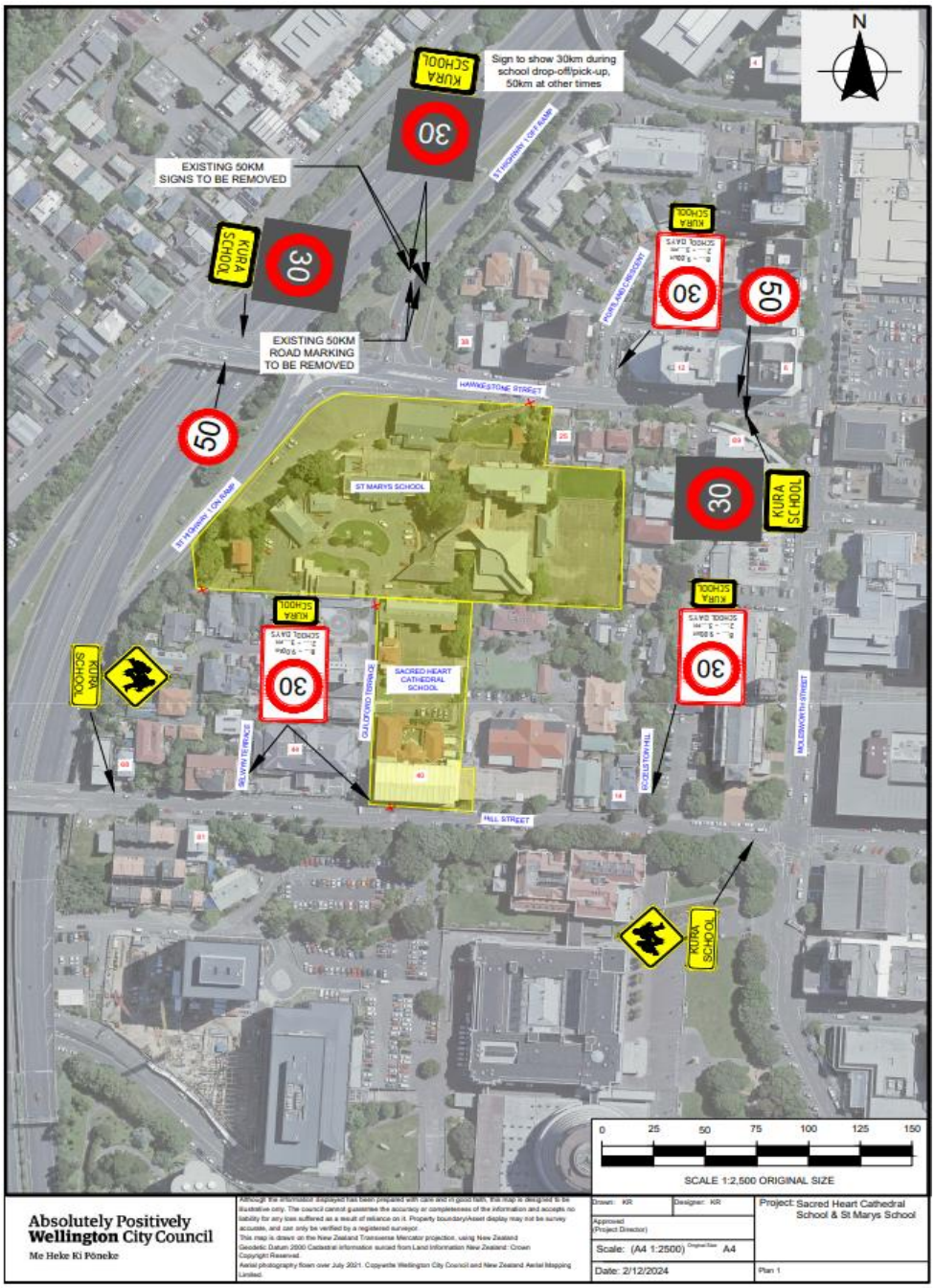
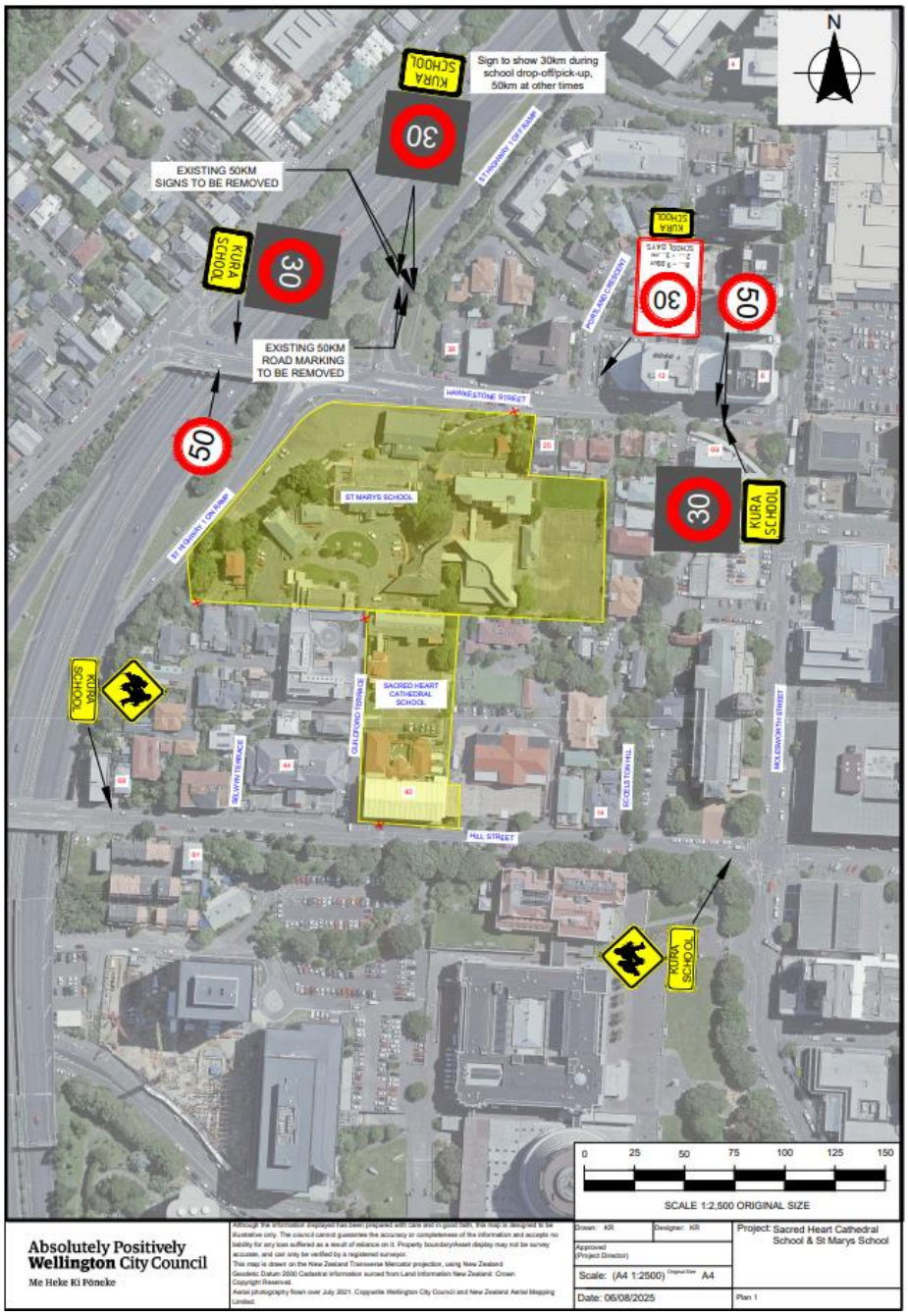
Traffic Resolution Plan:TR63-25 Sacred Heart Cathedral School and St Marys College – Variable Speed Limit (Amended)



Traffic Resolution Plan:TR63-25 Sacred Heart Cathedral School and St Marys College – Variable Speed Limit (Amended)



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Legal Description:

Table 1: Proposed speed limits for Sacred Heart Cathedral School & St Mary's College

Column One	Column Two	Column Three
Hawkstone Street	*30kph* *8:00am-9:00am* *2:20pm-4:00pm* *School Days Only*	*Beginning 34 meters west its intersection with Molesworth Street (Grid coordinates X= 1,748,862.974 Y= 5,429,192.318) and extending in a westerly direction following the southern kerb line for 246 meters.*
Portland Crescent	*30kph* *8:00am-9:00am* *2:20pm-4:00pm* *School Days Only*	*Beginning 12 meters north its intersection with Hawkestone Street (Grid coordinates X= 1,748,796.177 Y= 5,429,212.612.) and extending in a southerly direction following the eastern kerb line for 12 meters.*
State Highway 1 Off-ramp *Subject to NZTA approval*	*30kph* *8:00am-9:00am* *2:20pm-4:00pm* *School Days Only*	*Beginning 49 meters north its intersection with Hawkestone Street (Grid coordinates X= 1,748,705.221 Y= 5,429,256.746) and extending in a southerly direction following the eastern kerb line for 49 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Opposite 6 Hawkstone Street

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

6 Hawkstone Street

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

12 Hawkstone Street, located on eastern side of Portland Crescent

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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Hawkstone St (North Side)

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

Hawkstone St (South Side)

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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State Highway 1 off-ramp (east side) onto Hawkstone St. Sign will show 30km during designated school pick-up/drop/off times and 50km at other times.

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

State Highway 1 off-ramp onto Hawkstone St. Sign will show 30km during designated school pick-up/drop/off times and 50km at other times.

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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State Highway 1 off-ramp onto Hawkstone St. Sign will show 30km during designated school pick-up/drop/off times and 50km at other times.

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

Opposite 2 Hill Street

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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68 Hill Street

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR64-25 Ridgway School, Mornington – Variable speed limit
Location – where we propose to make the change	The Ridgeway, Mill Road, Mornington Road, Coleridge Street and Ingestre Street from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30km per hour with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

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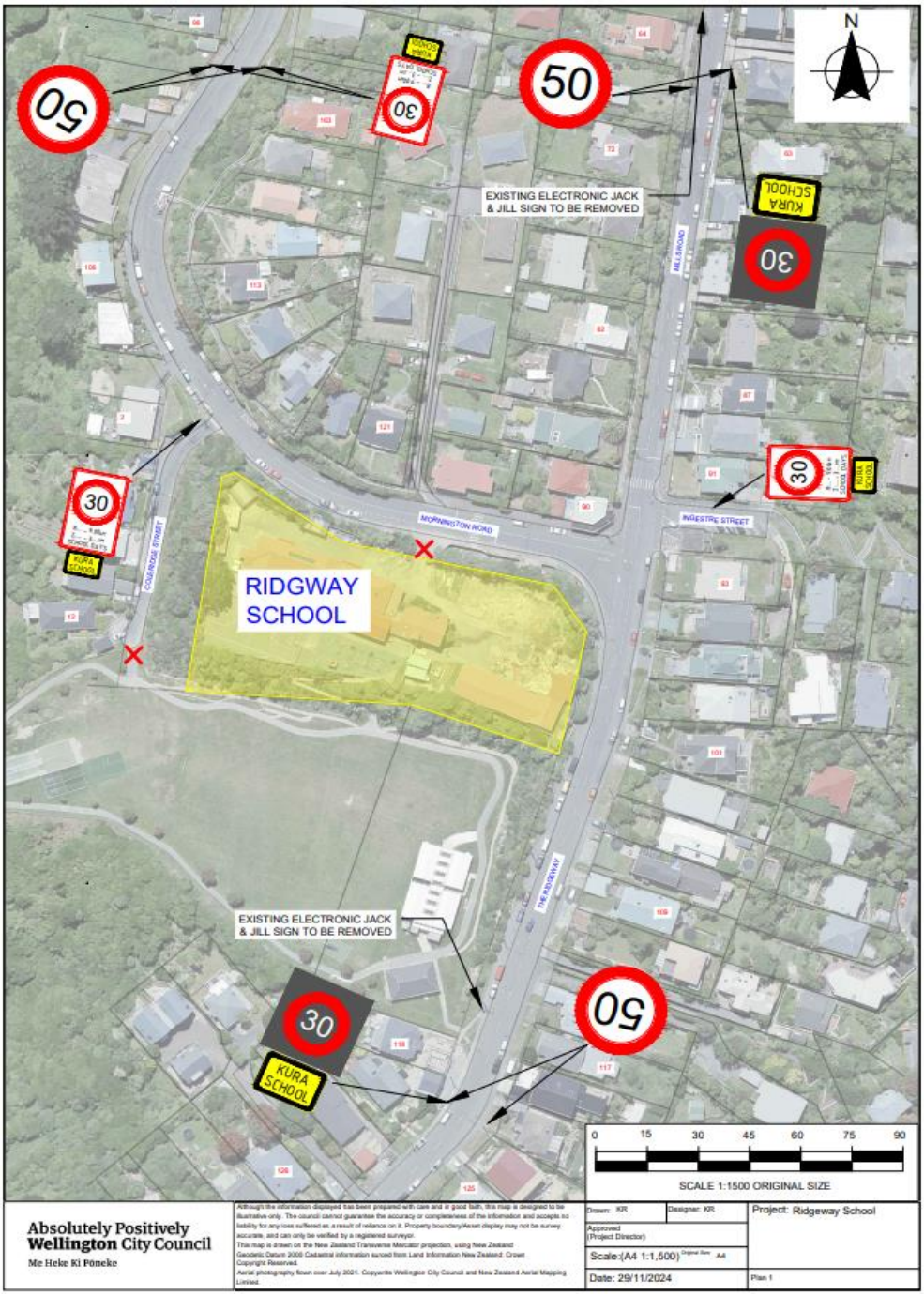
	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 11th 2025 and finishes at 5.00 pm July 25th 2025.**
Next Steps	1. Feedback collated by 26th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

TR64-25 Ridgway School, Mornington – New variable speed limit



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Legal Description:

Table 1: Proposed speed limits for Ridgeway School

Column One	Column Two	Column Three
The Ridgeway	*30kph* 8:10am-9:10am 2:40pm-3:40pm *School Days Only*	*Beginning at its intersection with Mills Road (Grid coordinates X= 1,747,760.381 Y= 5,424,688.564) and extending in a southerly direction following the eastern kerb line for 175 meters.*
Mills Road	*30kph* 8:10am-9:10am 2:40pm-3:40pm *School Days Only*	*Beginning at its intersection with The Ridgeway (Grid coordinates X= 1,747,760.381 Y= 5,424,688.564) and extending in a northerly direction following the eastern kerb line for 144 meters.*
Ingestre Street	*30kph* 8:10am-9:10am 2:40pm-3:40pm *School Days Only*	*Beginning 17 meters east of its intersection with Mills Road (Grid coordinates X= 1,747,766.680 Y= 5,424,705.693) and extending in a westerly direction following the northern kerb line for 17 meters.*
Mornington Road	*30kph* 8:10am-9:10am 2:40pm-3:40pm *School Days Only*	*Beginning at its intersection with Mills Road (Grid coordinates X= 1,747,756.211 Y= 5,424,689.355) and extending in a westerly direction following the northern kerb line for 233 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

2 Coleridge Street

South of 96 Mornington Road

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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South of 96 Mornington Road

Opposite and South of 96 Mornington Road

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

68 Mills Road

73 Mills Road

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

91 Milla Road, located on Ingestre Street

120 The Ridgeway

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

123 The Ridgeway

Time periods, Sign location, size, and placement shown are indicative only. Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR65-25 Owhiro Bay School, Owhiro Bay – Variable speed limit
Location – where we propose to make the change	Happy Valley Road from 8:10am-9:10am to 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kphwith the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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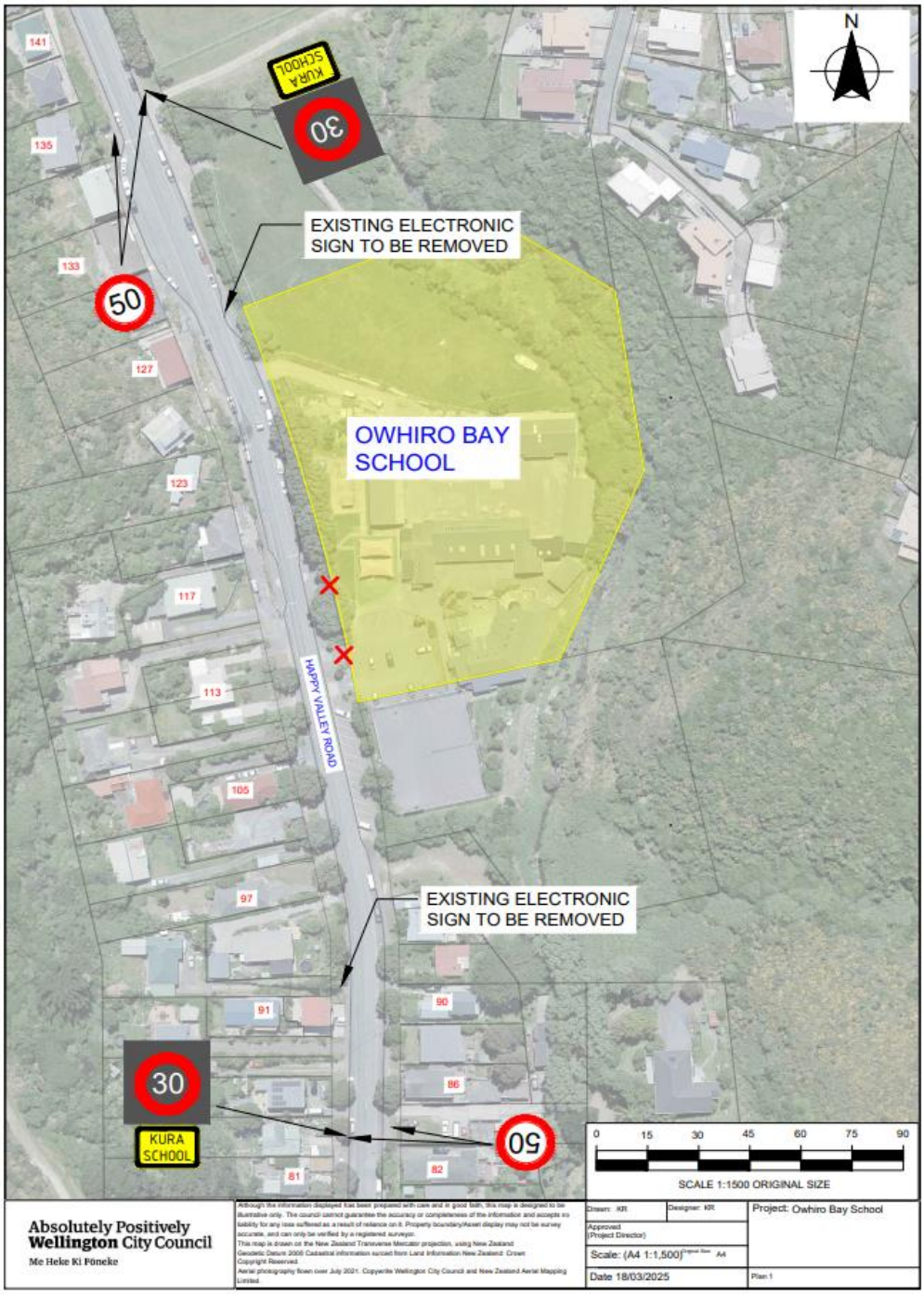
Traffic Resolution Plan:TR65-25 Owhiro Bay School, Owhiro Bay – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Owhiro Bay School

Column One	Column Two	Column Three
Happy Valley Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 147 meters north its intersection with Bata Place (Grid coordinates X= 1,747,273.120 Y= 5,421,974.840) and extending in a northerly direction following the western kerb line for 318 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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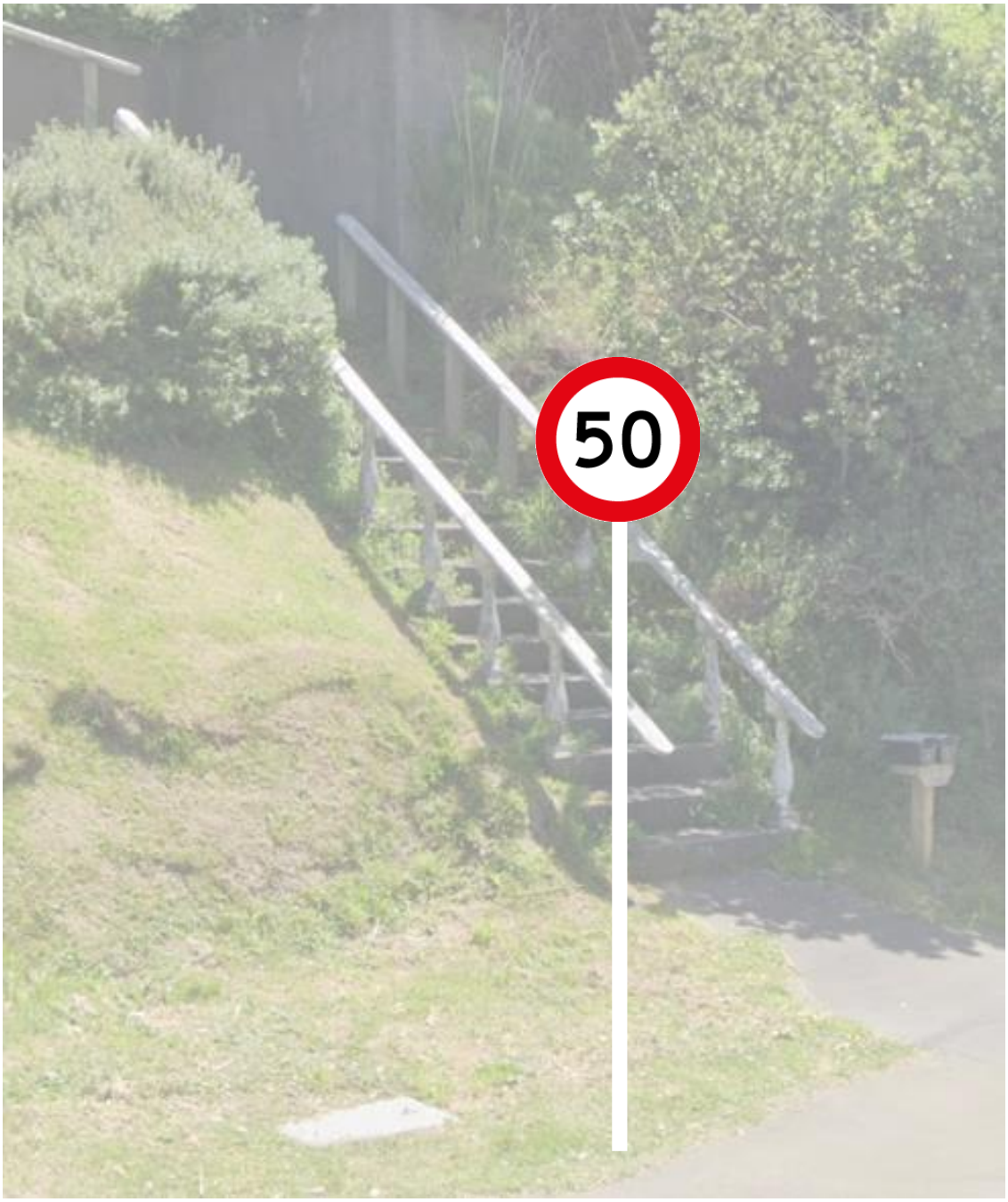

137 Happy Valley Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 139 Happy Valley Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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84 Happy Valley Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

85 Happy Valley Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR66-25 Otari School – Variable speed limit
Location – where we propose to make the change	Wilton Road, Shropshire Avenue and Gloucester Street from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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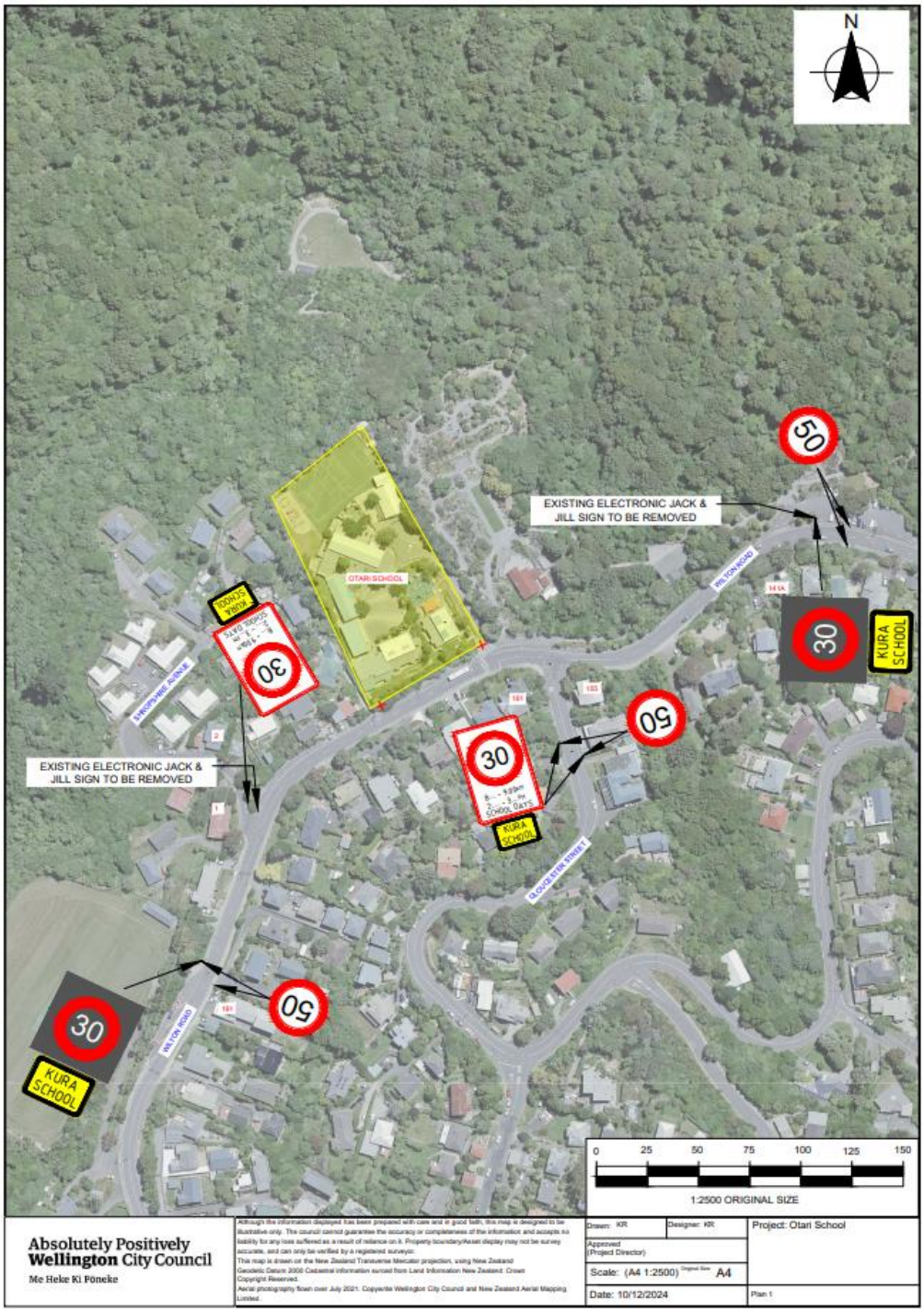
Traffic Resolution Plan: TR66-25 Otari School – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Otari School

Column One	Column Two	Column Three
Wilton Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 64 meters south of its intersection with Shropshire Avenue (Grid coordinates X= 1,747,003.515Y= 5,429,820.416) and extending in northerly direction following the western kerb line for 421 meters.*
Shropshire Avenue	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Wilton Road (Grid coordinates X= 1,747,024.058 Y = 5,429,881.035) and extending in a northerly direction following the western kerb line for 203 meters.*
Gloucester Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Wilton Road (Grid coordinates X= 1,747,171.267 Y = 5,429,969.135) and extending in a southerly direction following the western kerb line for 51 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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Opposite 1 Shropshire Avenue

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 189 Wilton Road

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
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191 Wilton Road

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

51 Gloucester Street

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

42 Gloucester Street

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 141 Wilton Road

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
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Opposite 141 Wilton Road

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 141 Wilton Road

Time period, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR67-25 Northland School – Variable speed limit
Location – where we propose to make the change	Northland Road, Woburn Road, Harbour View Road, Kaihuia Street and Military Road from 8:20am-9:10am and 2:50pm-3:50pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
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Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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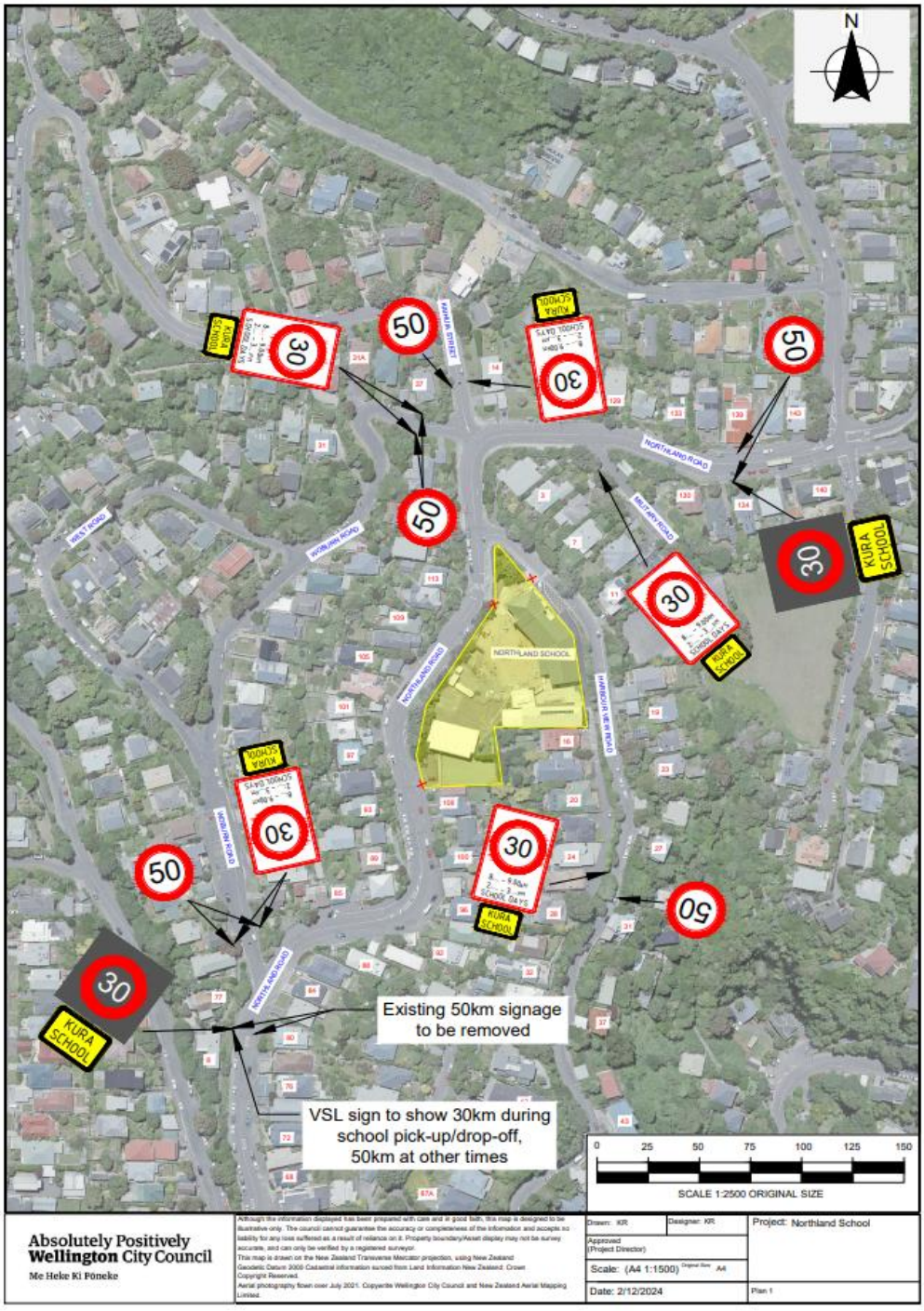
Traffic Resolution Plan: TR67-25 Northland School – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Northland School

Column One	Column Two	Column Three
Northland Road	*30kph* *8:20am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 24 meters south its intersection with Woburn Road (Grid coordinates X= 1,747,243.509 Y= 5,428,433.292) and extending in a northerly direction following the western kerb line for 502 meters.*
Woburn Road	*30kph* *8:20am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 87 meters south its intersection with West Road (Grid coordinates X= 1,747,245.478 Y= 5,428,478.478) and extending in a southerly direction following the western kerb line for 23 meters.*
Woburn Road	*30kph* *8:20am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 116 meters east its intersection with West Road (Grid coordinates X= 1,747,328.005 Y= 5,428,737.912) and extending in an easterly direction following the northern kerb line for 21 meters.*
Kaihuia Street	*30kph* *8:20am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 26 meters north of its intersection with Northland Road (Grid coordinates X= 1,747,348.035 Y= 5,428,758.854) and extending in a southerly direction following the eastern kerb line for 26 meters*
Military Road	*30kph* *8:20am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 14 meters south of its intersection with Northland Road (Grid coordinates X= 1747421226.205 Y= 5428717042.148) and extending in a northerly direction following the western kerb line for 14 meters*
Harbour View Road	*30kph* *8:20am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 201 meters south of its intersection with Northland Road (Grid coordinates X= 1,747,422.901 Y= 5,428,501.096) and extending in a northerly direction following the western kerb line for 201 meters*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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Absolutely Positively Wellington City Council
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Opposite 80 Northland Road, will show 30km during school drop-off/pick-up and 50km at other times.

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Slightly South and opposite of 2 Woburn Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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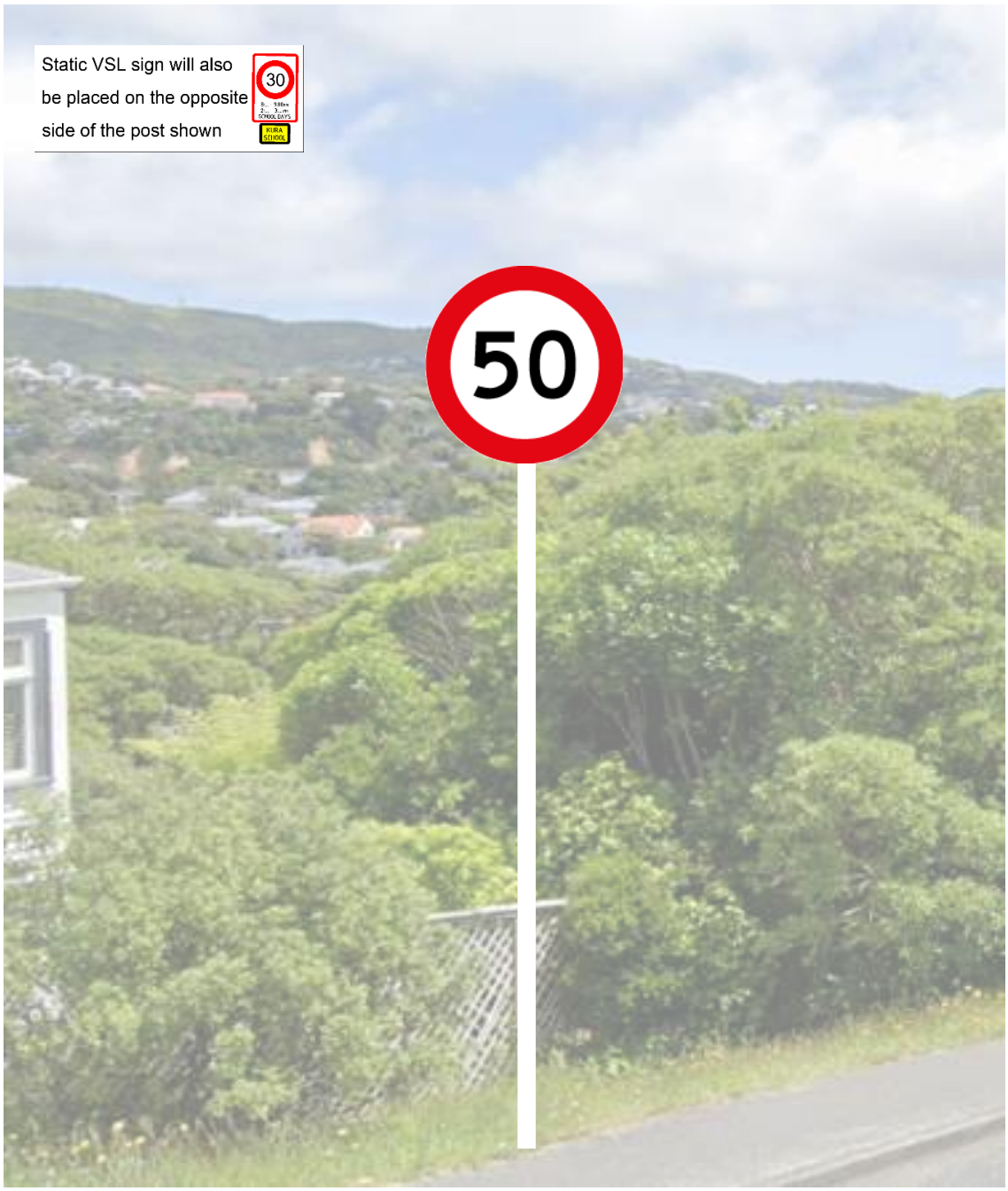
Slightly South of 2 Woburn Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



Opposite 37 Woburn Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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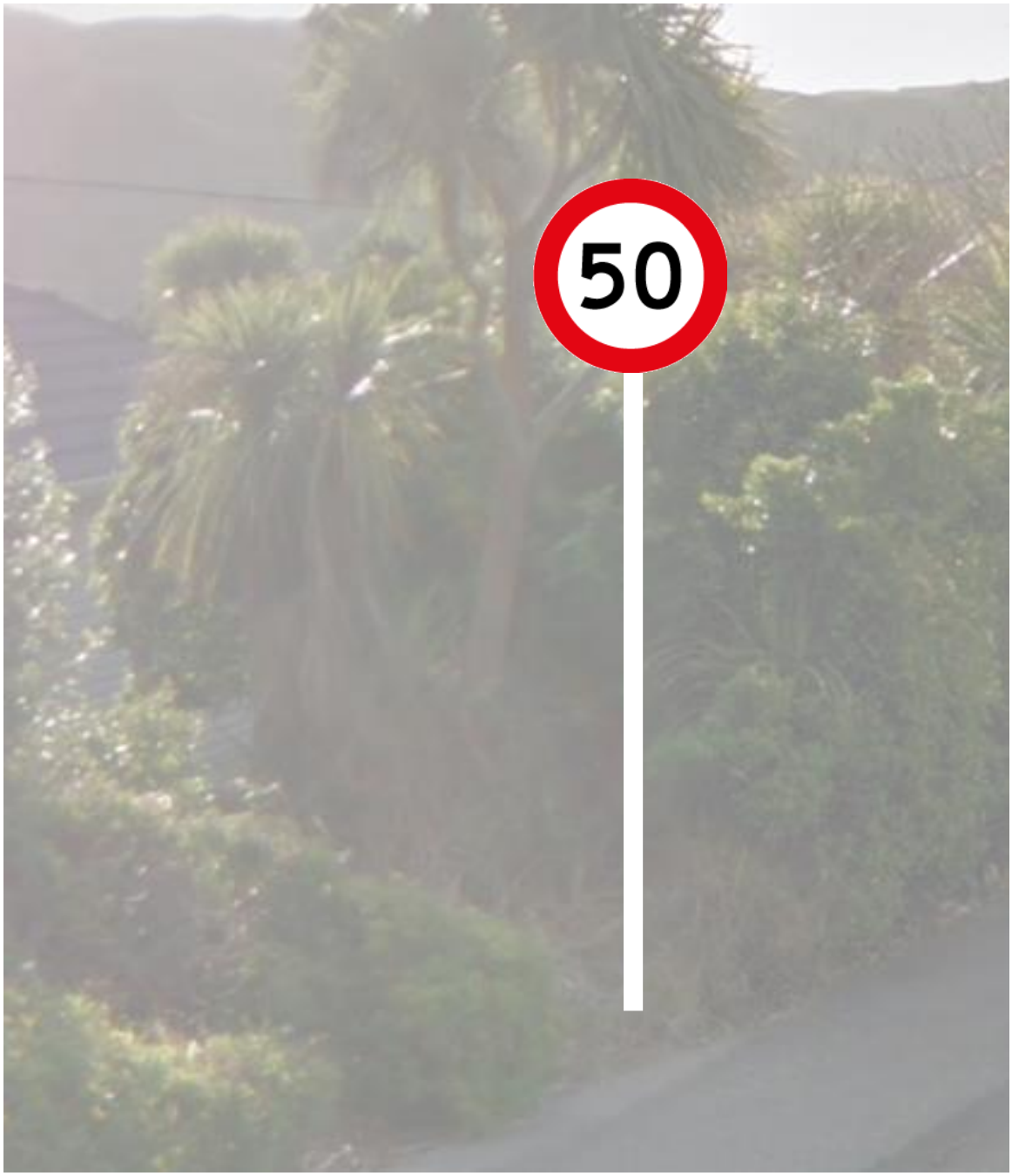
37 Woburn Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



Opposite 14 Kaihuia Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 14 Kaihuia Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

47 Military Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Me Heke Ki Pōneke

29 Harbour View Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 29 Harbour View Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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137 Northland Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

134 Northland Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR68-25 Ngaio School – Variable speed limit (Amended)
Location – where we propose to make the change	Ottawa School, Abbot Street, Aplin Terrace and Colway Street from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the magnitude of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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Traffic Resolution Plan:TR68-25 Ngaio School – Variable speed limit

Traffic Resolution Plan:TR68-25 Ngaio School – Variable speed limit (Amended)

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed speed limits for Ngaio School

Column One	Column Two	Column Three
Abbott Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 15 meters east of its intersection with Imay Crescent (Grid coordinates X= 1,748,708.575 Y= 5,431,904.868) and extending in an easterly direction following the southern kerb line for 190 meters.*
Aplin Terrace	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Abbott Street (Grid coordinates X= 1,748,842.675 Y= 5,432,037.527) and extending in an easterly direction following the southern kerb line for 147 meters.*
Colway Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 meters south east of its intersection with Khandallah Road (Grid coordinates X= 1,748,749,341 Y= 5,432,245.552) and extending in an easterly direction following the northern kerb line for 221 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

3 Colway Street, to show 30km during pick-up/drop-off times, 50km/h at other times

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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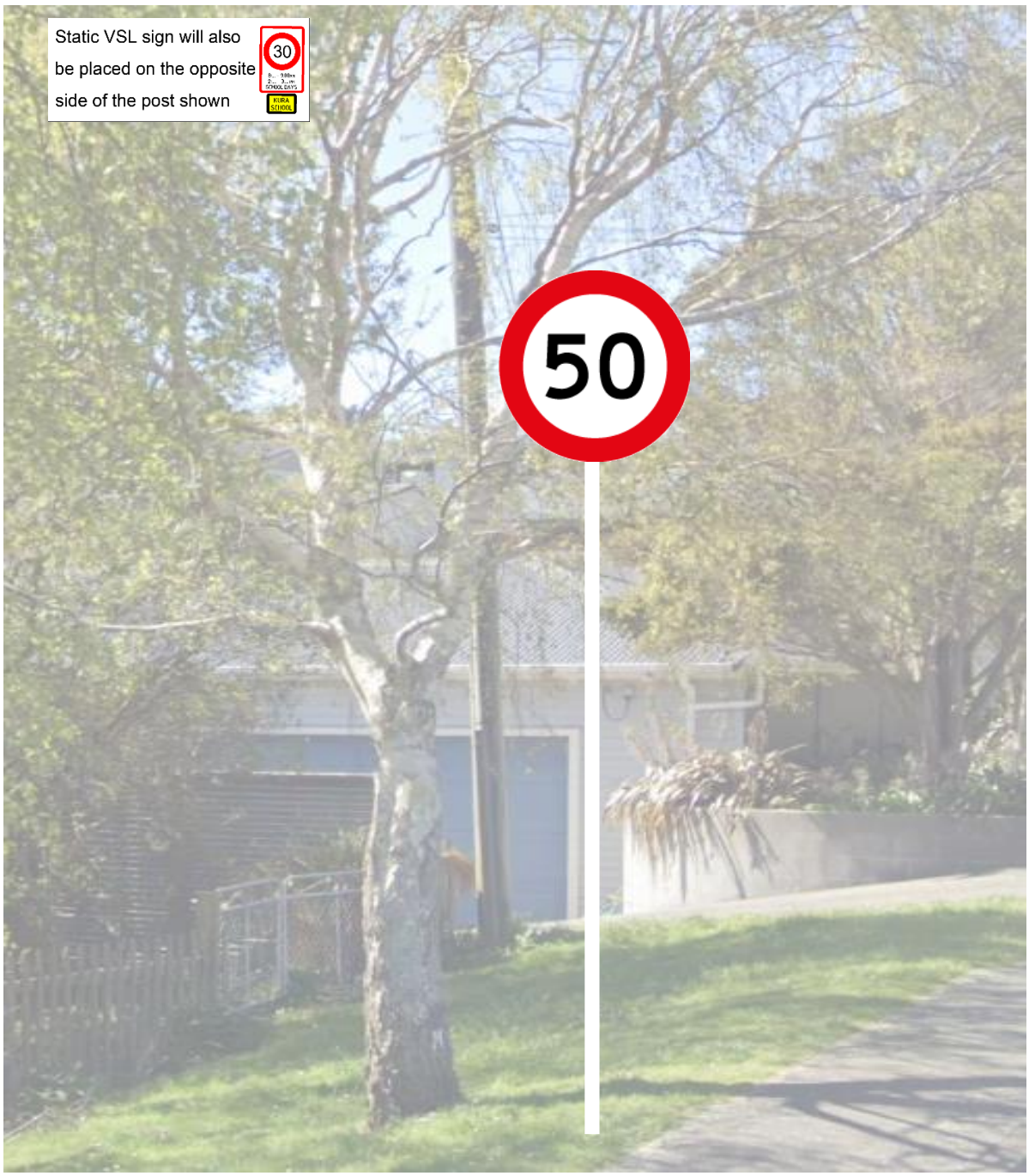
34 Colway Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



31 Colway Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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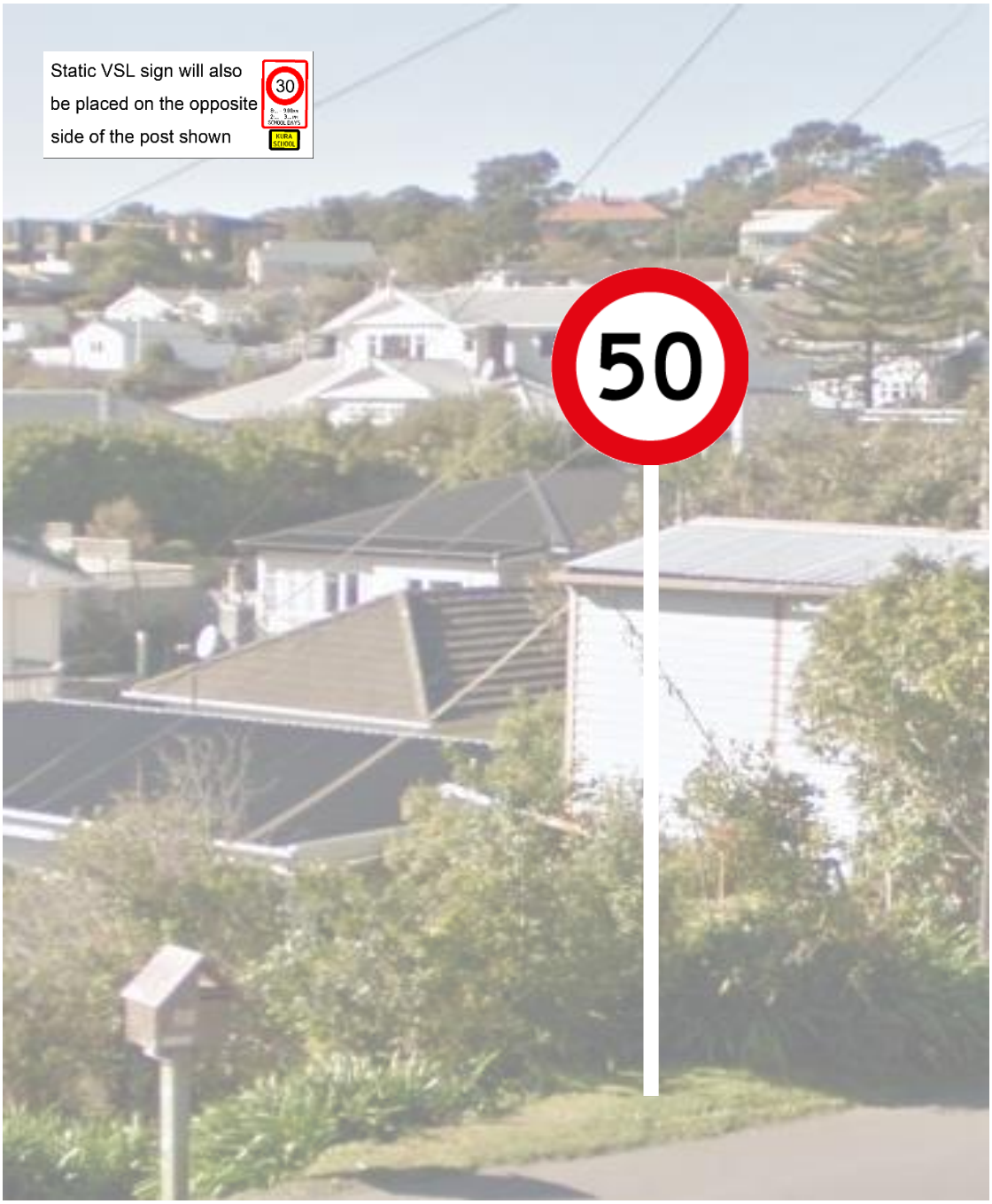
Me Heke Ki Pōneke

12 Aplin Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



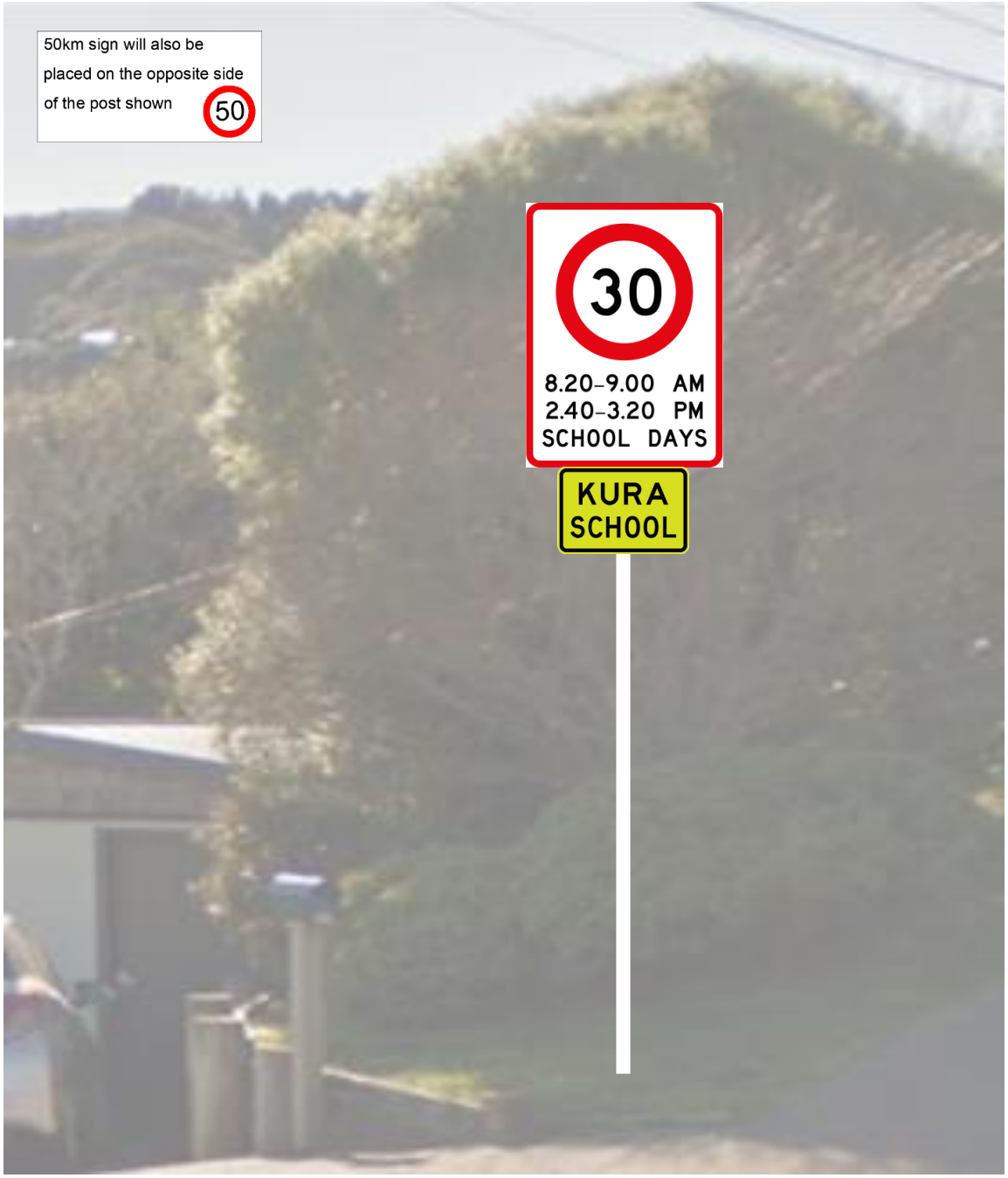
21 Aplin Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

22 Abbot Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



23 Abbott Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR69-25 Linden School and He Huarahi Tamariki – Variable speed limit
Location – where we propose to make the change	Ranui Terrace, Collins Avenue, Rangatira Road, Kowhai Street and Matai Street from 8:20-10:00am and 2:30pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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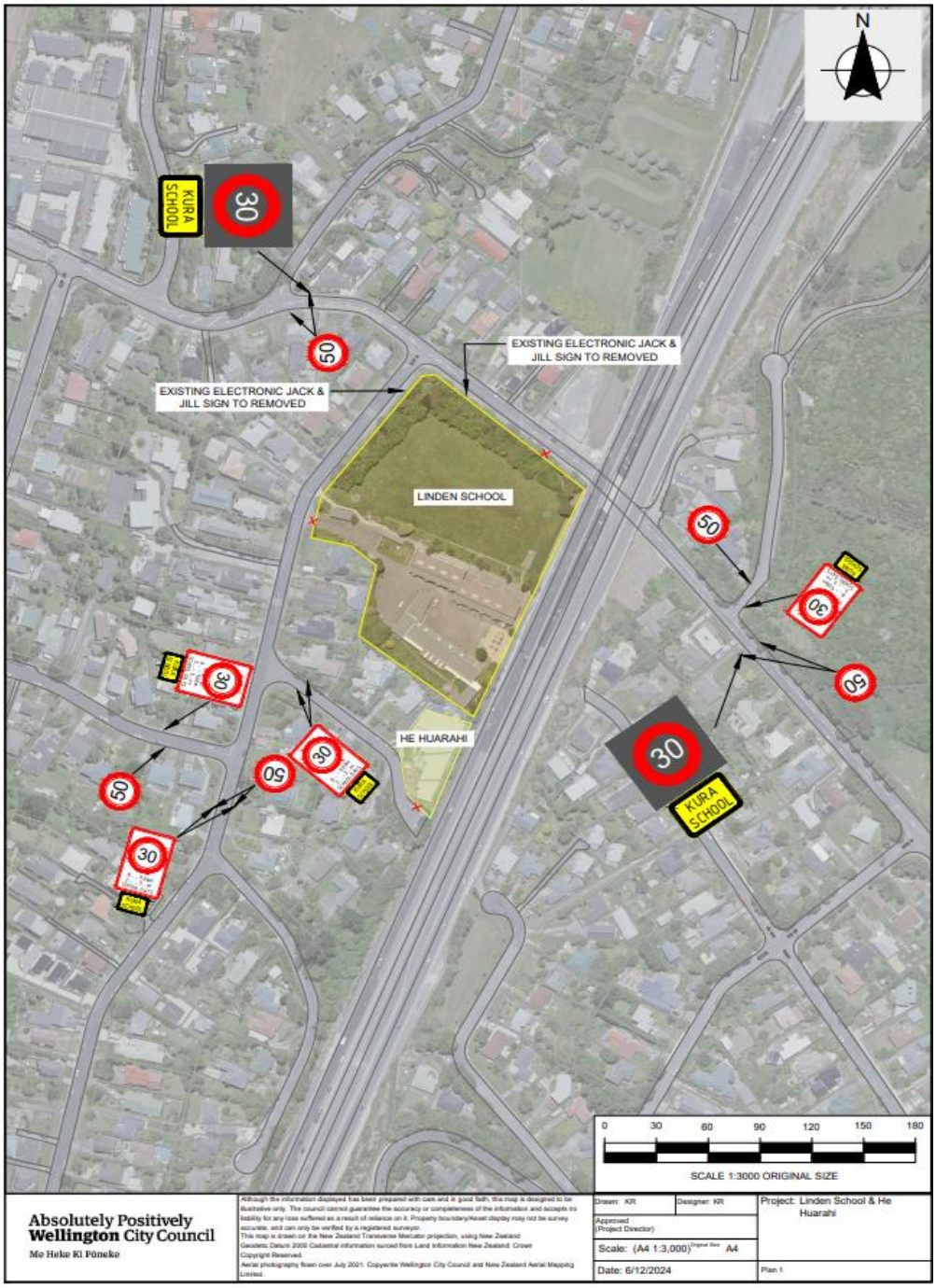
Traffic Resolution Plan: TR69-25 Linden School and He Huarahi Tamariki – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Linden School and He Huarahi Tamariki

Column One	Column Two	Column Three
Collins Avenue	*30kph* *8:20-10:00am* *2:30pm-3:40pm* *School Days Only*	*Beginning 10 meters east of its intersection with Coates Street (Grid coordinates X= 1,753,956.764 Y= 5,442,083.313) and extending in an easterly direction following the northern kerb line for 345 meters.*
Ranui Terrace	*30kph* *8:20-10:00am* *2:30pm-3:40pm* *School Days Only*	*Beginning 25 meters south of its intersection with Kowhai Street (Grid coordinates X= 1,753,906.776 Y= 5,441,773.212) and extending in a northerly direction following the eastern kerb line for 312 meters.*
Kowhai Street	*30kph* *8:20-10:00am* *2:30pm-3:40pm* *School Days Only*	*Beginning 41 meters west of its intersection with Ranui Terrace (Grid coordinates X= 1,753,873.331 Y= 5,441,815.861) and extending in an easterly direction following the northern kerb line for 41 meters.*
Matai Street	*30kph* *8:20-10:00am* *2:30pm-3:40pm* *School Days Only*	*Beginning at its intersection with Ranui Terrace (Grid coordinates X= 1,753,930,37 Y= 5,441,845.470) and extending in an easterly direction following the southern kerb line for 141 meters.*
Rangatira Road	*30kph* *8:20-10:00am* *2:30pm-3:40pm* *School Days Only*	*Beginning at its intersection with Collins Avenue (Grid coordinates X= 1,754,196.928 Y= 5,441,900.542) and extending in a northerly direction following the western kerb line for 22 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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40 Collins Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 40 Collins Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 1 Rangatira Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

1 Rangatira Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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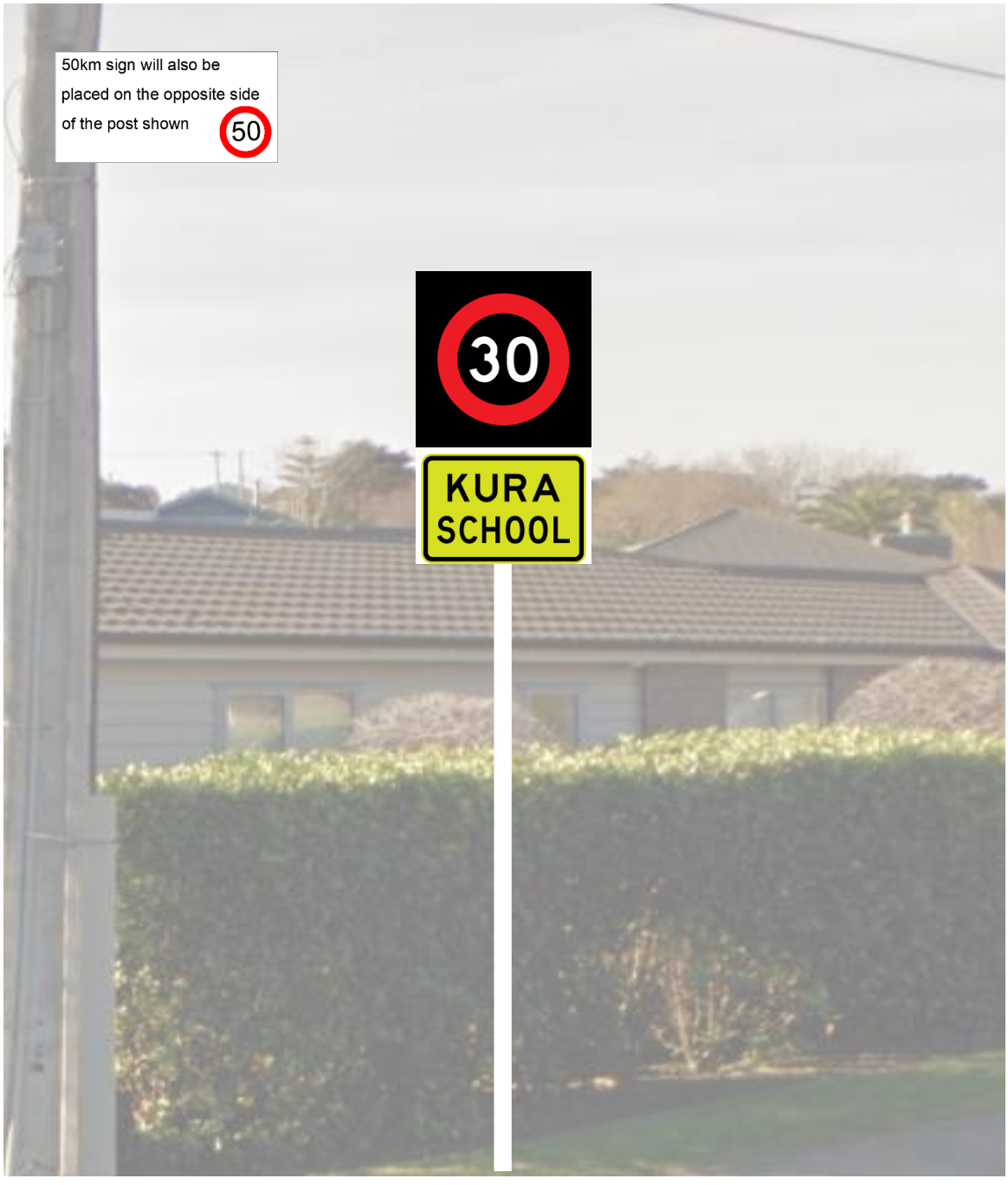
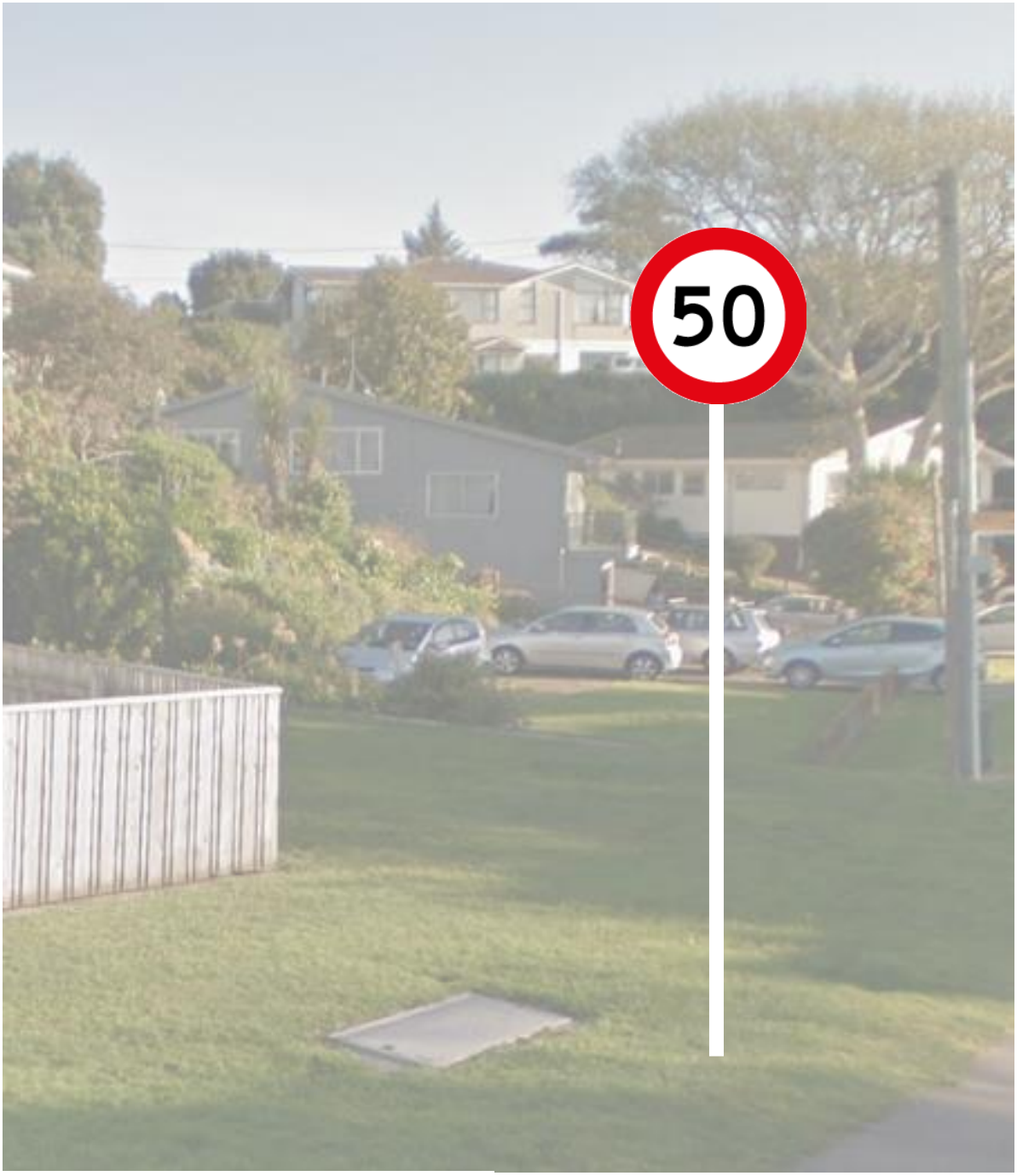


27 Collins Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



30 Collins Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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16 Kowhai Street

Time periods, Sign location, size, and placement shown are indicative only.
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15 Kowhai Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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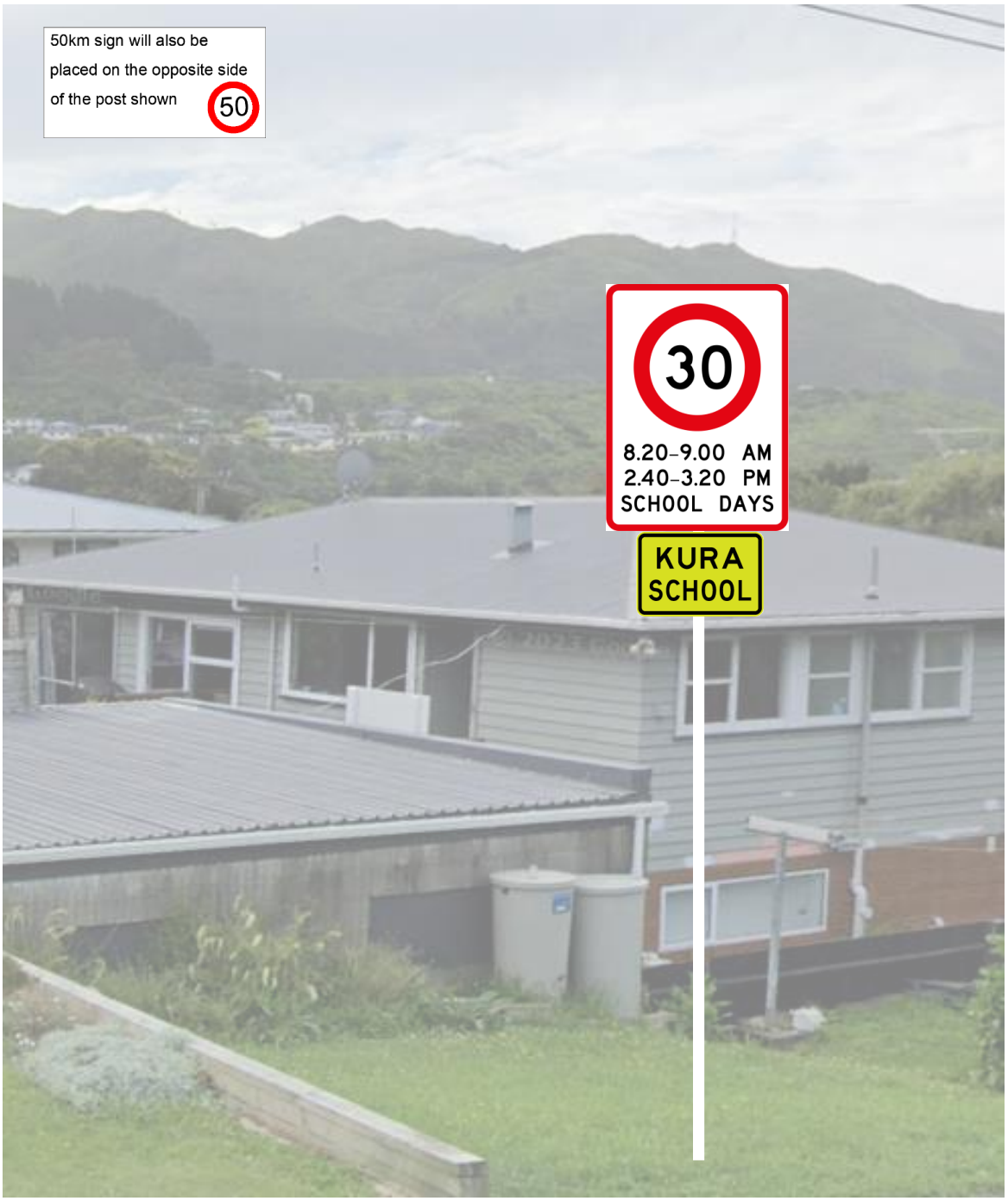
42 Ranui Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



18 Kowhai Street, located near 41 Ranui Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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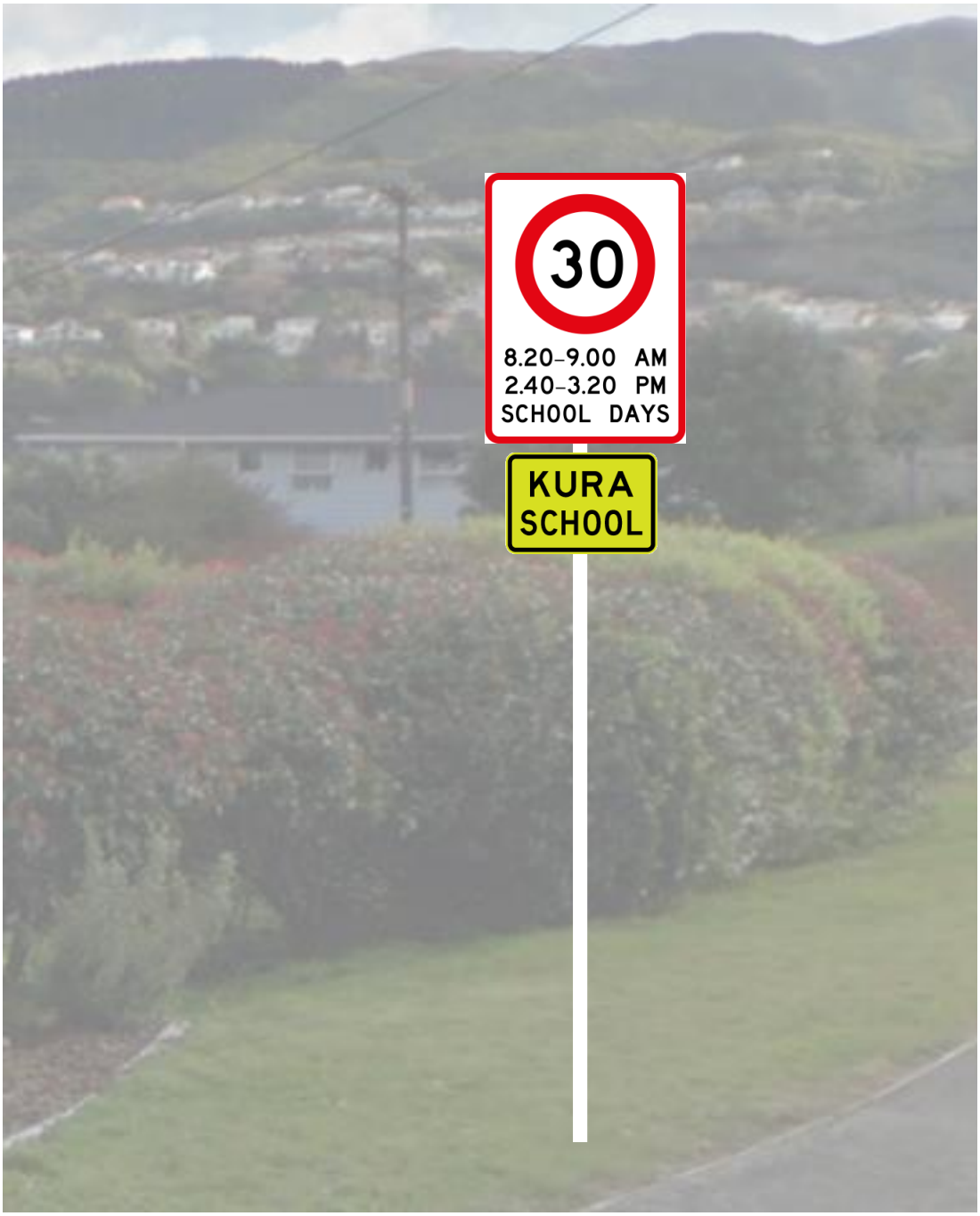

48 Ranui Terrace, located on Matai Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 48 Ranui Terrace, located on Matai Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR70-25 Kilbirnie School, Hataitai – Variable speed limit
Location – where we propose to make the change	Moxham Avenue, Raupo Street, Hamilton Road, Goa Street and Baden Road from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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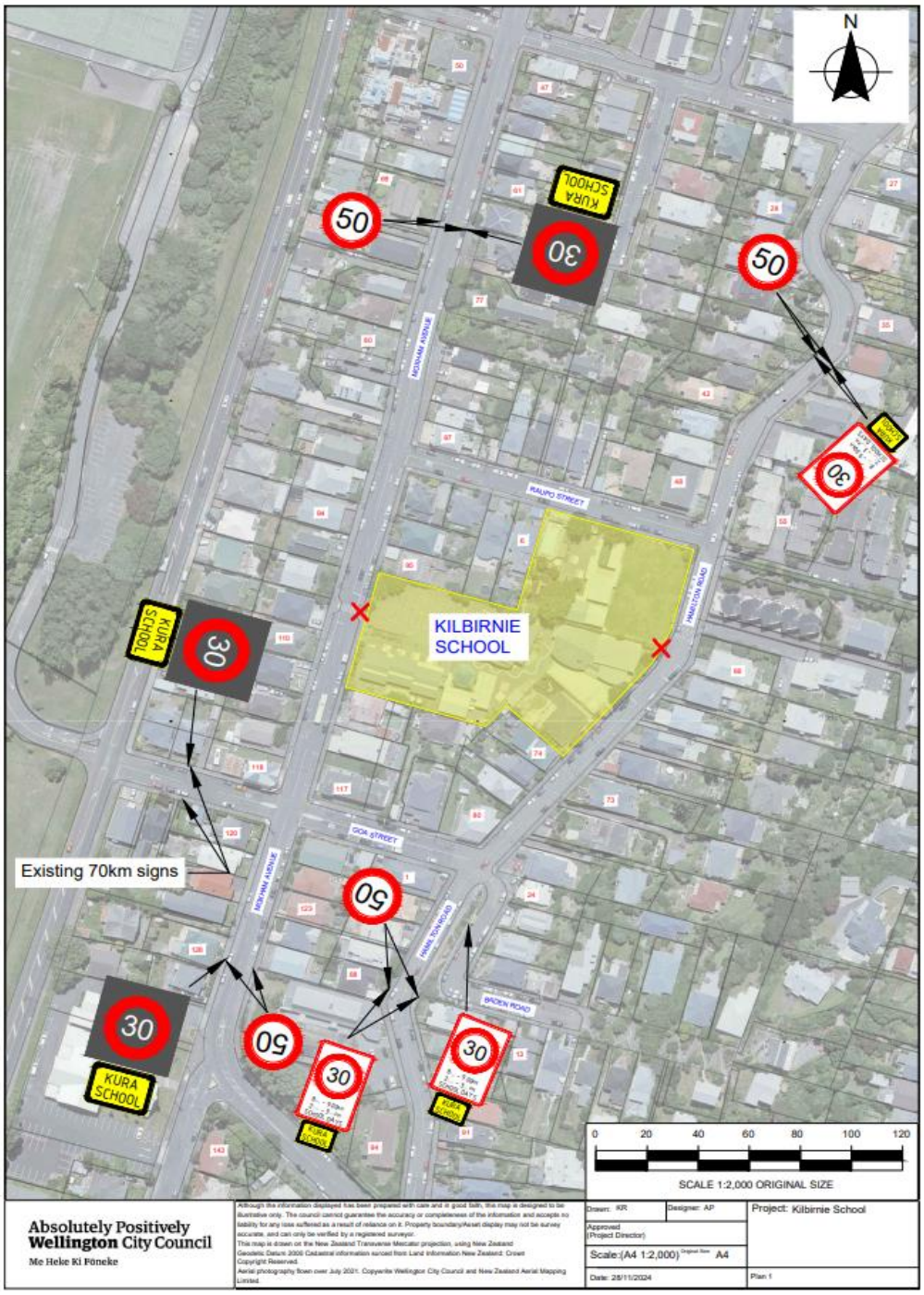
Traffic Resolution Plan: TR70-25 Kilbirnie School, Hataitai – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Kilbirnie School

Column One	Column Two	Column Three
Goa Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 47 meters east of its intersection with New Zealand State Highway 1 (Grid coordinates X= 1,750,026.259 Y= 5,425,413.239) and extending in an easterly direction following the northern kerb line for 17 meters.*
Goa Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning its intersection with Moxham Avenue (Grid coordinates X= 1,750,053.652 Y= 5,425,406.541) and extending in an easterly direction following the northern kerb line for 72 meters.*
Moxham Avenue	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 77 meters south from its intersection with Tapiri Street (Grid coordinates X= 1,750,110.871 Y= 5,425,641.413) and extending in a southerly direction following the eastern kerb line for 314 meters.*
Hamilton Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 51 meters south from its intersection with Baden Road (Grid coordinates X= 1,750,091.878 Y= 5,425,330.768) and extending in a northerly direction following the eastern kerb line for 310 meters.*
Baden Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 21 meters south from its intersection with Hamilton Road (Grid coordinates X= 1,750,119.691 Y= 5,425,354.415) and extending in a northerly direction following the western kerb line for 21 meters.*
Raupo Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Hamilton Road (Grid coordinates X= 1,750,207.301 Y= 5,425,510.486) and extending in a westerly direction following the southern kerb line for 119 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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127 Moxham Avenue

88 Hamilton Road

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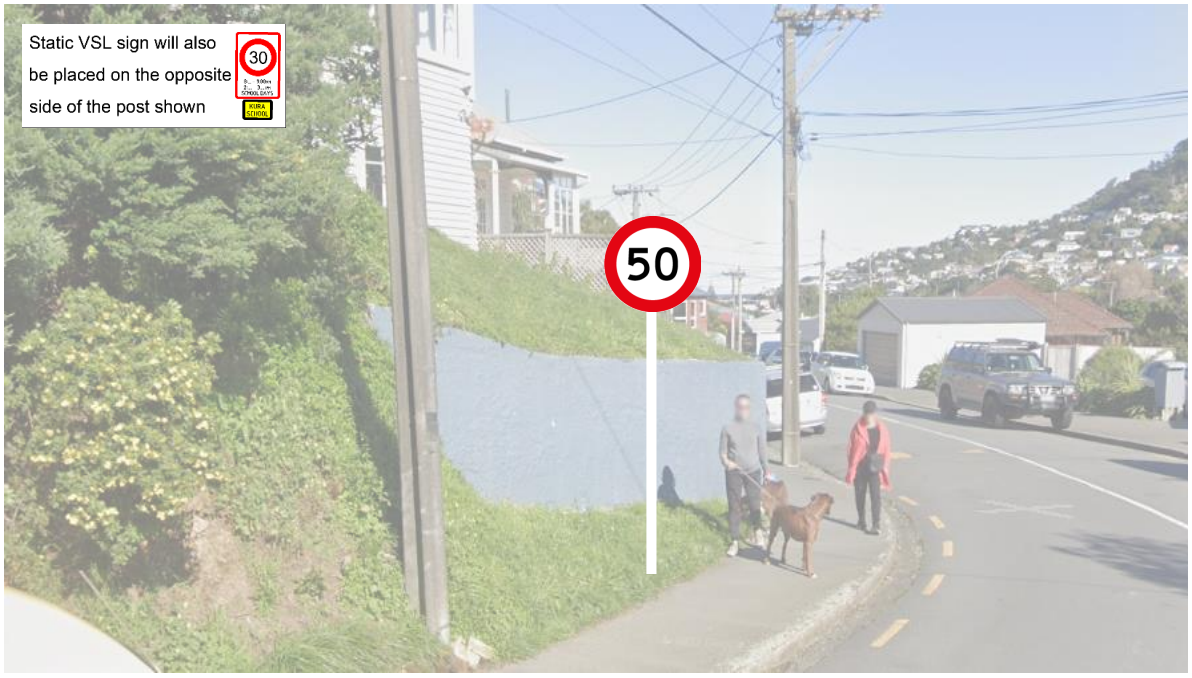

83 Hamilton Road

Opposite 22 Baden Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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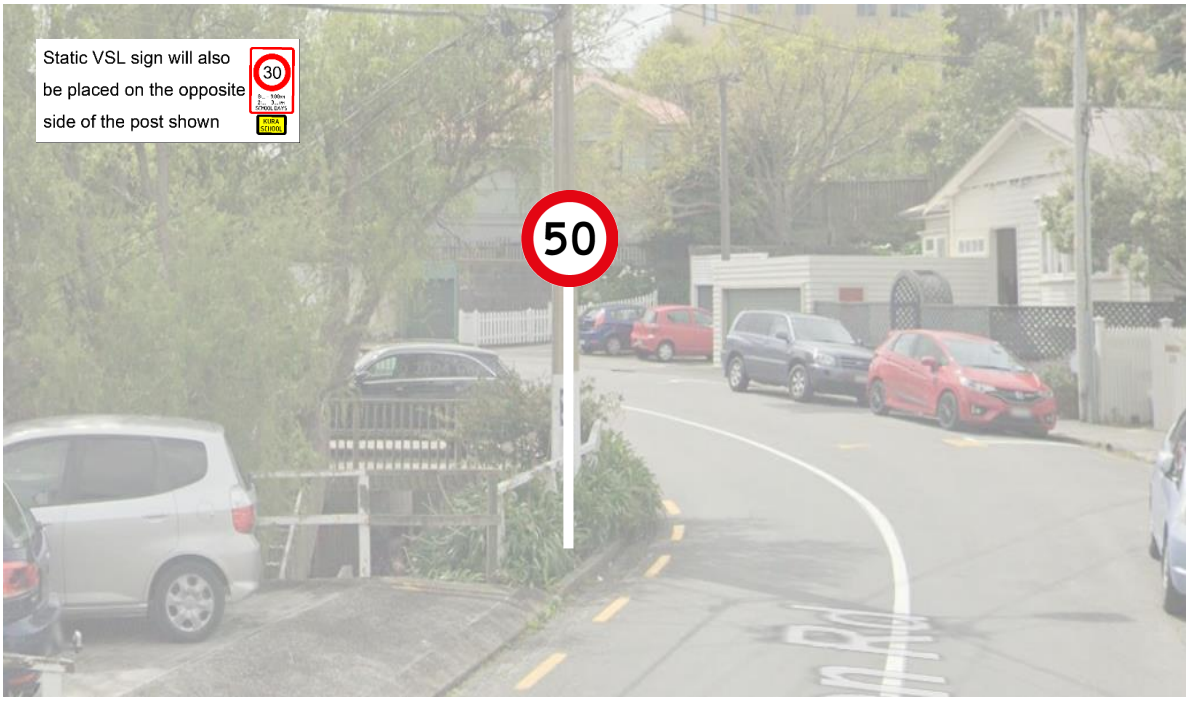

36 Hamilton Road

41 Hamilton Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

68 Moxham Avenue

67 Moxham Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

118 Moxham Avenue, located on Goa Street

128 Moxham Avenue

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR71-25 Kelburn Normal School – Variable speed limit
Location – where we propose to make the change	Upland Road, Boundary Road and Mariri Road from 8:10am-9:10am and 2:40-pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

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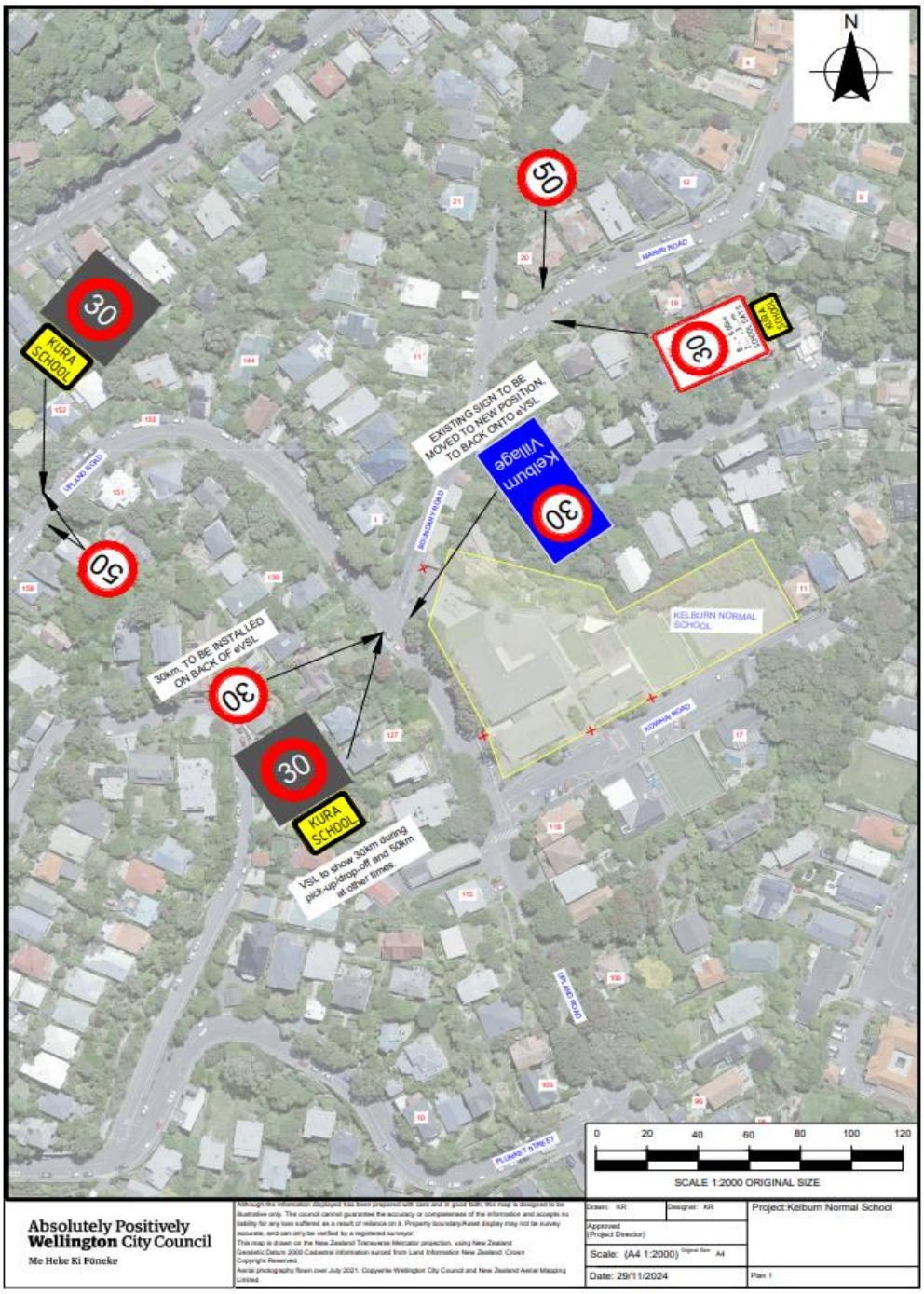
	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Traffic Resolution Plan: TR71-25 Kelburn Normal School – Variable Speed Limit



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Legal Description:

Table 1: Proposed speed limits for Kelburn Normal School

Column One	Column Two	Column Three
Mariri Road	*30kph* *8:10am-9:10am* *2:40-pm-3:40pm* *School Days Only*	*Beginning 29 meters east of its intersection with Boundary Road (Grid coordinates X= 1,747,470.988 Y= 5,427,998.416) and extending in a westerly direction following the southern kerb line for 29 meters.*
Upland Road	*30kph* *8:10am-9:10am* *2:40-pm-3:40pm* *School Days Only*	*Beginning 170 meters west of its intersection with Boundary Road (Grid coordinates X= 1,747,300.177 Y= 5,427,940.238) and extending in an easterly direction following the northern kerb line for 190 meters.*
Boundary Road	*30kph* *8:10am-9:10am* *2:40-pm-3:40pm* *School Days Only*	*Beginning at its intersection with Upland Road (Grid coordinates X= 1,747,428.731 Y=5,427,902.577) and extending in a northerly direction following the western kerb line for 150 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

131 Upland Road

Time periods, Sign location, size, and placement shown are indicative only.
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Opposite 131 Upland Road

Time periods, Sign location, size, and placement shown are indicative only.
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131 Upland Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 156 Upland Road

Time periods, Sign location, size, and placement shown are indicative only.
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156 Upland Road

Time periods, Sign location, size, and placement shown are indicative only.
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25 Mariri Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

20 Mariri Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR72-25 Karori Normal School and Samuel Marsden Collegiate – Variable speed limit
Location – where we propose to make the change	Karori Road, Reading Street, Newcombe Street, Fancourt Street, Marsden Avenue, Vera Street, Shirley Street, Cooper Street and Donald Street from 7:50am-9:10am to 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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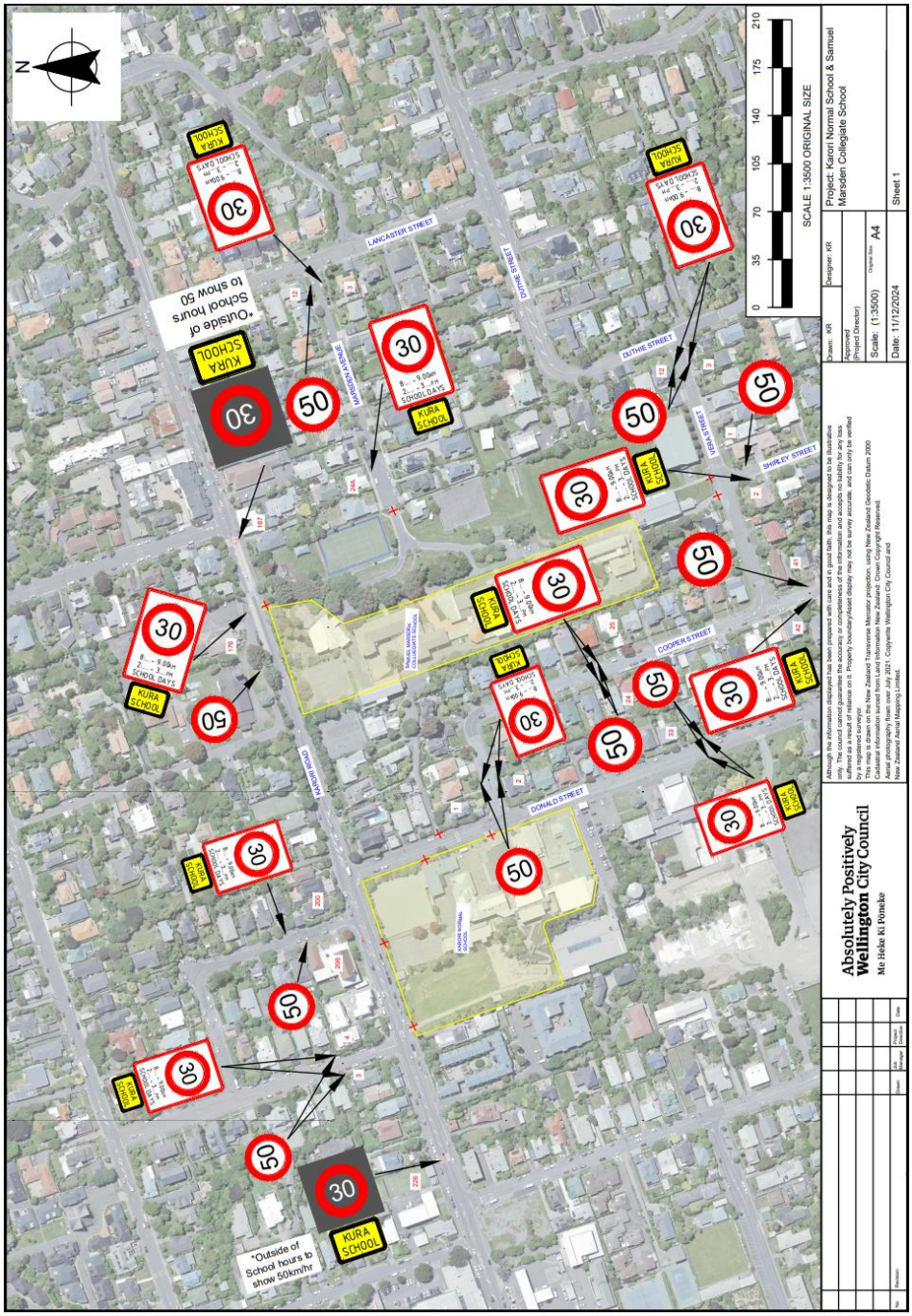
Traffic Resolution Plan: TR72-25 Karori Normal School and Samuel Marsden Collegiate – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Karori Normal School and Samual Marsden Collegiate

Column One	Column Two	Column Three
Karori Road	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 33.0m east of the intersection of Campbell Street (Grid coordinates X= 1,745,655.155 Y= 5,428,235.743) and extending in an Easterly direction following the northern kerb line for 482 metres to its intersection with Hatton Street.*
Reading Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 173.0m south of its intersection with Friend Street (Grid coordinates X= 1,745,721.714 Y= 5,428,309.238) and extending in a southerly direction following the eastern kerb line for 42.0 metres to its intersection with Karori Road.*
Newcombe Crescent	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 172.0m from its intersection with Reading Street (Grid coordinates X= 1,745,816.090 Y= 5,428,336.216) and extending in a southerly direction following the western kerb line for 35.0 metres to its intersection with Karori Road.*
Fancourt Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 250.0m from its intersection with Friend Street (Grid coordinates X= 1,746,008.280 Y= 5,428,368.070) and extending in an easterly direction following the southern kerb line for 40.0 metres to its intersection with Karori Road.*
Marsden Avenue	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 12.0m from its intersection with Lancaster Street (Grid coordinates X= 1,746,291.100 Y= 5,428,328.980) and extending in a westerly direction following the southern kerb line for 173 metres to its cul-de-sac.*
Vera Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 18.0m from its intersection with Duthie Street (Grid coordinates X= 1,746,232.325Y= 5,428,061.387) and extending in a westerly direction following the southern kerb line for 187 metres to its intersection with Cooper Street.*
Cooper Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 36.0m from its intersection with Vera Street (Grid coordinates X= 1,746,064.967 Y= 5,427,968.095) and extending in a northerly direction following the western kerb line for 164 meters.*

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Column One	Column Two	Column Three
Cooper Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 28.0m from its intersection with Donald Street (Grid coordinates X=* 1,745,928.590 Y= *5,428,202.598) and extending in a westerly direction following the northern kerb line for 28.0 meters.*
Donald Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Karori Road (Grid coordinates X=* 1,745,860.671 Y= *5,428,300.471) and extending in a southerly direction following the western kerb line for 273.0 meters.*
Shirley Street	*30kph* *7:50am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Vera Street (Grid coordinates X=* 1,746,148.604 Y= *5,428,027.641) and extending in a southerly direction following the western kerb line for 15.0 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

226 Karori Road

Time periods, Sign location, size, and placement shown are indicative only.
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Opposite 33 Donald Street

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33 Donald Street

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3 Cooper Street

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2 Cooper Street

Time periods, Sign location, size, and placement shown are indicative only.
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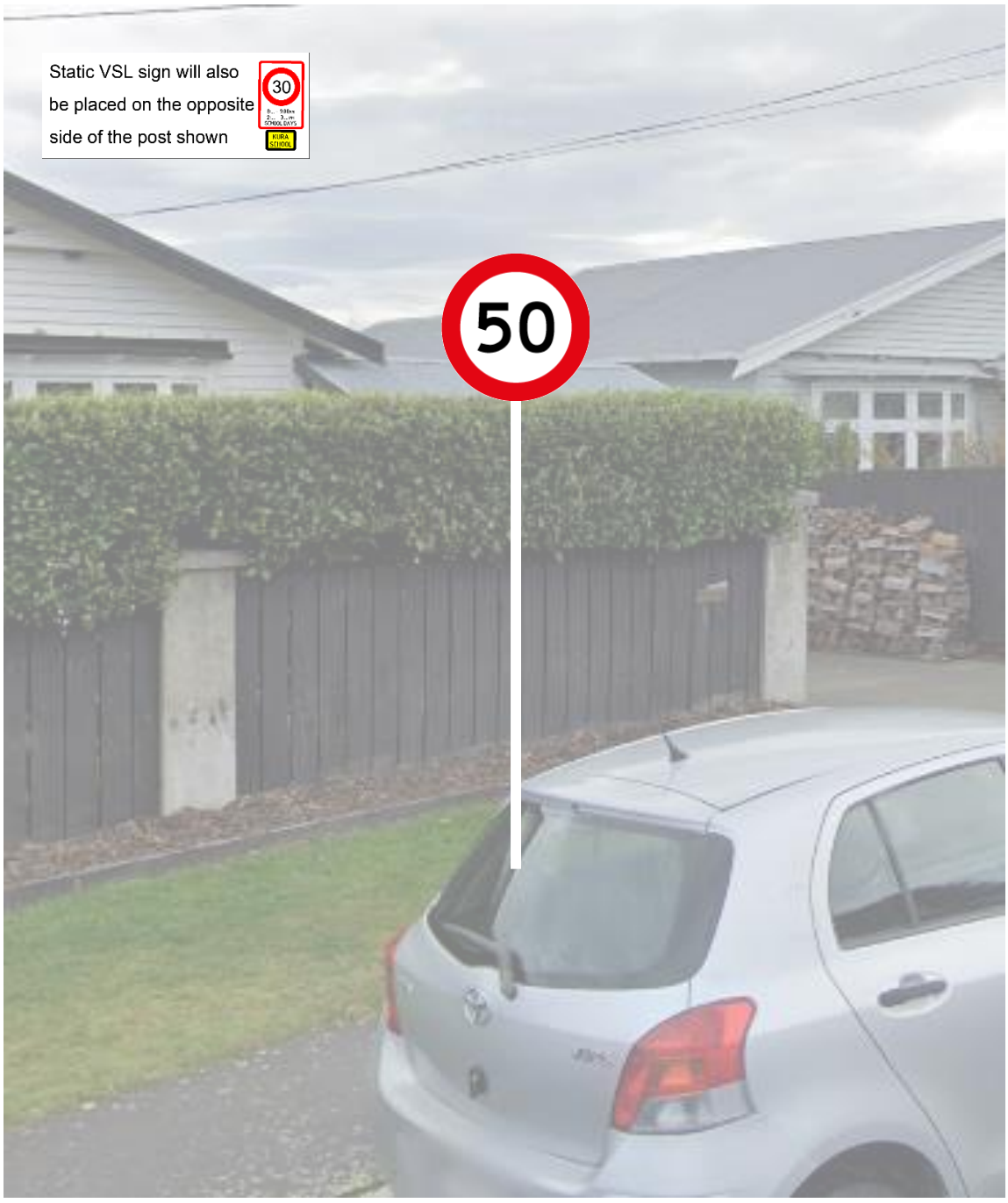
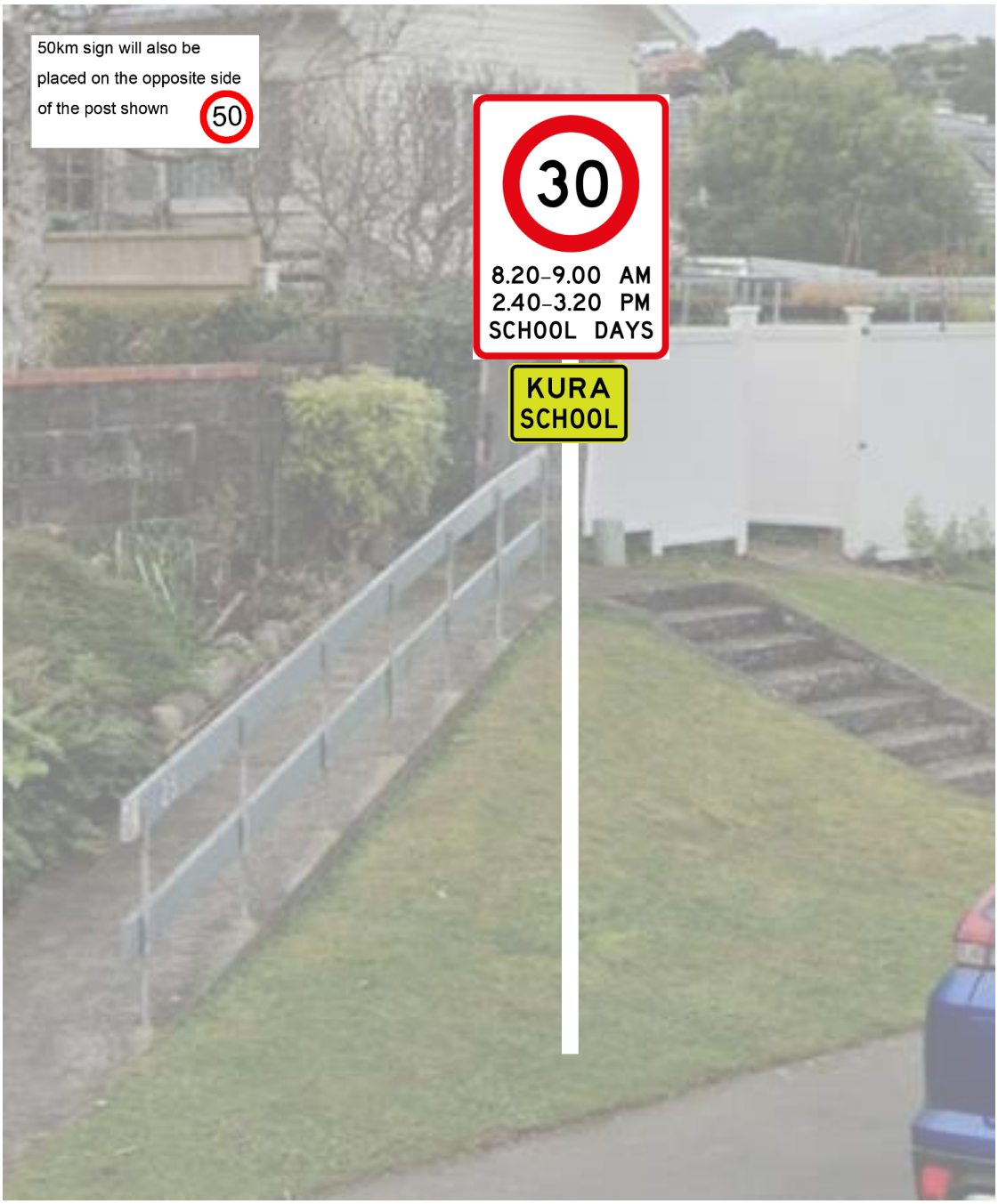


22 Cooper Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



23 Cooper Street

Time periods, Sign location, size, and placement shown are indicative only.
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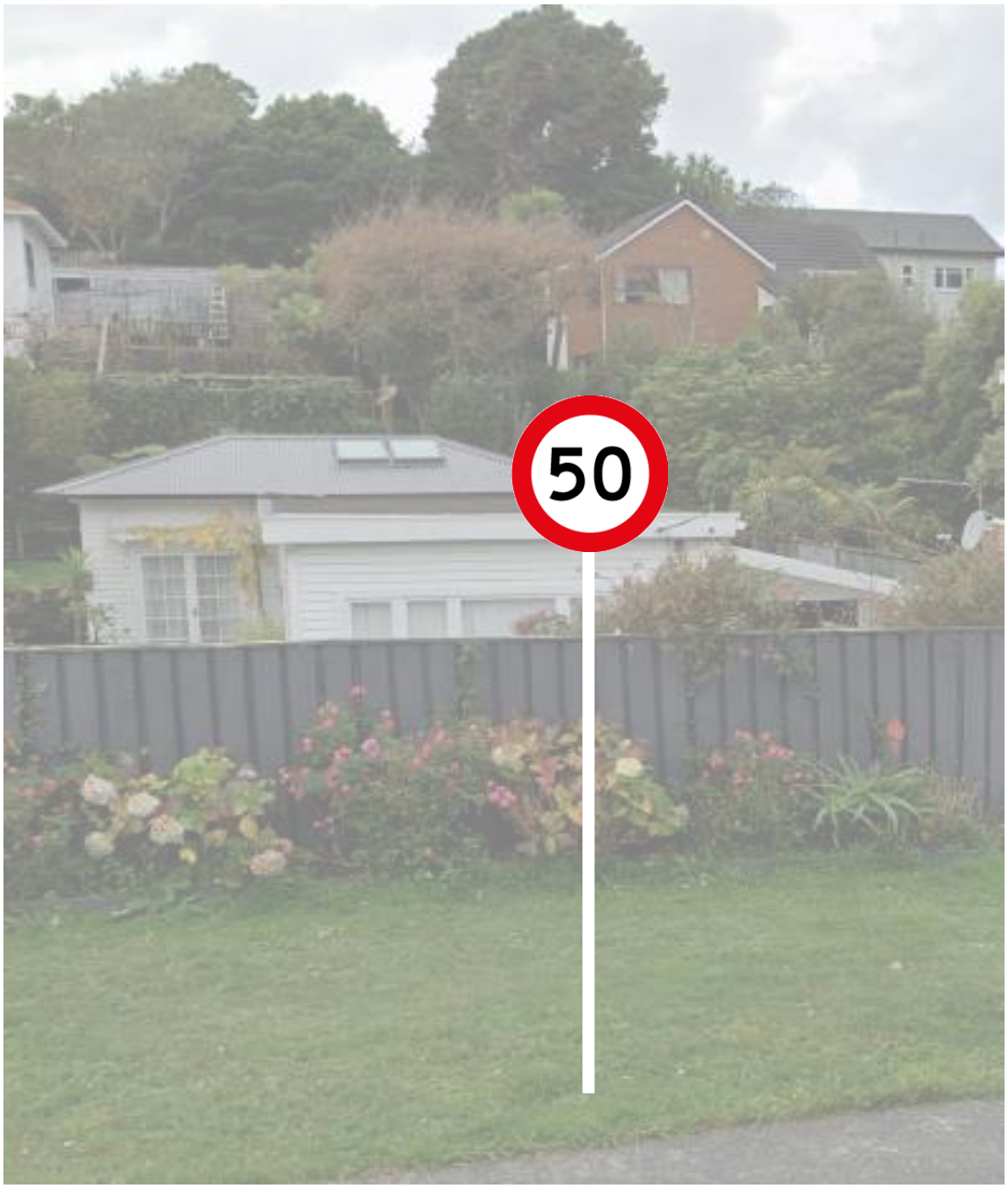
42 Cooper Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.



41 Cooper Street

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1 Shirly Street

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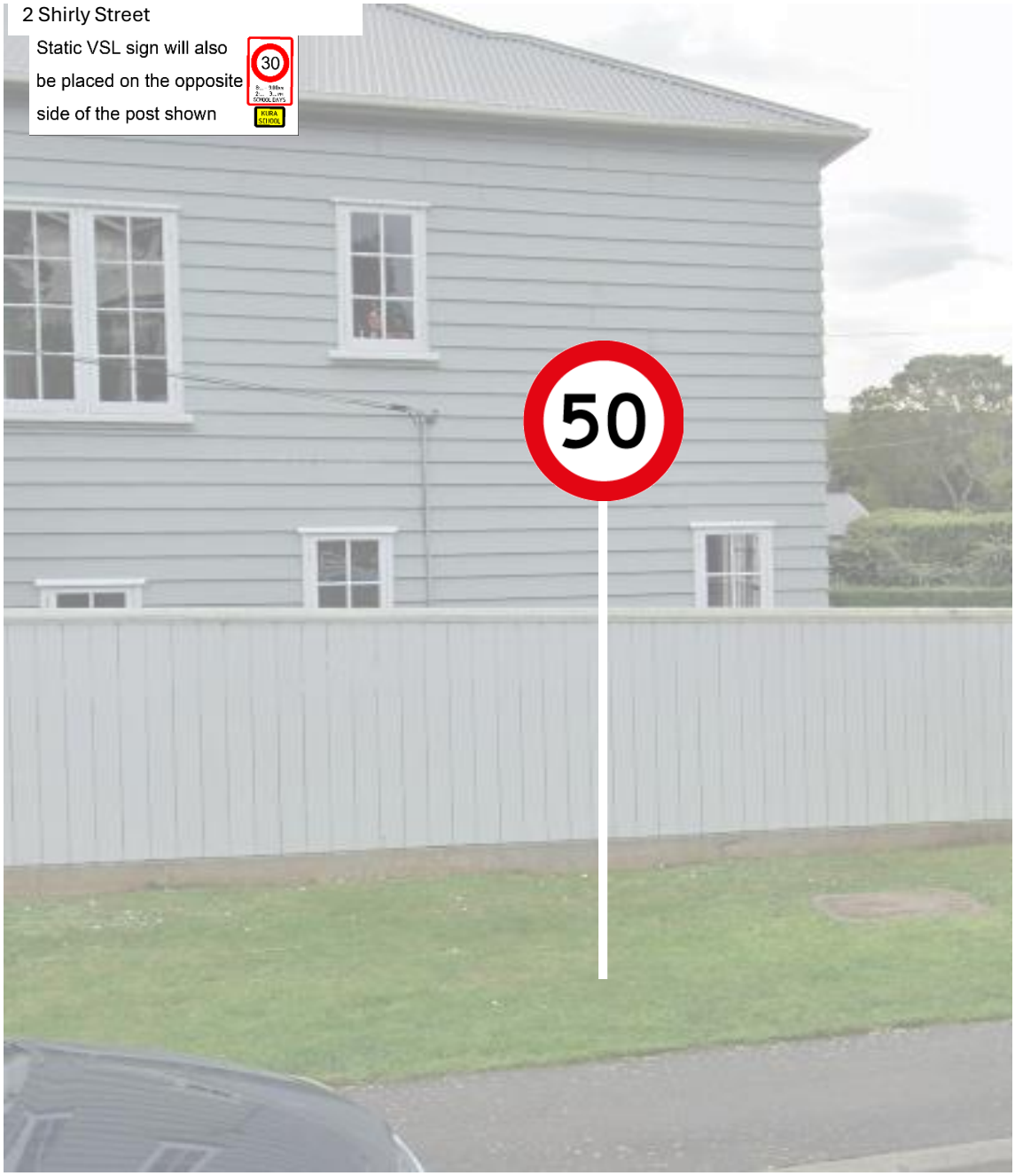
2 Shirly Street

Static VSL sign will also be placed on the opposite side of the post shown



12 Duthie Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

1 Vera Street

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24A Marsden Avenue

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12 Lancaster Street

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1 Marsden Avenue

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167 Karori Road

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170 Karori Road

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176 Karori Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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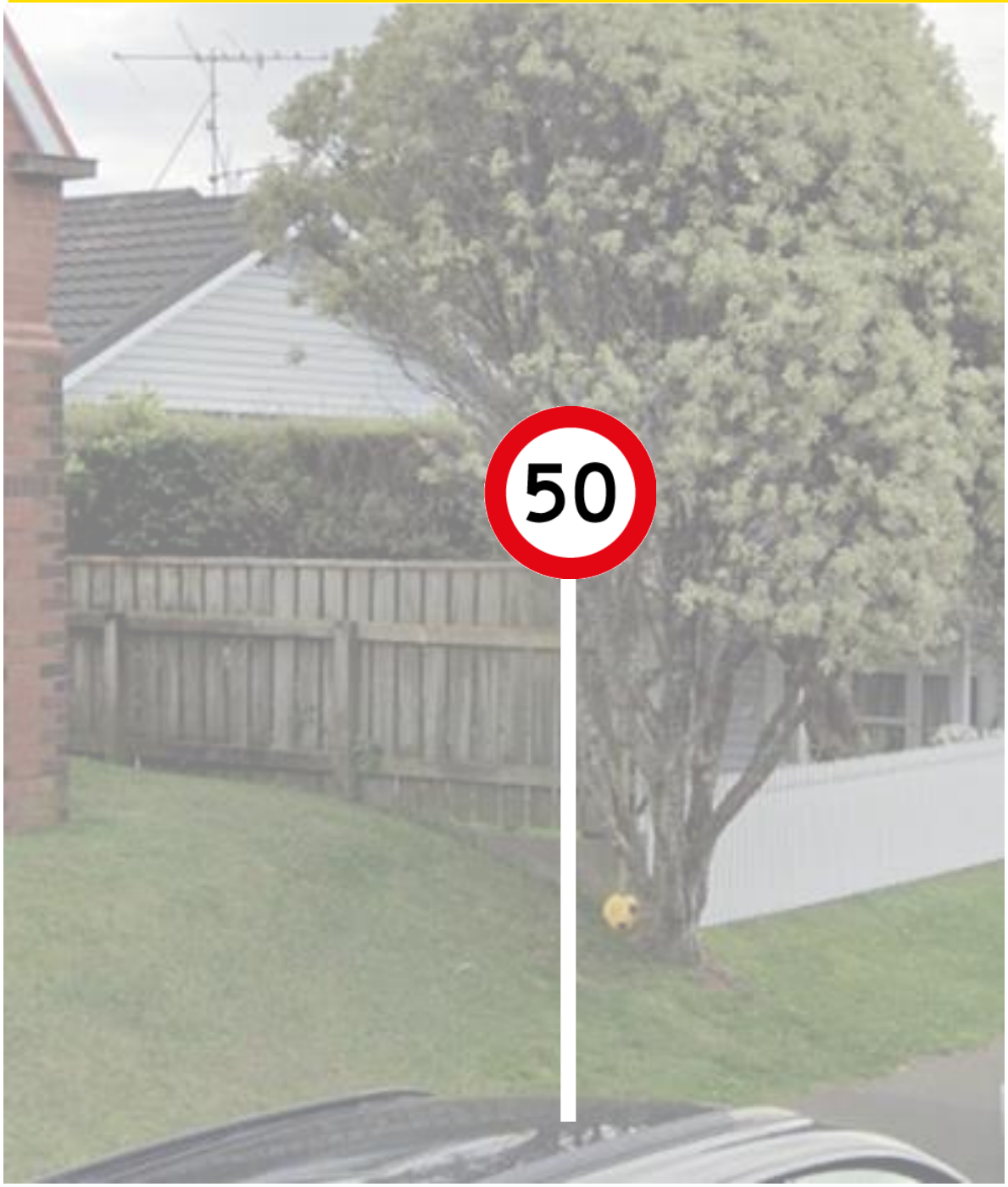

206 Karori Road, near 1 Newcombe Crescent

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

2 Newcombe Crescent

Time periods, Sign location, size, and placement shown are indicative only.
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6 Reading Street

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5 Reading Street

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR73-25 Karori West Normal School – Variable speed limit
Location – where we propose to make the change	Allington Road, Hathaway Avenue, Thurleigh Grove, Makara Road, Karori Road, Woodhouse Avenue and S Karori Road from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.s
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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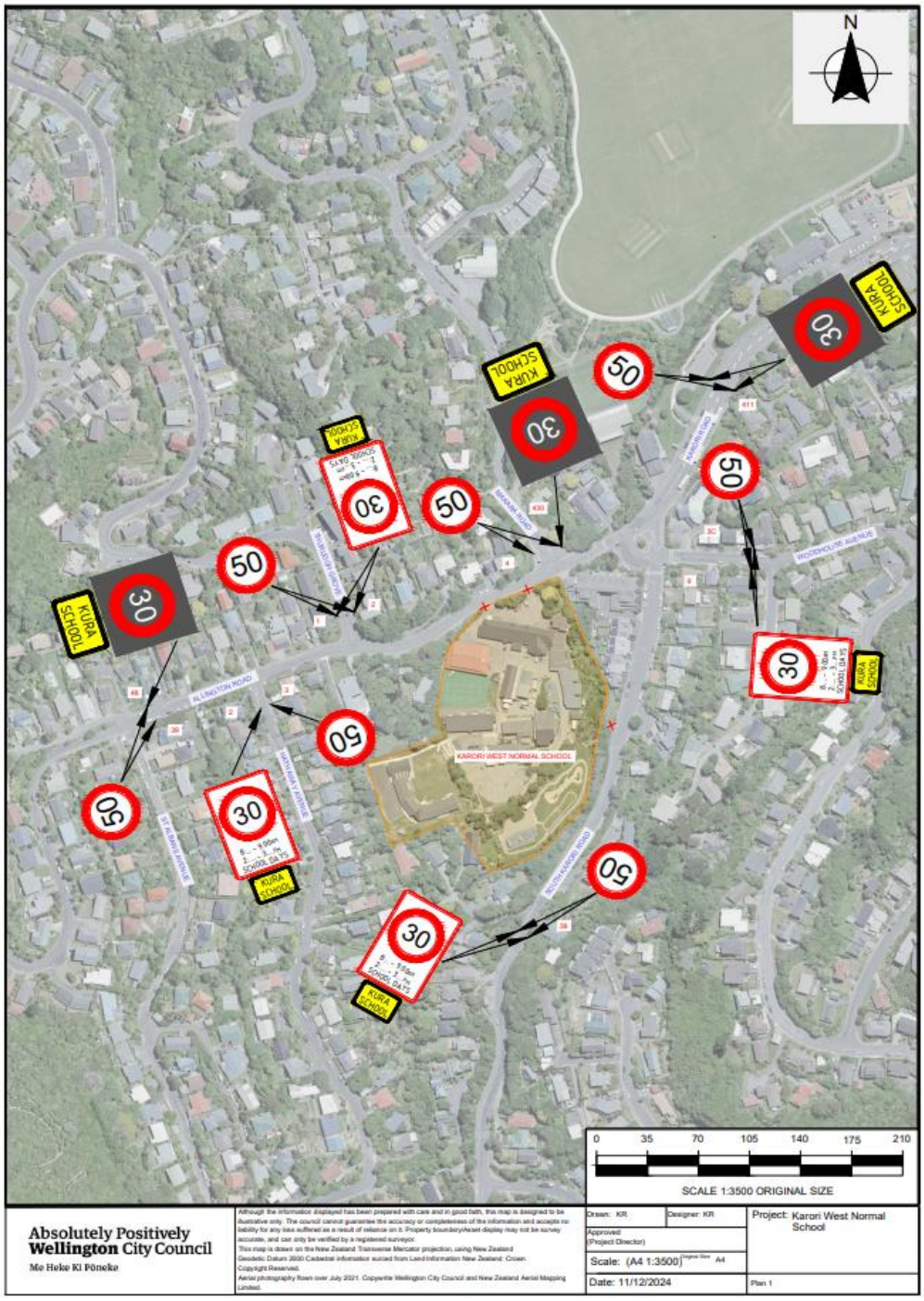
Traffic Resolution Plan: TR73-25 Karori West Normal School – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Karori West Normal School

Column One	Column Two	Column Three
Allington Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 10 meters east of its intersection with St Albans Avenue (Grid coordinates X= 1,743,973.129 Y= 5,427,621.442) and extending in an easterly direction following the northern kerb line for 345 meters.*
Hathaway Avenue	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 20 meters south of its intersection with Allington Road (Grid coordinates X= 1,744,052.390 Y= 5,427,626.436) and extending in a northerly direction following the eastern kerb line for 20 meters.*
Thurleigh Grove	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 21 meters north of its intersection with Allington Road (Grid coordinates X= 1,744,108.122 Y= 5,427,692.608) and extending in a southerly direction following the eastern kerb line for 21 meters.*
Makara Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 13 meters north of its intersection with Allington Road (Grid coordinates X= 1,744,245.455 Y= 5,427,738.424) and extending in a southerly direction following the eastern kerb line for 13 meters.*
South Karori Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Karori Road (Grid coordinates X= 1,744,324.422 Y= 5,427,762.503) and extending in a southerly direction following the eastern kerb line for 317 meters.*
Karori Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Allington Road (Grid coordinates X= 1,744,286.647 Y= 5,427,745.465) and extending in an easterly direction following the northern kerb line for 141 meters.*
Woodhouse Avenue	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with South Karori Road (Grid coordinates X= 1,744,326.043 Y= 5,427,728.569) and extending in an easterly direction following the southern kerb line for 60 meters.*

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Column One	Column Two	Column Three
South Karori Road-Slip	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Karori Road (Grid coordinates X= 1,744,293.604 Y= 5,427,742.224) and extending in a southerly direction following the western kerb line for 33 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Opposite 411 Karori Road

Time periods, Sign location, size, and placement shown are indicative only.
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411 Karori Road

Time periods, Sign location, size, and placement shown are indicative only.
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Opposite 4 Allington Road, located on Makara Road

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4 Allington Road

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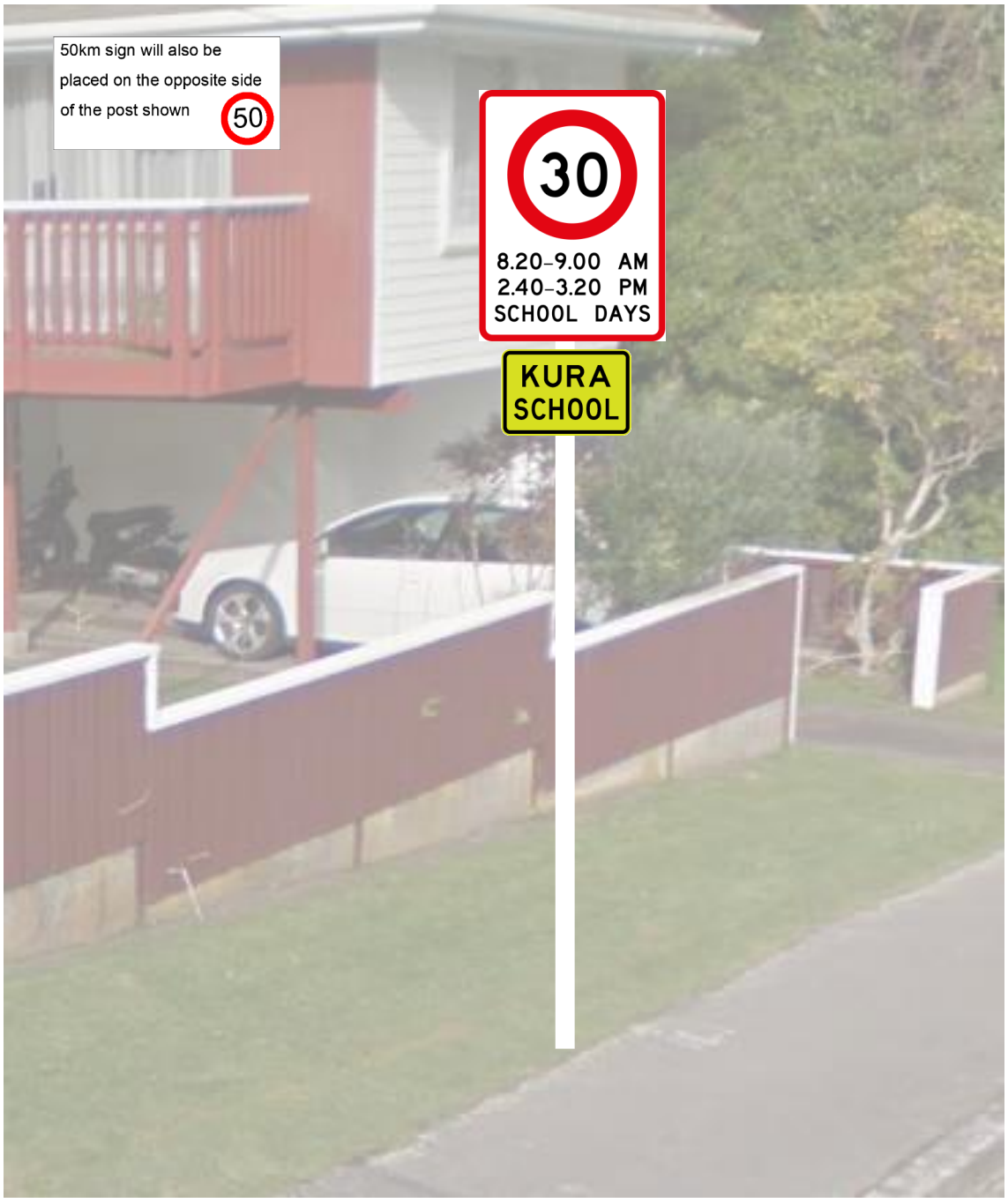

2 Thurleigh Grove

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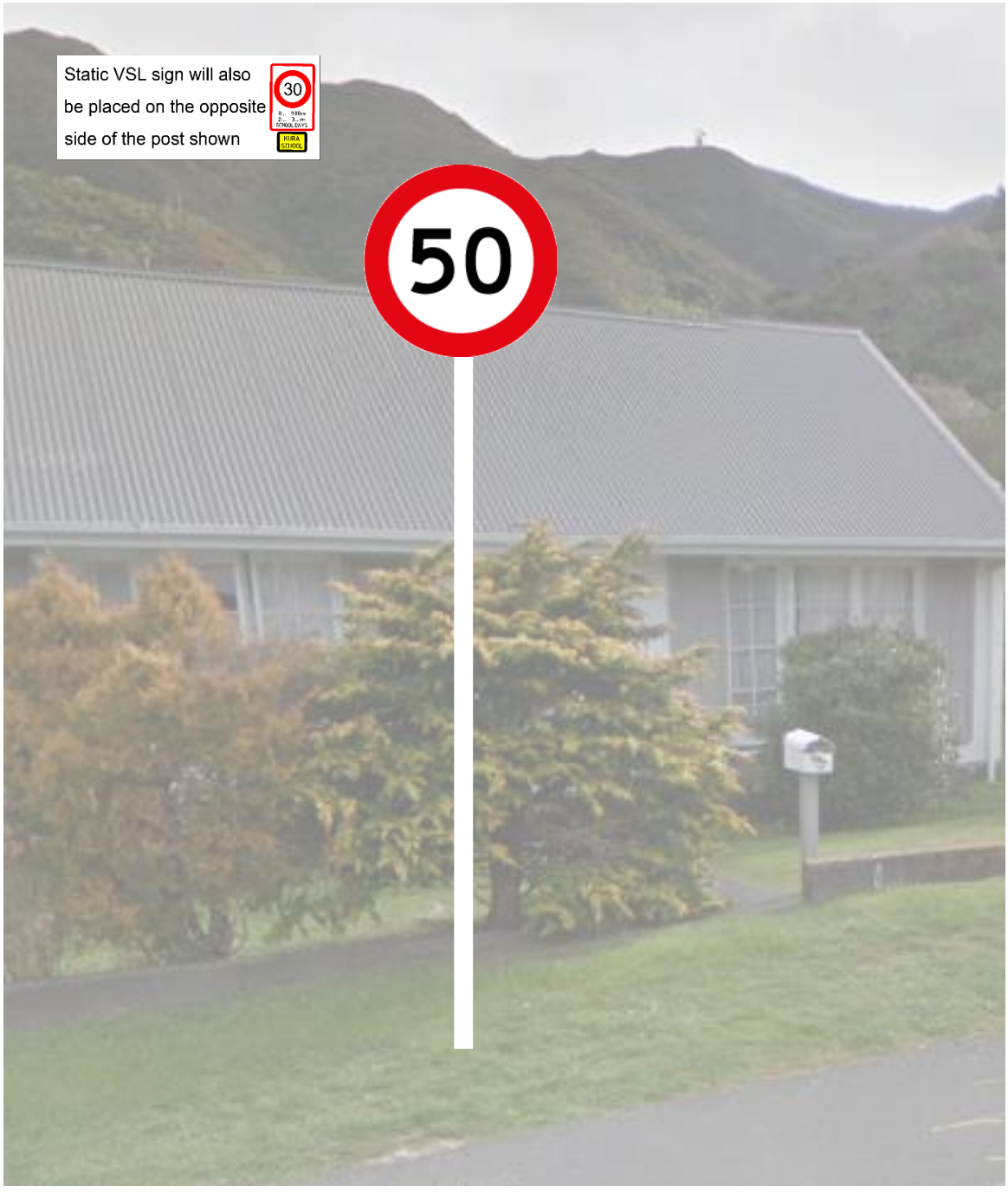

1A Thurleigh Grove

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48 Allington Road

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39 Allington Road

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3 Hathaway Avenue

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4 Hathaway Avenue

Time periods, Sign location, size, and placement shown are indicative only.
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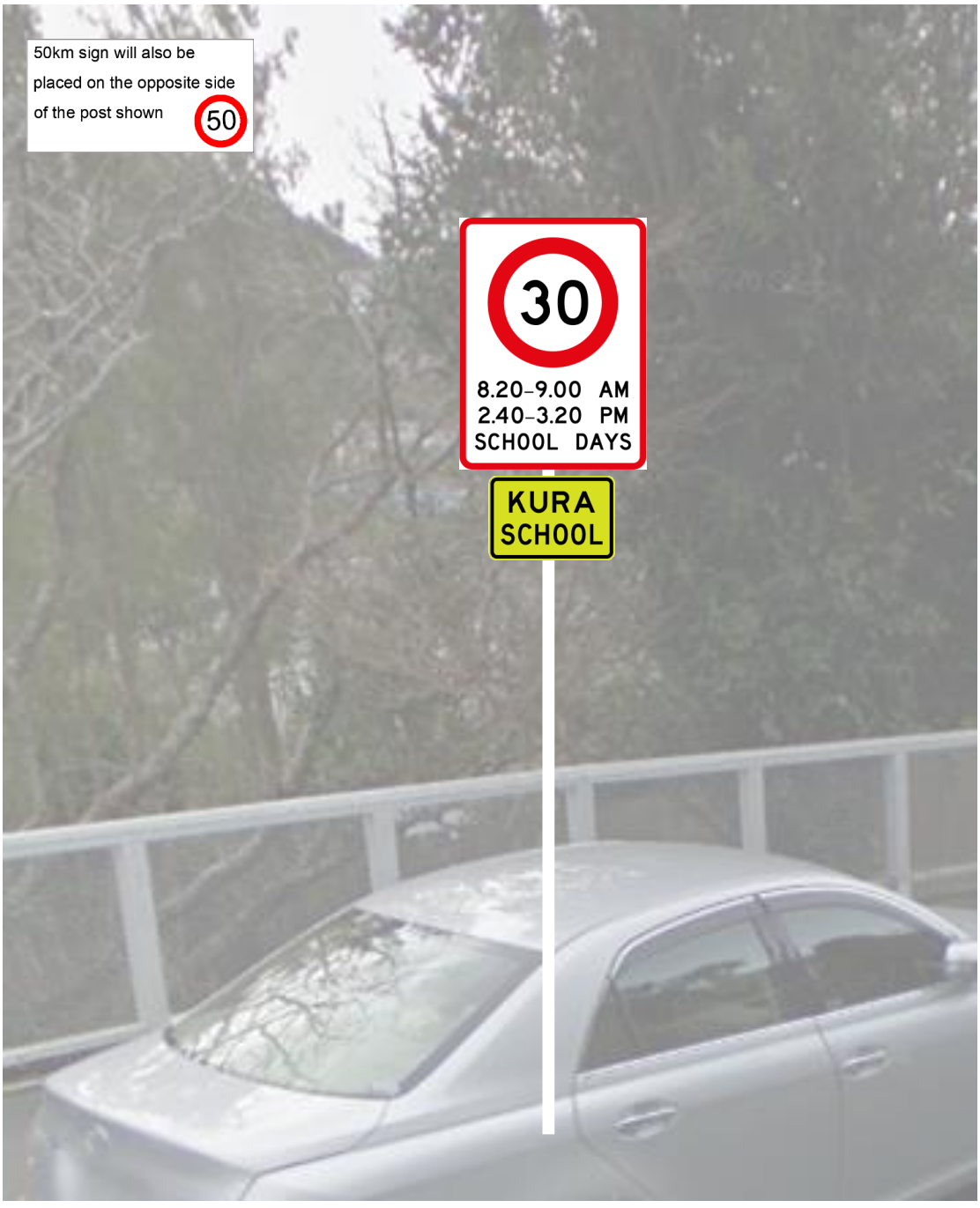

Opposite 41 South Karori Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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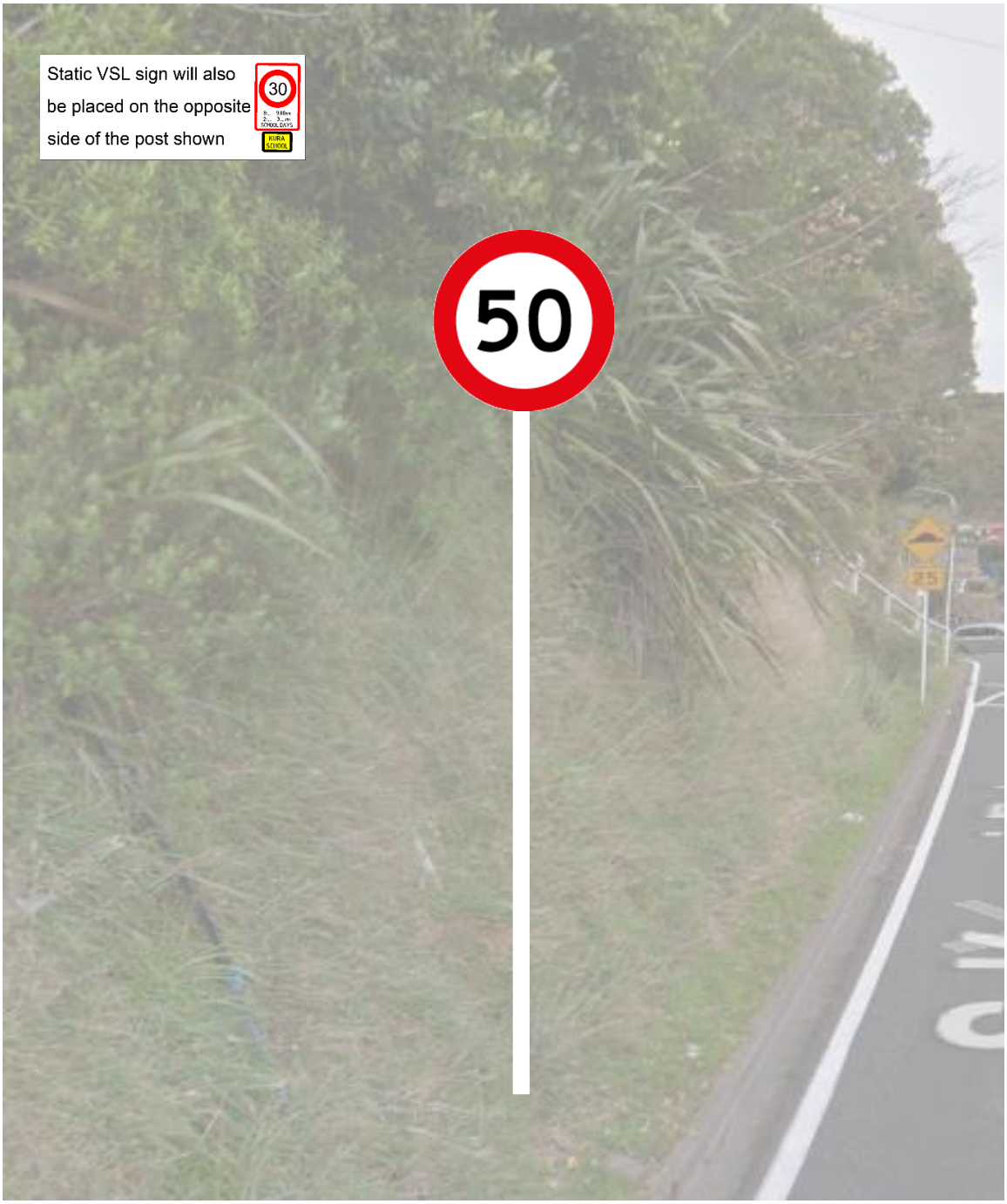

41 South Karori Road

Time periods, Sign location, size, and placement shown are indicative only.
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2 Astor Terrace, located on Woodhouse Avenue

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6 Woodhouse Avenue

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR74-25 Johnsonville School – New variable speed limit
Location – where we propose to make the change	Ironside Road, Earp Street, Rotoiti Street, Trafalgar Street, Morgan Street, Ohariu Road, Braemar Terrace and Monowai Road from 8:10am-9:10am to 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

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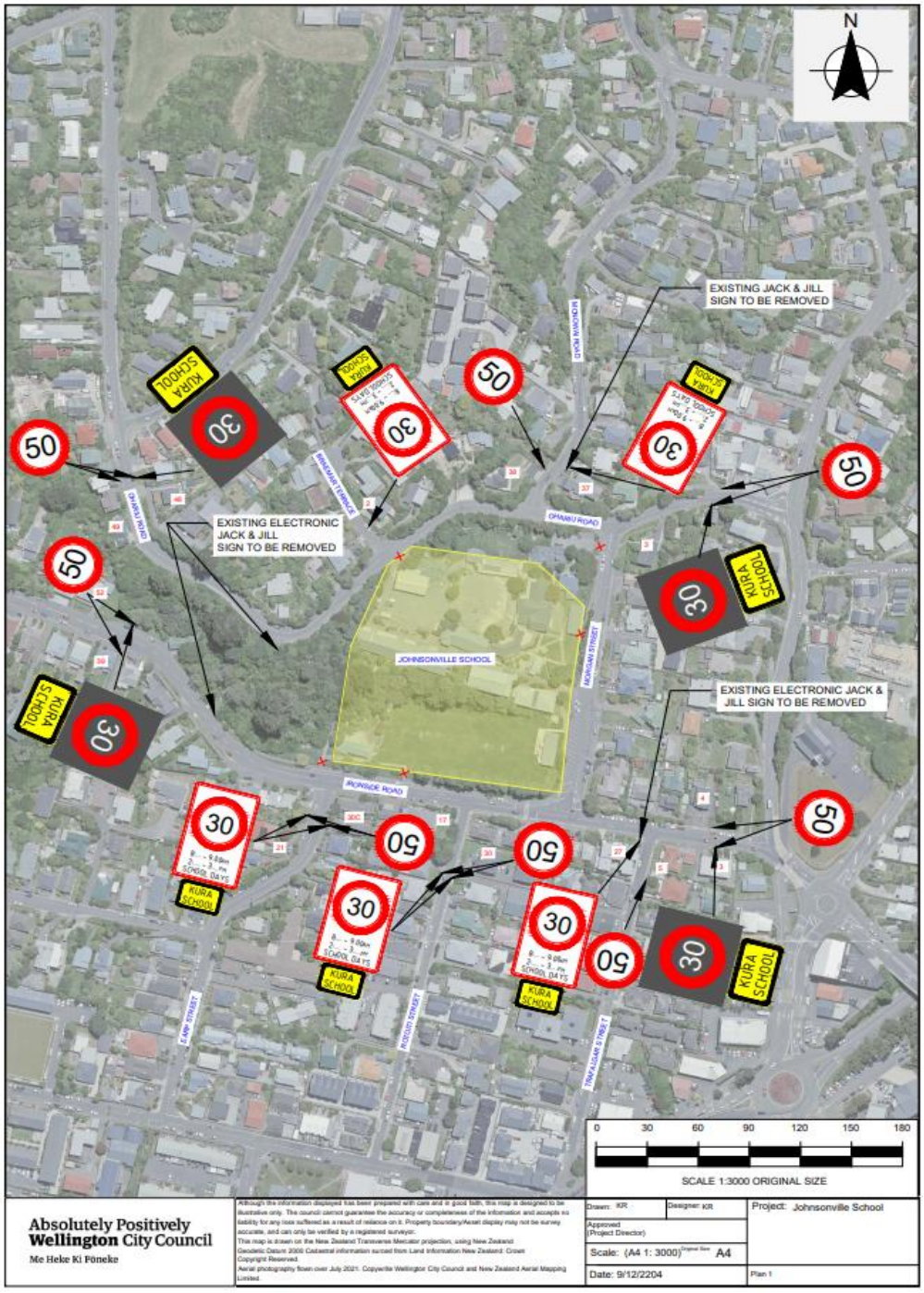
	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Traffic Resolution Plan:TR74-25 Johnsonville School – Variable Speed Limit



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Legal Description:

Table 1: Proposed speed limits for Johnsonville School

Column One	Column Two	Column Three
Ironside Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 31 meters west of its intersection with Bassett Road (Grid coordinates X= 1,751,462.354 Y= 5,435,222.799) and extending in a westerly direction following the southern kerb line for 384 meters.*
Trafalgar Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 13 meters south of its intersection with Ironside Road (Grid coordinates X= 1,751,421.252 Y= 5,435,211.657.) and extending in a northerly direction following the western kerb line for 13 meters.*
Rotoiti Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 25 meters south of its intersection with Ironside Road (Grid coordinates X= 1,751,310.351 Y= 5,435,216.604) and extending in a northerly direction following the western kerb line for 25 meters.*
Earp Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 20 meters south of its intersection with Ironside Road (Grid coordinates X= 1,751,228.527 Y= 5,435,234.232) and extending in a northerly direction following the western kerb line for 20 meters.*
Morgan Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Ironside Road (Grid coordinates X= 1,751,378.322 Y= 5,435,239.280) and extending in a northerly direction following the western kerb line for 184 meters.*
Ohariu Valley Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 41 meters west of its intersection with Basset Road (Grid coordinates X= 1,751,464.716 Y= 5,435,430.882) and extending in a westerly direction following the southern kerb line for 432 meters.*

Column One	Column Two	Column Three
Monowai Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 30 meters north of its intersection with Ohariu Road (Grid coordinates X= 1,751,369.332 Y= 5,435,449.861) and extending in a southerly direction following the western kerb line for 30 meters.*
Braemar Terrace	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 14 meters north of its intersection with Ohariu Road (Grid coordinates X= 1,751,258.398 Y= 5,435,411.802) and extending in a northerly direction following the eastern kerb line for 14 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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3 Ironside Road

Time periods Sign location, size, and placement shown are indicative only.
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Opposite 3 Ironside Road

Time periods Sign location, size, and placement shown are indicative only.
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31 Trafalgar Street

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20 Trafalgar Street

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30 Rotoiti Street

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30 Rotoiti Street

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21 Earp Street

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28 Earp Street

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Opposite 39 Ironside Road

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39 Ironside Road

Time periods Sign location, size, and placement shown are indicative only.
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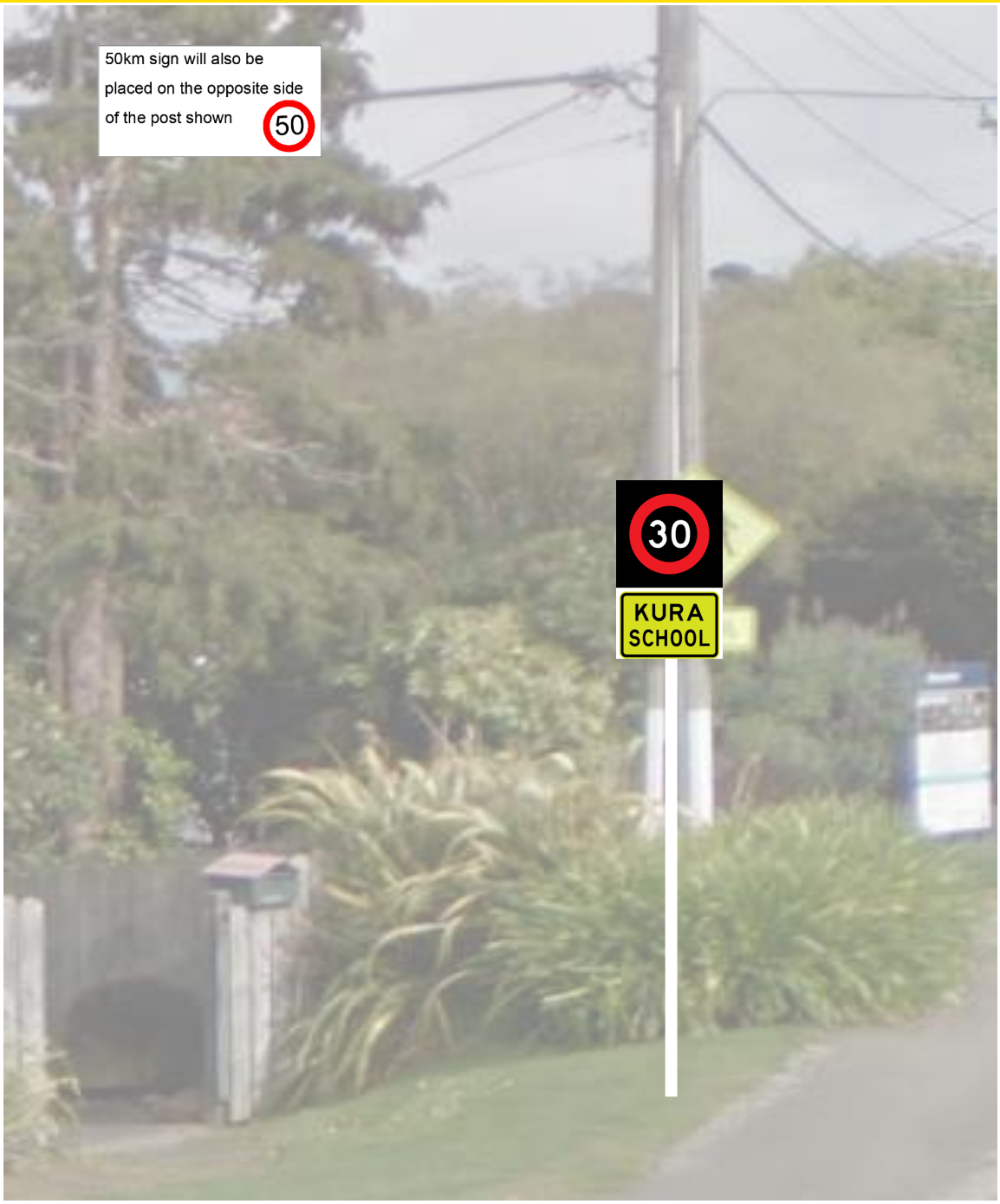

3 Ohariu Road

Time periods Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

4 Ironside Road

Time periods Sign location, size, and placement shown are indicative only.
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37 Monowai Road

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38 Monowai Road

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2 Braemar Terrace

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51A Ohariu Road

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50 Ohariu Road

Time periods Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR75-25 Island Bay School and St Francis De Sales Catholic School – Variable speed limit
Location – where we propose to make the change	Clyde Street, Thames Street, Tiber Street, Melbourne Road, The Parade, Mersey Street and Tiber Street from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

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	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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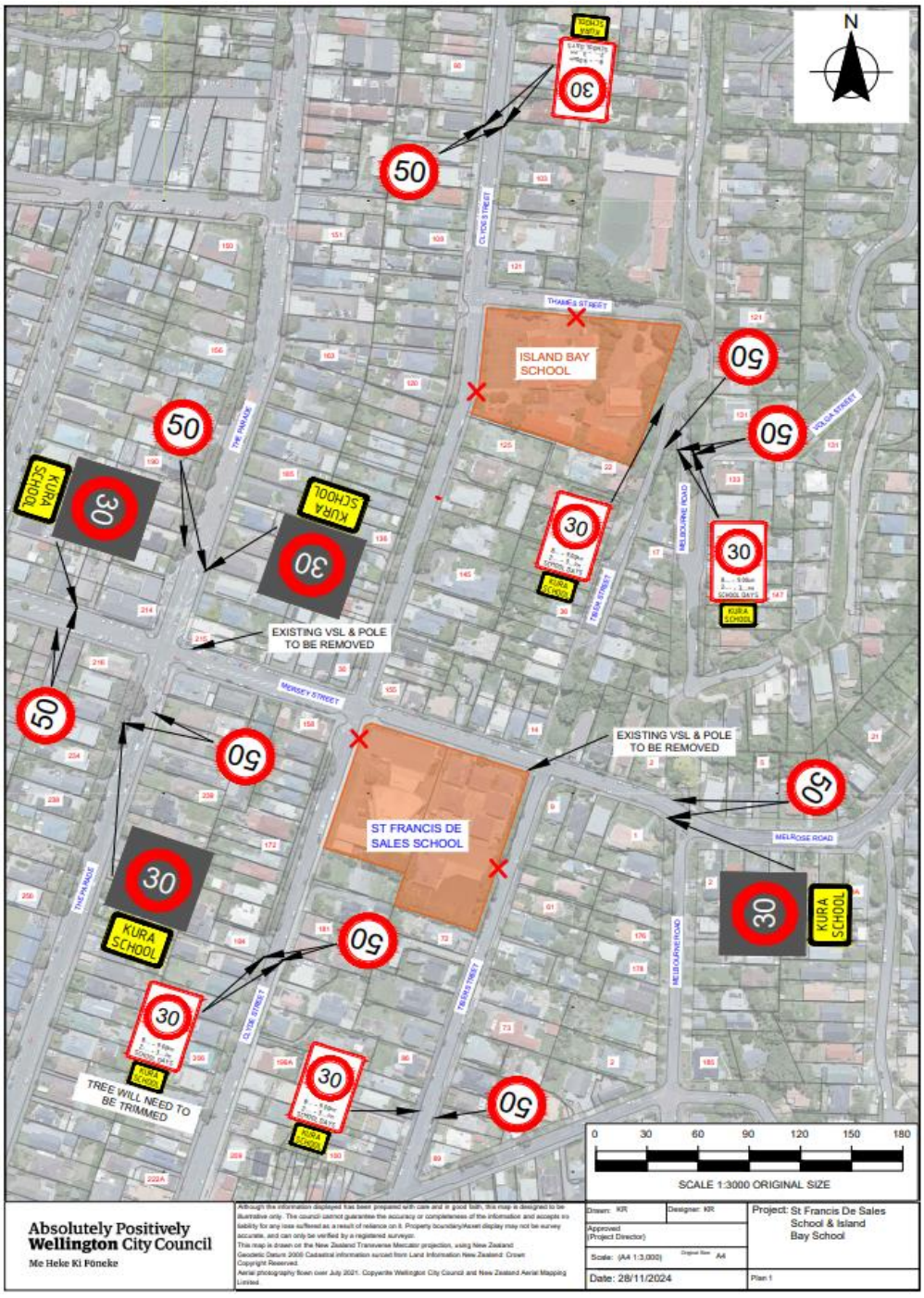
Traffic Resolution Plan: TR75-25 Island Bay School and St Francis De Sales Catholic School – Variable Speed Limit



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Legal Description:

Table 1: Proposed speed limits for Island Bay School and St Francis De Sales Catholic School

Column One	Column Two	Column Three
Clyde Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 97 meters north its intersection with Thames Street (Grid coordinates X= 1,748,513.792 Y= 5,422,604.967) and extending in a southerly direction following the western kerb line for 527 meters.*
Thames Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Clyde Street (Grid coordinates X= 1,748,617.025 Y= 5,422,430.123) and extending in a easterly direction following the southern kerb line for 120 meters.*
Melbourne Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Thames Street (Grid coordinates X= 1,748,626.765 Y= 5,422,484.912) and extending in a southerly direction following the eastern kerb line for 218 meters.*
Volga Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Melbourne Road(Grid coordinates X= 1,748,643.270 Y= 5,422,408.690) and extending in an easterly direction following the northern kerb line for 24 meters.*
The Parade	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 40 meters south of its intersection with Mersey Street (Grid coordinates X= 1,748,311.930 Y= 5,422,240.922) and extending in a northerly direction following the eastern kerb line for 100 meters.*
Mersey Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Melrose Road (Grid coordinates X= 1,748,629.520 Y= 5,422,183.147) and extending in a westerly direction following the northern kerb line for 386 meters.*
Melrose Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Mersey Street (Grid coordinates X= 1,748,629.520 Y= 5,422,183.147) and extending in an easterly direction following the northern kerb line for 42 meters.*

Column One	Column Two	Column Three
Melbourne Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Mersey Street (Grid coordinates X=* 1,748,620.999 *Y= 5,422,182.166) and extending in a southerly direction following the western kerb line for 22 meters.*
Tiber Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Mersey Street (Grid coordinates X=* 1,748,538.363 *Y= 5,422,214.426) and extending in a southerly direction following the western kerb line for 219 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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Near the intersection of Tiber Street & Melbourne Road – Western side

Time periods, Sign location, size, and placement shown are indicative only.
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Near the intersection of Tiber Street & Melbourne Road – Eastern side

Time periods, Sign location, size, and placement shown are indicative only.
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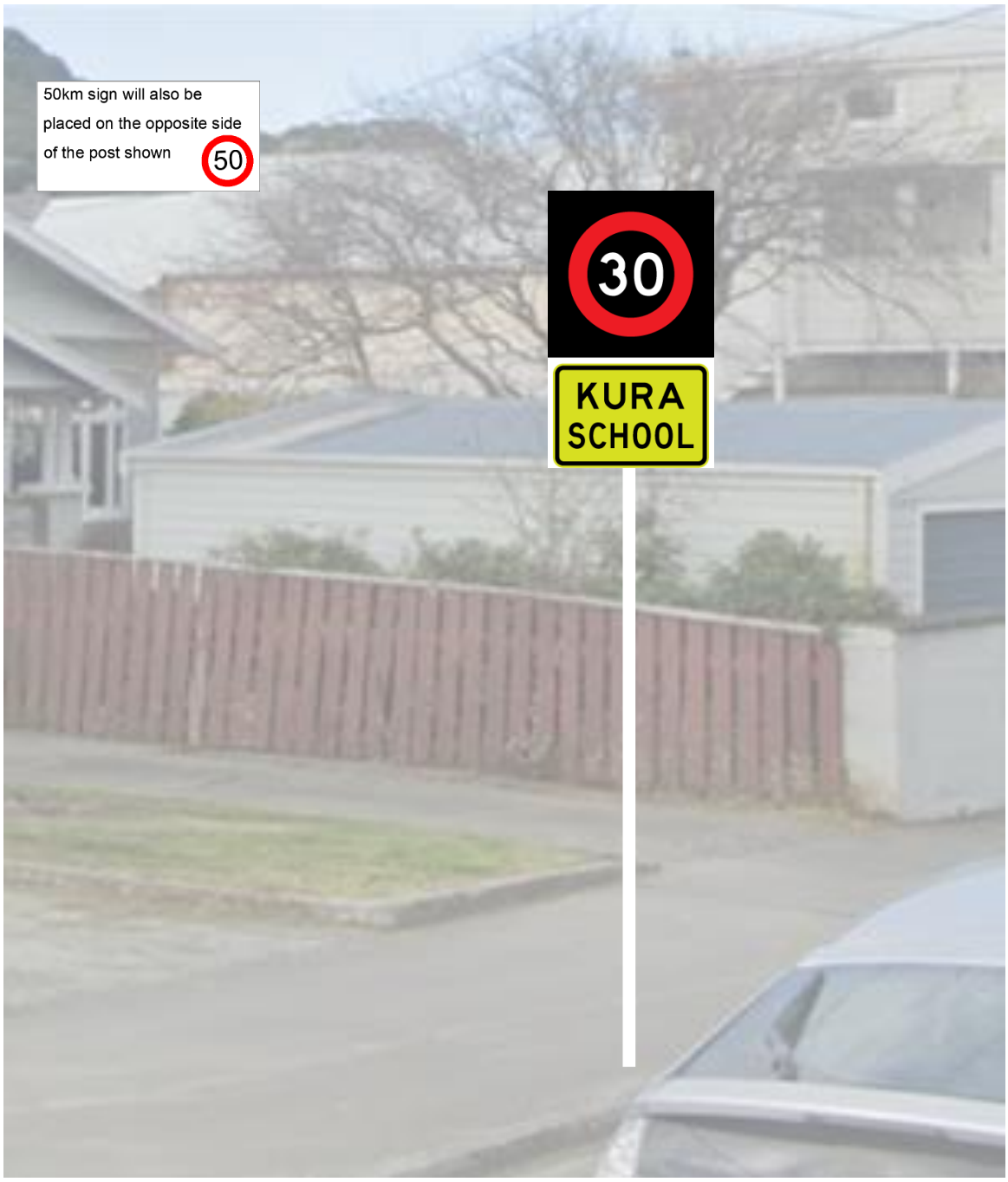

209 The Parade

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200 The Parade

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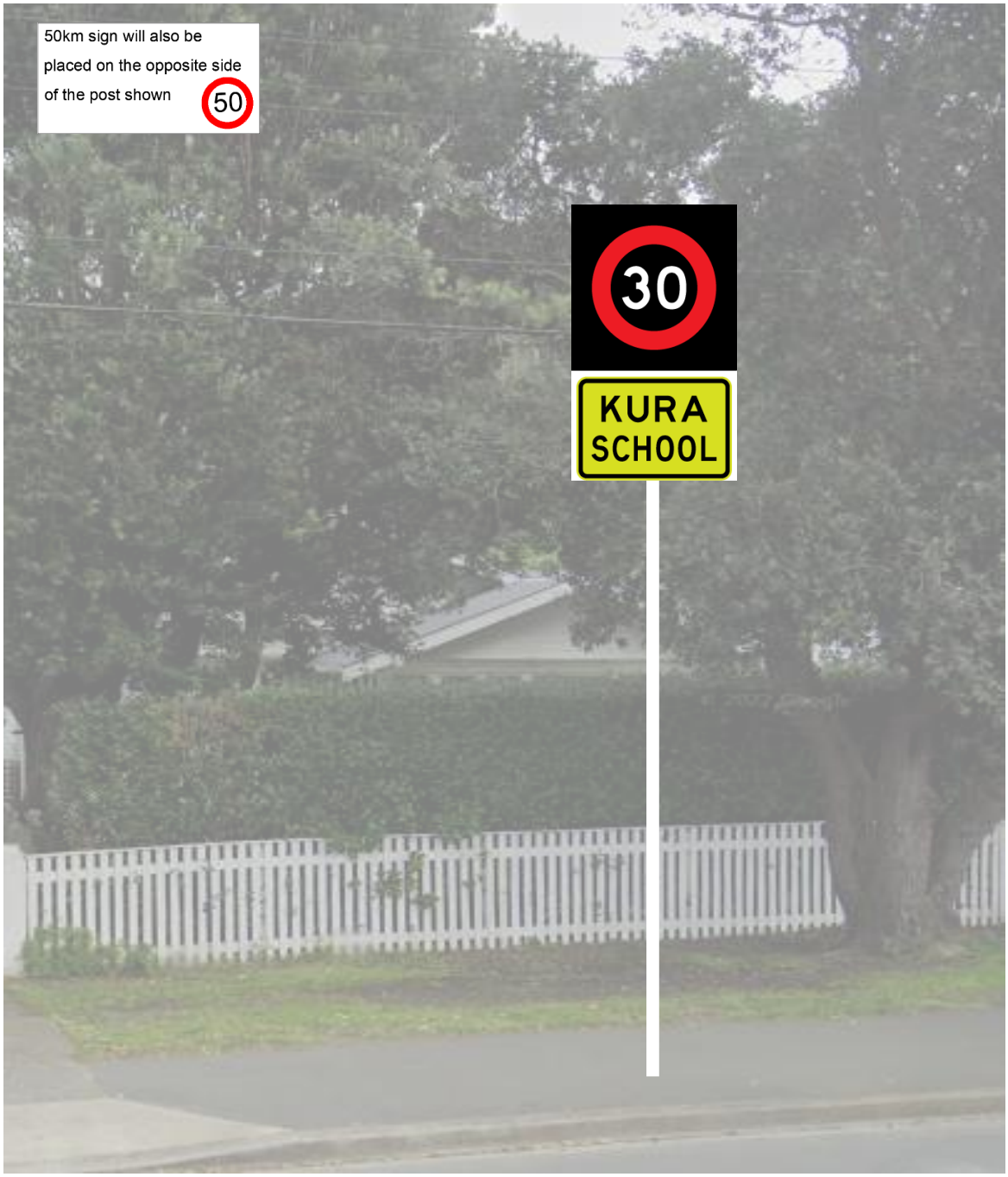

224 The Parade

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223 The Parade

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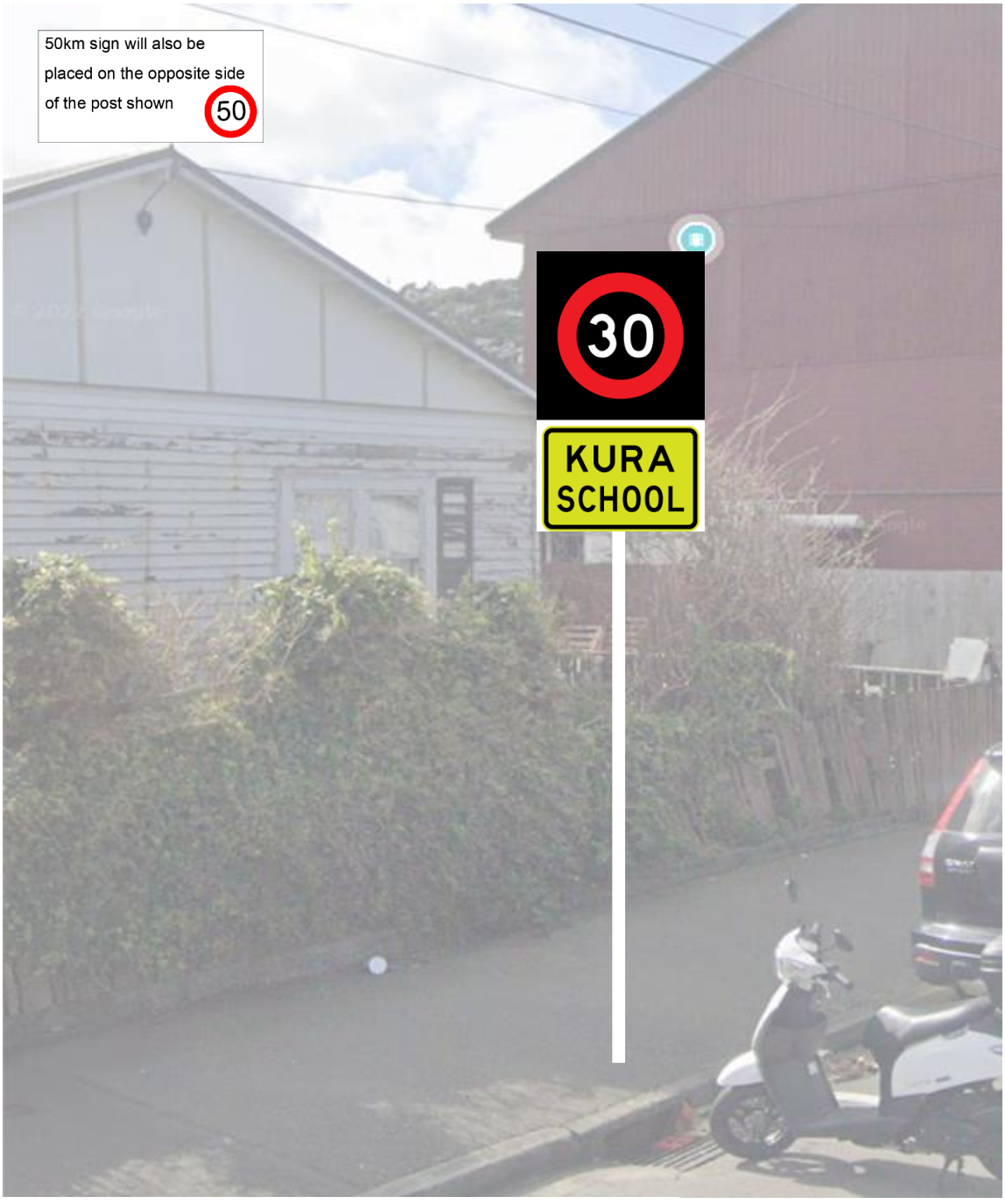

54 Mersey Street

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55 Mersey Street

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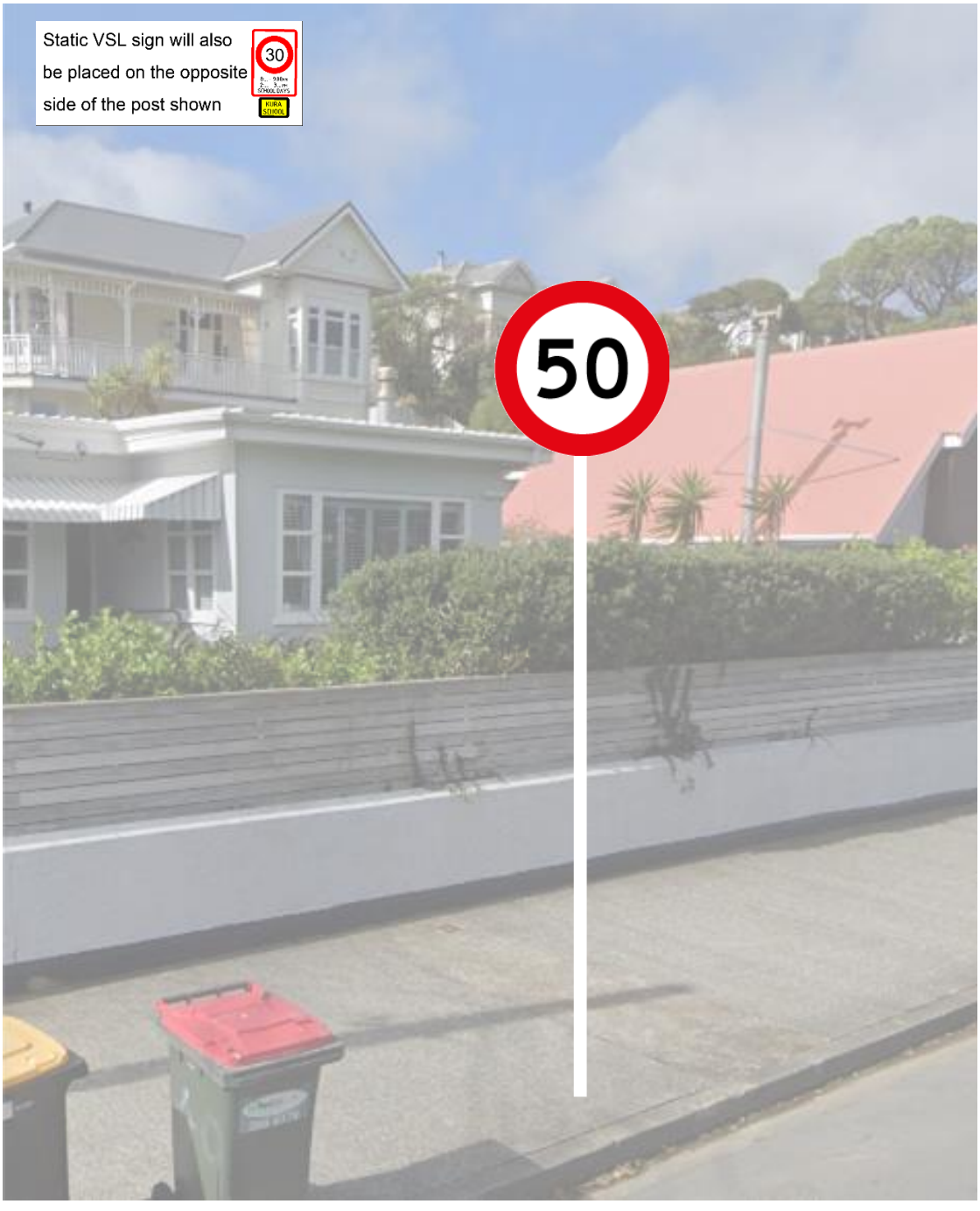

189 Clyde Street

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184 Clyde Street

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92 Tiber Street

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85 Tiber Street

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1 Mersey Street

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2 Mersey Street

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North of 15 Melbourne Road

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North of 15 Melbourne Road

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98 Clyde Steet

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99 Clyde Steet

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR76—25 Clifton Terrace School - Variable speed limit
Location – where we propose to make the change	Clifton Terrace and San Sebastian Road from 8:20am-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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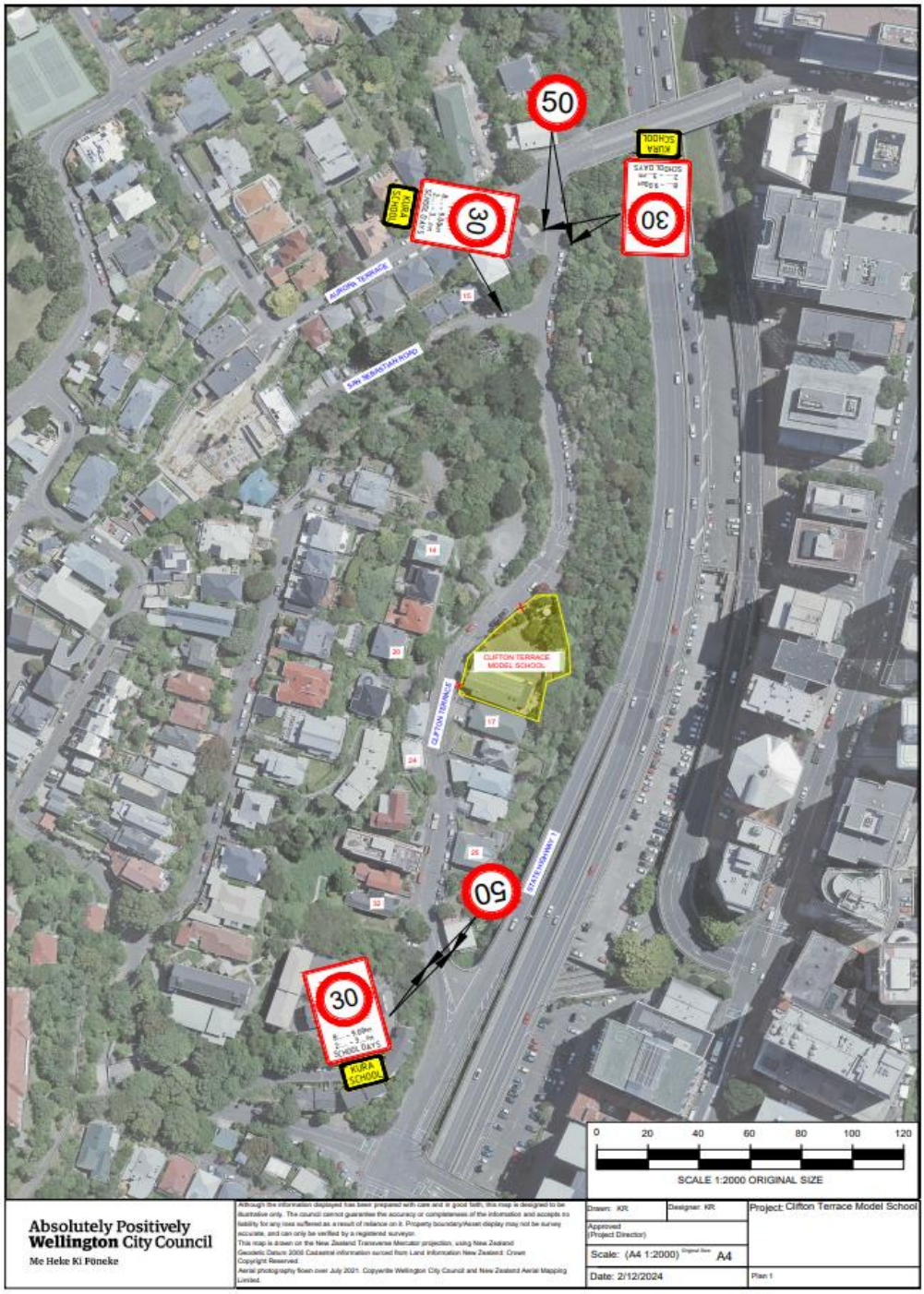
Traffic Resolution Plan: TR76-25 Clifton Terrace School - Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Clifton Terrace School

Column One	Column Two	Column Three
Clifton Terrace	*30kph* *8:20am-9:10am* *2:40-3:40pm* School Days Only	*Beginning 15 meters south its intersection with Aurora Terrace (Grid coordinates X= 1,748,494.332 Y= 5,428,454.719) and extending in a southerly direction following the eastern kerb line for 317 meters.*
San Sebastian Road	*30kph* *8:20am-9:10am* *2:40-3:40pm* School Days Only	*Beginning 13 meters west its intersection with Clifton Terrace (Grid coordinates X= 1,748,472.870 Y= 5,428,417.016) and extending in an easterly direction following the northern kerb line for 13 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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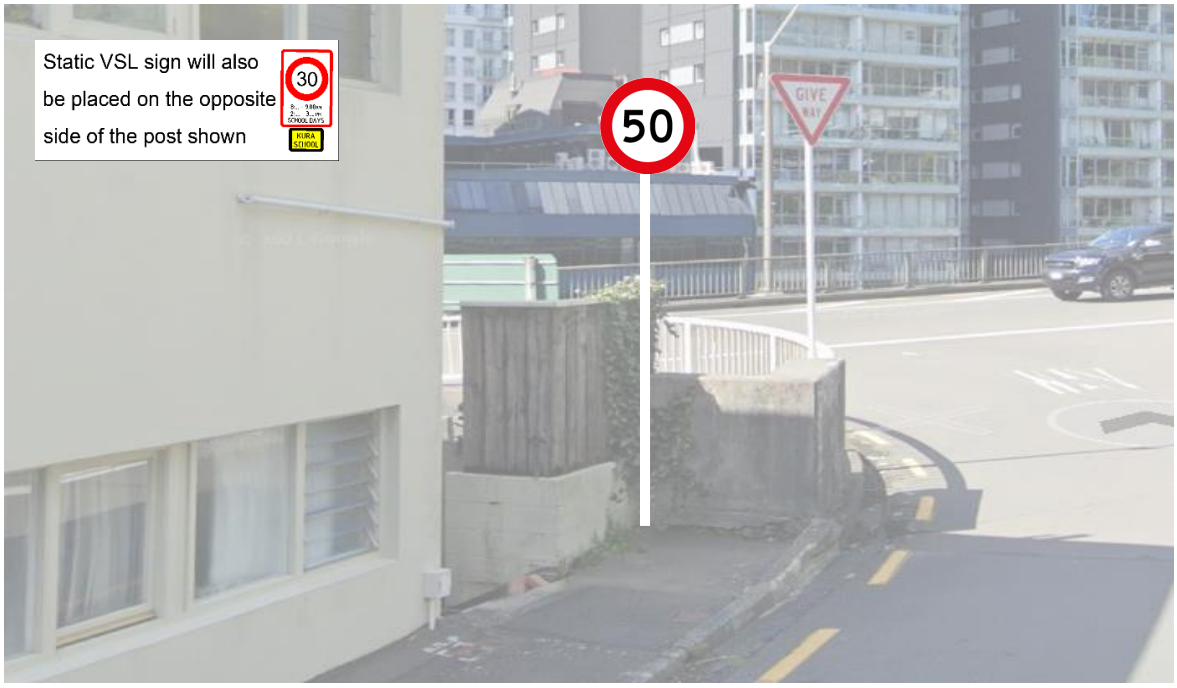

29 Clifton Terrace

Opposite 29 Clifton

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Intersection of San Sebastian Road and Clifton Terrace

Opposite 1/41 Aurora Terrace, located on Clifton Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 1/41 Aurora Terrace, located on Clifton Terrace

1/41 Aurora Terrace, located on Clifton Terrace

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR77-25 Cardinal McKeefry School – Variable speed limit
Location – where we propose to make the change	Walworth Road, Wilton road, Worchester Street, Curtis Street and Albemarle Road from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

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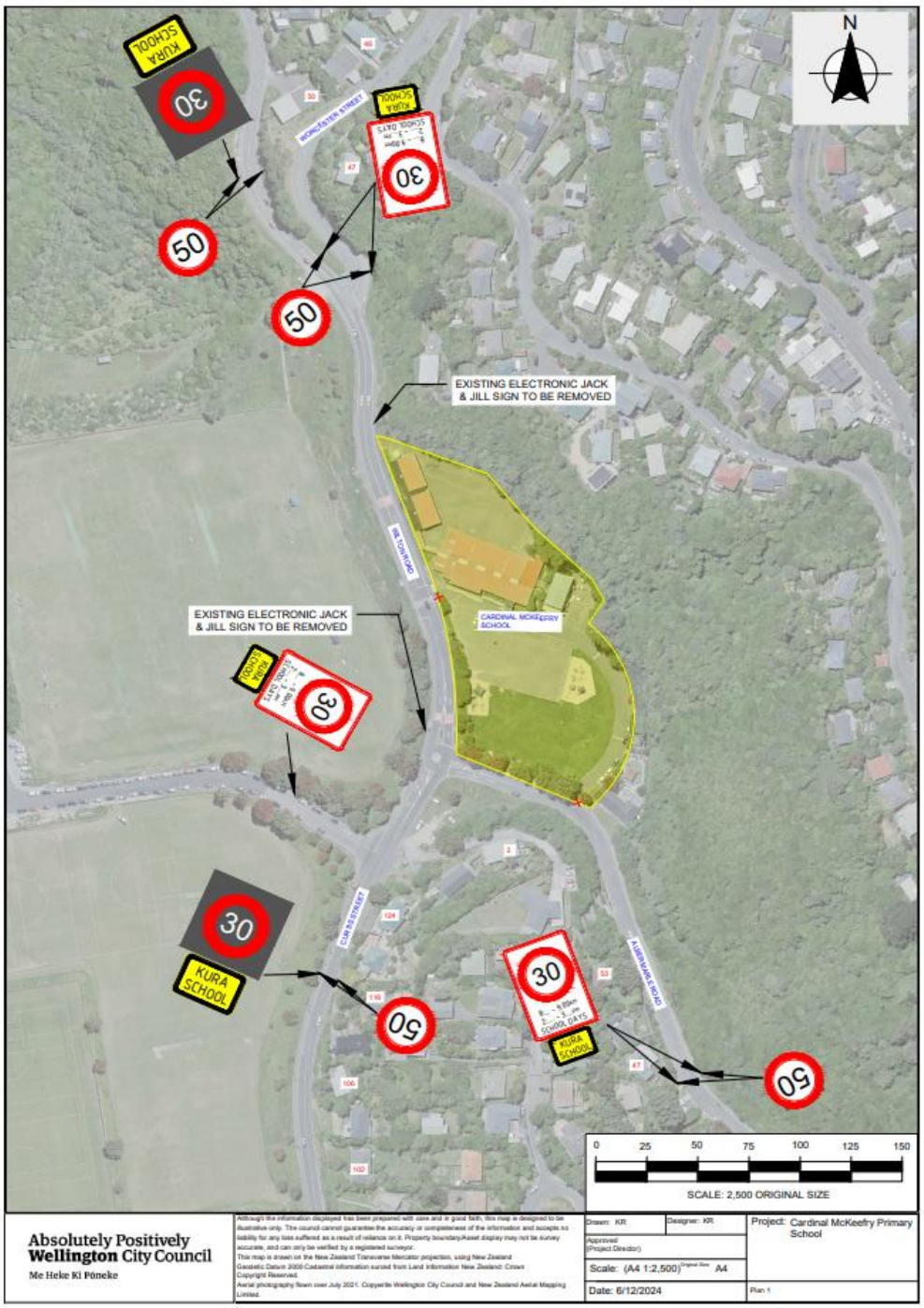
	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Traffic Resolution Plan:TR77-25 Cardinal McKeefry School – Variable speed limit



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Legal Description:

Table 1: Proposed speed limits for Cardinal Mckeefry School

Column One	Column Two	Column Three
Curtis Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 65 meters north its intersection with Worchester Street (Grid coordinates X= 1,747,000.741 Y= 5,429,403.821) and extending in a southerly direction following the eastern kerb line for 439 meters.*
Worchester Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 20 meters north its intersection with Curtis Street (Grid coordinates X= 1,747,052.718 Y= 5,429,357.120) and extending in a southerly direction following the eastern kerb line for 20 meters.*
Albemarle Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 350 meters west of its intersection with Pembrooke Road (Grid coordinates X= 1,747,214.892 Y= 5,428,950.364) and extending in a northerly direction following the eastern kerb line for 213 meters.*
Walworth Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 47 meters west of its intersection with Curtis Street (Grid coordinates X= 1,747,019.924 Y= 5,429,089.878) and extending in an easterly direction following the northern kerb line for 47 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Opposite and South of 233 Wilton

Opposite and South of 233 Wilton

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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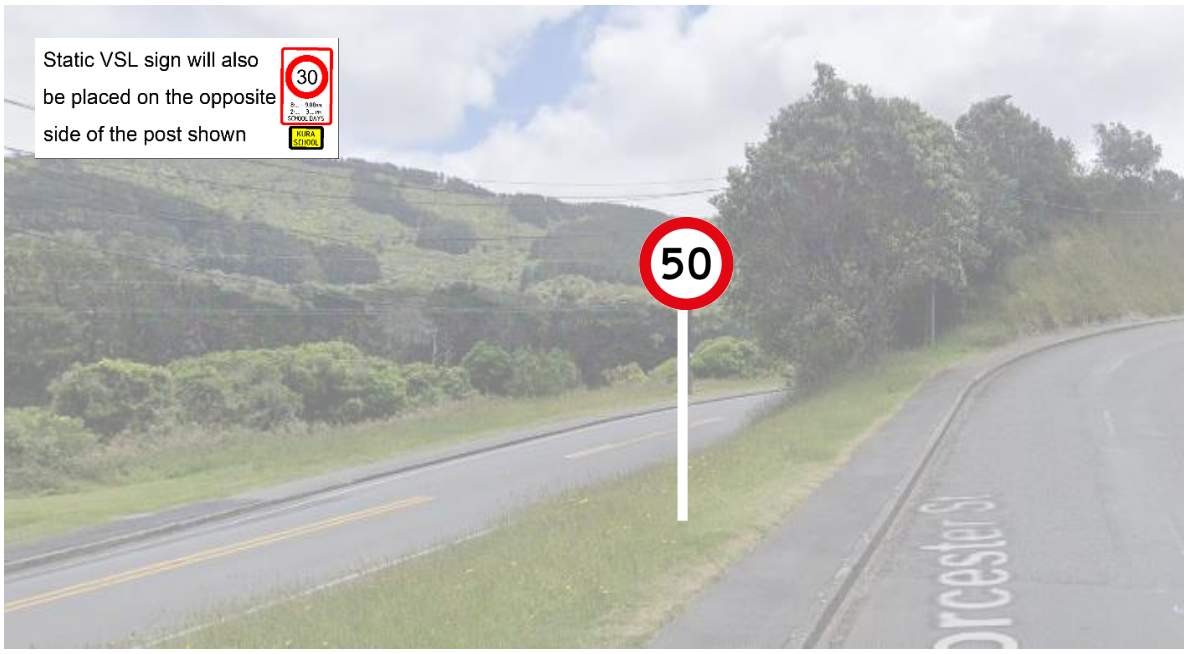

Opposite 47 Worcester Street

Intersection of Worchester Street and Wilton Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 116 Wilton Road

Opposite 116 Wilton Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 47 Albemarle Road

47 Albemarle Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Intersection of Walworth Road and Wilton Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR78-25 Berhampore Primary School – Variable speed limit
Location – where we propose to make the change	Britomart Street, Stanley Street, Morton Street, Chilka Street and Adelaide Road from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council.
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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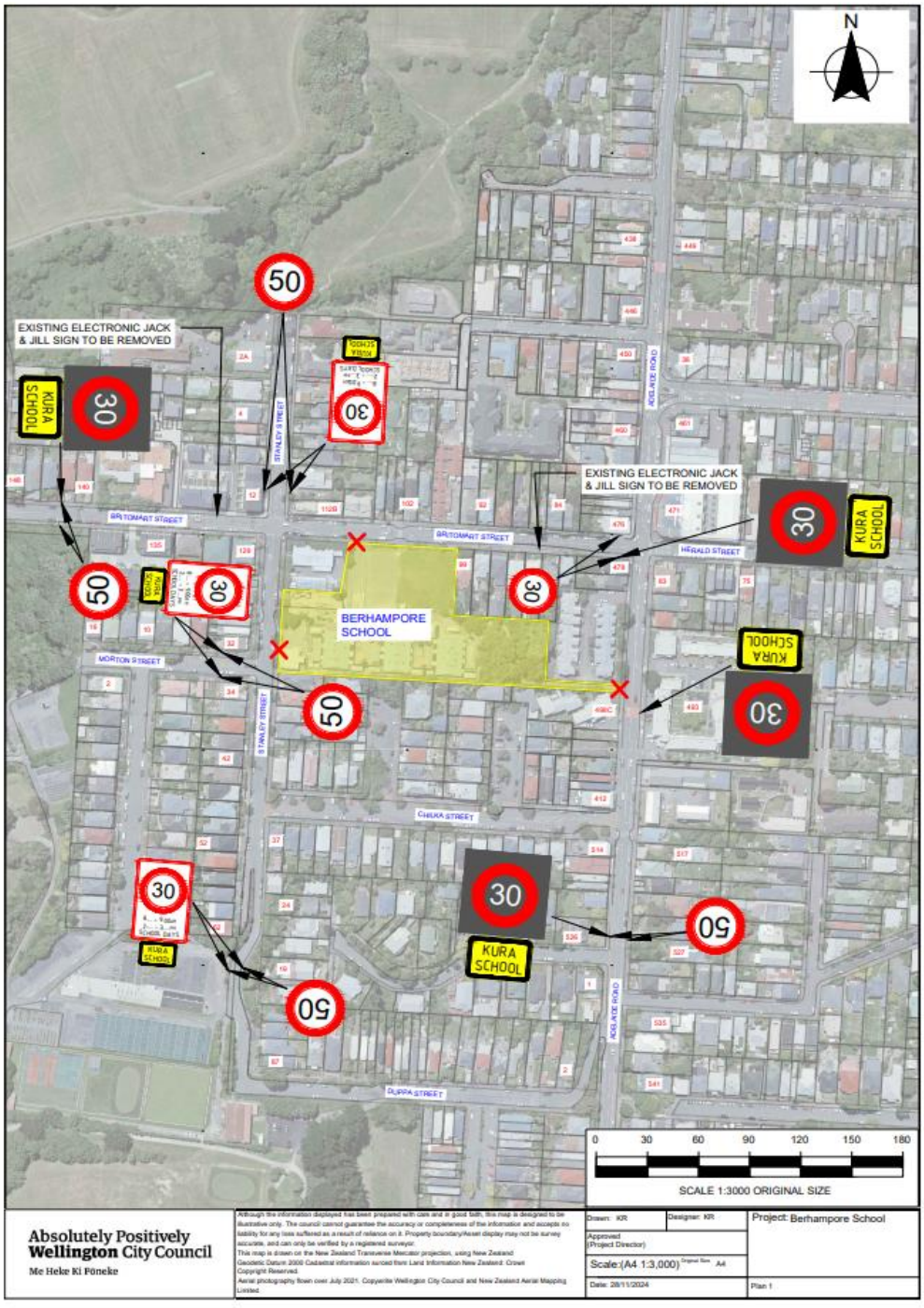
Traffic Resolution Plan: TR78-25 Berhampore Primary School – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Berhampore Primary School

Column One	Column Two	Column Three
Stanley Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* School Days Only	*Beginning 18 meters north its intersection with Britomart Street (Grid coordinates X= 1,748,364.278 Y= 5,424,156.934) and extending in a southerly direction following the western kerb line for 18 meters.*
Stanley Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* School Days Only	*Beginning 63 meters south its intersection with Chilka Street (Grid coordinates X= 1,748,354.214 Y= 5,423,896.738) and extending in a northerly direction following the eastern kerb line for 235 meters.*
Britomart Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* School Days Only	*Beginning 8 meters west of its intersection with Adelaide Road (Grid coordinates X= 1,748,565.123 Y= 5,424,119.499) and extending in a westerly direction following the southern kerb line for 329 meters.*
Morton Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* School Days Only	*Beginning 42 meters east of its intersection with Emerson Street (Grid coordinates X= 1,748,331.777 Y= 5,424,051.080) and extending in an easterly direction following the southern kerb line for 22 meters.*
Chilka Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* School Days Only	*Beginning at its intersection with Stanley Street (Grid coordinates X= 1,748,356.842 Y= 5,423,959.914) and extending in an easterly direction following the southern kerb line for 208 meters.*
Adelaide Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* School Days Only	*Beginning 62 meters north of its intersection with Stanley Street (Grid coordinates X= 1,748,571.799 Y= 5,424,022.393) and extending in a southerly direction following the eastern kerb line for 139 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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64 Stanley Street

64 Stanley Street

Time periods Sign location, size, and placement shown are indicative only.
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64 Stanley Street

64 Stanley Street

Time periods Sign location, size, and placement shown are indicative only.
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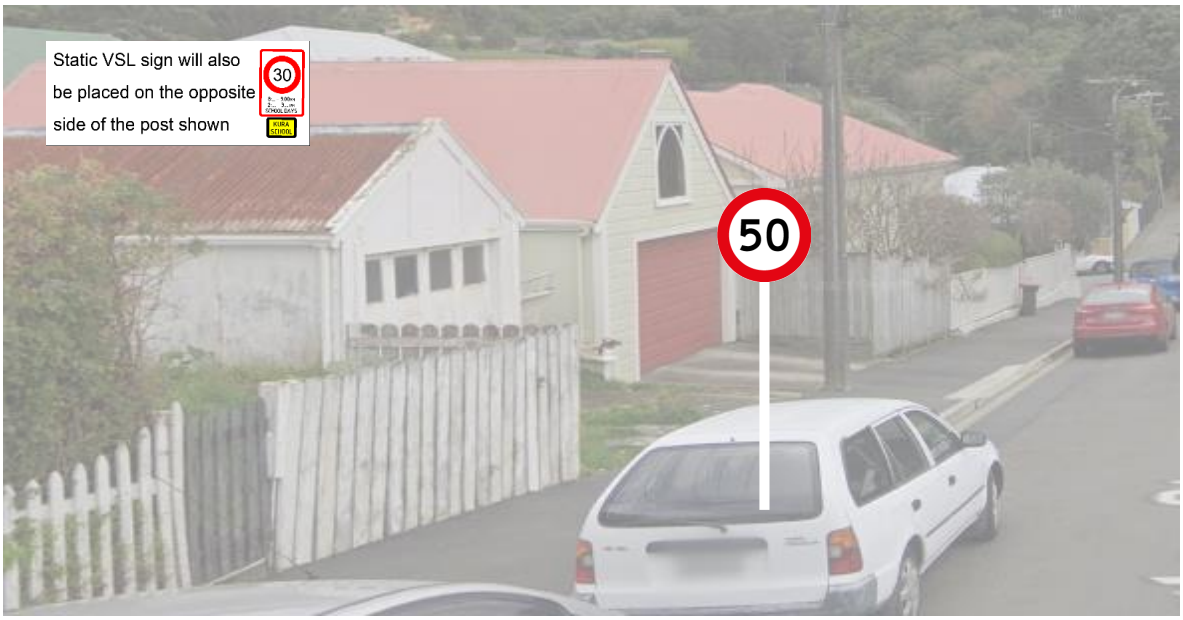
32 Stanley Street, located on Morton Street



34 Stanley Street, located on Morton Street

Time periods Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

Opposite 142 Britomart Street

144 Britomart Street

Time periods Sign location, size, and placement shown are indicative only.
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12 Stanley Street

17 Stanley Street

Time periods Sign location, size, and placement shown are indicative only.
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478 Adelaide Street, located on Britomart Street. Sign will show 30km during pick-up/drop-off and 50km at other times.

Opposite 478 Adelaide Street, located on Britomart Street. Sign will show 30km during pick-up/drop-off and 50km at other times.

Base imagery sourced from © 2025 Google Street View.

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493 Adelaide Road. Sign will show 30km during pick-up/drop-off and 50km at other times.

498 Adelaide Road. Sign will show 30km during pick-up/drop-off and 50km at other times.

Time periods Sign location, size, and placement shown are indicative only.
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526 Adelaide Road.

525 Adelaide Road.

Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR79-25 Amesbury School – Variable speed limit
Location – where we propose to make the change	Amesbury Drive, Erlestoke Crescent, Claverton Grove and Romain Road from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit Safe speed limits outside schools - Projects - Wellington City Council. • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30km per hour is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council.
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Privacy	• 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 feedback 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.
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Next Steps	1. Feedback collated by 28th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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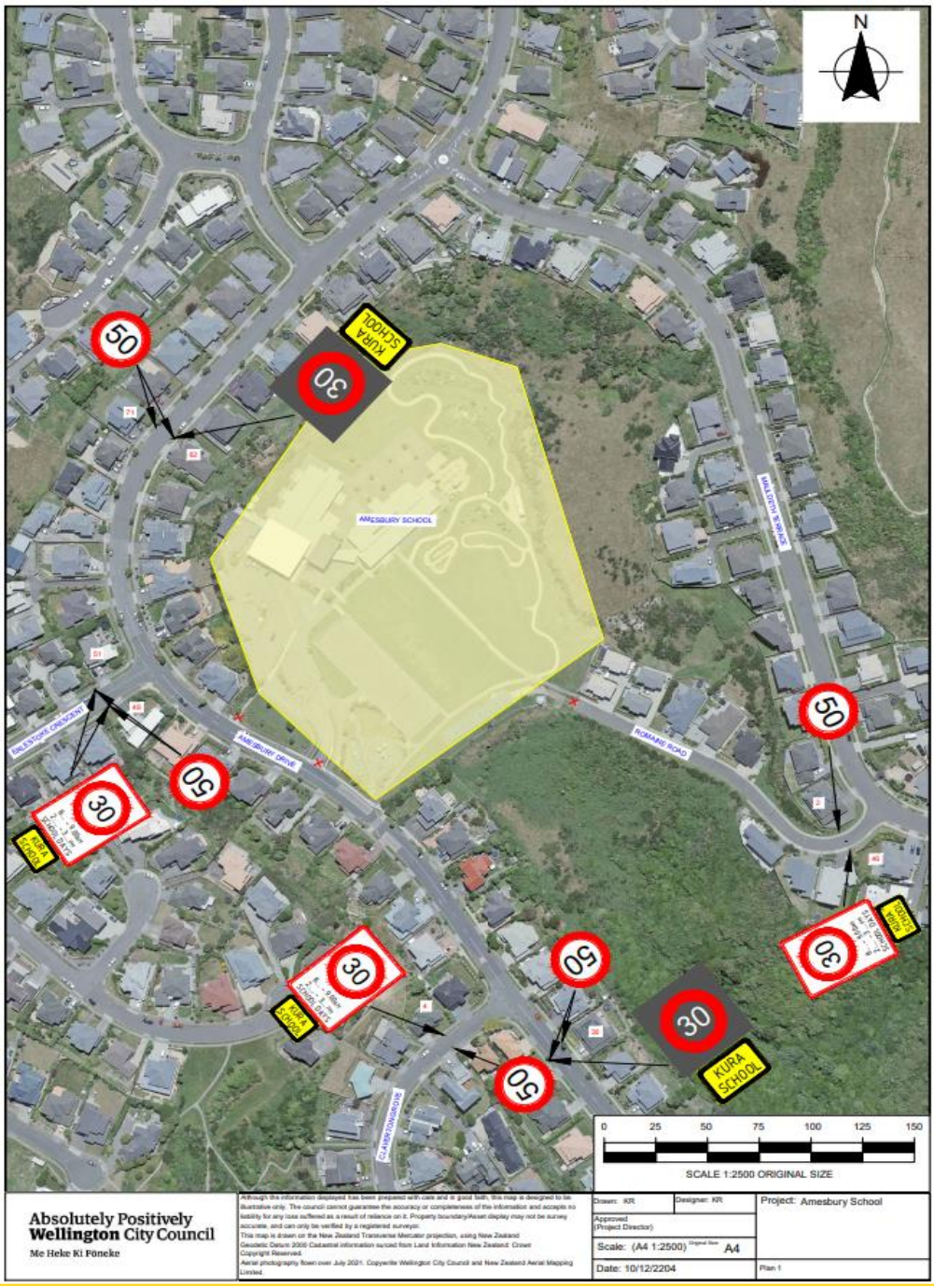
Traffic Resolution Plan: TR79-25 Amesbury School – Variable Speed Limit



Legal Description:

Table 1: Proposed speed limits for Amesbury School

Column One	Column Two	Column Three
Claverton Grove	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at the intersection of Amesbury Drive and Calverton Grove (Grid coordinates X= 1,751,209.111 Y= 5,437,419.655) and extending in an westerly direction following the northern kerb line for 34 meters.*
Amesbury Drive	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 36 meters south from the intersection of Amesbury Drive and Calverton Grove (Grid coordinates X= 1,751,234.336 Y= 5,437,392.944) and extending in a northerly direction following the western kerb line for 410 meters.*
Erlestoke Crescent	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at the intersection of Amesbury Drive and Erlestoke Crescent (Grid coordinates X= 1,751,034.896 Y= 5,437,589.010) and extending in a westerly direction following the northern kerb line for 27 meters.*
Romaine Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 20 west of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,034.896 Y= 5,437,589.010) and extending in a westerly direction following the northern kerb line for 152 meters.*

Prepared By:	Karl Rudge	**(Transport Engineer)**
Approved By:	Dennis D	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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4 Claverton Grove

1 Claverton Grove

Time periods, Sign location, size, and placement shown are indicative only.
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25 Amesbury Drive

30 Amesbury Drive

Time periods, Sign location, size, and placement shown are indicative only.
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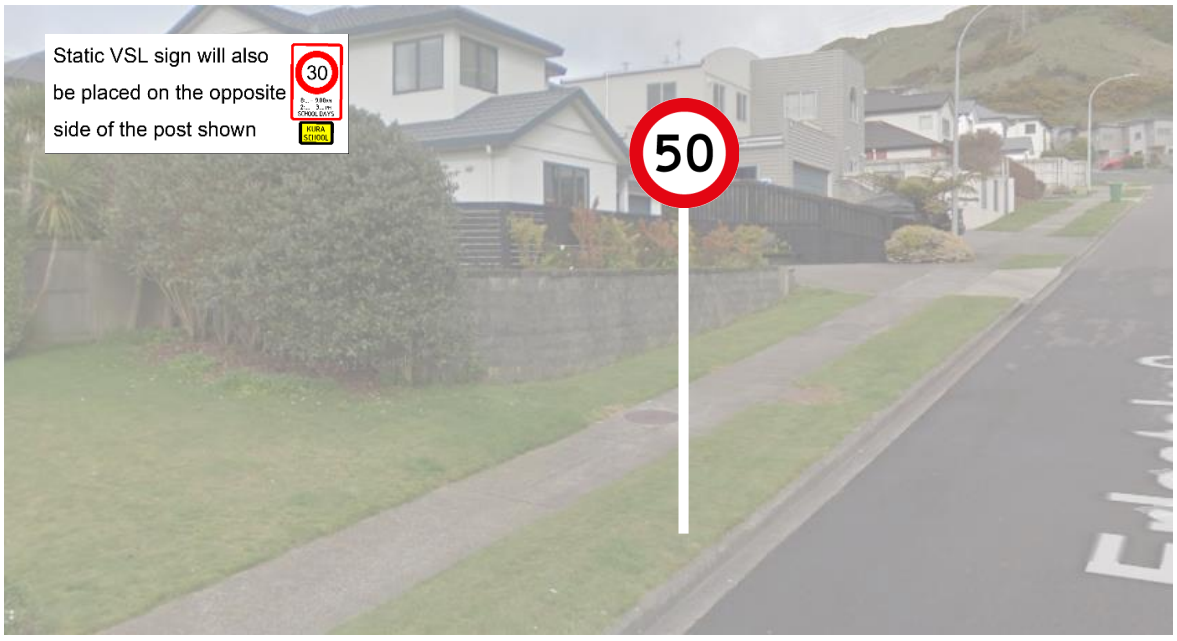
4 Erlestoke Crescent



49 Amesbury Drive, located on Erlstoke Crescent

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

71 Amesbury Drive

62 Amesbury Drive

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Opposite 3 Romaine Road

Opposite 3 Romaine Road

Time periods, Sign location, size, and placement shown are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR80-25 West Park School – Variable Speed Limit
Location – where we propose to make the change	Truscott Avenue, Broderick Road, Cortina Avenue, Kipling Street, Rudyard Crescent and Atua Street from 8:20am-9:10am and 2:40pm-3:40pm.
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.x

Legal Description:

Table 1: Proposed variable speed limit for West Park School

Column One	Column Two	Column Three
Truscott Avenue	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 33 metres north of its intersection with Fairburn Grove (Grid coordinates X= 1750527474.077 Y=5434620353.947) and extending in a northerly direction following the eastern kerb line for 158 metres.*
Broderick Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 15 metres west of its intersection with Bannister Avenue (Grid coordinates X=1750890827.679 Y=5434761978.905) and extending in a westerly direction following the northerly kerb line for 315 metres.*
Broderick Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 15 metres north of its intersection with Truscott Avenue (Grid coordinates X=1750587989.800 Y=5434776311.016) and extending in a southerly direction following the eastern kerb line for 15 metres.*
Cortina Avenue	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 23 metres north from its intersection with Broderick Road (Grid coordinates X=1750750938.592 Y=5434835451.431) and extending in a southerly direction following the eastern kerb line for 23 metres.*
Kipling Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 24 metres west of its intersection with Bannister Avenue (Grid coordinates X=1750850845.499 Y=5434641049.362) and extending in a westerly direction following the southern kerb line for 383 metres.*
Rudyard Crescent	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 16 metres south-east of its intersection with Kipling Street (Grid coordinates X=1750736067.704 Y=5434596487.216) and extending in a westerly direction following the southern kerb line for 16 metres.*
Atua Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 metres south-east of its intersection with Kipling Street (Grid coordinates X=1750628696.796 Y=5434505880.043) and extending in a westerly direction following the southern kerb line for 17 metres.*

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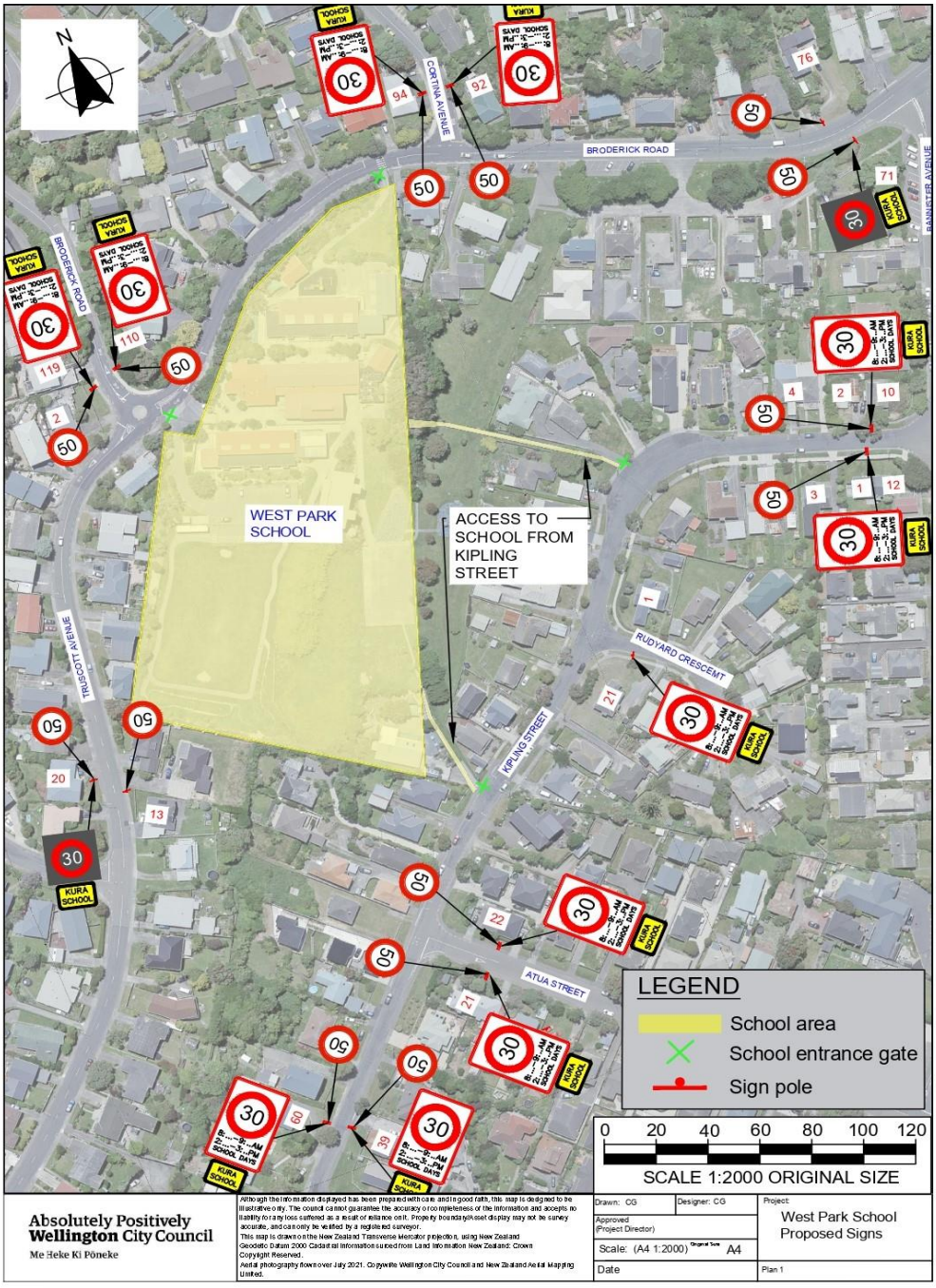
Traffic Resolution Plan: TR80-25 West Park School - Variable Speed Limit



Location: 20 Truscott Avenue (Northbound)

Location: 13 & 20 Truscott Avenue (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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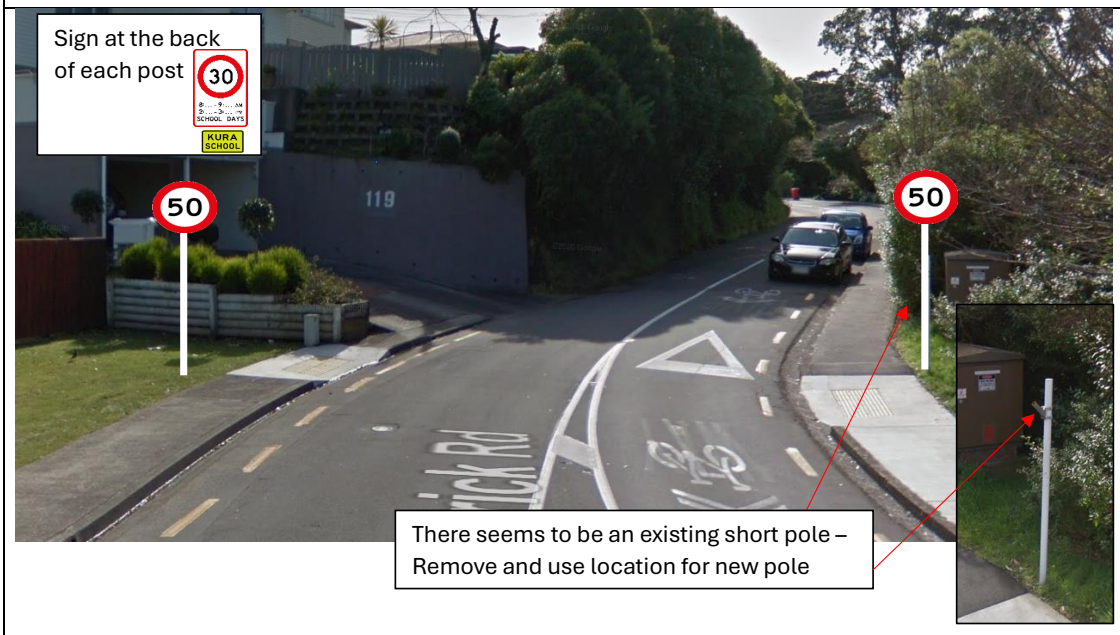
Location: 119 Broderick Road (towards school)

Location: 119 Broderick Road (away from school)



Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 94 Cortina Avenue (toward Broderick Road)

Location: 94 Cortina Avenue

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: Opposite to 76 Broderick Road (eastbound)

Location: 76 Broderick Road (westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 1 & 2 Kipling Street (towards school)

Location: 1 & 2 Kipling Street (towards Banister Avenue)

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: 21 Kipling Street (sign on Rudyard Crescent side) – opposite to the street light post

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Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 21 & 22 Atua Street (towards Kipling Street)

Location: 21 & 22 Atua Street (away from Kipling Street)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 60 & 39 Kipling Street (northbound)

Location: 60 & 39 Kipling Street (southbound)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR81-25 Wellington East Girls College, Wellington College & St Marks Church School – Variable Speed Limit
Location – where we propose to make the change	**<u>Austin Street, Elice Street and Patterson Street:</u>** 8:00am-9:00am and 3:00pm-4:00pm (except on Fridays 2:20pm-3:00pm) School Days Only **<u>SH1, Dufferin Street, Adelaide Road and Alfred Street:</u>** 7:00am-9:00am and 3:00pm-4:00pm (except on Fridays 7:00am-10:20am and 2:20pm-4:00pm) School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required

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	as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:

Table 1: Proposed variable speed limits for Wellington East Girls College, Wellington College & St Marks Church School

Column One	Column Two	Column Three
Austin Street	*30kph* *8:00am-9:00am* *3:00pm-4:00pm (except on Fridays 2:20-3:00pm)* *School Days Only*	*Beginning 24 metres north of its intersection with Elice Street (Grid coordinates X=1749508108.755 Y=5426302149.103) and extending in a southerly direction following the western kerb line for 120 metres.*
Ellice Street	*30km/h* *8:00am-9:00am* *3:00pm-4:00pm (except on Fridays 2:20pm-3:00pm)* *School Days Only*	*Beginning 12 metres west of its intersection with Austin (Grid coordinates X=1749509803.391 Y=5426269398.610) and extending in a westerly direction following the southern kerb line for 56 metres.*
Patterson Street	*30km/h* *8:00am-9:00am* *3:00pm-4:00pm (except on Fridays 2:20pm-3:00pm)* *School Days Only*	*Beginning 50 metres south-east of its intersection with Brougham Street (Grid coordinates X=1749306125.732 Y=5426257373.466) and extending in an easterly direction following the northern kerb line for 164 metres.*
State Highway 1 (via Mount Victoria Tunnel) *Signage on State Highway 1 subject to NZTA approval*	*30kph* 7:00am-9:00am 3:00pm-4:00pm (except on Fridays 7:00am-10:20am and 2:20pm-4:00pm) *School Days Only*	*Beginning 38 metres south of its intersection with Ellice Street (Grid coordinates X=1749168468.013 Y=5426399867.662) and extending in an easterly direction following the eastern kerb line for 298 metres.*
State Highway 1 (via Basin Reserve) *Signage on State Highway 1 subject to NZTA approval*	*30kph* 7:00am-9:00am 3:00pm-4:00pm (except on Fridays 7:00am-10:20am and 2:20pm-4:00pm) *School Days Only*	*Beginning 38 metres south of its intersection with Ellice Street (Grid coordinates X=1749168468.013 Y=5426399867.662) and extending in a south-westerly direction following the western kerb line for 309 metres*

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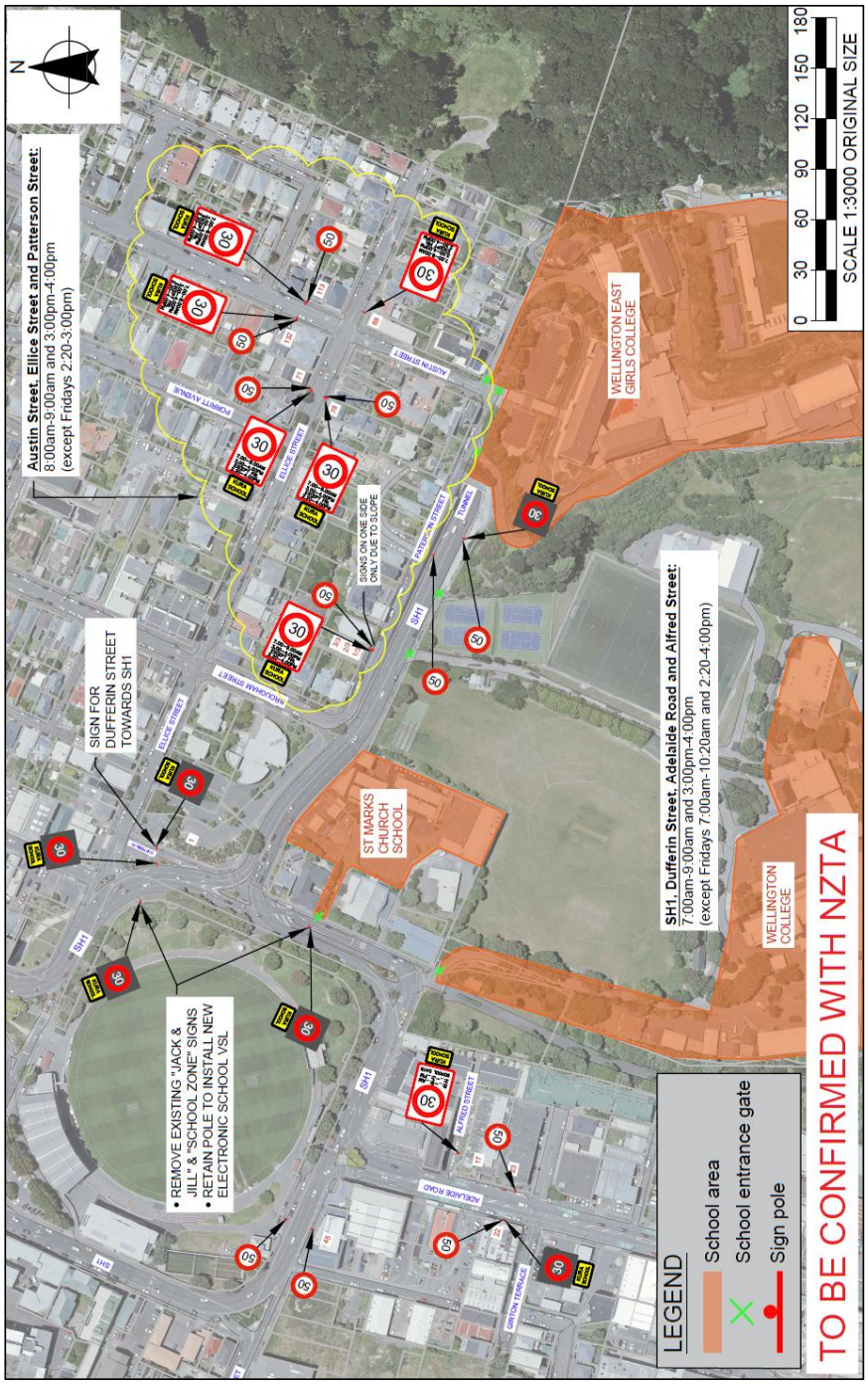
Column One	Column Two	Column Three
Dufferin Street	*30kph* 7:00am-9:00am 3:00pm-4:00pm (except on Fridays 7:00am-10:20am and 2:20pm-4:00pm) *School Days Only*	*Beginning 18 metres south of its intersection with Ellice Street (Grid coordinates X=1749186428.425 Y=5426388954.276) and extending in a southerly direction following the eastern kerb line for 25 metres.*
Adelaide Road	*30kph* 7:00am-9:00am 3:00pm-4:00pm (except on Fridays 7:00am-10:20am and 2:20pm-4:00pm) *School Days Only*	*Beginning 18 metres north of its intersection with Girton Terrace (Grid coordinates X=1748977918.666 Y=5426184057.858) and extending in a northerly direction following the western kerb line for 95 metres.*
Alfred Street	*30kph* 7:00am-9:00am 3:00pm-4:00pm (except on Fridays 7:00am-10:20am and 2:20pm-4:00pm) *School Days Only*	*Beginning 16 metres east of its intersection with Adelaide Road (Grid coordinates X=1749009690.627 Y=5426213507.110) and extending in a westerly direction following the southern kerb line for 16 metres.*

Traffic Resolution Plan: TR81-25 Wellington East Girls College, Wellington College & St Marks Church School - Variable Speed Limit



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Location: 113 & 132 Austin Street (southbound)

Location: 113 & 132 Austin Street (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 88 Ellice Street (downhill)

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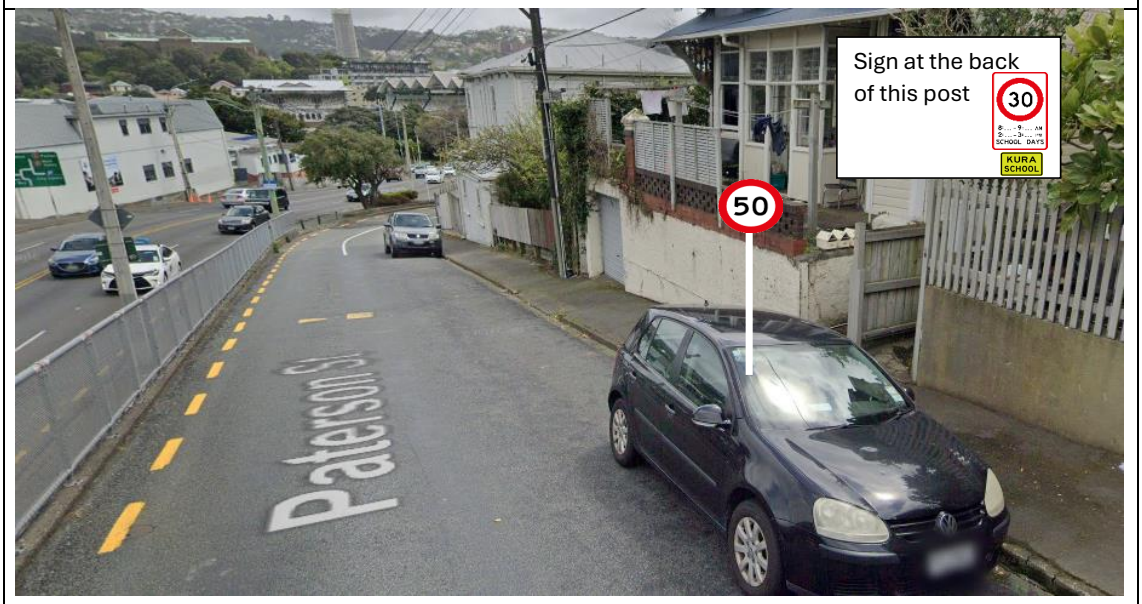
Location: 71 & 78 Ellice Street (Uphill)

Location: 71 & 78 Ellice Street (Downhill)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 3 Paterson Street (uphill – towards school)

Location: 3 Paterson Street (downhill)



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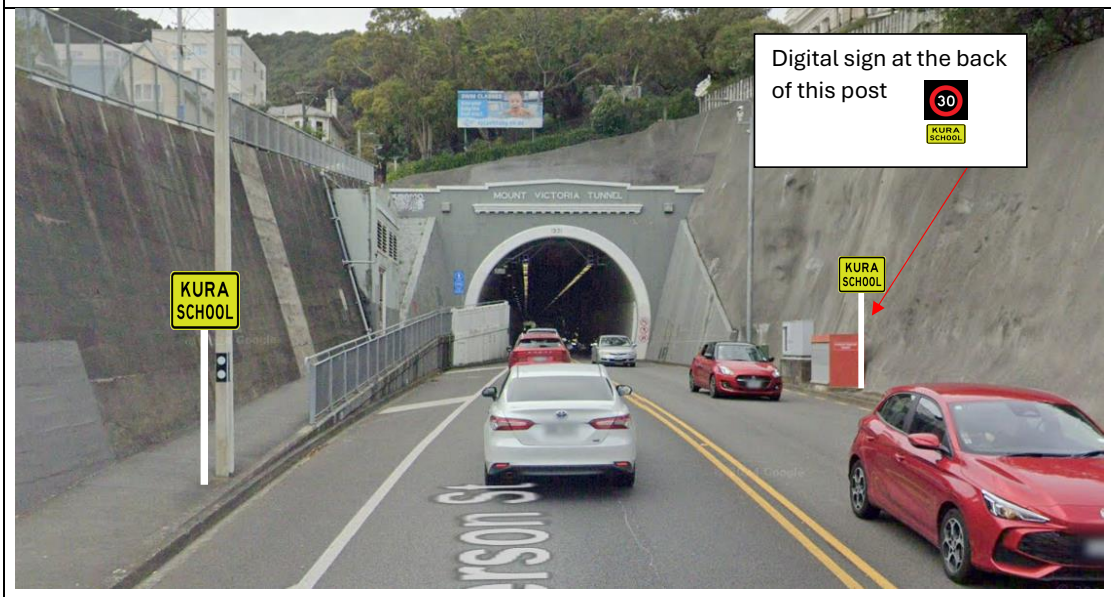
Location: SH1 (Westbound – Mount Victoria Tunnel exit)

Location: SH1 (Eastbound – Mount Victoria Tunnel entrance)



Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: SH1 - Basin Reserve (Towards Mount Victoria Tunnel)

Location: SH1 – Basin Reserve (Towards Newton or SH1 north)

Using existing pole from existing “school sign”

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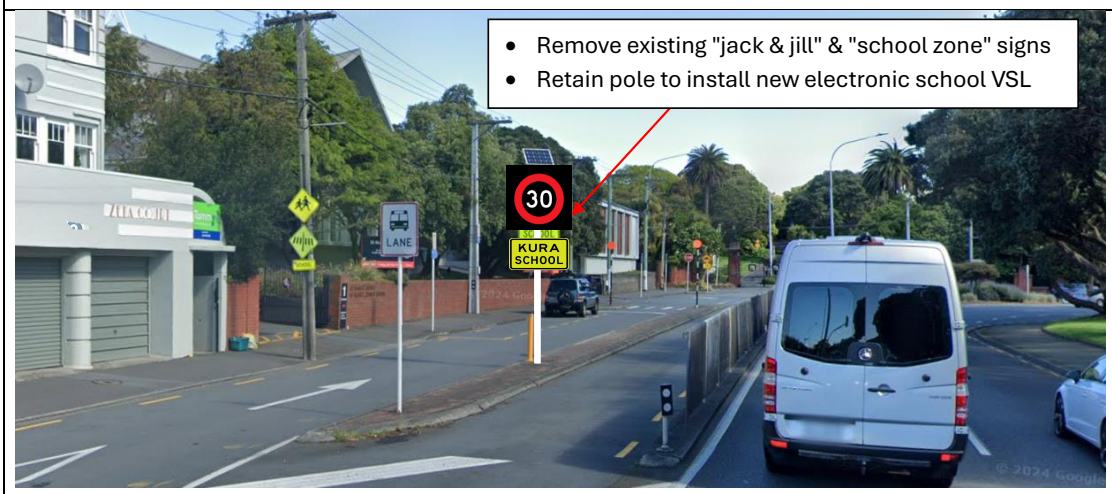
Location: 1 Dufferin Street – left of SH1 Basin Reserve

Location: Outside of St Marks Church School



Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 22 Adelaide Road (Northbound)

Location: 22 & 23 Adelaide Road (Southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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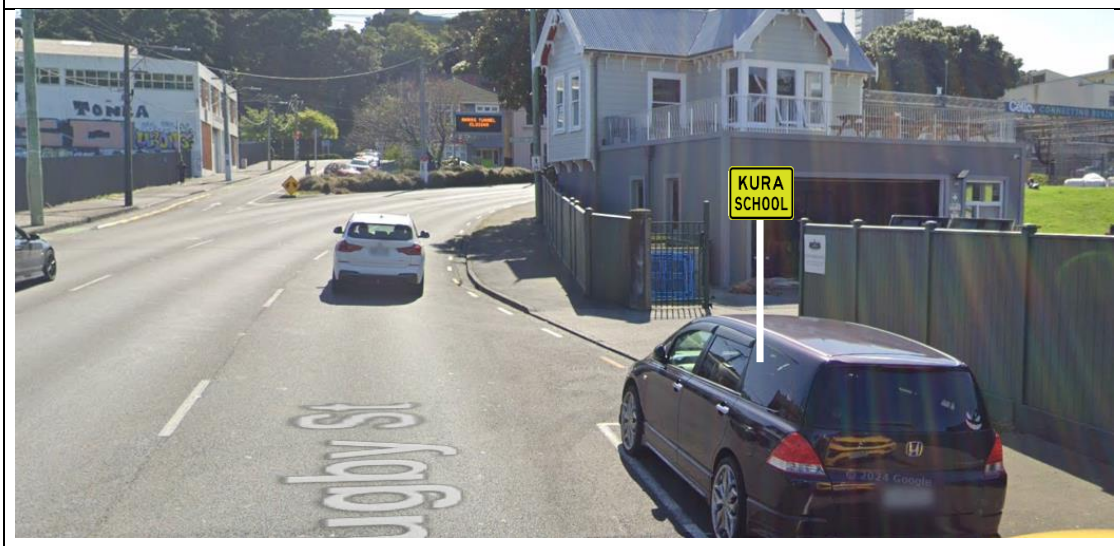
Location: 45 Rugby Street - SH1 (westbound towards War Memorial Park)

Location: Opposite to 45 Rugby Street - SH1 (westbound towards War Memorial Park)



Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: Alfred Street (towards Adelaide Street – corner of 17 Adelaide Road)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR82-25 TKKM o Nga Mokopuna – Variable Speed Limit
Location – where we propose to make the change	Marine Parade, Falkirk Avenue, Forres Street, Ventnor Street and Inglis Street from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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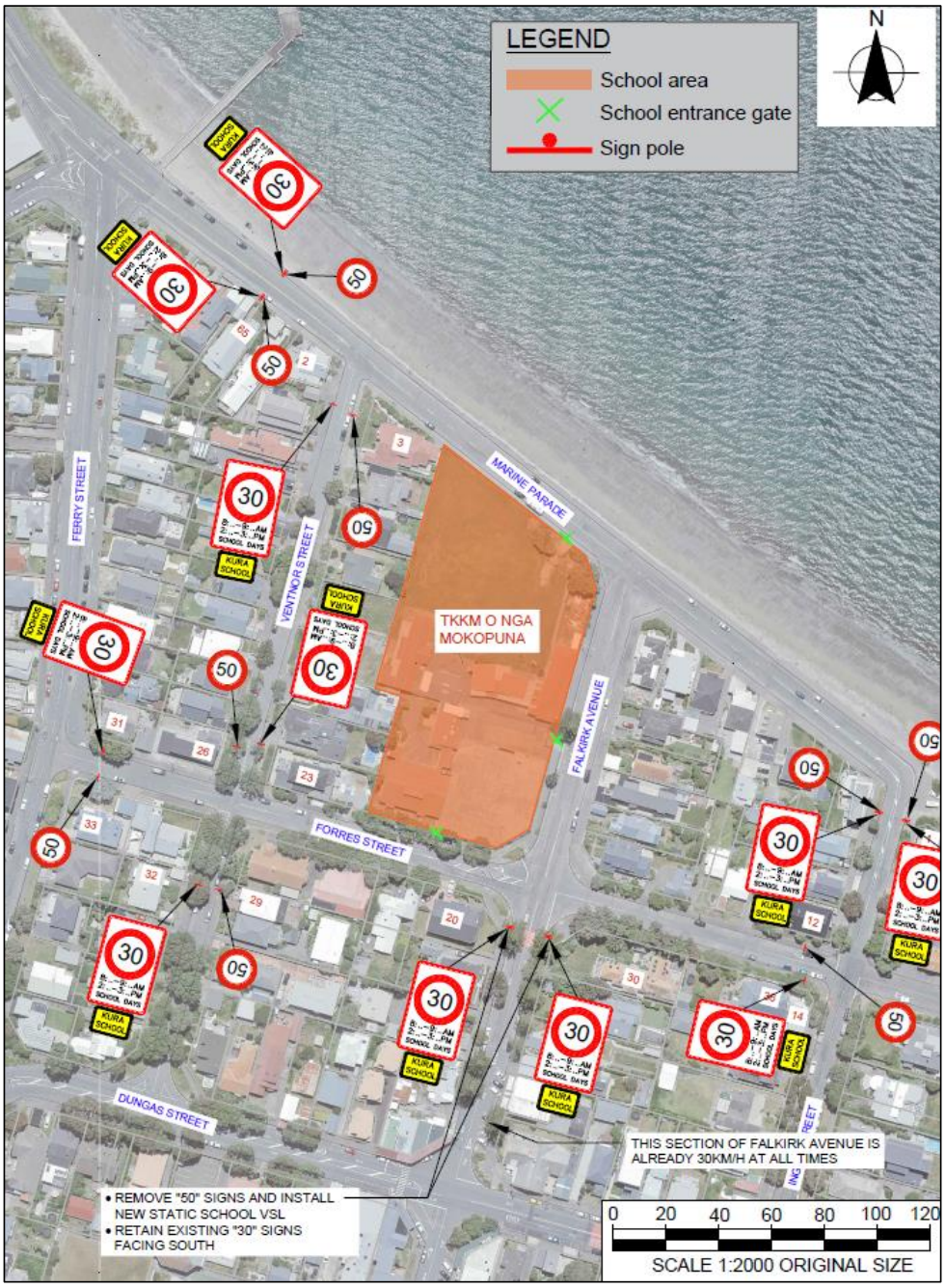
Legal Description:

Table 1: Proposed variable speed limits for TKKM o Nga Mokopuna

Column One	Column Two	Column Three
Marine Parade	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 81 metres east from its intersection with Ferry Street (Grid coordinates X=1753186294.097 Y=5424142925.420) and extending in an easterly direction following the northern kerb line for 301 metres.*
Ventnor Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 metres south of its intersection with Marine Parade (Grid coordinates X= 1753211366.568 Y= 5424096511.349) and extending in a northerly direction for 17 metres.*
Ventnor Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 29 metres south of its intersection with Forres Street (Grid coordinates X= 1753161665.081Y= 5423915132.913) and extending in a northerly direction following the westerly kerb line for 57 metres.*
Falkirk Avenue	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 metres south of its intersection with Forres Street (Grid coordinates X=1753282185.656 Y=5423897467.178) and extending in a northerly direction for 138 metres.*
Forrest Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 metres east of its intersection with Ferry Street (Grid coordinates X= 1753120221.807 Y= 5423962703.068) and extending in an easterly direction for 276 metres.*
Inglis Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 15 metres south of its intersection with Marine Parade (Grid coordinates X=1753420218.457 Y=5423941702.322) and extending in a northerly direction following the eastern kerb line for 15 metres.*

Traffic Resolution Plan: TR82-25 TKKM o Nga Mokopuna - Variable Speed Limit



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Location: 65 Marine Parade (eastbound)

Location: 65 Marine Parade (westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 3 Ventnor Street (southbound)

Location: 2 Ventnor Street (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 23 Ventnor Street (towards Forrest Street)

Location: 26 Ventnor Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: Forres Street- next to house in 31 Ferry Street

Location: Forres Street – next to house in 33 Ferry Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 32 Ventnor Street (northbound)

Location: 29 Ventnor Street (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 36 Forres Street (Eastbound) – corner with 12 Inglis Street

Location: 36 Forrest Street (Westbound) – corner with 14 Inglis Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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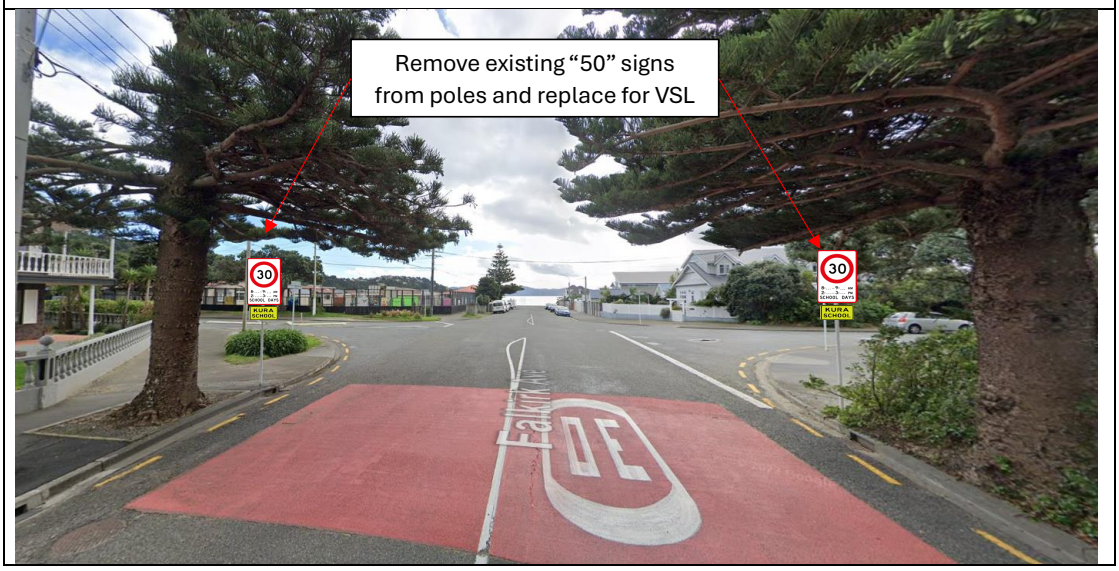
Location: 1 Inglis Street (northbound)

Location: 1 Inglis Street (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 20 Falkirk Avenue (northbound)



Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR83-25 Te Ara School – Variable speed limit
Location – where we propose to make the change	Fore Street and Winchester Street 8:20am-9:10am and 1:50pm-2:30pm (except on Fridays 12:50pm-1:30pm) School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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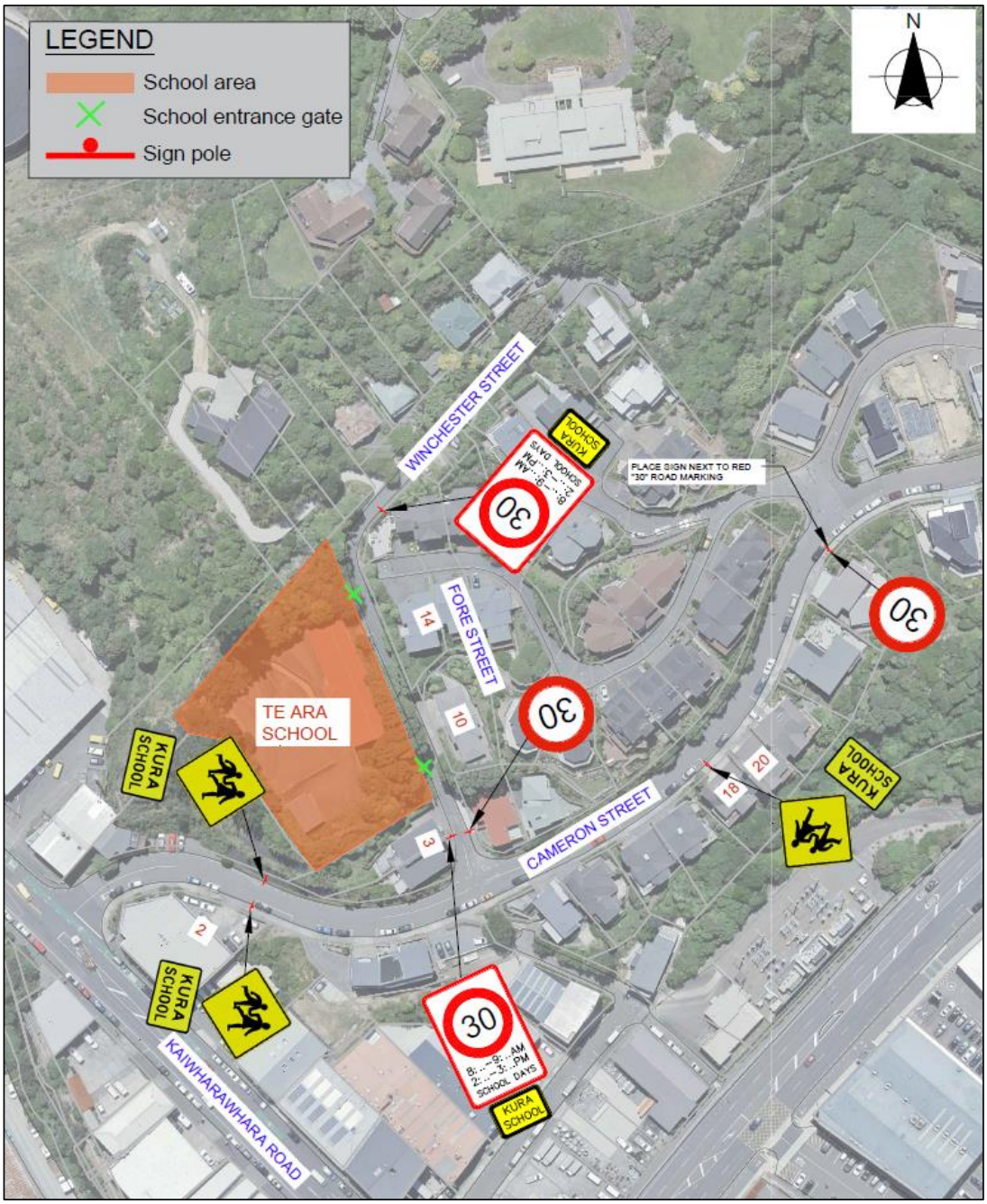
Legal Description:

Table 1: Proposed speed limit for Te Ara School

Column One	Column Two	Column Three
Fore Street	*30kph* *8:20am-9:10am* *1:50pm-2:30pm (except on Fridays 12:50pm-1:30pm)* *School Days Only*	*Beginning at intersection with Cameron Street (Grid coordinates X=1749919925.272 Y=5430954811.479) and extending in a northernly direction following the north easterly kerb line for 97 meters.*
Winchester Street	*30kph* *8:20am-9:10am* *1:50pm-2:30pm (except on Fridays 12:50pm-1:30pm)* *School Days Only*	*Beginning at its intersection with Fore Street (Grid coordinates: X=1749885542.065 Y=5431044971.728) and extending in a north easterly direction following the eastern kerb line for 12 metres.*

Traffic Resolution Plan: TR83-25 Te Ara School - Variable Speed Limit



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Location: 2 Cameron Street (uphill)

Location: 18 Cameron Street (downhill)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 3 Fore Street (uphill)

Location: 3 Fore Street (downhill)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 21 Winchester Street (downhill)

Location: 30 Cameron Street (downhill)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR84-25 Tawa School – Variable Speed Limit
Location – where we propose to make the change	Main Road and Oxford Street from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

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	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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.
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Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:

Table 1: Proposed variable speed limit for Tawa School

Column One	Column Two	Column Three
Oxford Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 162 meters south its intersection with Cambridge Street (Grid coordinates X=1753225692.465 Y=5440552015.455) and extending in a southerly direction following the eastern kerb line for 250 meters.*
Main Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 145 metres north from its intersection with Tawa Street (Grid coordinates X=1753079164.684 Y=5440163370.775) and extending in a northerly direction following the eastern kerb line for 167 metres.*

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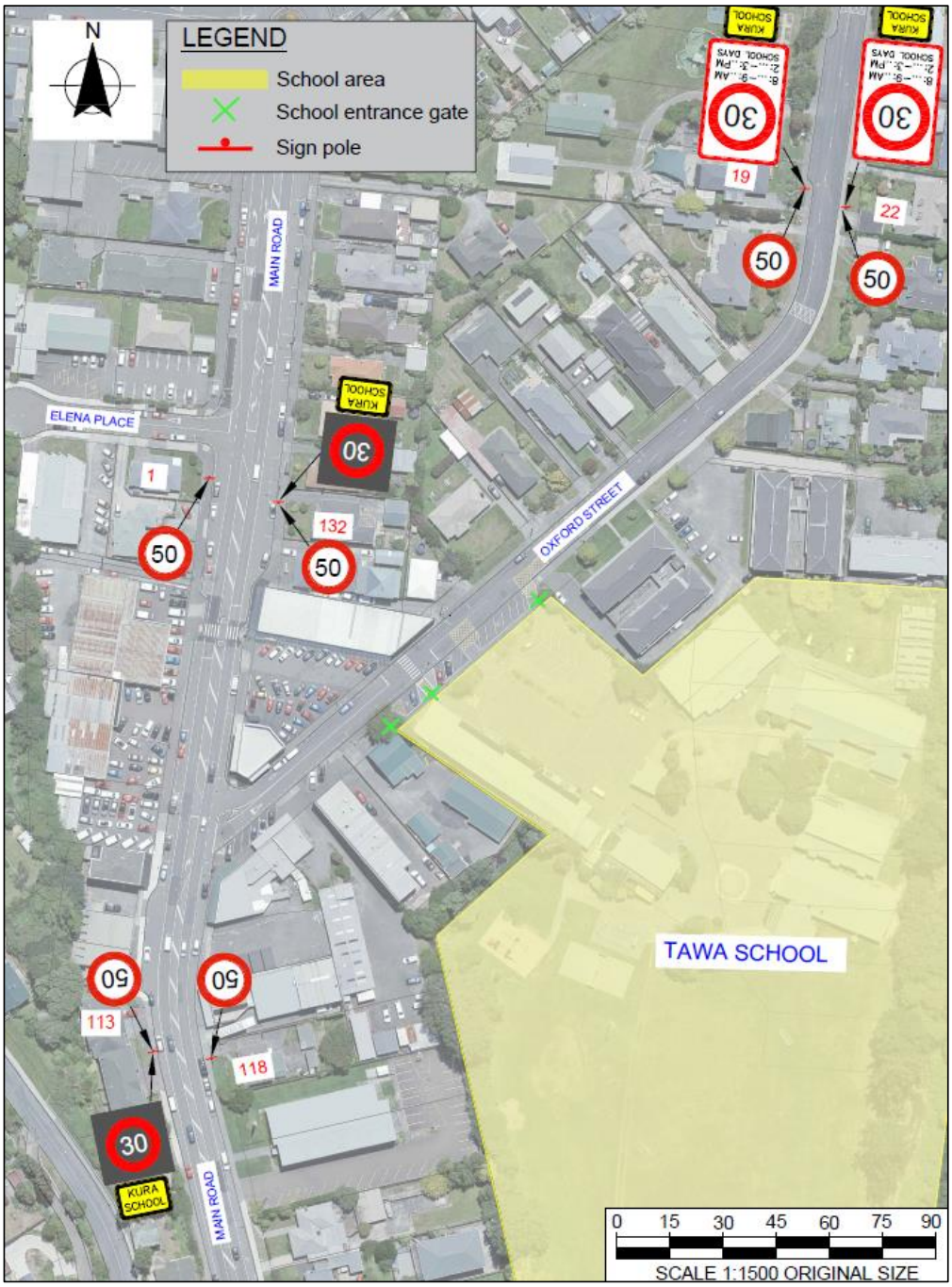
Traffic Resolution Plan: TR84-25 Tawa School – Variable Speed Limit



Location: 19 & 22 Oxford Street (southbound - towards Tawa School)

Location: 19 & 22 Oxford Street (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 132 Main Road (southbound)

Location: 132 Main Road and Opposite to 134 Main Road (Corner with 1 Elena Place)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 113 Main Road (northbound)

Location: 118 Main Road (southbound)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR85-25 St Teresa's School – Variable Speed Limit
Location – where we propose to make the change	Ridd Crescent, Monaghan Avenue, Karori Road and Eagle Street from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Legal Description:

Table 1: Proposed variable speed limit for St Teresa's School

Column One	Column Two	Column Three
Ridd Crescent	*30kph* *8:10am-9:10am 2:40pm-3:40pm* *School Days Only*	*Beginning 85 metres west of its intersection with Monaghan Avenue (Grid coordinates X=1745283628.285 Y=5427865279.967) and extending in an easterly direction following the southern kerb line for 85 metres.*
Monaghan Avenue	*30kph* *8:10am-9:10am 2:40pm-3:40pm* *School Days Only*	*Beginning 30 metres south of its intersection with Ridd Crescent (Grid coordinates X=1745367852.661 Y5427869842.598=) and extending in a northerly direction following the eastern kerb line for 244 metres.*
Karori Road	*30kph* *8:10am-9:10am 2:40pm-3:40pm* *School Days Only*	*Beginning 63 metres west of its intersection with Morley Street (Grid coordinates X=1745104572.501 Y=5428036595.411) and extending in an easterly direction following the southern kerb line for 230 metres.*
Eagle Street	*30kph* *8:10am-9:10am 2:40pm-3:40pm* *School Days Only*	*Beginning 11 metres north of its intersection with Karori Road (Grid coordinates X=1745257473.773 Y=5428114864.141) and extending in a southerly direction following the western kerb line for 11 metres.*

Traffic Resolution Plan: TR85-25 St Teresa's School - Variable Speed Limit

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Location: 281 Karori Road (westbound towards school)

Location: 2 Ridd Crescent (corner with Lethenty Way towards school)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 31 & 32 Monaghan Avenue (northbound – towards the school)

Location: 31 & 32 Monaghan Avenue (southbound - uphill)

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: 294A Karori Road (sign on Eagle Street towards Karori Road)

Location: 296 Karori Road (sign on Eagle Street)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 318 Karori Road (eastbound – towards school)

Location: 315 & 318 Karori Road (westbound)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR86-25 Queen Margaret College, Thorndon School & Wellington Girls College – Variable Speed Limit
Location – where we propose to make the change	Hobson Street. Davis Street. Fitzherbert Street, Katherine Avenue, Hobson Crescent, Moturoa Street, Murphy Street, May Street, Turnbull Street and Pipitea Street from 7:30am-9:30am and 2:50pm-4:10pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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Legal Description:

Table 1: Proposed variable speed limit for Queen Margaret College, Thorndon School & Wellington Girls College

Column One	Column Two	Column Three
Hobson Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning 56 metres south-east of its intersection with Tinakori Road (Grid coordinates X= 1749065422.058 Y= 5429666118.627) and extending in a southerly direction following the northern kerb line for 518 metres.*
Davis Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning 88 metres west of its intersection with Thorndon Quay (Grid Coordinates= X=1749298428.605 Y=5429201409.150) and extending in a south-westerly direction following the southern kerb line for 20 metres.*
Fitzherbert Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning at its intersection with Hobson Street (Grid coordinates X=1749099840.774 Y=5429582397.834) and extending in a south-westerly direction following the northern kerb line for xx metres.*
Katherine Avenue	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning at its intersection with Fitzherbert Street (Grid coordinates X=1749005014.139 Y=5429512277.181) and extending in a southerly direction following the north-eastern kerb line for 68 metres (the whole length of Katherine Avenue).*
Hobson Crescent	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning at its northern intersection with Hobson Street (Grid coordinates X=1749182702.272 Y=5429393753.407) and extending in a westerly direction following the southern kerb line for 182 metres (the whole length of Hobson Crescent).*
Moturoa Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning at its intersection with Hobson Street (Grid coordinates X= 1749258623.252 Y= 5429223358.214) and extending in a westerly direction following the southern kerb line for 129 metres.*

Column One	Column Two	Column Three
Murphy Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning 24 metres south of its intersection with Halswell Street (Grid coordinates X= 1748968234.193 Y= 5429348966.815) and extending in a southerly direction following the eastern kerb line for 279 metres.*
May Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning 13 metres west of its intersection with Murphy Street (Grid coordinates X=1748959387.943 Y=5429338219.621) and extending in an easterly direction following the southern kerb line for 13 metres.*
Turnbull Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning at its intersection with Murphy Street (Grid coordinates X=1749000780.612 Y=5429284464.609) and extending in an easterly direction following the northern kerb line for 80 metres.*
Pipitea Street	*30kph* 7:30am-9:30am 2:50pm-4:10pm School Days Only	*Beginning 28 metres east of its intersection with Molesworth Street (Grid coordinates X=1748929521.034 Y=5429135662.983) and extending in an easterly direction following the northern kerb line for 248 metres.*

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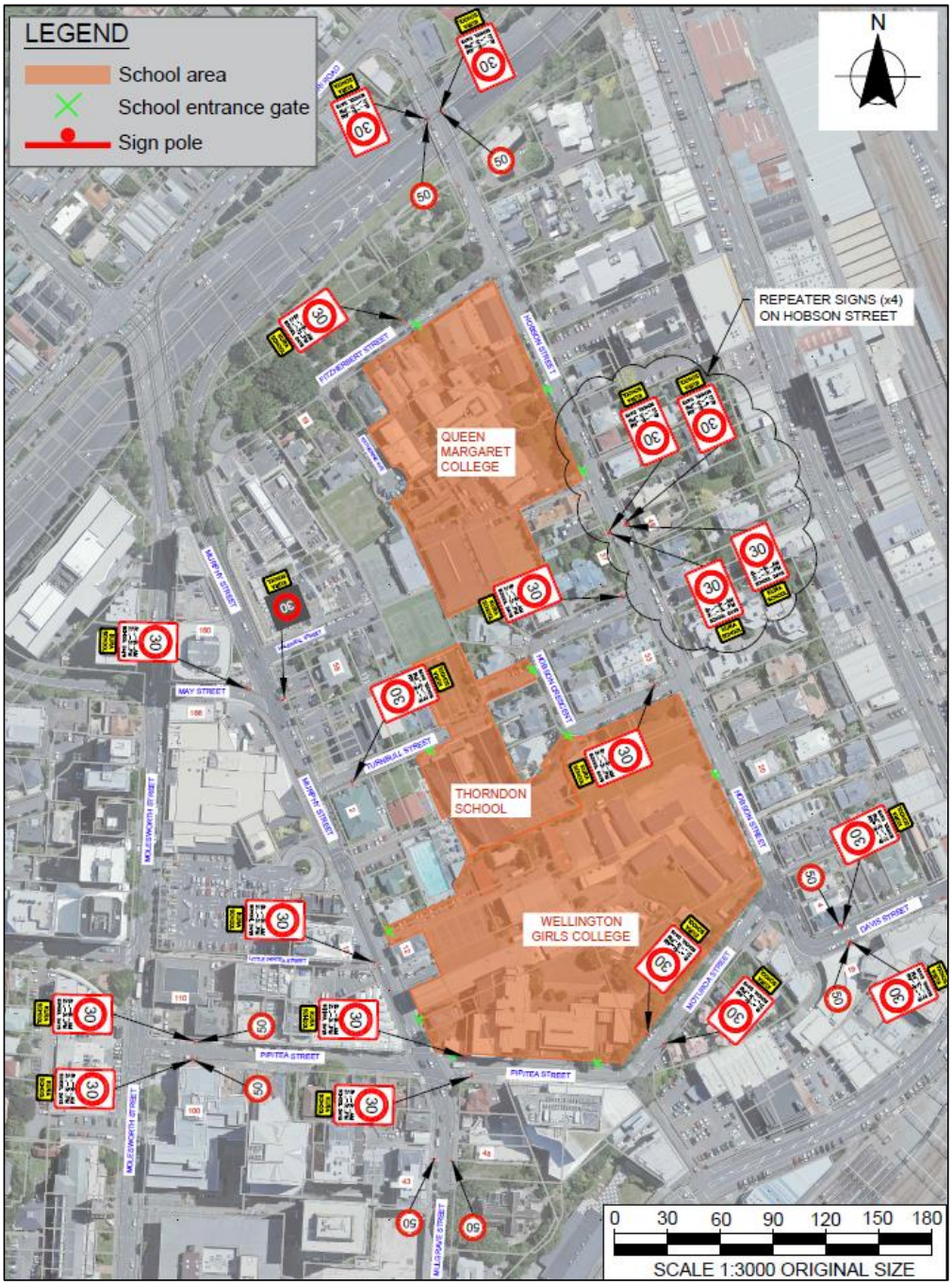
Traffic Resolution Plan: TR86-25 Queen Margaret College, Thorndon School & Wellington Girls College – Variable Speed Limit



Location: Hobson street – SH1 overbridge (southbound)

Location: Hobson street – SH1 overbridge (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 11 Fitzherbert Street – facing Hobson Street

Location: 15 Murphy Street – sign facing traffic coming from Little Pipitea Street)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 39 & 48 Hobson Street (northbound)

Location: 39 & 48 Hobson Street (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 37 Hobson Crescent (northern approach)

Location: 33 Hobson Crescent (southern approach)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 19 Davis Street

Location: 19 Davis Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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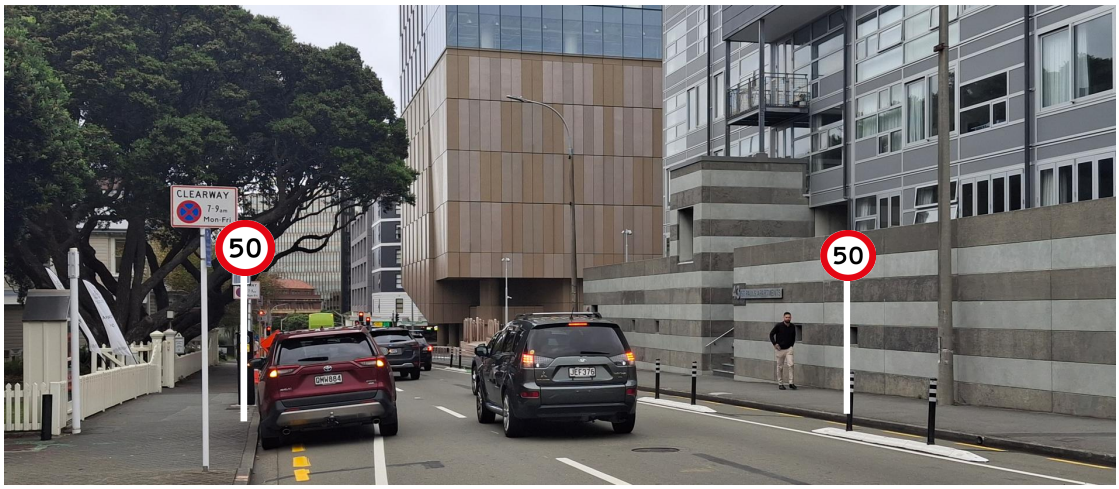
Location: 43 & 48 Mulgrave Street (southbound)

Current road layout BELOW



Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 100 & 110 Pipitea Street (eastbound – towards school)

Location: 100 & 110 Pipitea Street (westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: 58 Murphy Street (southbound)

Location: May street (towards Murphy Street) – Opposite to 58 Murphy Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 8 Moturoa Street (westbound)

Location: 20 Pipitea Street (eastbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 2 Turnbull Street (towards Murphy Street)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR87-25 Newlands College, Newlands intermediate & Paparangi School – Variable speed Limit
Location – where we propose to make the change	Bracken Road, Kahikatea Grove, Ring Lane, Beazley Avenue, Beverly Grove, Jay Street, Bushland Grove, Catherine Crescent, Mark Avenue and Cara Crescent from 7:30am-9:10am and 2:50pm-3:50pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:

Table 1: Proposed variable speed limit for Newlands College, Newlands Intermediate and Paparangi School

Column One	Column Two	Column Three
Bracken Road	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 10 metres north of its intersection with Trebann Street (Grid coordinates X= 1752783258.696Y= 5435154702.894) and extending in a northerly direction following the western kerb line for 410 metres.*
Kahikatea Grove	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 22 metres west of its intersection with Bracken Road (Grid coordinates X= 1752783183.742 Y= 5435281363.153) and extending in an easterly direction following the southern kerb line for 22 metres.*
Ring Lane	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 24 metres west of its intersection with Bracken Road (Grid coordinates X= 1752744900.314 Y= 5435350071.996) and extending in an easterly direction following the southern kerb line for 24 metres.*
Beazley Avenue	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning at its intersection with Bracken Road (Grid coordinates X= 1752683113.726 Y= 54354790 74.071) and extending in a northerly direction following the western kerb line for 618 metres.*
Beverly Grove	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 12 metres east of its intersection with Beazley Avenue (Grid coordinates X 1752645366.732= Y= 5435634799.034) and extending in a westerly direction following the southern kerb line for 12 metres.*
Jay Street	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning at its intersection with Beazley Avenue (Grid coordinates X=1752628693.117 Y=5435761019.459) and extending in a westerly direction following the northern kerb line for 71 metres.*

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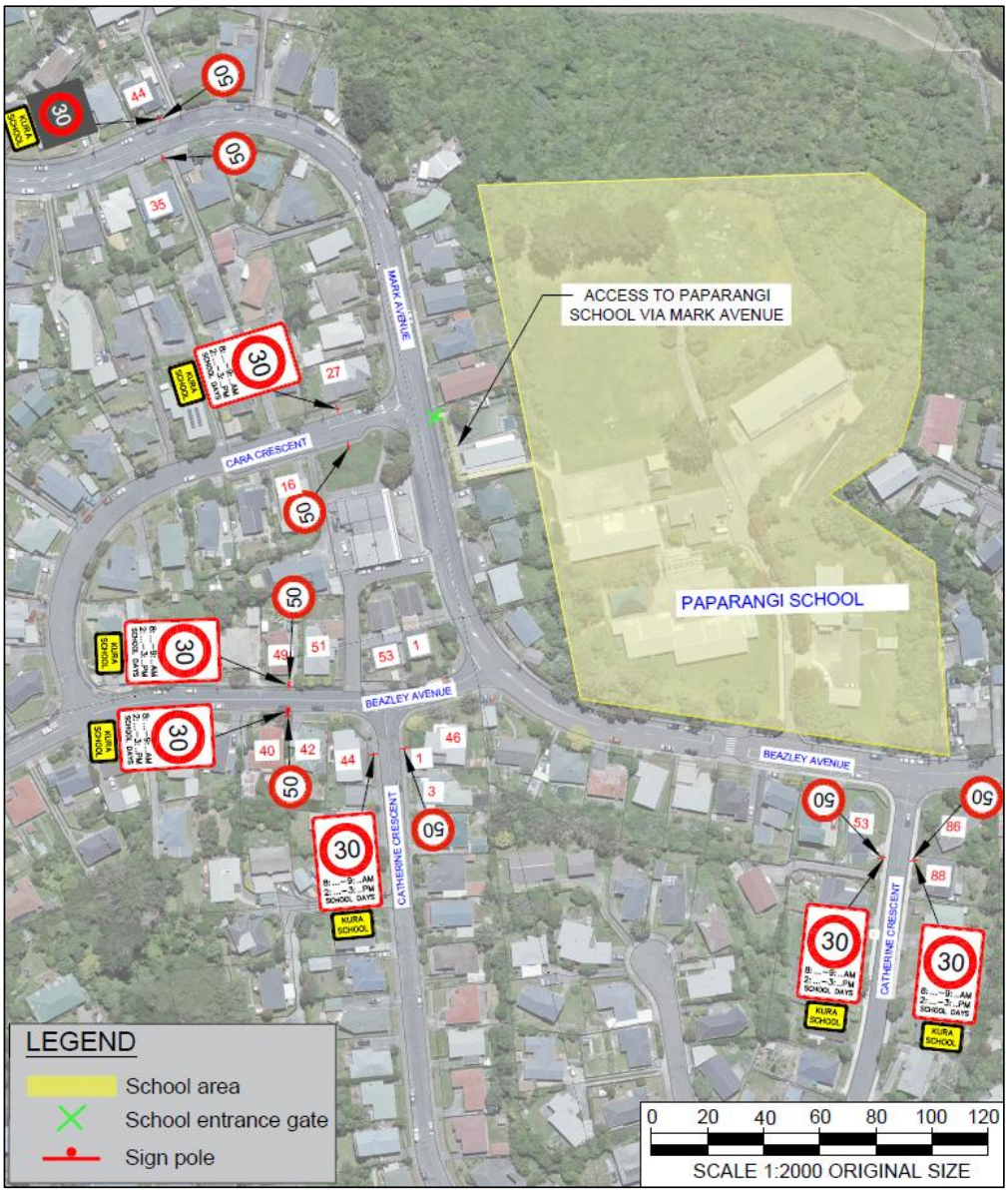
Column One	Column Two	Column Three
Bushland Grove	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning at its intersection with Jay Street (Grid coordinates X=1752696264.701 Y=5435762441.089) and extending in a northerly direction following the western kerb line for 124 metres.*
Catherine Crescent	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 27 metres south of its intersection with Beazley Avenue (Grid coordinates X= 1752530480.629 Y= 5435759771.728) and extending in a northerly direction following the eastern kerb line for 27 metres.*
Catherine Crescent	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 15 metres south of its intersection with Beazley Avenue (Grid coordinates X= 1752362967.305 Y= 5435839134.192) and extending in a northerly direction following the eastern kerb line for 15 metres.*
Mark Avenue	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning at its intersection with Beazley Avenue (Grid coordinates X= 1752407232.311 Y= 5435861311.068) and extending in a northerly direction following the eastern kerb line for 261 metres.*
Cara Crescent	*30kph* *7:30am-9:10am* *2:50pm-3:50pm* *School Days Only*	*Beginning 22 metres west of its intersection with Mark Avenue (Grid coordinates X= 1752374315.727 Y= 5435955396.377) and extending in an easterly direction following the southern kerb line for 22 metres.*

Traffic Resolution Plan: TR87-25 - Newlands College, Newlands Intermediate & Paparangi School – Variable Speed Limit (1/3)



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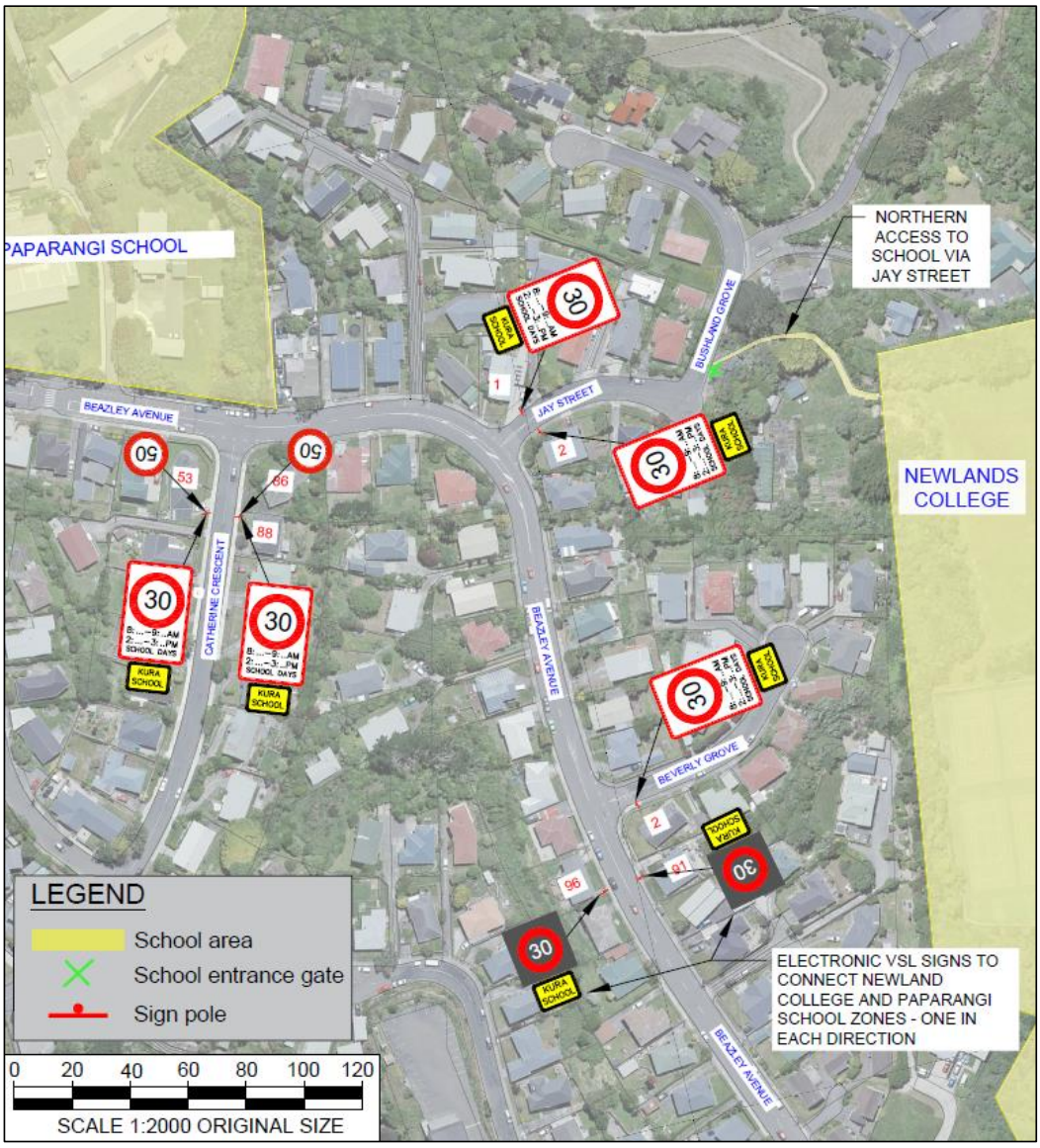
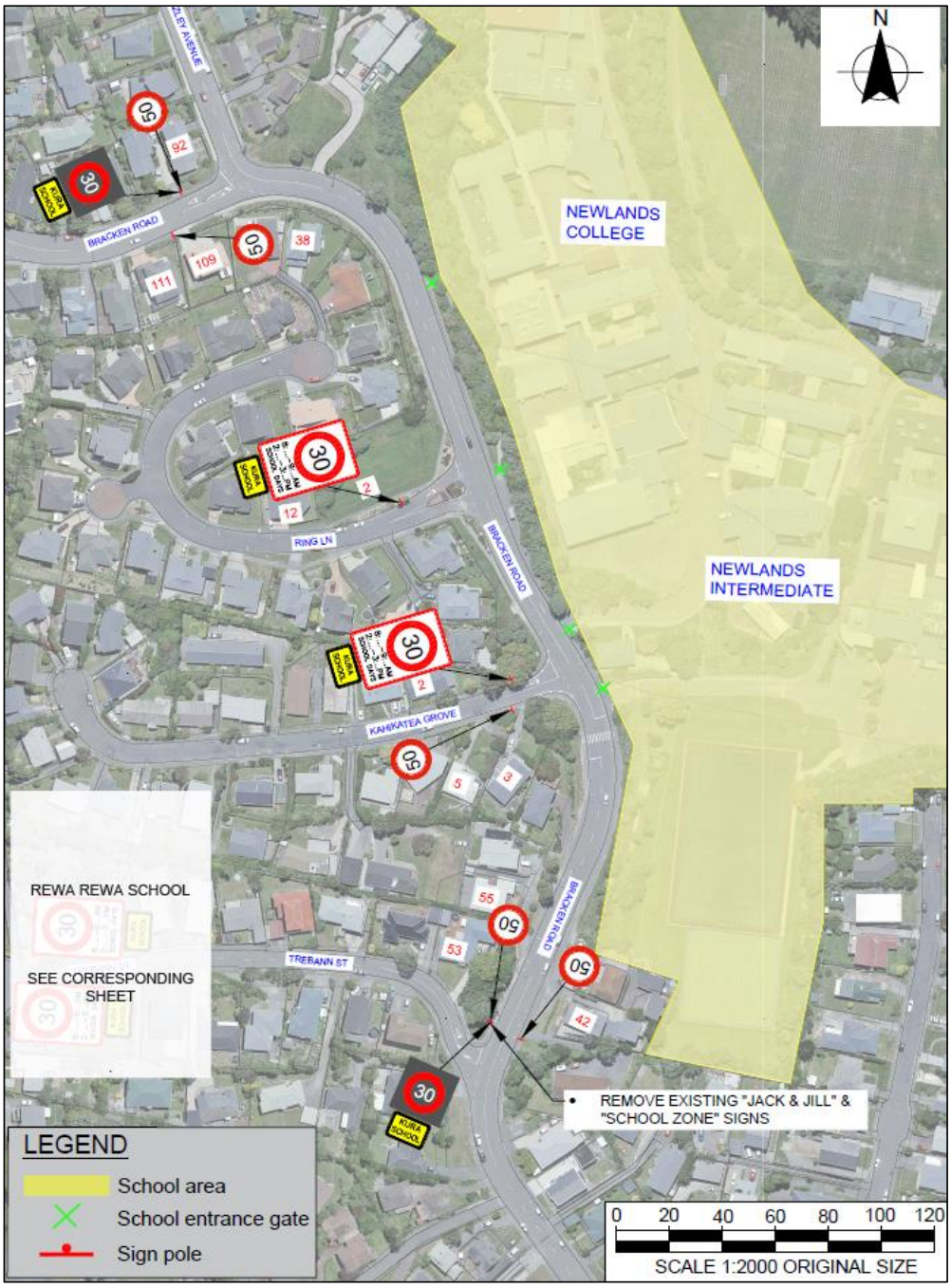
Traffic Resolution Plan: TR87-25 - Newlands College, Newlands Intermediate & Paparangi School – Variable Speed Limit (2/3)



Traffic Resolution Plan: TR87-25 - Newlands College, Newlands Intermediate & Paparangi School – Variable Speed Limit (3/3)



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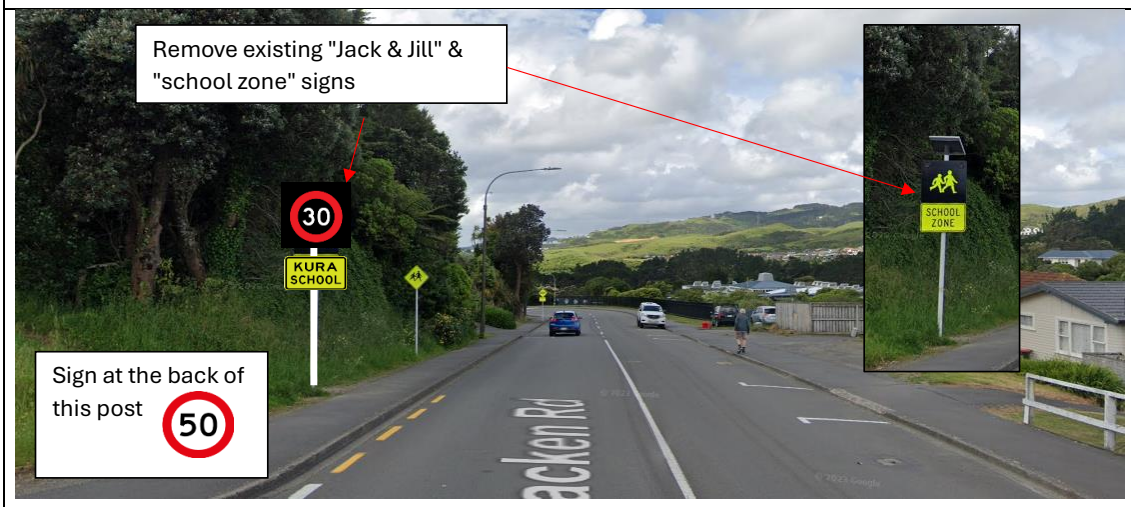
Location: Opposite to 42 Bracken Road (northbound) – towards school



Location: 42 Bracken Road & opposite to 42 Bracken Road (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 2 Kahikatea Grove (towards Bracken Road)

Location: 5 Kahikatea Grove (away from Bracken Road)

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: 2 Ring Lane (towards Bracken Road)

Empty on purpose – go to next page

Empty on purpose – go to next page

Time periods, sign location, size, and placement shown on the images are indicative only.
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Location: 92 Bracken Road (towards school)

Location: 92 & 109 Bracken Road

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 98 Beazley Avenue (northbound)

Location: 91 Beazley Avenue (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 53 & 86 Catherine Crescent (towards Beazley Avenue)

Location: 53 & 86 Catherine Crescent (away from Beazley Avenue)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: Opposite to 1 Catherine Crescent (northbound towards Beazley Avenue)

Location: 1 Catherine Crescent (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 40 & 49 Beazley Avenue (eastbound towards school)

Location: 40 & 49 Beazley Avenue (westbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 27 Cara Crescent (towards Mark Avenue)

Location: Opposite to 27 Cara Crescent (away from Mark Avenue)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 44 Mark Avenue (southbound towards school)

Location: 37 & 44 Mark Avenue (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 2 Jay Street (towards Beazley Avenue)

Location: 1 Jay Street

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 2 Beverly Grove (towards Beazley Avenue)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR88-25 Makara Model School – Variable Speed Limit
Location – where we propose to make the change	Makara Road and South Makara Road from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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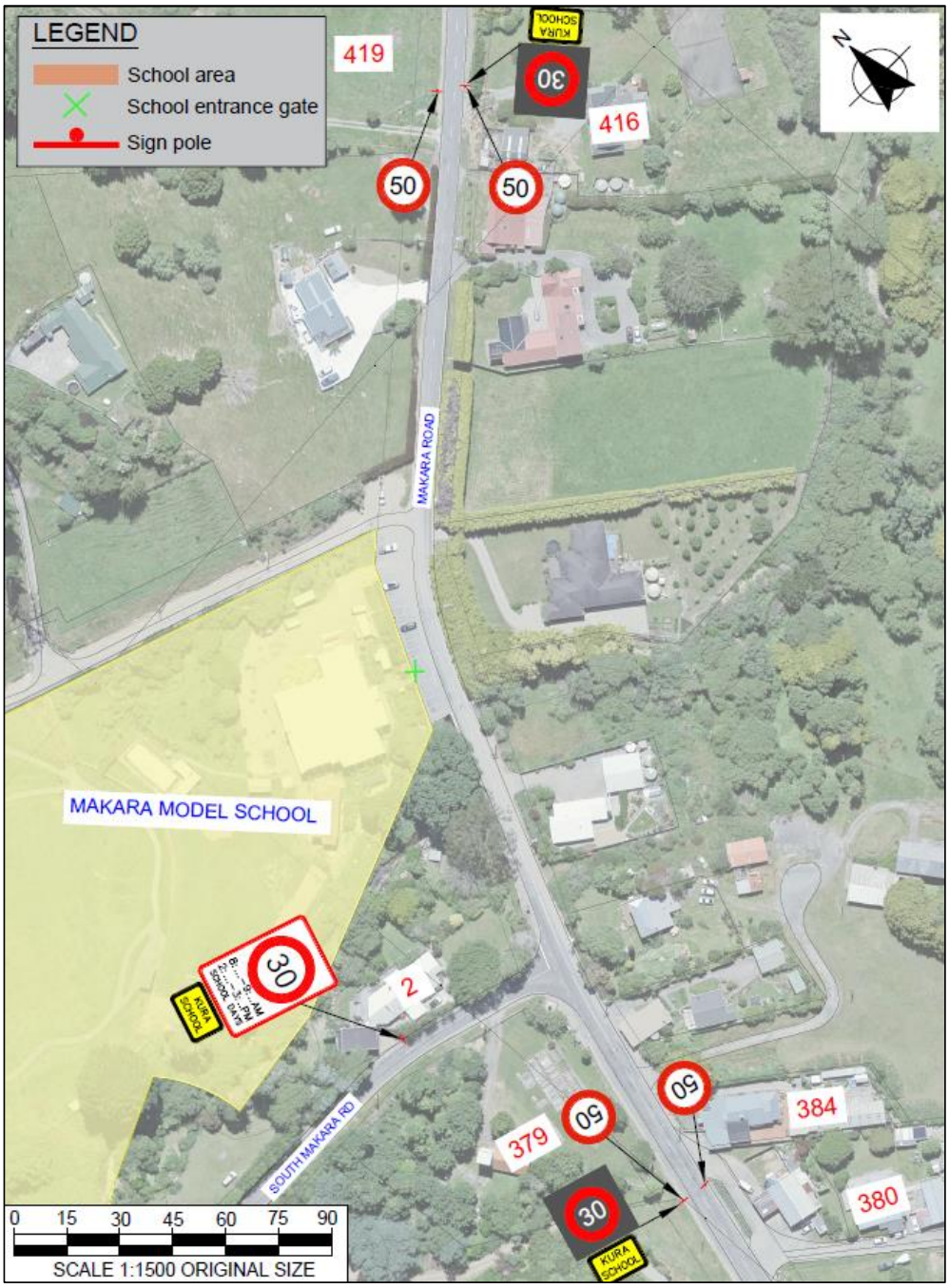
Legal Description:

Table 1: Proposed variable speed limit for Makara Model School

Column One	Column Two	Column Three
Makara Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 75 metres south of its intersection with South Makara Road (Grid coordinates X=1742803986.624 Y=5429896537.615) and extending in a northerly direction following the eastern kerb line for 332 metres.*
South Makara Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 46 metres west of its intersection with Makara Road (Grid coordinates X=1742800275.731 Y=5429977750.262) and extending in an easterly direction following the northern kerb line for 46 metres.*

Traffic Resolution Plan: TR88-25 Makara Model School - Variable Speed Limit



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Location: Opposite to 384 Makara Road (northbound – towards the school)

Location: 382 & opposite to 384 Makara Road (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 419 Makara Road (northbound)

Location: 416 Makara Road (southbound – towards the school)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 2 South Makara Road (towards Makara Road)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR89-25 Khandallah School – Variable Speed Limit
Location – where we propose to make the change	Box hill, Simla Crescent, Clark Street and Woodmancote Road from 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

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	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:

Table 1: Proposed variable speed limit for Khandallah School

Column One	Column Two	Column Three
Box Hill	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 64 metres north of its intersection with Cockayne Road (Grid coordinates X=1749998481.288 Y=5432453425.722) and extending in a northerly direction following the east kerb line for 306 metres.*
Simla Crescent	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 21 metres south of its intersection with Clark Street (Grid coordinates X=1749943513.375 Y=5432544317.353) and extend in a northerly direction following the east kerb line for 21 metres.*
Clark Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Box Hill (Grid coordinates X=1750045670.714 Y=5432524300.619) and extending in a westerly direction following the northern kerb line for 321 metres.*
Woodmancote Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Box Hill (Grid coordinates X=1750117249.501 Y=5432655262.245) and extending in a north-westerly direction following the northern kerb line for 216 metres.*

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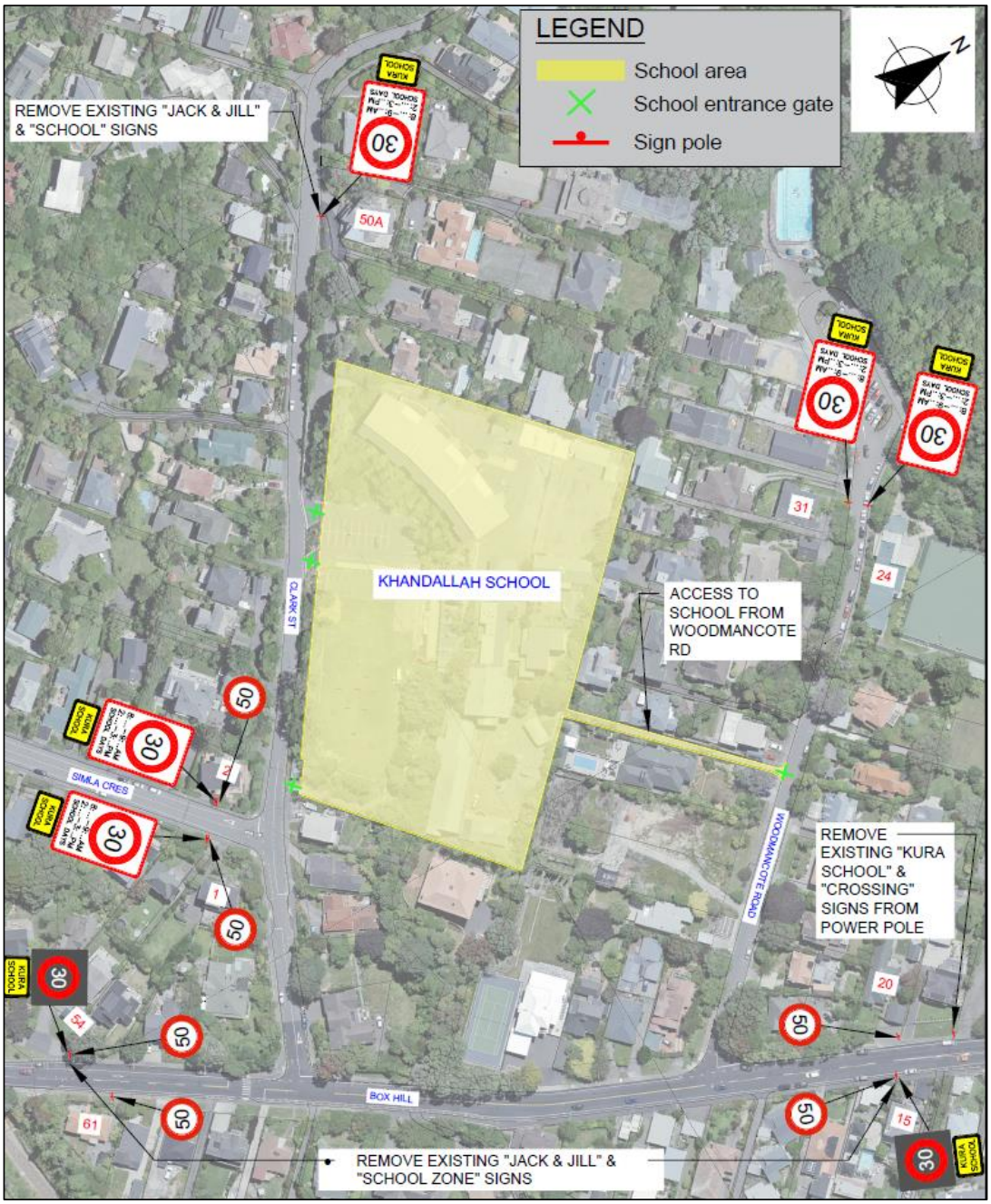
Traffic Resolution Plan: TR89-25 Khandallah School - Variable Speed Limit



Location: 54 Box Hill (northbound)

Location: 54 & 61 Box Hill (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 1 & 2 Simla Crescent (towards Clark Street)

Location: 1 & 2 Simla Crescent

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 15 Box Hill (southbound)

Location: 15 & 20 Box Hill (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 24 & 31 Woodmancote Road

Location: 50A Clark Street (towards school)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR90-25 Hataitai School – Variable Speed Limit
Location – where we propose to make the change	Hataitai Road, Rakau Road, Te Anau Road, Arawa Road and Hohiria Road from 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:
Table 1: Proposed variable speed limit for Hataitai School

Column One	Column Two	Column Three
Hataitai Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 133 metres south of its intersection with Rakau Road (Grid coordinates X= 1750620081.474 Y= 5426482844.560) and extending in a northerly direction following the western kerb line for 340 metres.*
Rakau Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 37 metres south-west of its intersection with Hataitai Road (Grid coordinates X= 1750668405.311 Y= 5426579852.332) and extending in a north-easterly direction following the northern kerb line for 37 metres.*
Te Anau Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 17 metres east of its intersection with Hataitai Road (Grid coordinates X=1750841500.852 Y= 5426687527.440) and extending in a westerly direction following the northern kerb line for 17 metres.*
Arawa Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning-59 metres north of its intersection with Waipapa Road (Grid coordinates X= 1750822816.046 Y= 5426426759.956) and extending in a northerly direction following the eastern kerb line for 210 metres*
Hohiria Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 173 metres south of its intersection with Arawa Road (Grid coordinates X= 1750673731.659 Y= 5426388827.217) and extending in a northerly direction following the eastern kerb line for 173 metres*

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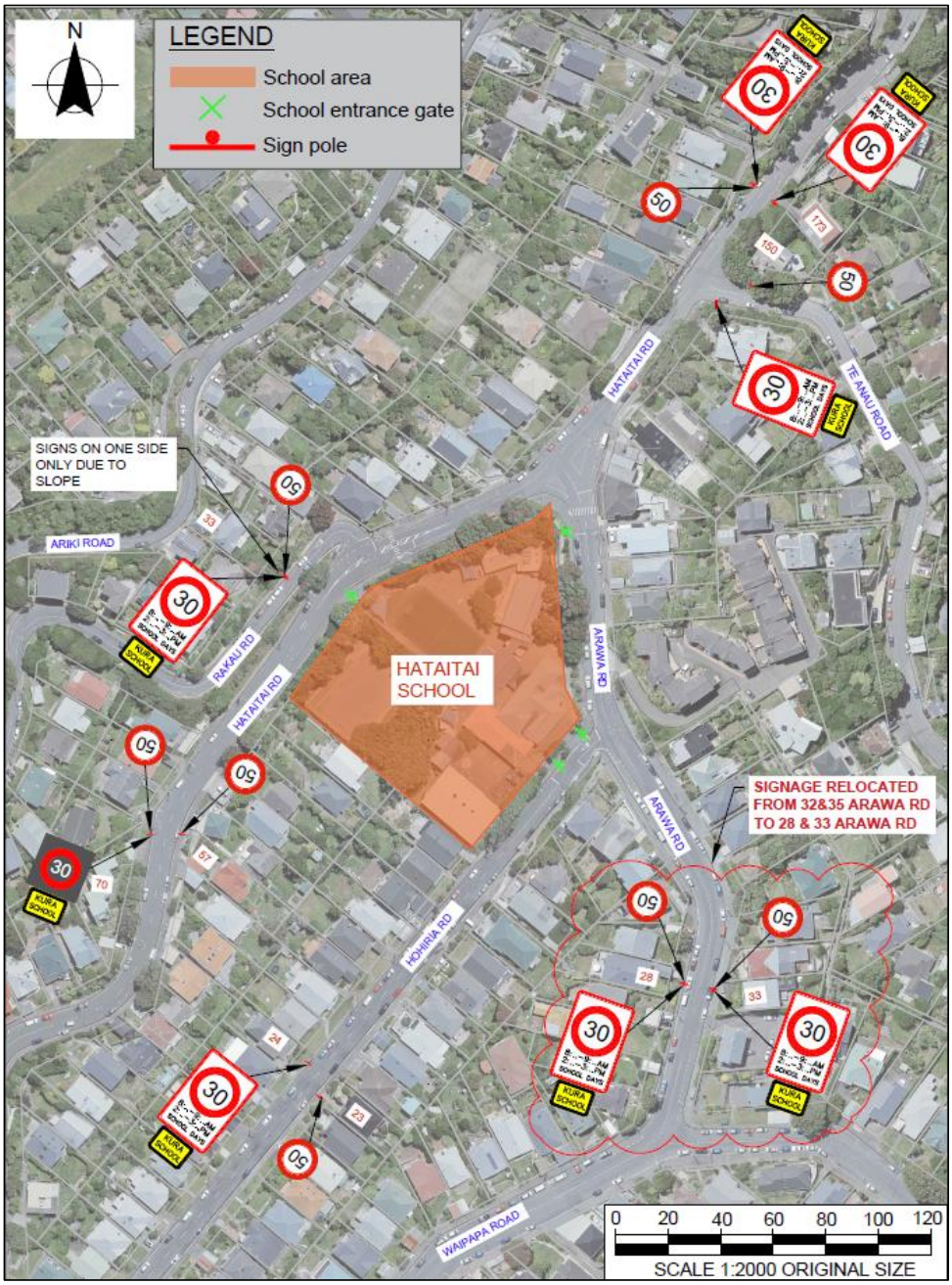
Traffic Resolution Plan: TR90-25 Hataitai School – Variable Speed Limit

Traffic Resolution Plan: TR90-25 Hataitai School – Variable Speed Limit (Amended Plan)



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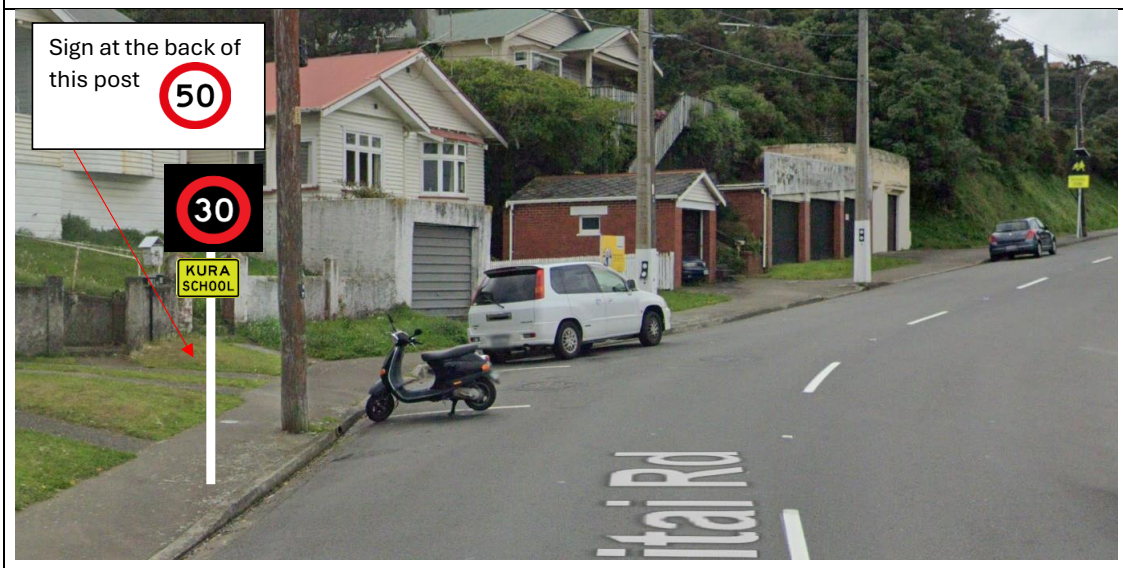
Location: 70 Hataitai Road (northbound)



Location: 57 & 70 Hataitai Road (southbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: Back of 33 Akiri Road (downhill on Rakau Road in-between 4 & 8 Rakau Road)

Location: Back of 33 Akiri Road (uphill on Rakau Road in-between 4 & 8 Rakau Road)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 173 Hataitai Road (southbound – towards school)

Location: 173 Hataitai Road (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: Opposite to 150 Te Anau Road (towards Hataitai Road)

Location: 150 Te Anau Road (away from Hataitai Road)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 32 & 35 Arawa Road (northbound – towards school) - **removed (Amended location below)**

Location: 28 & 33 Arawa Road (northbound – towards school) - **Amended location**

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 32 & 35 Arawa Road (southbound) – **removed (Amended location below)**

Location: 28 & 33 Arawa Road (southbound) - **Amended location**

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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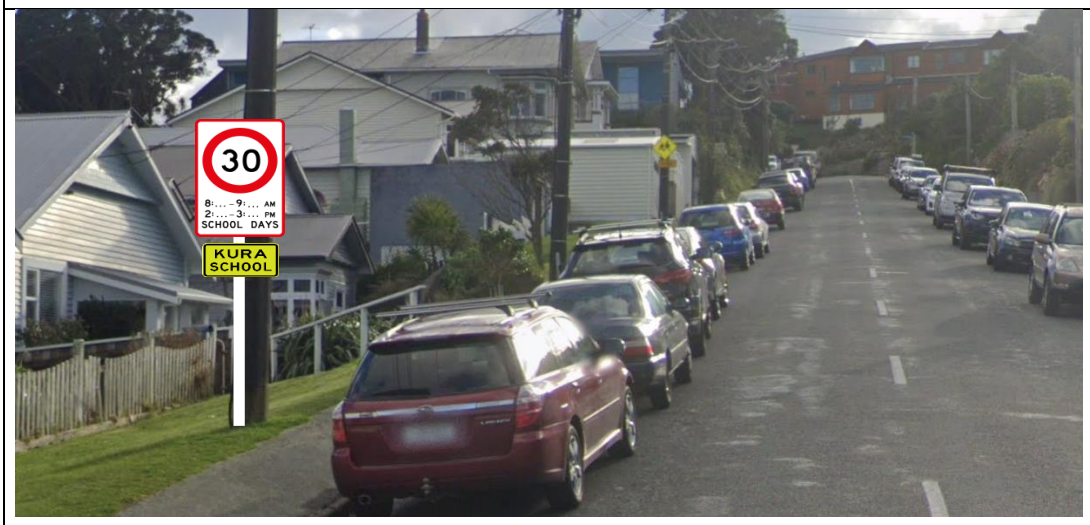
Location: 24 Hohiria Road (northbound – towards school) -



Location: 23 Hohiria Road (southbound)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR91-25 Evans Bay Intermediate School & St Patricks College – Variable Speed Limit
Location – where we propose to make the change	Evans Bay Parade from 8:10am-9:10am and 2:40pm-4:00pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will be activated by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

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	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at https://wellington.govt.nz/Your-Council/Projects/Safe-speed-limits-outside-schools
Privacy	• 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 feedback process including informing you of the outcome of the feedback. 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback this period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2026. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

Legal Description:

Table 1: Proposed speed limit for Evans Bay Intermediate School & St Patricks College

Column One	Column Two	Column Three
Evans Bay Parade	*30km/h* *8:10am-9:10am* *2:40pm-4:00pm* *School Days Only*	*Beginning 28 metres south of its intersection with Cobham Drive - SH1 (Grid coordinates X= 1750295482.325 Y= 5424963750.783) and extending in a southerly direction following the western kerb line for 448 metres.*

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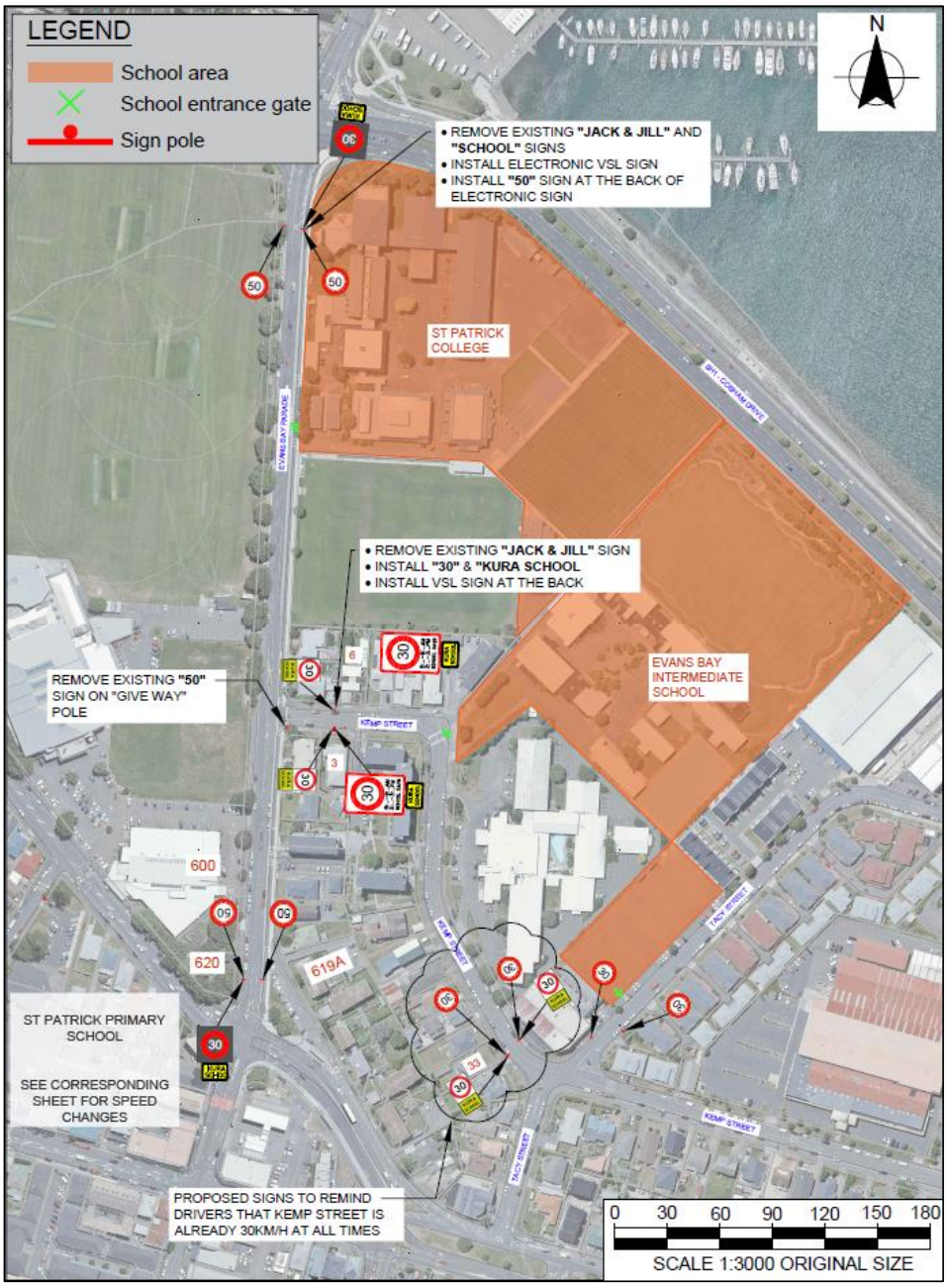
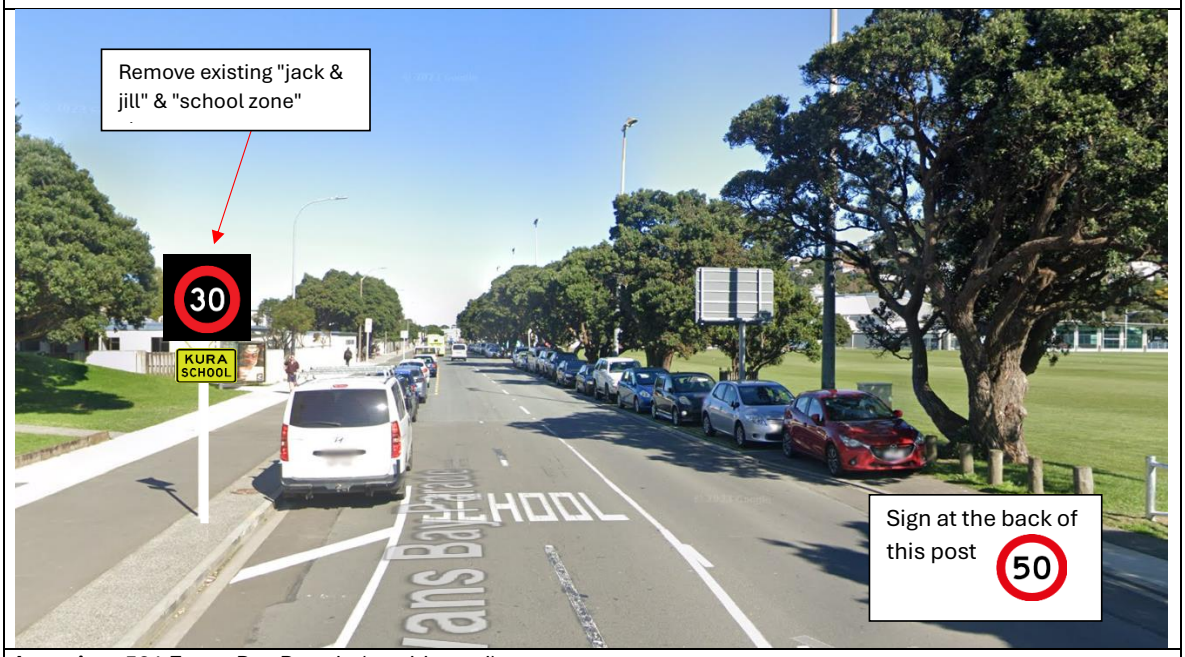
Traffic Resolution Plan: TR91-25 Evans Bay Intermediate & St Patrick College - Variable Speed Limit



Location: 581 Evan Bay Parade (southbound)



Location: 581 Evans Bay Parade (northbound)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 620 Evans Bay Parade (northbound)

Location: 620 Evans Bay Parade (southbound) – Opposite to northbound sign (see above)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 3 & 6 Kemp Street (towards Evans Bay Parade)

Location: 3 & 6 Kemp Street (away from Evans Bay Parade)

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

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Location: 33 Kemp Street (eastbound)

Sign at the back of each post 30 KURA SCHOOL

Location: 33 Kemp Street (westbound)

Sign at the back of each post 30

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

Location: 25 Tacy Street (away from Kemp Street)

Location: 25 Tacy Street (towards Kemp Street)

Prepared By:	Carlos Gaona	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only.
Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR92-25 Cashmere Avenue School – Variable Speed Limit
Location – where we propose to make the change	Lohia Street, Cashmere Avenue, Raumati Terrace and Ranui Terrace 8:10-9:10am and 2:40-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both

	directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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Traffic Resolution Plan: TR92-25 Cashmere Avenue School - Variable Speed Limit

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Legal Description:

Table 1: Proposed speed limit for Cashmere Avenue School

Column One	Column Two	Column Three
Lohia Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 35 metres from the cul-de-sac of Lohia Street (Grid coordinates X= 1,750,661.793, Y=5,432,066.754) and extending in a north-easterly direction following the north-western kerb line for 118 metres.*
Lohia Street	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at north-west of its intersection with Lohia Street (Grid coordinates X= 1,750,714.362, Y=5,432,067.816) and extending in a north-westerly direction following the north-eastern kerb line for 59 metres.*
Cashmere Avenue	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning at its intersection with Raumati Terrace (Grid coordinates X= 1,750,772.597, Y= 5,432,100.586) and extending in a south-westerly direction following the south-western kerb line for 294 metres.*
Raumati Terrace	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 20 metres north-east of its intersection with Cashmere Avenue (Grid coordinates X= 1,750,795.733, Y= 5,432,115.783) and extending in a north-easterly direction following the north-eastern kerb line for 20 metres.*
Ranui Crescent	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 19 metres north-east of its intersection with Cashmere Avenue (Grid coordinates X= 1,750,680.183, Y= 5,432,203.980) and extending in a north-easterly direction following the north-eastern kerb line for 19 metres.*
Ranui Crescent	*30kph* *8:10-9:10am* *2:40-3:40pm*	*Beginning 18 metres north-east of its intersection with Cashmere Avenue (Grid coordinates X= 1,750,596.302, Y= 5,432,296.040) and extending in a north-easterly*

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Column One	Column Two	Column Three
	School Days Only	*direction following the north-eastern kerb line for 18 metres.*
Ranui Crescent	*30kph* *8:10-9:10am* *2:40-3:40pm* *School Days Only*	*Beginning 27 metres south-west of its intersection with Cashmere Avenue (Grid coordinates X= 1,750,553.104, Y= 5,432,280.086) and extending in a south-westerly direction following the south-eastern kerb line for 27 metres.*

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Location: 70 Lohia Street

Location: opposite 56 Lohia Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 56 Lohia Street

Location: 128 Cashmere Avenue

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 2 Raumati Terrace on Cashmere Avenue

Location: 2 Raumati Terrace

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 121 Cashmere Avenue on Raumati Terrace

Location: 107 Cashmere Avenue on Ranui Crescent

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Location: 1 Ranui Crescent

Location: 67 Ranui Crescent

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Location: opposite 67 Ranui Crescent

Location: opposite 69 Ranui Crescent

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

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Location: 69 Ranui Crescent

Location: 91 Cashmere Avenue

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Location: 94 Cashmere Avenue

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR93-25 Churton Park School – Variable Speed Limit (Amended)
Location – where we propose to make the change	Churton Drive, Cranwell Street, Halswater Drive and Dormer Place 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

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	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and instead sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
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Next Steps	1. Feedback collated by 29th July 2025. 2. The proposal will go to the Koata Hātepe|Regulatory Processes Committee meeting on 28th August 2025. 3. If approved, the proposal will be installed by 1 July 2026.

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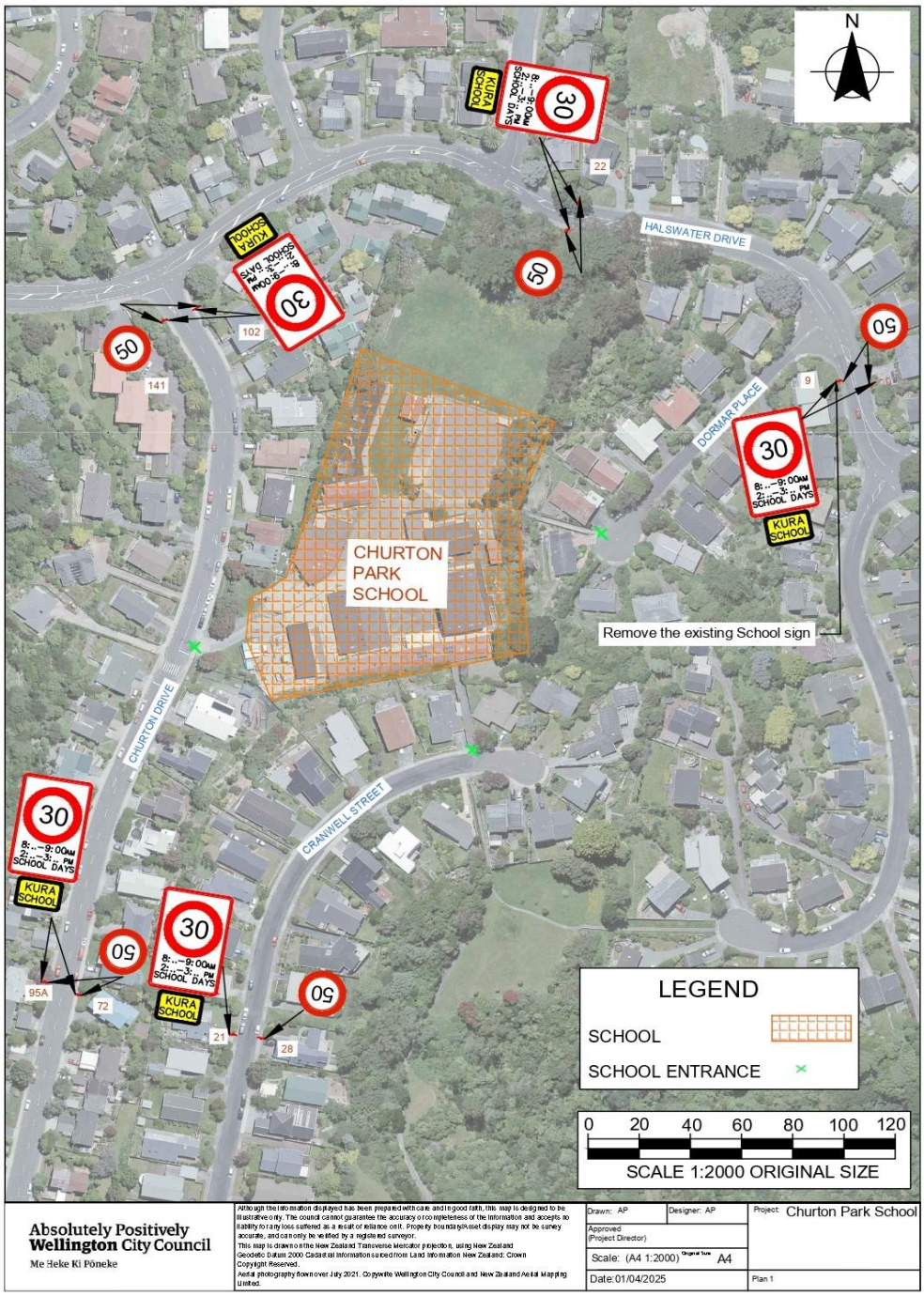
Traffic Resolution Plan: TR93-25 Churton Park School - Variable Speed Limit



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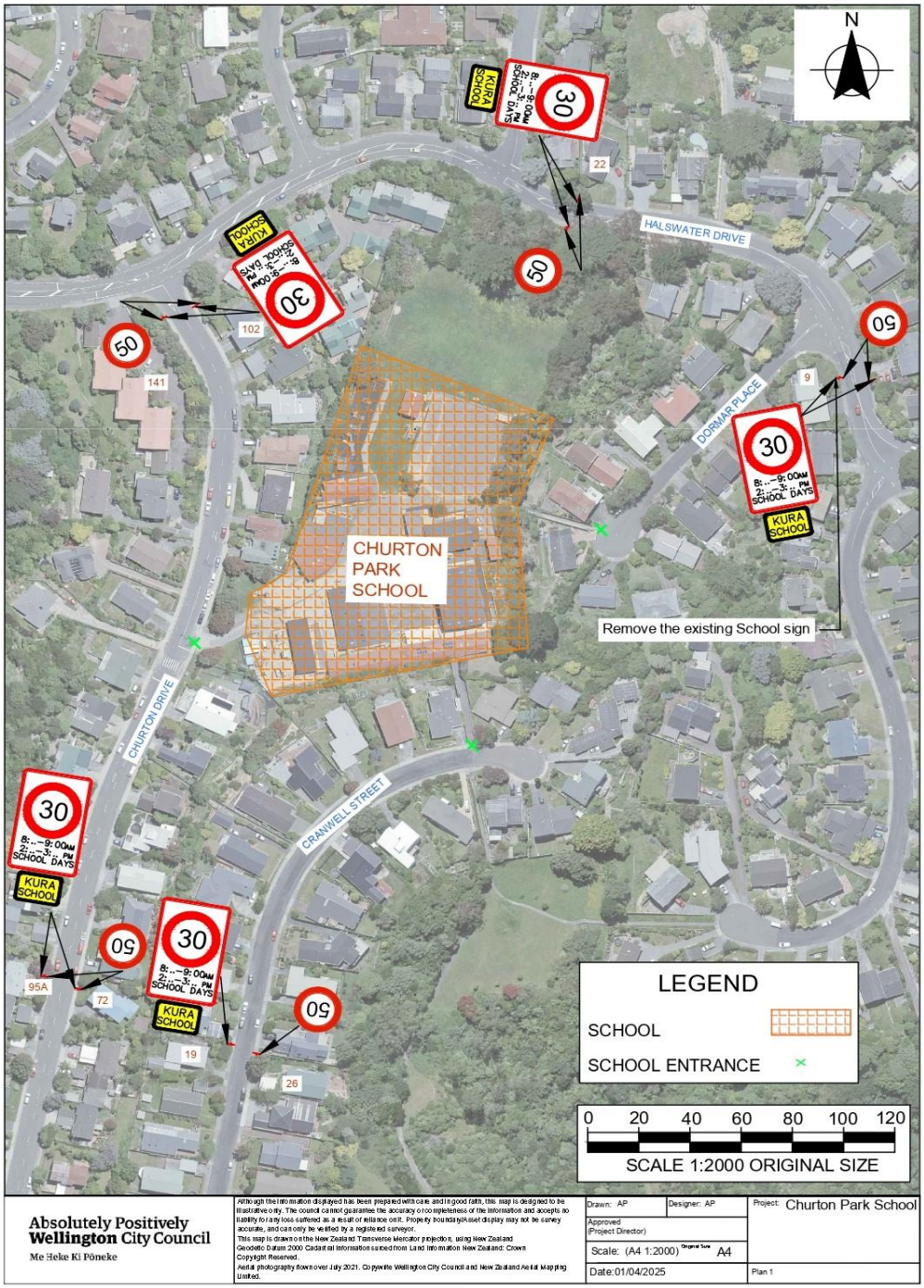
Traffic Resolution Plan: TR93-25 Churton Park School - Variable Speed Limit (Amended)



Legal Description:

Table 1: Proposed speed limit for Churton Park School

Column One	Column Two	Column Three
Churton Drive	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 19 metres south-east of its intersection with Halswater Drive (Grid coordinates X= 1,751,594.459, Y= 5,436,649.803) and extending in a south-easterly direction following the north-eastern kerb line for 286 metres.*
Cranwell Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at the cul-de-sac of Cranwell Street (Grid coordinates X= 1,751,730.083, Y= 5,436,460.441) and extending in a south-westerly direction following the north-western kerb line for 188 metres.*
Halswater Drive	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 25 metres north-west of its intersection with Dormar Place (Grid coordinates X= 1,751,845.824, Y= 5,436,620.990) and extending in a north-westerly direction following the south-western kerb line for 140 metres.*
Dormer Place	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at the cul-de-sac of Dormar Place (Grid coordinates X= 1,751,754.277, Y= 5,436,548.610) and extending in a north-easterly direction following the north-western kerb line for 132 metres.*

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Location: 95A Churton Drive

Location: 72 Churton Drive

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Location: 102 Churton Drive

Location: 141 Churton Drive

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Location: 9 Halswater Drive

Location: 9 Halswater Drive

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Location: 22 Halswater Drive

Location: 22 Halswater Drive

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Location: 21 Cranwell Street – removed (amended location below)

Location: 19 Cranwell Street - amended location

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Location: 28 Cranwell Street – removed (amended location below)

Location: 26 Cranwell Street – amended location

We are proposing a change in your area

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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR94-25 Clyde Quay School – Variable Speed Limit
Location – where we propose to make the change	Elizabeth Street, Moncrieff Street, Brougham Street and Levy Street 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

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	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR94-25 Clyde Quay School - Variable Speed Limit

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed speed limit for Clyde Quay School

Column One	Column Two	Column Three
Elizabeth Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at 25 m south-east of its intersection with Kent Terrace (Grid coordinates X= 1,749,317.915, Y= 5,426,877.964) and extending in a south-easterly direction following the north-eastern kerb line for 296 metres.*
Moncrieff Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 21 metres south-west of its intersection with Elizabeth Street (Grid coordinates X= 1,749,413.437, Y= 5,426,802.074) and extending in a north-easterly direction following the north-western kerb line for 21 metres.*
Brougham Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 37 metres north-east of its intersection with Pirie Street (Grid coordinates X= 1,749,429.829, Y= 5,426,670.575) and extending in a north-easterly direction following the north-western kerb line for 304 metres.*
Levy Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 22 metres north-west of its intersection with Brougham Street (Grid coordinates X= 1,749,522.200, Y= 5,426,914.075) and extending in a south-easterly direction following the south-western kerb line for 23 metres.*

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Location: 29 Elizabeth Street

Location: 2 Elizabeth Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 24E Moncrieff Street

Location: 72 Brougham Street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively **Wellington** City Council
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Location: 71 Brougham Street

Location: 1D Queen street

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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Location: 76 Elizabeth Street

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We are proposing a change in your area

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Wellington City Council
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Location: 9 Levy Street

Location: 20 Levy Street

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Location: 5 Brougham Street

Location: 6 Brougham Street

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We are proposing a change in your area

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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction. Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

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Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR95-25 Crofton Down Primary School – Variable Speed Limit
Location – where we propose to make the change	Chartwell Drive, Randolph Road and Winston Street 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
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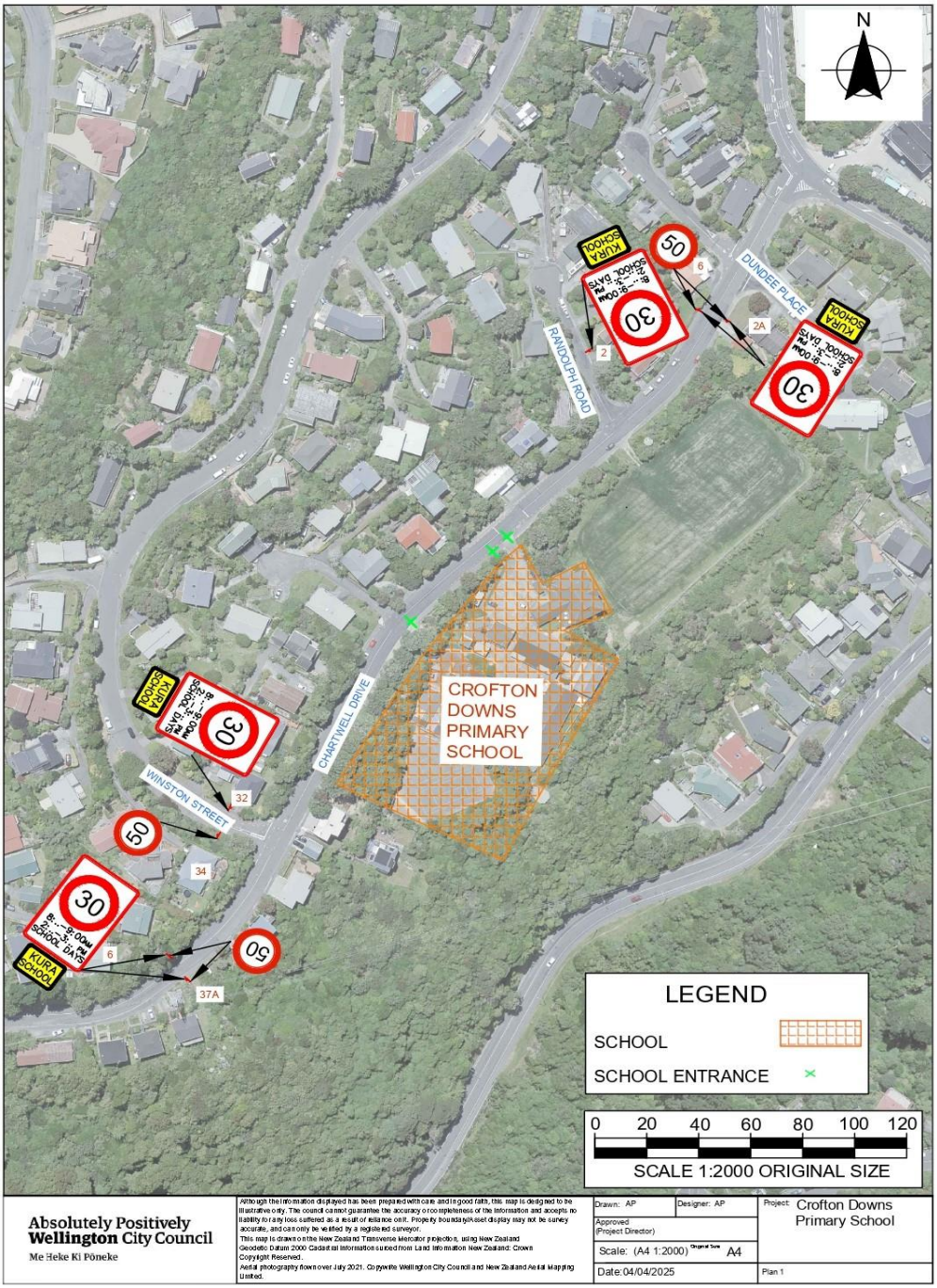
Traffic Resolution Plan: TR95-25 Crofton Down Primary School - Variable Speed Limit



Legal Description:

Table 1: Proposed speed limit for Crofton Down Primary School

Column One	Column Two	Column Three
Chartwell Drive	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 23 meters south-west of its intersection with Dundee Place (Grid coordinates X= 1,747,878.524, Y= 5,431,045.772) and extending in a south-westerly direction following the south-eastern kerb line for 348 meters.*
Randolph Road	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 21 meters north-west of its intersection with Chartwell Drive (Grid coordinates X= 1,747,829.336, Y= 5,431,022.551) and extending in a south-easterly direction following the north-eastern kerb line for 21 meters.*
Winston Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 22 meters north-west of its intersection with Chartwell Drive (Grid coordinates X= 1,747,687.768, Y= 5,430,847.932) and extending in a south-easterly direction following the north-eastern kerb line for 22 meters.*

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Location: opposite 6 Chartwell Drive

Location: 6 Chartwell Drive

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Location: 2 Randolph Road

Location: 32 Chartwell Drive on Winston Street

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Location: 34 Chartwell Drive on Winston Street

Location: opposite 37A Chartwell Drive

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Location: 37A Chartwell Drive

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Absolutely Positively Wellington City Council
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Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR96-25 Greenacres School – Variable Speed Limit
Location – where we propose to make the change	Woodman Drive, Colonial Grove and Raroa Terrace 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres

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	in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
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We are proposing a change in your area

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Traffic Resolution Plan: TR96-25 Greenacres School - Variable Speed Limit

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Legal Description:

Table 1: Proposed speed limit for Greenacres School

Column One	Column Two	Column Three
Woodman Drive	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 49 metres south-west of its intersection with Wilmshurst Place (Grid coordinates X=1,754,425.869, Y=5,441,320.988) and extending in a south-westerly direction following the south-eastern kerb line for 315 metres.*
Colonial Grove	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 20 metres south-east of its intersection with Woodman Drive (Grid coordinates X=1,754,314.634, Y=5,441,218.493) and extending in a south-westerly direction following the south-western kerb line for 20 metres.*
Raroa Terrace	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 295 metres north-west of its intersection with Woodman Drive (Grid coordinates X=1,754,337.300, Y=5,441,503.834) and extending in a north-westerly direction following the north-eastern kerb line for 295 metres.*

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Location: 46 Woodman Drive

Location: 51 Woodman Drive

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Location: 13 Colonial Grove

Location: 17 Woodman Drive

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Location: 20A Woodman Drive

Location: 35A Raroa Terrace

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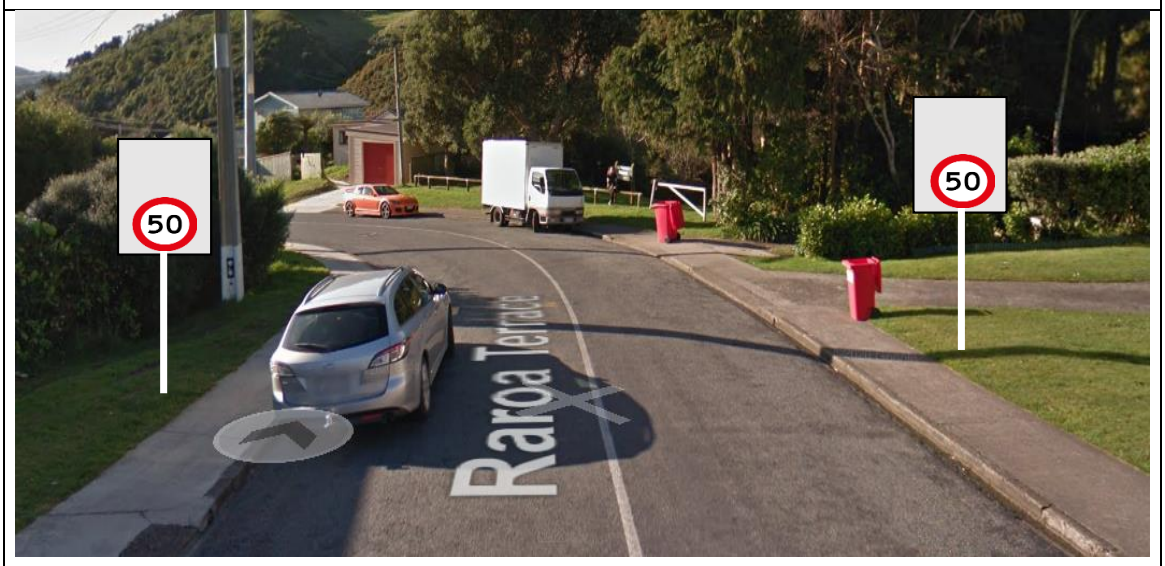
Location: 42A Raroa Terrace



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We are proposing a change in your area

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Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR97-25 Hampton Hill School – Variable Speed Limit
Location – where we propose to make the change	Hillary Street, Greer Crescent, Franklyn Road, Victory Crescent, Hampton Hill Road and Rimu Street 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone.

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	• The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
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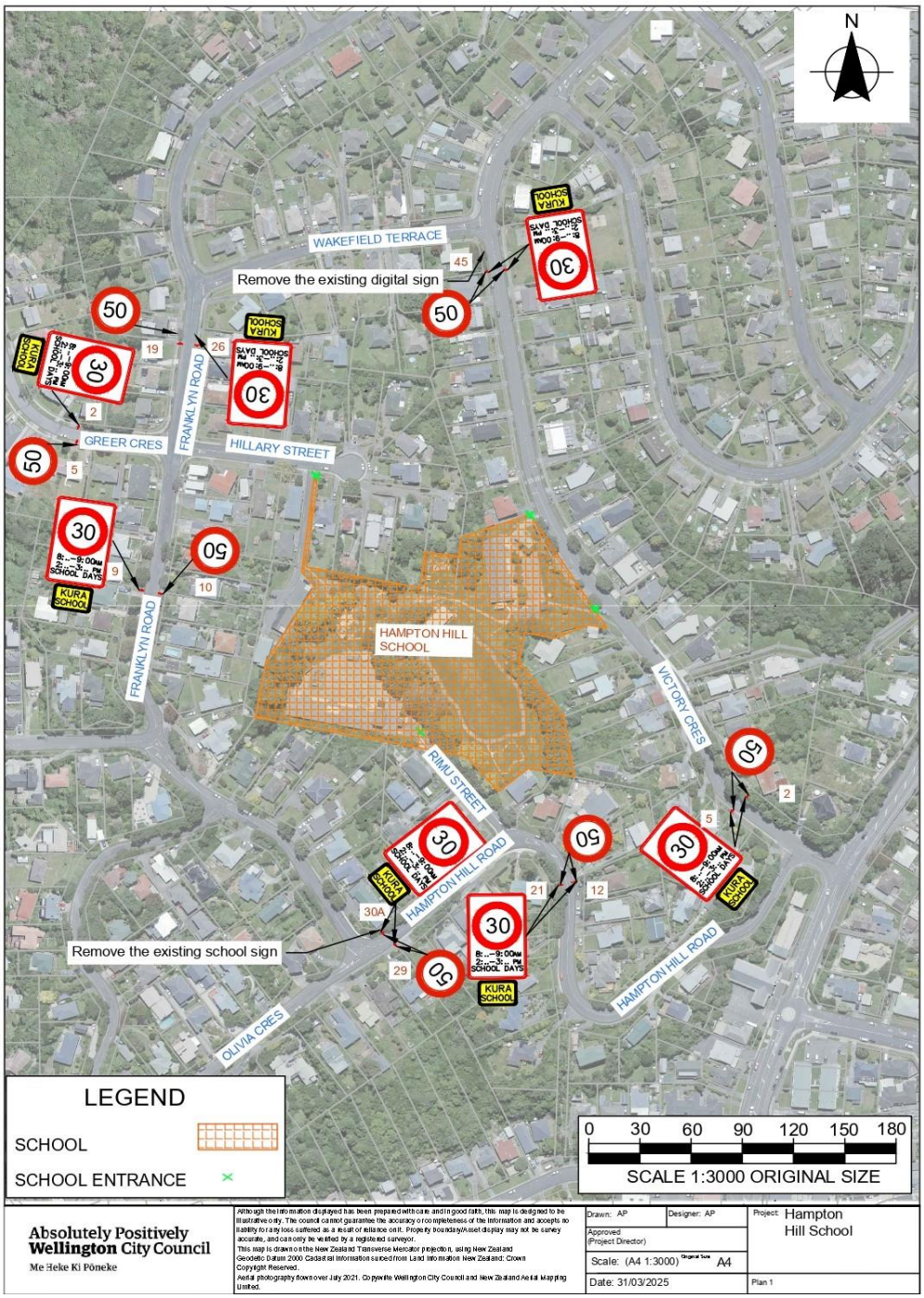
We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR97-25 Hampton Hill School - Variable Speed Limit



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed speed limit for Hampton Hill School

Column One	Column Two	Column Three
Greer Crescent	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 58 metres west of its intersection with Franklyn Road (Grid coordinates X= 1,752,711.974, Y= 5,441,388.351) and extending in an easterly direction following the northern kerb line for 120 metres.*
Hillary Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at east of its intersection with Franklyn Road (Grid coordinates X= 1,752,767.913, Y= 5,441,376.461) and extending in an easterly direction following the northern kerb line for 113 metres.*
Franklyn Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 89 metres south of its intersection with Greer Crescent (Grid coordinates X= 1,752,748.743, Y= 5,441,289.710) and extending in a northerly direction following the western kerb line for 151 metres.*
Victory Crescent	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 27 metres south of its intersection with Wakefield Terrace (Grid coordinates X= 1,752,962.085, Y= 5,441,483.241) and extending in a southerly direction following the western kerb line for 355 metres.*
Hampton Hill Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 14 metres north-east of its intersection with Olivia Crescent (Grid coordinates X= 1,752,890.341, Y= 5,441,082.057) and extending in a north-easterly direction following the north-western kerb line for 140 metres.*
Rimu Street	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning at its intersection with Hampton Hill Road (Grid coordinates X=1,752,966.579, Y=5,441,139.245) and extending in a north-westerly direction following the north-eastern kerb line for 84 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 2 Greer Crescent

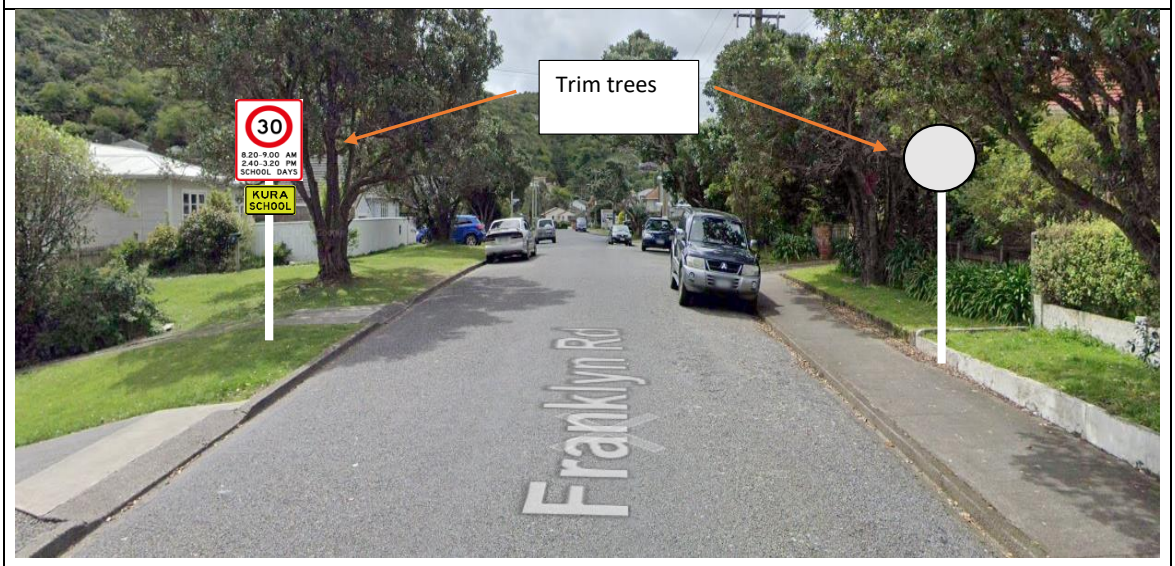
Location: 5 Greer Crescent

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 9 Franklyn Road



Location: 10 Franklyn Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 19 Franklyn Road

Location: 26 Franklyn Road

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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: opposite to 45 Victory Crescent

Location: 45 Victory Crescent

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We are proposing a change in your area

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Me Heke Ki Pōneke

Location: 5 Victory Crescent

Location: 2 Victory Crescent

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 21 Hampton Hill Road

Location: 12 Hampton Hill Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 30A Hampton Hill Road

Location: 29 Hampton Hill Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR98-25 Houghton Valley School– Variable Speed Limit
Location – where we propose to make the change	Houghton Bay Road and View Road 8:20am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150 metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as

	anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
Why is the change being made	• These changes are required by the Land Transport Rule: Setting of Speed Limits 2024 which is required to be implemented by 1 July 2026.
What we would like your feedback on	• We would like to hear your feedback on the location of the signs themselves if they are located near your place of residence, please note however that these signs will need to be installed 150m from the school gate to be in line with the Rule. If you would like to view each sign location in detail, please go to Safe speed limits outside schools - Projects - Wellington City Council
Impact	• Pedestrian/vehicle impact – Improves pedestrian safety by slowing down vehicle speed around schools during drop off and pick up times. In the event of an incident lower vehicle speed reduces the risk for the crash and the severity of injury. As a result, the outcome of the incident is likely to be less severe than if the vehicle was travelling at a higher speed.
Additional Information	• 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 14th of July 2025 at Safe speed limits outside schools - Projects - Wellington City Council
Privacy	• 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 feedback 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	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following feedback and made public in full, you can do so by emailing the project team at variablespeedlimit@wcc.govt.nz. **Please note if you are giving feedback the period opens at 9.00 am July 14th 2025 and finishes at 5.00 pm July 28th 2025.**
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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR98-25 Houghton Valley School - Variable Speed Limit

Legal Description:

Table 1: Proposed speed limit for Houghton Valley School

Column One	Column Two	Column Three
Houghton Bay Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 82 metres north its intersection with View Road (Grid coordinates X= 1,749,629.640, Y= 5,422,805.404) and extending in a southerly direction following the eastern kerb line for 494 metres.*
View Road	*30kph* *8:20am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 21 metres south-east of its intersection with Houghton Valley Road (Grid coordinates X= 1,749,662.822, Y= 5,422,702.927) and extending in a north-westerly direction following the south-western kerb line for 21 metres.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 137 Houghton Valley Road

Location: 137 Houghton Valley Road

Time periods, sign location, size, and placement shown on the images are indicative only. In the sign mock-ups, a blank sign indicates the back of a sign that is facing the opposite direction Base imagery sourced from © 2025 Google Street View.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 2 View Road

Location: 7 View Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 75 Houghton Valley Road

Location: opposite 75 Houghton Valley Road

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are making in your neighbourhood. These changes are required by the Land Transport Rule: Setting of Speed Limits 2024. We are seeking your feedback on specific parts of the changes.

Reference	TR99-25 Lyall Bay School - Variable Speed Limit
Location – where we propose to make the change	Queens Drive, Lerwick Terrace, Freyberg Street and Wha Street 8:10am-9:10am and 2:40pm-3:40pm School Days Only
What is the change	• Change the posted speed limit from 50 kilometres per hour (kph) to 30kph during morning drop off and afternoon pick up school times. • The times for the variable speed limit will be based on the starting and finishing times of the school. • The proposed variable speed zones will be indicated by one of two variable speed zone sign types – either a static sign, or an electronic sign. The type of sign used is guided by the One Network Framework and engineering judgment. • For more information on the types of signs and which sign will be used in your area visit: Safe speed limits outside schools - Projects - Wellington City Council • Static signs show the timeframes when 30kph applies on the road. • Electronic signs are turned on/off or show the applicable speed limit. • Sign type one is a static variable speed limit sign. This sign type will show 30kph with the time frames when the variable speed limit is valid on a supplementary sign below the 30kph sign. When motorists are travelling through the variable speed limit zone outside the times depicted on the sign the speed limit will revert to the posted speed limit indicated by other non-variable speed limit signs in the area. • Sign type two is an electronic variable speed limit sign. This sign type will activate by turning on and showing that 30kph is the posted speed limit during the times of day when the variable speed limit is valid. During other times of the day, the electronic sign will be turned off, and the posted speed limit will be indicated by non-variable speed limit signs in the area. • The only exception to this is when the proposed variable speed limit is partially encapsulated by an existing permanent posted speed limit change. An example of a situation like this is when an urban shopping area currently posted at 30kph changes to 50kph when exiting the shopping area. In circumstances like this where the variable speed limit zone is partially encapsulated by the existing 50kph zone and 30kph zone, the electronic variable speed signs will be utilised and will be on at all times of day. This will allow for the electronic sign to display 30kph during the variable speed limit times and revert to 50kph during non-variable speed limit times. This setup is required as a static sign would be unable to indicate the speed limit change from 30kph to 50kph outside of the designated variable speed limit times. • The size of the variable speed limit zones is set by the Land Transport Rule: Setting of Speed Limits. It states that all school gates and extending 150

	metres in both directions from all school gates are to be included within the variable speed limit zone. • The decision to use sign type one, or sign type two is based on the One Network Framework. This framework ranks all roads and categorises the roads according to places for people and transport corridor movements. All roads categorised as anything other than an 'Urban Connector' is required to use sign type one – Static VSL sign. The only exception to this is where engineers have recommended that the specific location requires sign type two, and sign type two will be utilised.
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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR99-25 Lyall Bay School - Variable Speed Limit

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Table 1: Proposed speed limit for Lyall Bay School

Column One	Column Two	Column Three
Queens Drive	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 30 meters south of its intersection with Endeavour Street (Grid coordinates X= 1,750,082.771, Y= 5,423,905.772) and extending in a southerly direction following the eastern kerb line for 358 meters.*
Lerwick Terrace	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 22 meters north-west of its intersection with Queens Drive (Grid coordinates X= 1,749,990.688, Y= 5,423,771.006) and extending in a south-easterly direction following the north-eastern kerb line for 22 meters.*
Freyberg Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 43 meters south of its intersection with Wha Street (Grid coordinates X= 1,750,087.379, Y= 5,423,487.284) and extending in a northerly direction following the western kerb line for 375 meters.*
Wha Street	*30kph* *8:10am-9:10am* *2:40pm-3:40pm* *School Days Only*	*Beginning 23 meters east of its intersection with Freyberg Street (Grid coordinates X= 1,750,118.052, Y= 5,423,519.675) and extending in a westerly direction following the southern kerb line for 45 meters.*

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: opposite 40 Queens Drive

Location: 40 Queens Drive

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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 58 Lerwick Terrace

Location: 62 Lerwick Terrace

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 92 Queens Drive

Location: 95 Queens Drive

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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Location: 54 Freyberg Street on Wha Street

Location: 56 Freyberg Street on Wha Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Location: 60A Freyberg Street

Location: Outside 17 Wha Street on Freyberg Street

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We are proposing a change in your area

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

Location: 15 Wha Street

Location: 16 Wha Street

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We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Aswathy Prakash	**(Transportation Engineer)**
Approved By:	Dennis Davis	**(Principal Transport Engineer)**
Approved Date:	13/06/2025	

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MOBILE TRADING OPERATORS ON WELLINGTON TOWN BELT LAND

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee approve 17 low-impact and low-scale mobile trading operators, issued under the Trading and Events in Public Places Policy, to use Wellington Town Belt.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include Social Wellbeing – A city of healthy and thriving whānau and communities.

Relevant previous decisions

3. In November 2021, the Trading and Events in Public Places Policy (TEPPP) was adopted by the Social, Cultural and Economic Committee (and took effect in July 2022). The TEPPP provides a more efficient approval framework for some low-scale, low-impact trading and event activities on reserves, city parks, and Wellington Town Belt.
4. On April 7 2022, the Social, Cultural and Economic Committee agreed to "pre-approve" a list of Wellington Town Belt and reserve trading and event sites and activities. This step followed the new approval framework outlined in the TEPPP.
5. On August 31 2023, the first use of this pre-approval framework was used; the Social, Cultural and Economic Committee approved 17 operators to use Wellington Town Belt.

Significance

6. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

Author	Denise Clements, Manager Park Services
Authoriser	Bradley Schroder, Manager Open Space & Parks Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve four new commercial dog walkers and renew permits for 12 existing commercial dog walkers and one mountain bike coaching operator, to carry out low-scale, low-impact trading activities on the Wellington Tow Belt for a period of two years, in accordance with the Wellington Town Belt Act 2016 and the Trading and Events in Public Places Policy 2022.

    2.1 Four new Commercial Dog Walking Operators

        2.1.1 Hound Hikes Limited

        2.1.2 Loosh Leash Dog Walking

        2.1.3 Peninsular Paw Club

        2.1.4 ROAM

    2.2 Renew twelve Commercial Dog Walking Operators

        2.2.1 All Terrier Motives

        2.2.2 Blissed Out Dogs

        2.2.3 Cosy Critters Pet Care and Training

        2.2.4 Dave Owen

        2.2.5 Doggystyle Dog Walking

        2.2.6 Dogs By Beks

        2.2.7 Dogs Day Out

        2.2.8 Four Paws Adventures

        2.2.9 Happy Paws

        2.2.10 Mackenzie Pet Care

        2.2.11 Pet Pro Trainer

        2.2.12 We're Wolf Walking Wellington

    2.3 Renew one mobile mountain bike coaching operator

        2.3.1 Wellington Off-Road Riding Department (WORD)

Whakarāpopoto | Executive Summary

7. This paper represents the fourth use of the pre-approval framework set out in Trading and Events in Public Places Policy 2022 (TEPPP) to obtain approval for operators to use Wellington Town Belt.
8. We have received four new applications from commercial dog walkers to use the Wellington Town Belt, and 13 operators approved in August 2023 now require renewal. Officers have assessed each application as being compliant with the TEPPP, the Wellington Town Belt Management Plan and the Wellington Town Belt Act 2016 (WTBA). Each activity is mobile, temporary, and low scale and therefore has a low

impact on the land. The activity has been assessed as increasing use and enjoyment of our open spaces, which can also bring health and wellbeing benefits.

9. Officers have also assessed each application in accordance with the pre-approval framework set out in the TEPPP and found the consultation requirements under section 16 of the WTBA have been satisfied.

10. To ensure the public notification requirements of section 18 of the WTBA are also met, we have published details about each pending application for the use of Wellington Town Belt on our website.

11. Professional dog walkers are required to successfully pass the Council's competency theory course and pack-handling assessment to obtain their licence to operate.

12. Wellington Off-Road Riding Department (WORD) is a youth mountain bike charity delivering school and holiday programmes for children aged 7–17. WORD seeks approval to operate on the Waimapihi and Matairangi mountain bike trails within the Wellington Town Belt. Their programmes run during term time at Makara Peak and Centennial Reserve, with approximately 200 participants each term. WORD holds a current safety audit and registration under the Health and Safety at Work (Adventure Activities) Regulations 2016, valid until January 2026.

13. Approval will permit the use of the Wellington Town Belt for a period of two years, subject to each operator maintaining a valid trading license or approval from Council.

Takenga mai | Background

14. The Wellington Town Belt is a significant public open space that supports a range of low-scale, low-impact commercial activities which contribute to community wellbeing and enjoyment of the space. Under the WTBA, the Wellington Town Belt Management Plan, and the TEPPP, the Council can consider and approve certain trading activities that align with the objectives of the Town Belt.

15. Commercial dog walking and mountain bike coaching are pre-approved activities. These are mobile, temporary, and low-scale, and therefore have minimal impact on the land. These pre-approved activities are assessed as increasing use and enjoyment of open spaces while supporting health and wellbeing benefits for the community.

Kōrerorero | Discussion

16. The following sixteen professional dog walkers would like the option to walk the dogs on Wellington Town Belt (four new, 12 renewals):

    1. Hound Hikes Limited
    2. Loosh Leash Dog Walking
    3. Peninsular Paw Club
    4. ROAM
    5. All Terrier Motives
    6. Blissed Out Dogs
    7. Cosy Critters Pet Care and Training
    8. Dave Owen
    9. Doggystyle Dog Walking
    10. Dogs By Beks
    11. Dogs Day Out
    12. Four Paws Adventures
    13. Happy Paws
    14. Mackenzie Pet Care

15. Pet Pro Trainer
16. We're Wolf Walking Wellington

17. Professional dog walkers are required to complete the Council's dog walking competency theory course and a pack-handling assessment. On successful completion of both the course and assessment, they will be issued with an annual licence. This assessment will determine the maximum number of dogs each walker is licensed to walk in public places.

18. The competency theory course, assessment and approval helps to ensure:

    a) dog walkers are familiar with legislation and Council bylaws and policies;

    b) the dogs don't damage our precious wildlife;

    c) the thoroughfares in our shared spaces are safe and clear for pedestrians; and

    d) dog walkers are professional and responsible.

19. The operators have each provided two reference checks from clients, have had no incidents of mishandling, and are considered to be a responsible dog walker.

20. The approval to use Wellington Town Belt will be conditional on each operator maintaining a valid trading licence to operate.

21. WORD is a youth mountain bike charity that runs school and holiday programmes for children between 7-17years in the Wellington region.

22. Programmes are run for seven weeks during term times across the Makara Peak and Centennial Reserve (Miramar) mountain bike parks. WORD would also like to run classes on Waimapihi and Matairangi mountain bike trails, which are classified as Wellington Town Belt land.

23. There are about 30 participants per session with an instructor ratio of 2:8. Across Wellington, during the school term there are approximately 200 children enrolled in the mountain bike programmes. Two-day programmes run during school holidays, and there are approximately 25 participants.

24. As a mountain bike coaching organisation, WORD is required to obtain and pass a safety audit and be registered on the Register of Adventure Activity Operators under the Health and Safety at Work (Adventure Activities) Regulations 2016. WORD was audited by 'Outdoors Mark' and their registration is current until 19 January 2026.

Kōwhiringa | Options

25. Koata Hātepe | Regulatory Processes Committee has the following options:

26. Agree to grant each operator a two-year approval to use the legitimate track network within the Wellington Town Belt for their pre-approved activities, subject to holding a valid trading licence (recommended); or

27. Reject the officers' recommendation to approve the operators' use of the Wellington Town Belt (not recommended).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

28. The activities proposed by the applicants are consistent with the objectives and policies of the Wellington Town Belt Management Plan and The Trading and Events in Public Places Policy and the Wellington Town Belt Act 2016.

Engagement and Consultation

29. These applications have been assessed as satisfying the consultation requirements under section 16 of the WTBA. However, because the Act provides for separate consultation and notification, for completeness, we have provided details of these pending applications on our website to ensure we are comfortable that section 18(2) is being complied with.

Māori Impact Statement

30. The Mataaho Aronui team contributed to the TEPPP review, and their feedback has been incorporated.

31. Our partners Ngāti Toa Rangatira and Taranaki Whānui discussed the importance of aligning any sites identified as Sites and Areas of Significance to Māori (SASM) with the District Plan rules.

32. As these proposed licences are all mobile, temporary, low impact, have no built infrastructure, and low scale, we consider that they are low risk and can be managed through existing rules, processes and preferences already identified with mana whenua.

Financial implications

33. These proposed licences do not result in any financial implications or expenses.

34. Each operator is required to pay the Council an annual licence fee for professional dog walking.

Legal considerations

35. The Council's legal team reviewed the new framework, and it is compliant with the Council's obligations under the Wellington Town Belt Act 2016, noting that the case-by-case assessment of the process still allows the Council to consider all requirements at law in granting each licence.

Risks and mitigations

36. These proposed approvals to operate on Wellington Town Belt are rated low risk because the activities proposed are low impact, low scale, have no built infrastructure, and are mobile.

Disability and accessibility impact

37. All activities under this new framework need to be compliant with the accessibility requirements of the Policy. The TEPPP has an accessibility section to recognise that public places are primarily for the enjoyment of all people in Wellington.

Climate Change impact and considerations

38. All operators need to be compliant with the TEPPP requirements to have waste minimisation plans, where relevant. Included in the guiding principles for decision-making is an impact assessment on the surrounding environment and applicants are encouraged to integrate environmentally friendly practices in their operations.

Communications Plan

39. The proposed licences are publicly notified following the requirements of the Wellington Town Belt Act.

Health and Safety Impact considered

40. The Policy has set out the responsibilities of operators under the Health and Safety at Work Act 2015. It is an approval condition for any operator to meet safety, health, and hygiene requirements.

Ngā mahinga e whai ake nei | Next actions

41. If the Committee approves these applications to use Wellington Town Belt, each professional dog walker will be issued a two-year approval to use the Wellington Town Belt legitimate track network provided they hold a current Council trading licence to operate.

Attachments

Nil

PROPOSED CROFTON DOWNS TRAILS

Kōrero taunaki | Summary of considerations

Purpose

1. This report seeks approval in principle of three proposed mountain bike tracks, one shared walking/biking track and one walking-only track in the Outer Green Belt (OGB) above Crofton Downs.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: *Social Wellbeing - A city of healthy and thriving whānau and communities, Environmental Wellbeing - A city restoring and protecting nature, Making our city accessible and inclusive for all, Engaging our community, Value for money and effective delivery, and Invest in sustainable, connected and accessible community and recreation facilities.*

Relevant previous decisions

3. On 1 September 2016, the Environment Committee recommended to Council for adoption the *Open Space Access Plan 2016 (OSAP).* The plan is aimed specifically at managing and planning the Council's recreational track network, including criteria for assessing track proposals.

4. On 8 August 2019, the City Strategy Committee adopted the *Outer Green Belt Management Plan 2019 (OGBMP*). The plan sets out objectives, policies and proposed actions for managing Outer Green Belt reserve land, including the track network.

5. On 28 June 2023, the Kōrau Mātinitini | Social, Cultural and Economic Committee adopted *Te Whai Oranga Pōneke* | *Open Space and Recreation Strategy 2023*. The strategy's mission statement is to create a flourishing network of parks and recreation opportunities, interwoven into everyday life, that supports Wellingtonians to live well and connect to nature and each other.

Significance

6. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

7. Most of the track building work would be undertaken by volunteers. However, development costs that would be covered by the Council are estimated to be between $100,000-$150,000 for environmental impact assessments, resource consents, materials for volunteers to use during construction, and professional trail builders to undertake work volunteers are not able to do, including building bridges/boardwalks at stream crossings. These costs would be funded from the existing PSR tracks renewal and upgrade budget. Council will maintain the shared track and tramping track out of

existing budgets, while maintenance of the three mountain biking tracks will sit with the community.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

8. The proposal is rated as low risk in accordance with the Council's Risk Framework.

Author	Shona McCahon, Reserves Planner
Authoriser	Sherilyn Hinton, Open Space and Recreation Planning Manager Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Agree to approve in principle the development of Tracks 1, 2, 3 and 4, as described in paragraph 47 of this paper and indicatively mapped in Attachment 6, subject to meeting the track design and environmental impact assessment requirements set out in the Open Space Access Plan 2016, Outer Green Belt Management Plan and in accordance with the best practice Recreation Aotearoa New Zealand Mountain Bike Trail Design and Construction Guidelines.
3. Agree that Track 4 is to be for walking-only use in future.
4. Agree that there will be no track design, assessment or development work on any tracks that depend on track routing across the future reserve land, shown in Attachment 6, until Council access to that land is formalised and/or the land vested in Council.
5. Note that Trails Wellington and the Korimako Trail Builders will undertake their volunteer work under Memorandum of Understanding with the Council.
6. Agree that the Council's investment of up to $150,000 into the above track development will be funded from existing tracks renewal and upgrade budget (activity 2010), subject to track work priorities.

Whakarāpopoto | Executive Summary

9. This report asks the Koata Hātepe | Regulatory Processes Committee to agree to support the development of several new mountain biking and walking trails in the Outer Green Belt above the suburb of Crofton Downs, as per the recommendations in paragraph 47 of this report, subject to detailed track design and environmental/visual impact assessment satisfying Council's track design criteria.
10. A decision by the Committee is required because the tracks are additional to the tracks network approved in the two relevant policy documents (Outer Green Belt Management Plan and Open Space Access Plan).

11. The proposals have been put forward by two community groups, Trails Wellington (mountain biking) and Korimako Track Builders (walking), who have worked with Council officers to improve and refine the proposals.

12. A two-step consultation process has been undertaken. There is a high level of support for the proposals, particularly from mountain bikers, but there were also submissions that raised some issues/concern.

13. A track network priority assessment of the proposed new track has been done, using criteria in the Open Space Access Plan. The proposed bike-priority Tracks 1, 2 and 4 rank medium-low priority and the shared Track 3 ranks medium-high priority.

14. A preliminary desktop study of potential environmental and visual impact indicates it is likely that with careful detailed design, unacceptable impacts can be avoided and steps taken to mitigate other impacts, such as vegetation clearance.

15. Further refinements to the proposals are recommended by officers in response to submission feedback and preliminary desktop assessments to address/mitigate issues raised.

16. Volunteers will undertake much of the track construction, but professional track builders will be required for work volunteers cannot do, including bridges, boardwalks and some track sections. Costs of development are estimated at $100,000 - $150,000 for environmental impact assessments, resource consents, materials and professional track building. Future maintenance of three tracks will be undertaken by Council and volunteers will be responsible for maintaining the other tracks.

Takenga mai | Background

17. In mid-2024, two community groups, Trails Wellington (mountain biking) and Korimako Track Builders (walking), put forward a proposal to develop, mainly with their own voluntary labour, several new mountain biking and walking trails on Council-owned reserve land in the Outer Green Belt above the suburb of Crofton Downs.

18. Following preliminary community engagement in October 2024, a revised trails proposal was developed by the groups for further consultation and a Council decision. See Attachment 1 for a map of the groups' revised proposal and visualisations of the routes in the landscape.

19. The proposal includes:

    - Tracks 1 and 2: new mountain bike downhill-only trails, suitable for grade 5 or 6 extreme or expert riders.
    - Track 3: new shared walking/biking trail, dual-direction, suitable for easy walking and grade 2 beginner riders.
    - Track 4: new mountain bike downhill-only, suitable for grade 4 advanced riders.
    - Existing tramping track: currently used by bikers and walkers, to become walking only.

20. The proposed routes are indicative, pending detailed field-based professional design and environmental impact assessment. Note that the lower parts of Tracks 1, 2 and 3 all cross *future* reserve land that will be vested in Council on completion of the Silverstream subdivision. The final design and assessment of those tracks can only be done once the final extent and earthworks of the future reserve land is known.

21. The track grades are set under the Recreation Aotearoa New Zealand Mountain Bike Trail Design and Construction Guidelines 2025 , which specify track design and construction requirements for each grade of difficulty. The grade of each track is determined by the most difficult part of the track to help riders judge if they can safely ride it. Grades 5 and 6 need to be one-way only and are technically challenging, with varied terrain, obstacles and some walking likely.

22. **Community consultation** was carried out through preliminary engagement on the initial proposal in October 2024. Refer Attachment 2 for a summary of feedback. Further consultation on the revised proposal ran in May-June this year. Refer Attachment 3 for a summary of feedback on that consultation and Attachment 4 for a copy of all submissions. In both instances, feedback was generally supportive but there were some calls to provide more options for local walkers and beginner and intermediate level riders, and some concern about bike/walk user conflicts on shared tracks and the potential environmental impacts of the tracks.

Outer Green Belt Context

23. The Outer Green Belt (OGB) is a 3,000+-hectare public open space, described in the Outer Green Belt Management Plan (OGBMP) as “Wellington’s wild green connector”. It extends along the west side of urban Wellington from the South Coast to the Porirua city boundary, protecting much of the city’s biodiversity and serving as an important ecological corridor. It is greatly valued for its outdoor recreation, providing residents and visitors with many opportunities to explore via an extensive track network of over 160km in total length or about 42% of the Council’s total track network.

24. The proposed trails would link up to the regionally significant Skyline Track that runs along the main ridgetop, aligning with Policy 4.5.2.2 (2)(b) of the OGBMP which notes the need to improve the track network by upgrading and adding to lateral tracks to provide adequate Skyline Track exit and entry points, fill gaps in local connections to adjacent communities and provide more local loop walks.

25. Most of the OGB, including that at Crofton Downs, is classified as Scenic Reserve (b) under the Reserves Act 1977. Scenic Reserve (b) land provides for areas that will become of scenic interest and beauty by development and the introduction of flora. Specifically, flora and fauna, ecological associations, the natural environment and beauty is to be preserved but open portions may be developed for compatible amenities and facilities to enable the public to benefit from and enjoy the reserve.

26. The OGBMP identifies a need to improve the range of short and long routes available for public access from parts of Khandallah, Ngaio and Crofton Downs to the Outer Green Belt. Specifically, it identifies in the vicinity of the future reserve land coming from the Silverstream subdivision, the need for new links to existing tracks and more diversity in the choices of loop routes for walkers and bikers.

27. The OGBMP also states that while the Outer Green Belt is large enough to accommodate some of the variety of track types people seek, “it is not possible, nor desirable, to have all options everywhere if the track network is to reflect the local landscape character and be cost-effective.” The plan takes a general approach to providing for different user groups in proportion to the numbers of users. Therefore, requests for new track development need to be considered at the broad scale of user demand, fair distribution of opportunities across the track network and the considerable

existing track infrastructure, which represents both past capital investment and future maintenance.

28. The management plan states that OGB tracks will be managed according to the network principles and track assessment specifications in the Open Space Access Plan 2016 (OSAP) and that the community be consulted on any proposed new tracks not already identified in the OSAP or the OGBMP. Changes in track user status (e.g. from shared to single-user type) are noted as subject to Council committee approval.

Open Space Access Plan 2016 (OSAP)

29. The OSAP is a plan to guide and prioritise how the city's extensive recreational track network will be developed, managed and maintained, enabling more residents to enjoy using the city's open space safely, while enhancing the natural environment. The intention is to support recreation and tourism for a wide range of user interests, skills, abilities and fitness levels through a primary network linking major destination points and a secondary network of fairly distributed local tracks.

30. The OSAP requires all new tracks to be consistent with several network principles which are, in summary, for tracks to: be designed and maintained for ecological sustainability; to provide a wide variety of opportunities by foot and bike for all ages and abilities, and to contribute to prioritised work in the overall track network. It also requires an assessment of environmental effects to be done before any major track work, with extra assessment criteria where significant ecological sites are involved. Where it is not practical to protect vulnerable ecosystems and habitats, and environmental assessment shows that avoidance, remediation and mitigation of impacts are not possible, then track development would not be allowed.

31. The OSAP also includes an assessment method for assessing track work priorities to guide planning of future implementation and budgeting, which essentially considers the relative contribution and need within the whole network for track development, upgrading and maintenance.

Kōrerorero | Discussion

32. Trails Wellington and the mountain biking community have been advocating for more and better distributed expert and extreme-level riding trails to meet user demand, stating that there is a lack of grade 5 and 6 grade trails in Wellington city and the region. While only a small proportion of riders at that level, it is relevant to building Wellington's reputation as a mountain biking destination and will cater in future for those who are currently learning and will eventually seek more challenging routes.

33. Korimako Track Builders have been advocating for and gradually developing more walking connections in the Ngaio/Crofton Downs area to broaden the choices of route, including some easier graded tracks that are accessible to a wider group of people.

34. A Council decision on the two groups' proposal is required because the proposed tracks are additional to those approved for development in the two relevant Council policy documents, the Open Space Access Plan and the Outer Green Belt Management Plan. Approval in principle is being sought before investing time and resources into the detailed track route design and environmental impact assessment that is required to ensure each route is feasible and meets track sustainability criteria.

35. The strategic aims for the city-wide track network are to achieve an equitable distribution of opportunities, which provide access and choice for people in the many diverse communities across the city. When considering the distribution of mountain

biking opportiunities, the default policy in the OSAP is that tracks are shared unless otherwise designated, which makes much of the track network available to bike riders. There are also bike-priority tracks available or planned south of Crofton Downs at Miramar, Matairangi, Te Kopahou, Waimipihi Reserve, Wrights Hill, Mākara Peak, and Karori Park. North of Karori Park there is an approx. 16km gap in bike-priority tracks to the Te Ngahere-o-Tane track near the boundary with Porirua City. It is not envisaged that the OGB should become a large mountain bike park but would, instead, have a few bike-priority tracks spaced out to provide local opportunites for adjacent suburbs. The proposed trails at Crofton Downs would provide one such opportunity.

36. The Council's existing 397-kilometre recreational track network is a significant asset, requiring ongoing investment in maintenance and upgrades, and costs are increasing with more frequent climate change-related extreme weather. Therefore, the Council needs to consider track priorities when investing in new tracks and taking on responsibility for their future maintenance.

37. A **track network priority assessment** has been carried out for each of the new proposed tracks: see Attachment 5. Investment in development and maintenance of the shared Track 3 is well justifed by a medium-high priority score.The three downhill mountain bike tracks, 1, 2 and 4, scored medium-low priority but would be mainly built by volunteers, with Council support, and then maintained by volunteers under a Memoranda of Understanding. If volunteer maintenance lapses, the tracks would be allowed to grow over.

38. Most of the trail-build would be done by volunteers. However, **costs** that would be covered by the Council are estimated to be between $100,000-$150,000 for environmental impact assessments (EIAs), resource consents, materials for the volunteers, and construction by professional trail builders to undertake work volunteers are not able to do, including building bridges/boardwalks at stream crossings. Note that Track 3 would need to be built under contract by a professional track builder to ensure the required shared-track standard is achieved.

39. **Ecological impact.** Tracks 1, 2 and 4 would be located within the Western Forests Key Native Ecosystem, identified by Greater Wellington Regional Council as a good example of the western forests ecosystem in the region. Most of Tracks 1 and 2 and small parts of Tracks 3 and 4 would also sit within a Significant Natural Area, identified in the Wellington City 2024 District Plan for protection of existing areas of biodiversity. The tracks are proposed in the headwaters of Silver Stream, a tributary of the Kaiwharawhara Stream, so freshwater values would need to be considered.

40. The likely ecological impacts have been indicatively assessed, with ecologist advice, through a desktop study, of existing data about the ecology of the area that would be affected by the proposed trails. The proposed tracks do not go through the most important parts of the Significant Natural Area, instead they pass through areas that are currently dominated by the exotic Darwin's barberry and gorse, where any regenerating native vegetation is still young and tends to mainly comprise common successional species. It is likely the impacts can be managed within the parameters of the Council's track building resource consent due to likely low risk to ecological values and the ability to manage identified risks through the detailed track design/ecological assessment process and the application of accepted ecological management protocols. It is also likely that the parameters specified in the OSAP, such as habitat

fragmentation, creating canopy gaps and minimising soil disturbance, can be managed, avoided or mitigated through detailed track design, including minor relignments to avoid identified important features. However, these indicative findings are subject to detailed field-based assessment and if the ecological effects cannot be adequately managed, the tracks will not be built.

41. Officers are concerned about the potential impacts and feasiblity of track construction in the area of future reserve to be vested in Council from the Silverstream subdivision. This is an area where three smaller streams merge together into Silver Stream, the topography is steep and complex, Silver Stream is confined within a narrow 'gorge', and Tracks 1, 2 and 3 would all converge. The area is also in close proximity to new housing lots and to the remaining undeveloped part of the Silverstream subdivision. The feasiblity of the proposed tracks in this confined area and their environmental impact, including on freshwater and riparian values, will need detailed on-site assessment. More work would be needed to clarify exactly how the tracks would exit to Silverstream Road but can't be done with certainty until the future reserve land has been vested in Council.

42. **Submissions** on the overall trails proposal were very favourable, with 97% either in support or strongly in support (noting that 76% of submitters were mountain bikers). Support for the specific tracks was somewhat less favourable but nevertheless attracted a majority of support or strong support. Comments in favour cited the benefits for the local community of increased recreational opportunities and better access to natural areas. However, feedback included various concerns and suggestions, which are summarised in Attachment 3, together with officer responses to suggestions about specific tracks.

43. A main concern was about a perceived over-emphasis on expert and extreme grade bike trails (**Tracks 1 and 2**), despite a preference amongst many respondents for intermediate bike trails. Two of the proposed new tracks would be at the beginner and intermediate grades 2 and 4. The potential to redesign Tracks 1 or 2 to an easier grade was investigated. However, the terrain in the head of valley is such that even the proposed grade 5/6 track alignments require sections of intense switchback construction. To build an easier grade 3 or 4 track would involve many more switchbacks and/or longer stretches of track across the hillside, necessitating more earthworks with increased environmental and visual impact over a wider area. Even though there is greater demand for easier grade tracks, the environmental impact of building to that standard has to be balanced with protecting the natural values of the scenic reserve land.

44. Submitters also raised concerns about user conflicts and safety on shared-use trails. The proposed new easy-grade shared **Track 3** was generally supported although there were concerns about incompatiblity and safety between wheel and foot-based users, especially as this track would be serving as a return uphill route for expert riders who had exited Tracks 1 and 2. Another concern was that because Track 3 joins the existing shared Silversky Track, safety issues on that track would be exacerbated due to increased use. One suggestion to improve safety was to make Track 3 one-way but that is not recommended because it would limit the options for all users, could encourage people to park at the top end of Silverstream Road where there is no provision for extra parking, and could potentially encourage bikers to ride faster than on a two-way track. Track 3 will be built according to best practice for shared track to reduce potential conflict, including at least 1.5-metre width. Signage will also be used to

reinforce the mountain bikers' code of behaviour on shared tracks to respect others and give way to people on foot.

45. Feedback highlighted the importance to walkers of an existing informal track at the northeast end of the proposed **Track 3** – shown on the map in Attachment 1 as a dotted line near the bottom of tracks 1 and 2. It is recommended that Track 3 be extended to include that track, subject to detailed design and ecological asessment. It would lengthen the easy-grade ride within close reach of the Silverstream subdivision and would add another local loop route by connecting to existing informal tracks on the adjacent private land. The neighbouring landowner has allowed community groups to build tracks and the public to have informal access for some years. While there is no guarantee that arrangement will continue in future, Council officers will continue to explore opportunties to formalise public access in the vicinity.

46. Feedback about the proposed **Track 4** and the existing **tramping track** was inter-related because of their close proximity and parallel alignments. Bike riders questioned whether it was necessary to construct Track 4, given so few people currently use the tramping track. On the other hand, the walking/running community strongly supported making it walking-only, as it is one of the few tough walking tracks in the area. While the tramping track might serve comparatively few walkers, the two proposed grade 5/6 mountain bike tracks would similarly serve comparatively few bike riders.

47. Overall, given the positive community feedback, moderate alignment with track network principles and likelihood that the ecological impacts can be avoided, remedied or mitigated, officers recommend that an amended proposal be approved in principle subject to detailed design, feasibility and ecological / visual impact assessment. The amended proposal, shown in the Attachment 6 is as follows:

    - *Track 1:* new mountain bike downhill-only trail suitable for grade 5 or 6 standard extreme of expert riders. *Amendment note:* the intensely spaced switchbacks in the lower reach of this track are shown with dotted lines on the map as the feasiblity is uncertain.
    - *Track 2*: new mountain bike downhill-only trail suitable for grade 5 or 6 standard extreme of expert riders. *Amendment note:* the lower section is shown with dotted lines on the map as the feasiblity is uncertain.
    - *Tracks 1 and 2 amendment note*: at least one of these tracks to be at grade 5 expert trail riding standard as very few riders have grade 6 riding skills.
    - *Track 3:* new shared walking/biking trail, dual-direction, suitable for easy walking and grade 2 beginner riders. *Amendment note:* extend at the northeast end and add a side connection to Porowhaikiri Street. To be built in two stages: (i) Silverksy track to Porowhaikiri Street, and (ii) the rest of the track, subject to access across the future reserve land.
    - *Track 4:* new mountain bike downhill-only, suitable for grade 4 advanced riders, as proposed
    - *Existing tramping track:* walking-only use in future, as proposed.
    - *Future reserve and convergance area*. *Amendment note:* the circled area includes the future reserve and convergance area, described in paragraph 41, where the feasibility and track layout is particularly uncertain. The final design may well change after detailed assessment, to ensure that all users will be able to safely enter and exit at Silverstream Road, and construction will depend on public access being formalised across the future reserve land.

48. The construction of four new tracks in the Crofton Downs area is a significant amount of track development in one comparatively small area of the Outer Green Belt. It will align with policies to improve the choice of opportunities and loop routes locally for a range of track users. However, the OGB in the Crofton Downs/Ngaio area is characterised by its rugged landscape and significant natural areas. If that character and the health of the local ecosystems are to be protected, the potential for more track development in the area may be limited. Future priorities for investment in track development across the whole track network will be considered in the upcoming review of the Open Space Access Plan, likely to start in mid-2026, depending on resourcing. The future focus for track development is likely to be in other parts of the city, especially north of Johnsonville, as new housing areas are developed and the longer-term goal of joining up the OGB in the north is achieved through reserve acquisition.

49. **Timing.** Subject to the design/assessment/consent process, construction of Track 4 could begin later this year and Stage 1 of Track 3 between Silversky and Porokaiwhere Street could begin in early 2027. However, the timing of all the tracks that would cross the future reserve land is uncertain as it depends on that land being vested in the Council. No design, assessment, consent or construction of any part of those tracks should be done until the land is vested or prior access agreed with the developer, as the details of the subdivision, including public access connections, will need to be finalised with the developer first. Potentially, if the detail of the subdivision development changes the alignment and feasiblity of the proposed trails could be affected.

Kōwhiringa | Options

50. **Option 1 (Preferred). Approve in principle the proposal with the amendments described in paragraph 47, subject to meeting acceptable ecological impact and design standards.** This option would provide the community groups who proposed the trails and the Crofton Downs community with a known way forward, which is responsive to consultation feedback and mindful of the track assessment criteria, by extending Track 3, suitable for walkers and beginner bike riders; highlighting the preference, if feasible, for having at least one grade 5 track instead of two grade 6 tracks. This option would enable the tramping track to be immediately confirmed as walking-only, and the construction of Track 4 and Track 3, Stage 1, subject to design and assessment. Design, assessment and construction of Tracks 1, 2 and Track 3, Stage 2 would be dependant on the future reserve land being becoming available, timing uncertain.

51. **Option 2. Approve in principle the proposal that was consulted on, subject to meeting acceptable ecological impact and design standards**. This would provide the community groups who proposed the trails and the Crofton Downs community with a known way forward, but would be less responsive to the consultation feedback by not specifying the amendments outlined in Option 1, which have been recommended in response to requests for easier-grade tracks and concerns about safety and the viability of some proposed track aspects. This option would enable the same development process as outlined for Option 1 but would not include the Track 3 extension and would leave more uncertainty about how to resolve the safety and viability conserns in the area of the future reserve. As with Option 1, the design, assessment and construction of Tracks 1, 2 and Track 3, Stage 2 would be dependent on the future reserve land becoming available, with timing uncertain.

52. **Option 3. Do not approve the proposal in any form and delay decisions about track development until the review of the OSAP.** The review of the OSAP is

programmed to start around mid-2026 and it is unlikely that it would be completed before early 2028. This would frustrate the community groups who proposed the trails and the largely supportive community, as it would prevent any design, assessment or construction work happening for several years.

53. Option 1 is recommended as it is more responsive to consultation feedback requesting more provision for walkers and less advanced bike riders, while still providing opportunities for more advanced riders.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

54. **Wellington City District Plan 2024:** The reserve land where the tracks are proposed is zoned Natural Open Space, which is to recognise and provide for open spaces that contain high natural, ecological, landscape and historic heritage values. Recreational track development is a permitted activity but further consideration is required where tracks go through Significant Natural Areas (SNAs), as parts of all the proposed tracks do. The Council has a 5-year resource consent to 2029 for vegetation clearance for recreation tracks in SNAs. Tracks can be built provided they are no wider than 1.5 metres, there is low risk to the ecological values on site and accepted ecological management protocols can be applied to manage any potential risk or threatened indigenous fauna present.

55. **Te Whai Oranga Pōneke | Open Space and Recreation Strategy (2023).** Aligns broadly with the mission statement, "A flourishing network of parks and recreation opportunities, interwoven into everyday life, that supports Wellingtonians to live well and connect to nature and each other". Also aligns with the strategy's identified need for more accessible options for a broader range of users, providing for multifunctional use, supporting volunteer involvement, and building on Wellington's reputation as a mountain biking destination by catering for a range of skills and preferences. The strategy also highlights the need for more investment in track development, renewal and maintenance to support increased user numbers and the effects of climate change, and the importance of minimising environmental impact through sustainable design.

56. **Open Space Access Plan: Plan for the management of the Open Space Access Network (2016).** The recommendations in this paper align with the OSAP vision and are based on the various assessment criteria outlined in the OSAP. The plan's vision is about strengthening and improving the open space access network by providing opportunities for recreation and tourism, and for a wide range of users in each area of the city, while linking primary and secondary /local tracks to optimise the network. Policies focus on balancing the needs of users and managing potential conflict between the users while developing and maintaining the track network and making sure ecological and landscape values are protected. Key initiatives for the 10-year life of the plan are listed according to high, medium and low priority and a method for assessing network priority is included.

57. **Outer Green Belt Management Plan (OGBMP).** Aligns with the overall recreation and environment objectives and policies in the OGBMP about managing the Outer Green Belt as a wild green connector of open space along the western edge of the city's urban area. Specifically relevant to the policies and proposed actions for Sectors 3 and

4 of the Outer Green Belt which encompass the Crofton Downs/Ngaio area, where the need for more local walking and biking connections in the vicinity of future reserve land coming from the Silverstream subdivision is noted. The OGBMP also requires track assessments to be undertaken in accordance with the OSAP.

Engagement and Consultation

58. The proposals rate as low significance in the engagement spectrum and an engagement plan was prepared.

59. Preliminary engagement was held in October 2024 via an online LetsTalk survey together with a public meeting held in Ngaio. Stakeholders were informed by a local letterbox drop, notices on site at local track entrances and publicity in the Council's e-news. More than 800 online submissions were received.

60. Formal consultation on a revised proposal was held from 28 May to 24 June 2025, via an online survey. Stakeholders were informed via the Council's e-news and with direct emails to those who had submitted in in preliminary engagement. More than 120 submissions were received.

Māori Impact Statement

61. There are no known sites of significance to Māori in the vicinity of the proposed trails. Mana whenua were notified of the proposals through Mataaho Aronui and no feedback was received.

Financial implications

62. Most of the trail-build would be done by volunteers. However, costs that would be covered by the Council (funded from existing track development budgets) are estimated to be between $100,000-$150,000 for environmental impact assessments, resource consents, materials for the volunteers to use during construction, and professional trail builders to undertake work volunteers are not able to do, including building bridges/boardwalks at stream crossings. These costs would be funded from the existing PSR tracks renewal and upgrade budget. Council will maintain the shared track and tramping track out of existing budgets, while maintenance of the three mountain biking tracks will sit with the community.

Legal considerations

63. The land affected by the proposed track construction is held as Scenic Reserve (b) under the Reserves Act 1977 or will be, in the case of the future reserve land that will be vested in Council from the adjacent Silverstream subdivision.

Risks and mitigations

64. Overall, the proposal is rated as low risk on the Council's strategic risks.

Disability and accessibility impact

65. There is no significant impact on people with disabilities from the proposals. The topography where the trails are proposed is mainly steep and difficult to access. However, the proposed shared Track 3 will be built at a standard suitable for walkers and beginner bike riders, with easier gradients and more width than the advanced bike tracks proposed. This will add a more accessible option for local residents close to the Silverstream subdivision area.

Climate Change impact and considerations

66. There is no appreciable impact on climate change. Encouraging walking and cycling is consistent with Wellington's zero carbon goal.

Communications Plan

67. Once a decision is made, it will be communicated via the LetsTalk engagement page, the Council's e-news and direct email to submitters.

Health and Safety Impact considered

68. All health and safety issues associated with the build of the trails will be managed under standard processes. Health and safety of trail users will be managed as much as possible through ensuring construction meets the best practice trail building standards, that information about the bike riding track grade is made available, and that onsite signage reminds users about safe track use behaviour.

Ngā mahinga e whai ake nei | Next actions

69. Once a decision is made, we will notify Trails Wellington, Korimako Track Builders and submitters directly.

70. If the recommendation is supported, immediately make the existing tramping track walking-only by installing necessary onsite signage and amending online track information.

71. Proceed with detailed design and ecological assessment of Track 3, Stage 1 and of Track 4 (2025-2026 financial year.)

72. Assuming the design and assessment work meets the track construction and ecological impact standards, support volunteers to construct Track 3, Stage 1 and Track 4.

73. Once the future reserve land is vested in the Council or prior written agreement for track development on the land obtained from the developer, do the detailed design and assessment of the remainder of Track 3 plus Tracks 1 and 2, timing subject to budget allocations.

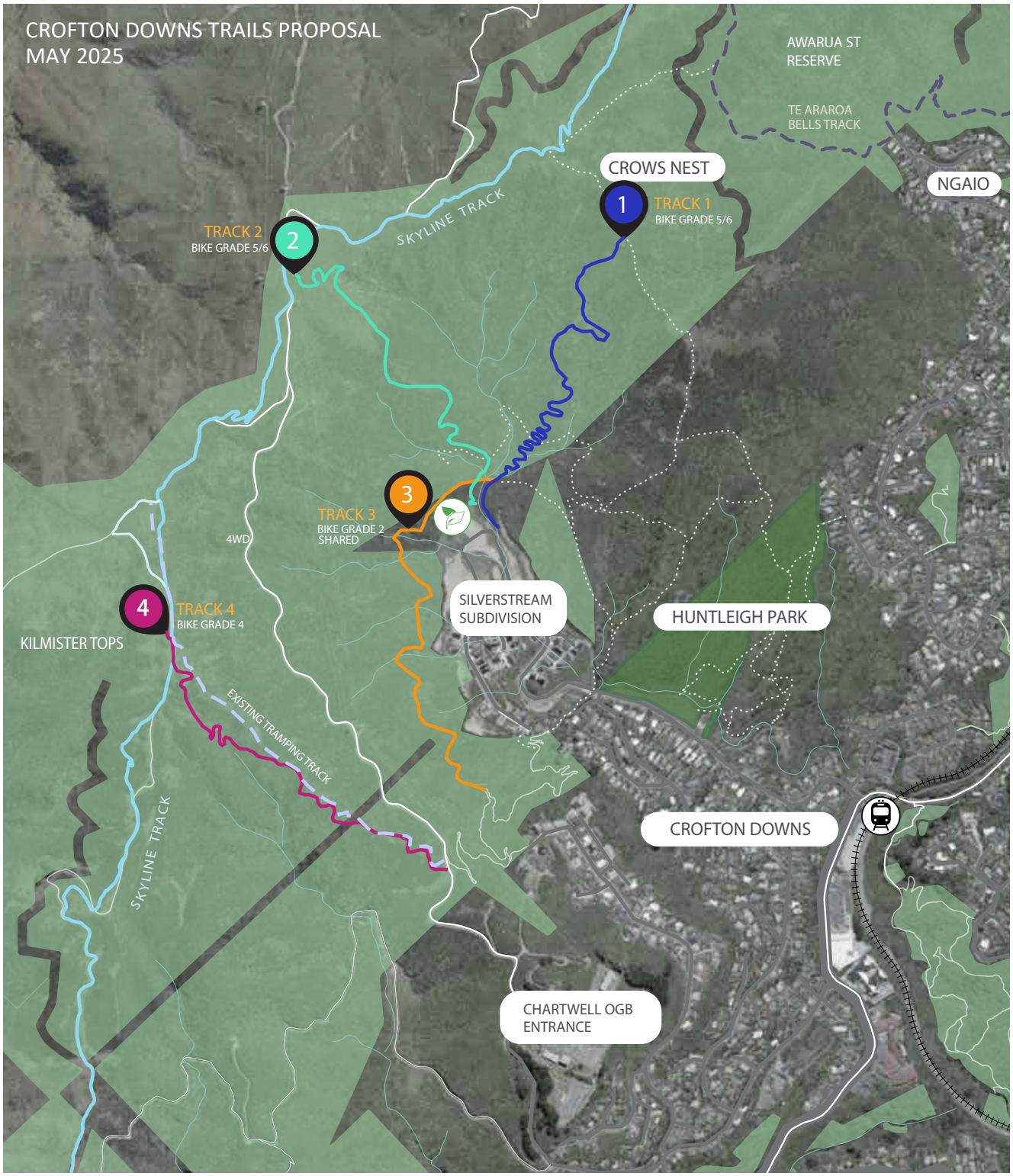
74. Assuming the design and assessment standards are met, volunteers begin to construct Tracks 1, 2 and Track 3, Stage 2, timing of work subject to Council budget allocations for support such as professional construction where needed.

75. Once the future reserve land is vested in Council, classify it under the Reserves Act and seek appropriate open space rezoning under the District Plan.

Attachments

Attachment 1.	Attachment 1: Map and visualisations consulted on 2025	Page 1202
Attachment 2.	Attachment 2: Summary of preliminary engagement, 2024	Page 1209
Attachment 3.	Attachment 3: Summary of consultation May-Jun 2025	Page 1212
Attachment 4.	Attachment 4: Submissions, consultation May-Jun 2025	Page 1217

Attachment 5.	Attachment 5: Track network priority assessment of proposed Crofton Downs trails	Page 1341
Attachment 6.	Attachment 6: Map of recommended Crofton Downs trails	Page 1346



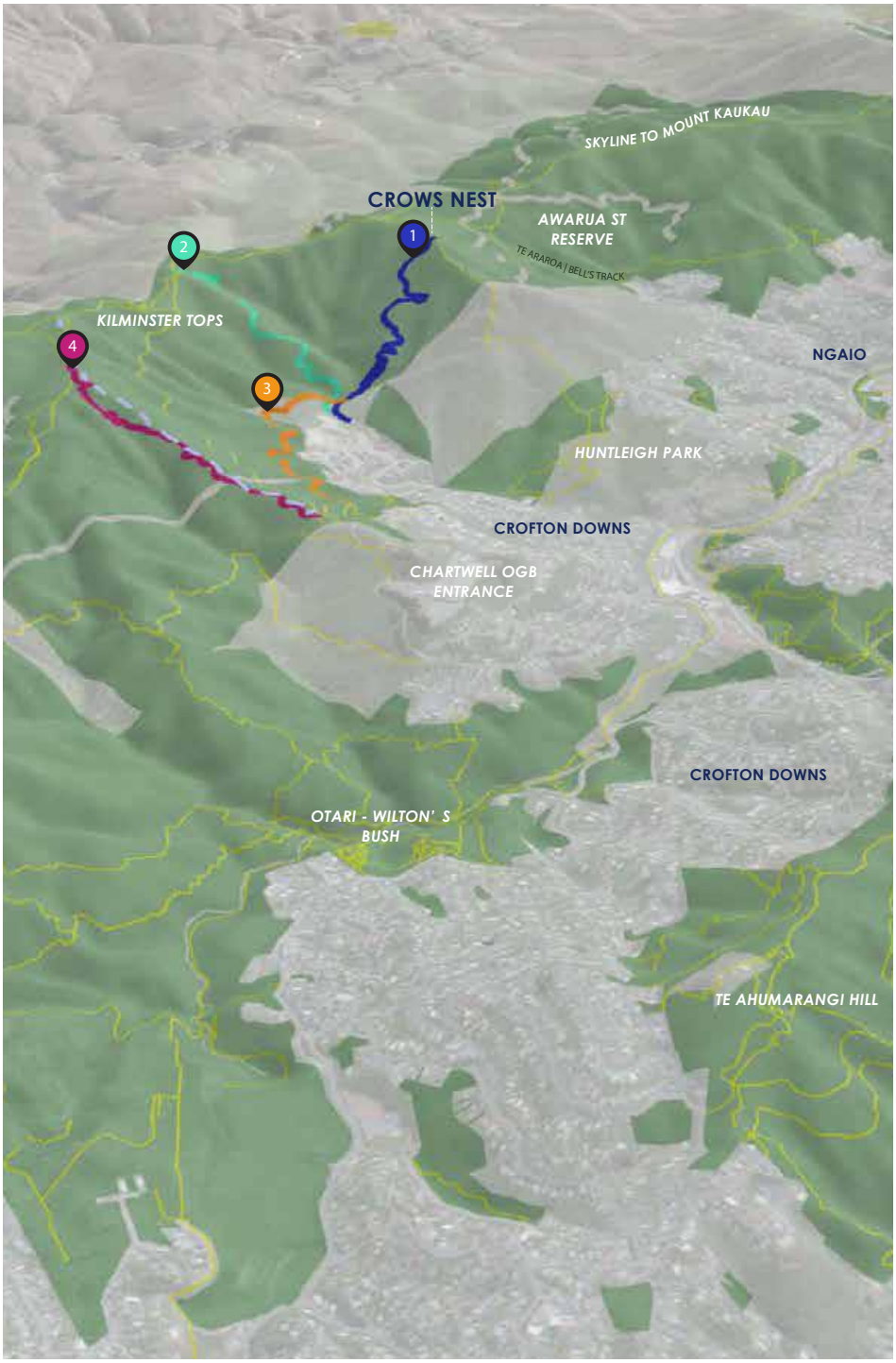
KEY

- PARKS AND RESERVES
- HUNTLEIGH PARK
- FUTURE RESERVE LAND
- STREAM CORRIDOR
- SKYLINE TRACK
- TE ARAROA | BELLS TRACK
- TRACK ONE
- TRACK TWO
- TRACK THREE
- TRACK FOUR
- EXISTING TRAMPING TRACK

0 300m
1:10,000 @ A3

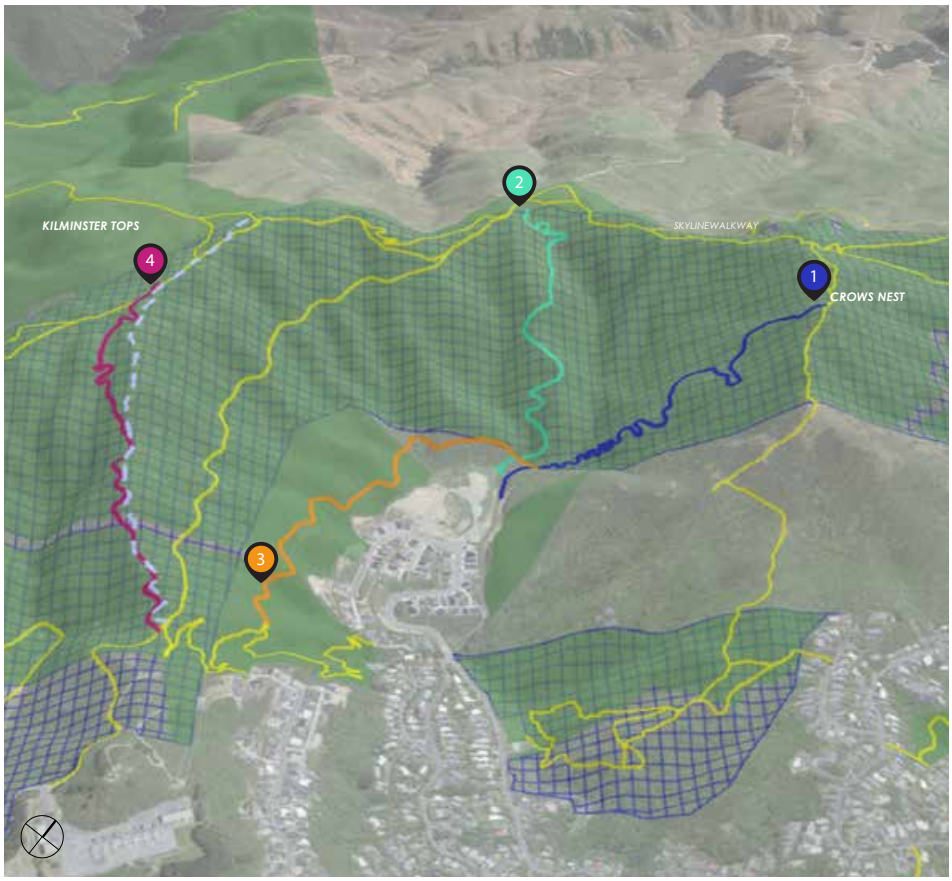
CROFTON DOWNS TRAILS PROPOSAL, MAY 2025

Proposed tracks in rrelation to the Outer Green Belt tracks network



CROFTON DOWNS TRAILS PROPOSAL, MAY 2025

Proposed tracks in relation to the WCC parks and reserves and the Western Forests Key Native Ecosystem

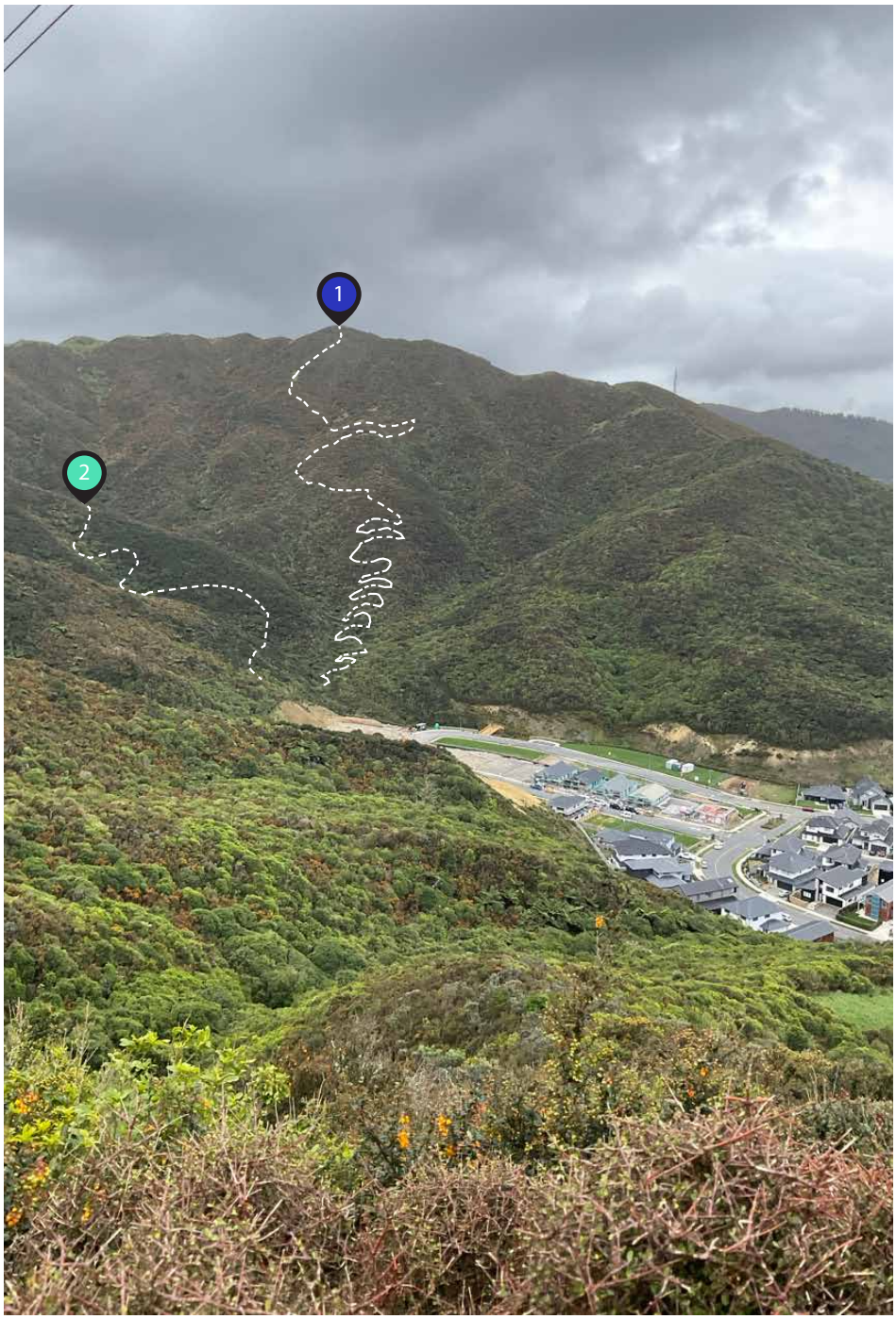


OVERVIEW KEY

- TRACK ONE BIKE (GRADE 5/6)
- TRACK TWO BIKE (GRADE 5/6)
- TRACK THREE SHARED (GRADE 2 SHARED)
- EXISTING TRAMPING TRACK
- TRACK FOUR BIKE (GRADE 4)
- EXISTING WCC TRACKS
- PARKS AND RESERVE (WCC)
- KEY NATIVE ECOSYSTEMS (GWRC)

CROFTON DOWNS TRAILS PROPOSAL, MAY 2025

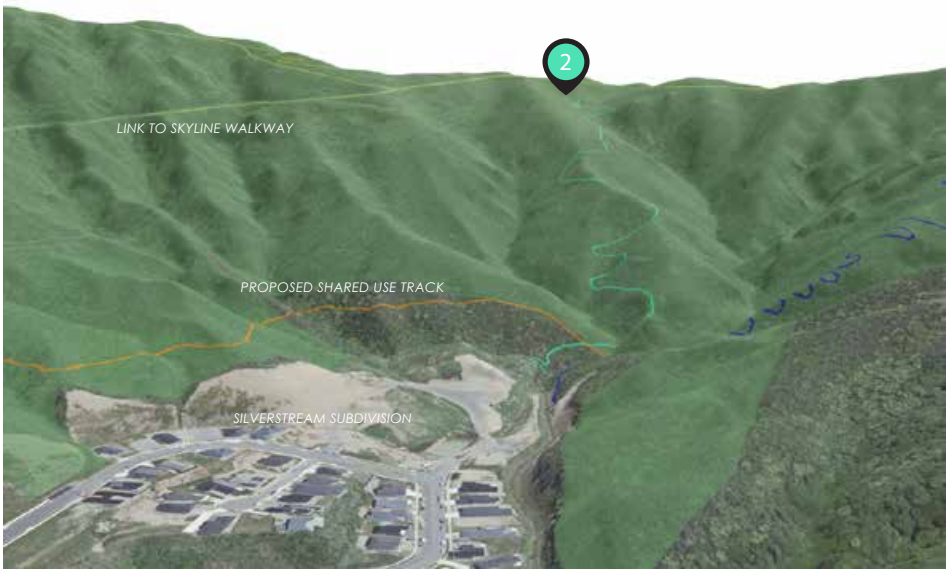
View towards The Crows Nest and approximate location of Tracks 1 and 2 from near Silversky Track



CROFTON DOWNS TRAILS PROPOSAL, MAY 2025

Approximate location of upper extent of proposed Track 2

Overview of proposed Track 2 location



Overview of Proposed Track 3 location in relation to Silverstream subdivision

CROFTON DOWNS TRAILS PROPOSAL, MAY 2025

Overview of track 4 location

View northeast from lower Chartwell spur to Skyline Walkway showing approximate location of proposed Track 4. Existing tramping track follows the open ridgeline to the right in the view.

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Crofton Downs Trails Proposal

Summary of comments from October 2024 engagement survey.

A preliminary engagement survey on proposed mountain biking and walking trails in the Outer Green Belt above Crofton Downs was held from 4th to 31st October 2024.

This document summarises the main points from respondents' comments, to help understand the main aspects of the feedback and ideas to consider when refining the proposal. Graphs showing the statistical results of the survey questions are included from page 2.

The main points are grouped into those about tracks first, and then other associated points.

Support for track creation: There is strong support for creating new tracks, particularly for the shared use Track 4. Also support for having a track network that connects Silversky with the Huntleigh Park tracks and beyond.

Support for walking tracks: Many contributors strongly support the creation of walking tracks, emphasising the need for safe and well-marked paths, and noting the needs of young families moving into new housing in the area. There is a particular interest in connecting existing tracks to create a comprehensive network that can be used in various weather conditions.

Opposition to exclusive biking tracks: Some respondents oppose the idea of certain tracks especially Track 3, being designated for biking only, as these tracks are currently used by walkers and runners.

Concerns about safety and shared tracks: Safety was a recurring theme, with many expressing concerns about the potential hazards of shared walking / biking tracks. Many respondents feel that shared tracks need to be wide enough to accommodate both groups safely, with proper signage and mutual respect between both walkers and bikers. Some respondents suggested considering separate tracks for walkers and bikers.

Support for mountain biking: Despite the concerns, there was also strong support for the development of mountain biking tracks. Benefits mentioned included: opportunities for local and northern suburb riders, the potential to attract more visitors to the local area and to Wellington, and increased access for pest control.

Track grades and accessibility: While some supported having more Grade 4 and 5 biking tracks, many more wanted to have easier grade tracks that are more accessible to a wider range of users, including families and less experienced bikers.

Suggestions for track design: There were many general comments about the need for different difficulty levels to cater to a wider range of users and to accommodate walkers as well as bikers. Specific aspects included:

- ***Tracks 1 and 2:*** queried the need for two Grade 5 tracks in parallel – instead, either have one only, or have a Grade 5 and a Grade 4. Suggestion to exit straight to streets and not link to Track 4, to avoid advanced riders on Track 4.
- ***Track 4:*** could it be extended up to Skyline? Connect to Porokaiwhiri Street between no's 18 & 22.
- ***Silversky Track:*** Work might be needed on this track as it was thought more bikers would use it, increasing hazard for walkers on the quite narrow existing track.

New walking track suggested from Kareao Way up central spur to pylons on Skyline.

Environmental impact: The environmental impact of new tracks was a repeated comment, particularly on native flora and fauna. Some called for more focus on restoration rather than creating new tracks that could potentially harm the natural environment.

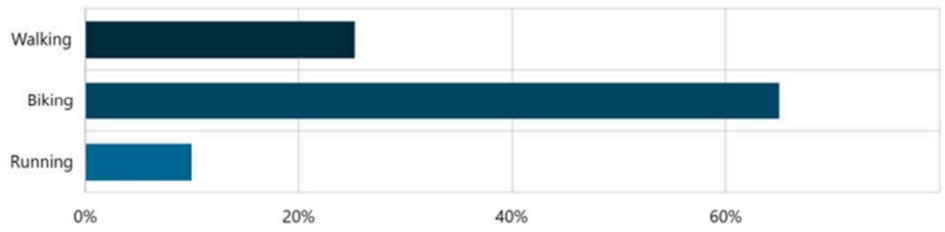
Cost and funding: Concerns and questions were raised about the financial implications of the project, including the potential (and unquantified) costs of environmental assessments, consents, maintenance and the potential burden on taxpayers. Some thought the proposals were catering for a minority and queried whether ratepayers should bear the costs, when the Council should focus on other more pressing priorities, like fixing infrastructure.

Signage and marking: A common theme was the need for proper signage and marking of tracks to prevent confusion and ensure that walkers and bikers do not accidentally trespass on private property.

Community and recreational benefits: Despite the concerns, there is also recognition of the potential benefits of new tracks for community recreation and encouraging outdoor activities.

Survey results summary:

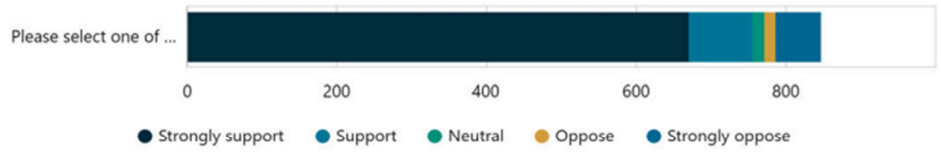
2. What is your main form of recreation in this area? Required
Multi Choice | Skipped: 7 | Answered: 838 (99.2%)



Answer choices	Percent	Count
Walking	25.18%	211
Biking	64.92%	544
Running	9.90%	83
Total	**100.00%**	**838**

3. To what extent do you support or oppose the creation of the new trails? Required

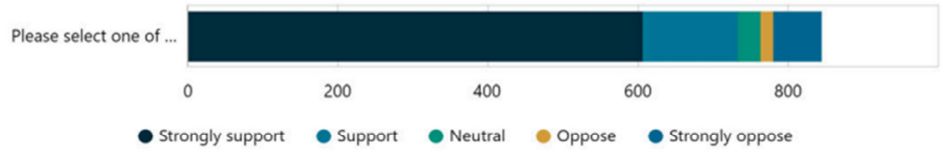
Matrix | Skipped: 0 | Answered: 845 (100%)



	Strongly support	Support	Neutral	Oppose	Strongly oppose	Count	Score
Please select one of the following	79.29% 670	10.06% 85	1.89% 16	1.78% 15	6.98% 59	845	1.47

4. To what extent do you support what's proposed for trails one, two, and four? Required

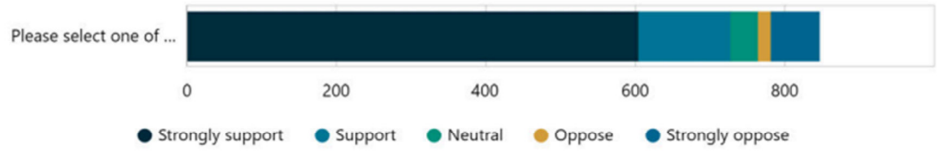
Matrix | Skipped: 2 | Answered: 843 (99.8%)



	Strongly support	Support	Neutral	Oppose	Strongly oppose	Count	Score
Please select one of the following	71.89% 606	15.07% 127	3.56% 30	2.02% 17	7.47% 63	843	1.58

5. To what extent do you support the formalisation of track three?

Matrix | Skipped: 0 | Answered: 845 (100%)



	Strongly support	Support	Neutral	Oppose	Strongly oppose	Count	Score
Please select one of the following	71.48% 604	14.56% 123	4.38% 37	2.01% 17	7.57% 64	845	1.60

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Crofton Downs Trails Proposal

Summary of comments from May - June 2025 consultation survey.

Introduction

A public consultation survey on proposed mountain biking and walking trails in the Outer Green Belt above Crofton Downs was held from 28th May to 24th June 2025. The proposal, by Trails Wellington and Korimako Track Builders, was a revised version of an initial proposal they had put forward in October 2024 for preliminary engagement.

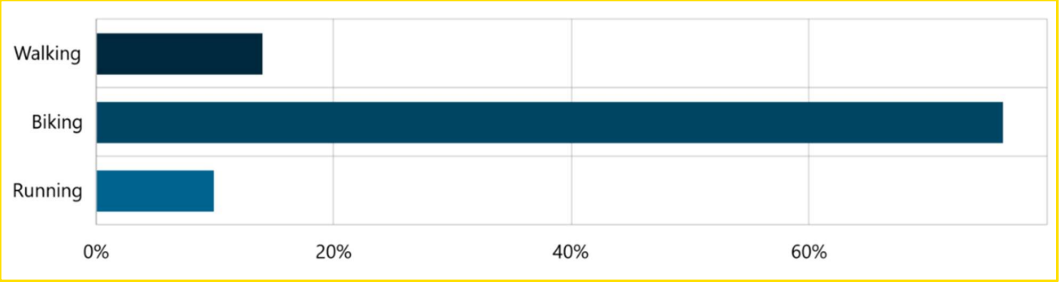
This document summarises the results of the consultation on the revised proposal. Feedback was received from 123 respondents: – 122 through an online survey and one through an emailed submission. Section A summarises the results of the 122 survey questions and Section B summarises the written comments.

A. Survey questions results

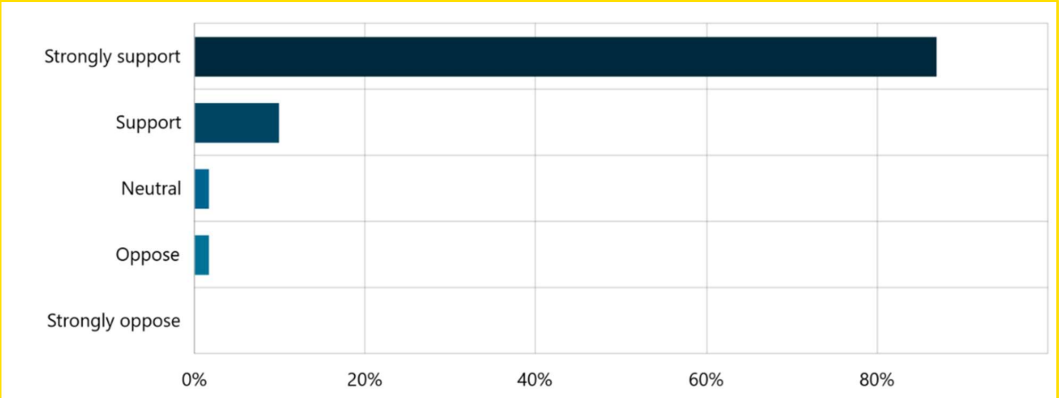
All of the 122 online survey respondents answered the five multi-choice questions, as illustrated in the graphs below.

Question 1: what is your main form of recreation in this area?

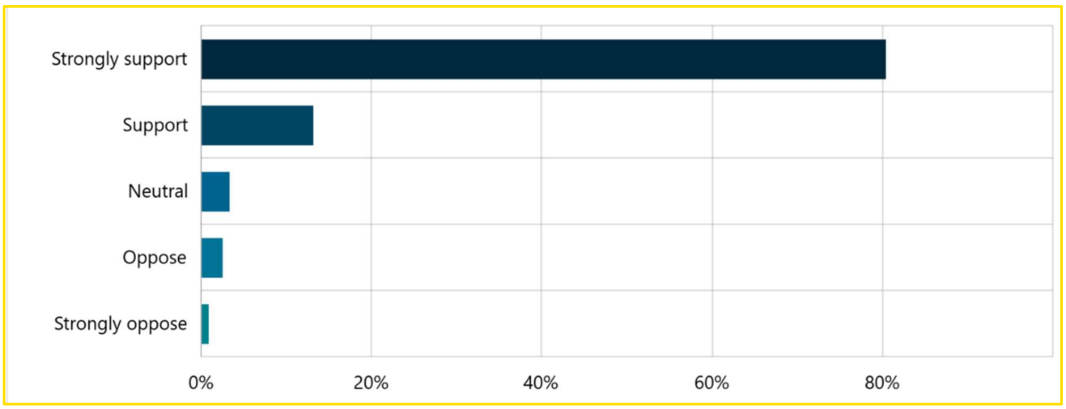
Of the submitters, ninety-three (76.23%) mainly biked in the area, 17 (13.93%) mainly walked, and twelve (9.84%) were mainly runners.



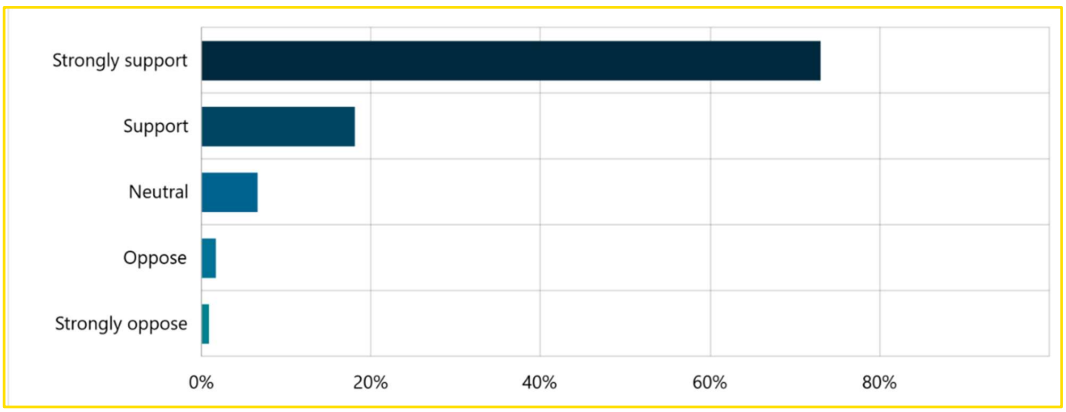
Question 2: To what extent to you support or oppose the creation of the new trails?



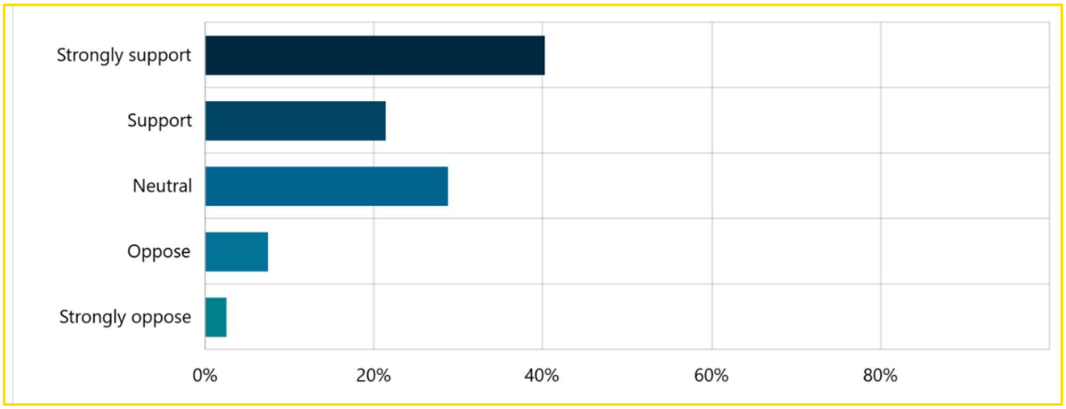
Question 3. To what extent do you support the proposed downhill bike tracks one, two and four?



Question 4: To what extent do you support the proposed shared track three?



Question 5: To what extent do you support making the existing tramping track walking-only?



B. Summary of comments

Comments were received from 71 of the 123 respondents and reflected seven main themes. The main points under each theme are summarised below.

1. Overall Support for the trails

Many respondents expressed strong general support for the development of trails in Crofton Downs, highlighting the benefits for the area's community and recreational infrastructure. Some noted the potential contribution the trails would make to enhancing mountain biking opportunties in the northern suburbs and to Wellington as a mountain biking destination by providing ore expert-grade trails. Others thought the new trails would mean bikers would have less reason to resort to illegal track building.

2. Local community benefits

Many submissions highlighted the positive impact on the local community, including increased recreational opportunities and better access to natural areas, including for pest control. Some respondents emphasised the need for trails that cater to local riders, including families and youth, rather than just expert riders.

Comments also highlighted support for and interest in continued local community involvement and volunteering in the new trail development and the need for mountain biking groups and other stakeholders to work together to ensure the trails meet the needs of the community.

3. Preference for intermediate-grade mountain bike trails

There were mixed opinions about the level of difficulty of the proposed trails. Although some supported the two grade 5/6 (expert/extreme) trails, citing their lower cost and maintenance needs, many respondents felt the harder grades were overly favoured, noting those are riskier and would not be rideable for most bikers. It was noted that the early engagement was not adequately reflected in the revised proposal, particularly the majority desire to have easier grade bike tracks suitable for a wider range of users, including families and less experienced bikers.

Many respondents requested instead prioritising intermediate grade 3 and grade 4 trails to better provide for a wider range of riders, and the importance of having shared tracks for novice riders was noted. Suggestions included downgrading one of the proposed grade 5/6 trails to grade 4 or introducing an additional grade 4 trail, particularly off The Crows Nest.

4. Trail use conflicts and safety

Concerns were raised about potential conflicts between different trail users, such as walkers, runners and bikers on shared-use trails. Safety issues were cited, especially where trails are narrow, attract high use or are used at high speeds. The need to manage conflicts on existing trails, such as the Silversky Track, was also noted.

Suggestions included having separate trails for bikers and walkers where possible, making certain trails wider, and ensuring dogs are kept on leads.

5. Environmental and visual impact

Some respondents were worried about the potential impacts of trail construction on the surrounding environment, particularly the scarring and visibility of trails on exposed landscapes.

The need for careful design of trails to avoid creating scars on the hillsides was noted. There was also support for environmental stewardship, particularly preventing illegal trail building and enabling access to help manage pests.

6. Costs and funding

Mixed views were expressed about costs and funding. These included, concern in the current fiscal environment about developing new tracks that depend on land acquistion; concern about technical-level tracks leading to more injury and accident compensation costs; advocacy for the significantly cheaper cost of developing and maintaining grade 5 and 6 tracks as they don't require machinery; and a preference for putting public money into developing up to grade 4 trails, despite the extra cost.

7. Track network and specific tracks - suggestions and comments

Suggestions and queries	Officer response
Tracks 1 & 2 Build at least one of these tracks to mountain bike grade 4 standard, or at least to grade 4/5 instead of grade 5/6. The gully on Track 2 would be good for big sweeping corners Start just north of the The Crows Nest summit to keep the summit free of bikes. (see The Crows Nest summit comments below also)	Investigation into potential routes in the head of the valley, where these tracks are proposed, showed it would be difficult to design grade 3 or 4 tracks without considerable impact. On the upper slopes, greater track length, bends and switchbacks would increase scarring on the most visible part of the hill slopes. On the lower slopes, intense switchbacks are required to even achieve grades 5 and 6, so the feasiblity of building to an easier grade is doubtful.
Track 3 Limit bike riders to uphill direction only to improve safety or make one-way, starting at Silverstream Road and finishing at the Transpower 4WD track so it will be easier for mountain bikers to ascend and ride the tracks again. Add a connection down to parking places on Porokawhiri Road and up to 'the clearing'. The informal walking track north and east of Track 3 (dotted line) is very important to walkers.	Limiting biking to uphill only is not considered optimal as two-way biking would be desirable for beginner riders so they could do return trips on the track. This track will be professionally built according to best practice for to shared track use to reduce potential conflict, including at least 1.5 metre width. Signage will also reinforce the mountain bikers' code of behaviour on shared tracks to respect others and give way to people on foot. The Porokawhiri Road connection will be included. Extending Track 3 to the northeast approximately following the informal walking track would be consistent with the mid-level shared connection indicated in the Outer Green Belt Management Plan. Investigate feasiblity alongside detailed track design/assessment in the vicinity of the future reserve land.
Track 4 Query whether this track is necessary, given so few walkers use the parallel tramping track. Build this track first, if it takes time for the future reserve land to come into WCC ownership.	See next below for reasons why two separate tracks are proposed. Track 4 would be developed first as it will be some years before the reserve land is likely to come to WCC.
Tramping track (existing) Oppose making walking-only because so few people use it and could separate out the walk and bike users on just one short steep section if shared.	Retain walk-only proposal, given it is one of the few tough walking tracks in the area and the strong support from walking/running community. While this track might serve comparatively few

	walkers, so too would the proposed grade 5/6 mountain bike tracks.
Return uphill mountain bike route Using the existing transpower 4WD track was commended but others asked whether a new climbing trail had been considered.	A new climbing trail has not been proposed because the 4WD track serves the purpose, and is wide enough to accommodate shared, daul-direction use.
The Crows Nest summit area Request for the existing track from the Skyline Track down to The Crows Nest to be upgraded as it is currently walking and running only. Keep The Crows Nest summit a peaceful place, free of infrastructure, bikes, signage.	The existing track from the Skyline Track to the Crows Nest summit would be upgraded to make suitable for shared foot and bike riding use as far as the start of any downhill bike track. Any downhill bike track would start immediately northwest of The Crows Nest summit to maintain it primarily as a simple lookout.
Extra track off The Crows Nest Add an extra track from The Crows Nest area down into Silver Stream built to grade 4 standard as it would help divert riders out of Huntleigh Park.	This suggestion is not considered feasible without significant environmental and visual impact, given the difficulty already encountered in finding a possible grade 5/6 route down from The Crows Nest, which tend to have less immededeiate environmental impact because they require less earthwork and vegetation clearance.
Silversky Track (existing shared use track) The existing Silversky Track needs to be refurbished and made wider to resolve conflict in places where the track is narrow. Track 4 will put extra conflict on Silversky Track.	Both tracks 3 and 4 would join Silversky Track quite high up the Silversky Track, where some improvements could potentially be made because the contours are somewhat easier. Any useful improvements could be done as part of the of Track 3 construction.

Conclusion

Bearing in mind that most respondents identified biking as their main recreational activity, the feedback, overall, reflects strong support for the project, but with a mix of enthusiasm and concerns about trail grades, safety, environmental impact, and balancing the needs of different trail users.

Let's Talk

Crofton Downs biking and walking - May 2025 Results

May 28, 2025 - Jun 24, 2025

Project: Proposed Crofton Downs walking and biking trails

Form: Crofton Downs biking and walking - May 2025

Tool Type: Form

Activity ID: 341

Exported: 2025-07-09 12:14:22

Exported By: Engagement@WCC

Filter By: No filters applied.

socialpinpoint

Response No: 1

Contribution ID: 35892
Member ID:
Date Submitted: Jun 24, 2025, 03:24 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Neutral

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Oppose

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: It's good to have great recreational opportunities for all. However, grade 5 and 6 trails are used by an incredibly small number of riders and carry considerable risk of injury and ACC costs. I prefer to put any public money into trails up to grade 4.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 2

Contribution ID: 35891
Member ID:
Date Submitted: Jun 24, 2025, 02:10 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Oppose

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 3

Contribution ID: 35882
Member ID:
Date Submitted: Jun 24, 2025, 06:56 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: If the gradSilversky needs to be refurbished and made wider. There is already conflict in places on thsi trail due to it's narrowness. Mainly downhill runners listening to music/looking at their phones and not paying attention.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 4

Contribution ID: 35854
Member ID:
Date Submitted: Jun 22, 2025, 11:42 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Track 4 alignment should be in the area of Track 2. This is an awesome looking gully to put big sweeping corners. The proposed location of trail 4 will put extra conflict on Silversky. Are tracks 1 & 2 grade 5 or 6 or 5 with 6 features?

Q7 **Would you like to make an oral submission?**

Multi Choice:

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 5

Contribution ID: 35851
Member ID:
Date Submitted: Jun 22, 2025, 08:36 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: I am a resident of Crofton Downs. Although I mainly bike in the Skyline area, I also run and walk with my family. It's a fantastic resource and I'm very supportive of its development.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 6

Contribution ID: 35759
Member ID:
Date Submitted: Jun 18, 2025, 07:30 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

[redacted]

Response No: 7

Contribution ID: 35727
Member ID:
Date Submitted: Jun 18, 2025, 04:15 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Strongly support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 8

Contribution ID: 35725
Member ID:
Date Submitted: Jun 18, 2025, 02:31 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: Whoever will be in charge of this riding area needs to lookafter the surrounding environment which also includes preventing illegal trail building.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 9

Contribution ID: 35720
Member ID:
Date Submitted: Jun 17, 2025, 09:27 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 10

Contribution ID: 35712
Member ID:
Date Submitted: Jun 17, 2025, 06:51 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Improved ways of preventing cyclists from using Huntleigh Park and for ensuring dogs are on leads.

Q7 **Would you like to make an oral submission?**

Multi Choice: Yes

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 11

Contribution ID: 35711
Member ID:
Date Submitted: Jun 17, 2025, 06:17 AM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text: It all looks good

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email:

Response No: 12

Contribution ID: 35709
Member ID:
Date Submitted: Jun 16, 2025, 09:02 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Track 1 should not start on the summit of Crows Nest - it should start just to the north. Please leave the summit a quiet and peaceful place, free from infrastructure, bikes signage etc.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 13

Contribution ID: 35708
Member ID:
Date Submitted: Jun 16, 2025, 07:45 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Proposed route of upper part of track 2 seems quite exposed - so hope this would not leave an obvious 'scar' on the hill (I'm reminded of the damage to Te Mata Peak with cutting a trail on this kind of landscape)

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 14

Contribution ID: 35707
Member ID: 12987
Date Submitted: Jun 16, 2025, 01:26 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Neutral

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Renumbering the tracks is confusing; and the informal walking track north and east of Track 3 (dotted line) is very important to walkers. The webpage would not accept my email details for the oral submission

Q7 **Would you like to make an oral submission?**

Multi Choice: Yes

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 15

Contribution ID: 35706
Member ID:
Date Submitted: Jun 16, 2025, 11:49 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: The proposed new tracks and re-classification of existing tracks would help to fill a void in the area with regards to linking up different trail areas and opening up a new MTB area within the city. As a local I strongly support the proposed changes.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 16

Contribution ID: 35703
Member ID:
Date Submitted: Jun 15, 2025, 07:49 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

[redacted]

Response No: 17

Contribution ID: 35694
Member ID:
Date Submitted: Jun 14, 2025, 10:21 AM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Oppose

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 18

Contribution ID: 35691
Member ID:
Date Submitted: Jun 13, 2025, 09:31 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: While I strongly support these tracks getting built and look forward to assisting, it's disappointing to see the tracks 1&2 now being referred to as grade 5/6 with feedback given in ngaio hall to have grade 4 options

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 19

Contribution ID: 35689
Member ID:
Date Submitted: Jun 13, 2025, 02:38 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Oppose

Q6 **6. Any other feedback?**

Short Text: the existing tramping track remains shared - these is little problem here and the short steep section could have alternative bike section for that part only as a compromise. Very very seldom do cyclists and walkers mee on that track from personal experien

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 20

Contribution ID: 35682
Member ID:
Date Submitted: Jun 12, 2025, 06:56 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

[redacted]

Response No: 21

Contribution ID: 35680
Member ID:
Date Submitted: Jun 12, 2025, 05:48 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Strongly oppose

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 22

Contribution ID: 35672
Member ID:
Date Submitted: Jun 11, 2025, 08:26 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: This would be an excellent addition to the trails in Wellington, especially because there aren't to many around the Crofton Downs area.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 23

Contribution ID: 35670
Member ID:
Date Submitted: Jun 11, 2025, 05:40 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Neutral

Q6 **6. Any other feedback?**
Short Text: I think this would be a great addition

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email:

Response No: 24

Contribution ID: 35663
Member ID:
Date Submitted: Jun 11, 2025, 02:02 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice — Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box — Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box — Neutral

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box — Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box — Strongly support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice — No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 25

Contribution ID: 35659
Member ID:
Date Submitted: Jun 11, 2025, 10:50 AM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Strongly support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 26

Contribution ID: 35657
Member ID:
Date Submitted: Jun 11, 2025, 09:13 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: Make them easier, being level 4 and 5 makes them unusable for so many riders, or they will ride and have accidents. Make them a mixture

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 27

Contribution ID: 35651
Member ID:
Date Submitted: Jun 10, 2025, 09:45 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Neutral

Q6 **6. Any other feedback?**
Short Text: I don't mind walking only tracks - as long as the bike tracks are biking only

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email:

Response No: 28

Contribution ID: 35645
Member ID:
Date Submitted: Jun 10, 2025, 08:58 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

[redacted]

Response No: 29

Contribution ID: 35639
Member ID:
Date Submitted: Jun 10, 2025, 08:09 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Neutral

Q6 **6. Any other feedback?**
Short Text
Would be great if track 1 or 2 could be built to a MTB grade 4 standard to make it a bit more accessible

Q7 **Would you like to make an oral submission?**
Multi Choice

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 30

Contribution ID: 35638
Member ID:
Date Submitted: Jun 10, 2025, 07:45 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly oppose

Q6 **6. Any other feedback?**

Short Text: Amazing to finally have some decent down trails between johnsonville and makara peak, nice job!

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 31

Contribution ID: 35637
Member ID:
Date Submitted: Jun 10, 2025, 07:44 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: I think these tracks will be a great addition to the area and help foster community bonds. I would like to see a grade 3 track option as not many people can and will ride g5/6

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 32

Contribution ID: 35636
Member ID:
Date Submitted: Jun 10, 2025, 07:22 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 33

Contribution ID: 35635
Member ID:
Date Submitted: Jun 10, 2025, 06:57 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text: Fantastic proposal, can't wait for it to be approved and trails formed

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 34

Contribution ID: 35634
Member ID:
Date Submitted: Jun 10, 2025, 05:56 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 35

Contribution ID: 35633
Member ID:
Date Submitted: Jun 10, 2025, 05:23 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 36

Contribution ID: 35632
Member ID:
Date Submitted: Jun 10, 2025, 04:58 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 37

Contribution ID: 35631
Member ID:
Date Submitted: Jun 10, 2025, 04:48 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 38

Contribution ID: 35630
Member ID:
Date Submitted: Jun 10, 2025, 04:00 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

Yes

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 39

Contribution ID: 35629
Member ID:
Date Submitted: Jun 10, 2025, 02:58 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Neutral

Q6 **6. Any other feedback?**
Short Text: This is a fantastic idea

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 40

Contribution ID: 35626
Member ID:
Date Submitted: Jun 10, 2025, 12:38 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Neutral

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: The exisiting tramping track is a valuable connector for a loop for runners and walkers with the skyline, silversky and 4WD tracks. Furthermore, it is one of the few tracks with a tough contour and rough grading in the area.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 41

Contribution ID: 35625
Member ID:
Date Submitted: Jun 10, 2025, 11:17 AM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 42

Contribution ID: 35624
Member ID:
Date Submitted: Jun 10, 2025, 11:00 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 43

Contribution ID: 35623
Member ID:
Date Submitted: Jun 10, 2025, 10:57 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: I strongly support the idea to build grade 5 and 6 tech trails in Wellington. They are significantly cheaper to build and maintain than other grade trails, as they can be built without machinery and don't require ongoing machinery maintenance

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 44

Contribution ID: 35621
Member ID:
Date Submitted: Jun 10, 2025, 09:50 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: It will be great to see some development of mountain bike tracks in the area

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 45

Contribution ID: 35619
Member ID:
Date Submitted: Jun 10, 2025, 09:35 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: Why not create another exit on track 3 which connects to the track from the car parking places on Porokaiwhiri rd and up to the clearing. The start of the track was already there a few years ago but needs to be cleared. Make T1 or T2 grade 4 please.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 46

Contribution ID: 35616
Member ID:
Date Submitted: Jun 10, 2025, 09:04 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Oppose

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 47

Contribution ID: 35614
Member ID:
Date Submitted: Jun 10, 2025, 07:44 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: As a local to the community I think it's a really good idea to build bike/walking trails in this area to give us access to better enjoy our natural environment in a fun positive manner.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 48

Contribution ID: 35613
Member ID:
Date Submitted: Jun 10, 2025, 07:42 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text:

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 49

Contribution ID: 35612
Member ID:
Date Submitted: Jun 10, 2025, 07:21 AM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 50

Contribution ID: 35611
Member ID:
Date Submitted: Jun 10, 2025, 04:57 AM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 51

Contribution ID: 35610
Member ID:
Date Submitted: Jun 10, 2025, 02:53 AM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 52

Contribution ID: 35609
Member ID:
Date Submitted: Jun 09, 2025, 11:59 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: Super excited for some more local bike trails to explore!

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 53

Contribution ID: 35608
Member ID:
Date Submitted: Jun 09, 2025, 10:45 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Strongly support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 54

Contribution ID: 35607
Member ID:
Date Submitted: Jun 09, 2025, 10:21 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: Developing trails in this area would be great asset to western suburbs which are currently quite some distance from other riding areas such as Makara peak or Mt Victoria.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 55

Contribution ID: 35606
Member ID:
Date Submitted: Jun 09, 2025, 10:16 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 56

Contribution ID: 35605
Member ID:
Date Submitted: Jun 09, 2025, 10:06 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Pls make this happen

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 57

Contribution ID: 35604
Member ID:
Date Submitted: Jun 09, 2025, 09:53 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Neutral

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 58

Contribution ID: 35603
Member ID:
Date Submitted: Jun 09, 2025, 09:43 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 59

Contribution ID: 35602
Member ID:
Date Submitted: Jun 09, 2025, 09:42 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 60

Contribution ID: 35601
Member ID:
Date Submitted: Jun 09, 2025, 09:38 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 61

Contribution ID: 35600
Member ID:
Date Submitted: Jun 09, 2025, 09:12 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Support

Q6 **6. Any other feedback?**
Short Text: Looks like we can keep everyone happy. Great use of the bush □□

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 62

Contribution ID: 35599
Member ID:
Date Submitted: Jun 09, 2025, 09:11 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 63

Contribution ID: 35598
Member ID:
Date Submitted: Jun 09, 2025, 09:09 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 64

Contribution ID: 35597
Member ID:
Date Submitted: Jun 09, 2025, 09:07 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Neutral

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: The section between the top of the track onto crows nest and the skyline track should be carefully considered for an upgrade as thr track is currently only walking and running

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 65

Contribution ID: 35596
Member ID:
Date Submitted: Jun 09, 2025, 09:06 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Oppose

Q6 **6. Any other feedback?**

Short Text: This needs to happen. This will be great for the suburb and for keeping kids entertained and healthy.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 66

Contribution ID: 35595
Member ID:
Date Submitted: Jun 09, 2025, 09:02 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Oppose

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: I think that track three should start at Silverstream Road end and finish at the 4WD. That way it is easier for mountain bikers to ascend and ride the tracks again.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 67

Contribution ID: 35594
Member ID:
Date Submitted: Jun 09, 2025, 08:59 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 68

Contribution ID: 35593
Member ID:
Date Submitted: Jun 09, 2025, 08:56 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Great plan. Will be a great addition to the area.

Q7 **Would you like to make an oral submission?**

Multi Choice

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 69

Contribution ID: 35592
Member ID:
Date Submitted: Jun 09, 2025, 08:52 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Neutral

Q6 **6. Any other feedback?**
Short Text: Looks great

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 70

Contribution ID: 35591
Member ID:
Date Submitted: Jun 09, 2025, 08:51 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: This is a great initiative, the more Legal Trails we build the less need people will have to build their own.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 71

Contribution ID: 35590
Member ID:
Date Submitted: Jun 09, 2025, 08:46 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Oppose

Q6 **6. Any other feedback?**

Short Text: So few people us that tramping track it doesn't seem necessary to build a parallel biking trail just for that reason. But if it's better that way for bikers, and isn't too much of eyesore, then sure!

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 72

Contribution ID: 35589
Member ID:
Date Submitted: Jun 09, 2025, 08:30 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text:

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 73

Contribution ID: 35588
Member ID:
Date Submitted: Jun 09, 2025, 08:30 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 74

Contribution ID: 35587
Member ID:
Date Submitted: Jun 09, 2025, 08:27 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly oppose

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 75

Contribution ID: 35586
Member ID:
Date Submitted: Jun 09, 2025, 08:22 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: There is a huge amount of youth that would use these new mtb trails if built . You don't see many young people up there currently.

Q7 **Would you like to make an oral submission?**

Multi Choice

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 76

Contribution ID: 35584
Member ID:
Date Submitted: Jun 09, 2025, 08:16 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly support

Q6 **6. Any other feedback?**

Short Text

It will be great for Wellington to extend the cycling network and to have a dedicated walk/run track

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

0

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

[redacted]

Response No: 77

Contribution ID: 35582
Member ID:
Date Submitted: Jun 09, 2025, 08:12 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Neutral

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 78

Contribution ID: 35580
Member ID:
Date Submitted: Jun 09, 2025, 08:10 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Oppose

Q6 **6. Any other feedback?**

Short Text: What if there is a person who is a confident biker. Would they be allowed to use the tramping trail as there is not an alternative

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 79

Contribution ID: 35579
Member ID:
Date Submitted: Jun 09, 2025, 08:08 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Neutral

Q6 **6. Any other feedback?**
Short Text
Make Mtb tracks please

Q7 **Would you like to make an oral submission?**
Multi Choice

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 80

Contribution ID: 35578
Member ID:
Date Submitted: Jun 09, 2025, 08:07 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Please make trails

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 81

Contribution ID: 35577
Member ID:
Date Submitted: Jun 09, 2025, 08:04 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Strongly support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 82

Contribution ID: 35576
Member ID:
Date Submitted: Jun 09, 2025, 08:04 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: I think the hiking track and grade 4 track should be separate.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 83

Contribution ID: 35575
Member ID:
Date Submitted: Jun 09, 2025, 07:52 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Oppose

Q6 **6. Any other feedback?**

Short Text: Having the shared track as an option for novice riders I think is important. Opening up that area for MTB is very exciting and will be better for the bush - if you take Waimapihi or Matarangi as examples, local MTB'ers have help plant lots of native trees

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 84

Contribution ID: 35574
Member ID:
Date Submitted: Jun 09, 2025, 07:50 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 85

Contribution ID: 35573
Member ID:
Date Submitted: Jun 09, 2025, 07:48 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Reasons for strongly supporting question 5 is while tramping tracks may be fun to ride sometimes (e.g. mixed use like Mt Lowry/Rata Ridge in Wainuiomata), keeping users separate is safter for all parties.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 86

Contribution ID: 35572
Member ID:
Date Submitted: Jun 09, 2025, 07:48 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: Wellington is a breeding ground for mtb talent and really needs more advanced tracks to further support this. It will also prevent bikers having to resort to digging illegal tracks. Plus it will open up this beautiful part of Crofton Downs.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 87

Contribution ID: 35571
Member ID:
Date Submitted: Jun 09, 2025, 07:38 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Thanks this will be an excellent addition to the northern suburbs. Also menas i can ride to this location and not even get in the car.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 88

Contribution ID: 35570
Member ID:
Date Submitted: Jun 09, 2025, 07:34 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Bike trails in this area will be extremely beneficial

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 89

Contribution ID: 35569
Member ID:
Date Submitted: Jun 09, 2025, 07:27 PM

Q1	**1. What is your main form of recreation in this area?**
Multi Choice	Biking
Q2	**2. To what extent do you support or oppose the creation of the new trails?**
Select Box	Strongly support
Q3	**3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box	Strongly support
Q4	**4. To what extent do you support the proposed shared track three?**
Select Box	Strongly support
Q5	**5. To what extent do you support making the existing tramping track walking-only?**
Select Box	Strongly support
Q6	**6. Any other feedback?**
Short Text	This would be a great step towards making Wellington a prime mountain biking destination.
Q7	**Would you like to make an oral submission?**
Multi Choice	No
Q8	**If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email	
Q9	**If you would like to receive updates on this project, please enter your email address below**
Email	[redacted]

Response No: 90

Contribution ID: 35568
Member ID:
Date Submitted: Jun 09, 2025, 07:27 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: How do people on bikes return to the Skyline? It looks like there is only the one 4wd trail. Was a new climbing trail considered?

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 91

Contribution ID: 35567
Member ID:
Date Submitted: Jun 09, 2025, 07:15 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Support

Q6 **6. Any other feedback?**
Short Text: Great idea, let's make it happen

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email:

Response No: 92

Contribution ID: 35566
Member ID:
Date Submitted: Jun 09, 2025, 07:13 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Support

Q6 **6. Any other feedback?**

Short Text

This will be great addition to the trail network which I fully support.

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 93

Contribution ID: 35565
Member ID:
Date Submitted: Jun 09, 2025, 07:13 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 94

Contribution ID: 35564
Member ID:
Date Submitted: Jun 09, 2025, 07:11 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: Will open up this part of wellie even more. Great stuff!

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 95

Contribution ID: 35563
Member ID:
Date Submitted: Jun 09, 2025, 07:04 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Strongly support

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 96

Contribution ID: 35562
Member ID:
Date Submitted: Jun 09, 2025, 07:03 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: As a Crofton Downs local I support this, great use for the land. Would hope that work on the grade 4 track can start before the others if land ownership takes its time.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 97

Contribution ID: 35561
Member ID:
Date Submitted: Jun 09, 2025, 06:58 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Oppose

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 98

Contribution ID: 35560
Member ID:
Date Submitted: Jun 09, 2025, 06:50 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Neutral

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 99

Contribution ID: 35559
Member ID:
Date Submitted: Jun 09, 2025, 06:48 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: The Crofton Downs/Ngaio/Khandallah area is poorly served with mountain biking single tracks. This will be a big boost to the community. Looking forward to volunteering and being part of this exciting creation.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 100

Contribution ID: 35558
Member ID:
Date Submitted: Jun 09, 2025, 06:44 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: This is great, ad a rider, runner and walker to have tracks within 1 or 2km of my house. Also to encourage people out into our bush helps connect to our native wildlife and want to protect them and remove pests.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 101

Contribution ID: 35557
Member ID:
Date Submitted: Jun 09, 2025, 06:43 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Neutral

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Neutral

Q6 **6. Any other feedback?**
Short Text: This would be good for the area

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email:

Response No: 102

Contribution ID: 35556
Member ID:
Date Submitted: Jun 09, 2025, 06:39 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 103

Contribution ID: 35555
Member ID:
Date Submitted: Jun 09, 2025, 06:38 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: This is a fantastic opportunity for all users on bike or foot to further enjoy some of the amazing green spaces Wellington has to offer.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 104

Contribution ID: 35554
Member ID:
Date Submitted: Jun 09, 2025, 06:33 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Support

Q6 **6. Any other feedback?**

Short Text

Trail grading is unbalanced. Most riders use grade 4 and below, but there are two grade 5/6 trails and only one grade 4. The two-way shared grade 3 will see heavy use and poses safety risks, especially for beginners.

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 105

Contribution ID: 35553
Member ID:
Date Submitted: Jun 09, 2025, 06:32 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Great to see tracks of this kind in Wellington. Good also to have dedicated walking tracks.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 106

Contribution ID: 35552
Member ID:
Date Submitted: Jun 09, 2025, 06:22 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 107

Contribution ID: 35551
Member ID:
Date Submitted: Jun 09, 2025, 06:16 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Strongly support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 108

Contribution ID: 35550
Member ID:
Date Submitted: Jun 09, 2025, 06:01 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Wellington needs more grade 5 trails to make it an attractive place for riders to visit

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 109

Contribution ID: 35549
Member ID:
Date Submitted: Jun 09, 2025, 05:41 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Support

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 110

Contribution ID: 35548
Member ID:
Date Submitted: Jun 09, 2025, 05:32 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: No, very supportive of these bike trails.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 111

Contribution ID: 35547
Member ID:
Date Submitted: Jun 09, 2025, 05:29 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Neutral

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 112

Contribution ID: 35546
Member ID:
Date Submitted: Jun 09, 2025, 05:24 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text:

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 113

Contribution ID: 35544
Member ID:
Date Submitted: Jun 09, 2025, 05:04 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: FULLY SUPPORT - the region is in dire need of more expert mtb trails to attract more mtb tourism. Wellington has the chance to become a MAJOR mtb destination but as riders & bikes get more capable we MUST continue to build attractive trails.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 114

Contribution ID: 35542
Member ID:
Date Submitted: Jun 09, 2025, 05:02 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 115

Contribution ID: 35541
Member ID:
Date Submitted: Jun 09, 2025, 05:00 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice
Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box
Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box
Support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box
Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box
Neutral

Q6 **6. Any other feedback?**
Short Text

Q7 **Would you like to make an oral submission?**
Multi Choice
No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email

Response No: 116

Contribution ID: 35496
Member ID:
Date Submitted: Jun 06, 2025, 05:15 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice

Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box

Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box

Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box

Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box

Strongly support

Q6 **6. Any other feedback?**

Short Text

Q7 **Would you like to make an oral submission?**

Multi Choice

No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

Response No: 117

Contribution ID: 35382
Member ID:
Date Submitted: Jun 02, 2025, 08:15 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Neutral

Q6 **6. Any other feedback?**

Short Text: This would be FANTASTIC for this overlooked area. The northern suburbs are crying out for more biking options. Great to utilise the 4WD track to access a range of bike trails without the need for climbing tracks.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 118

Contribution ID: 35381
Member ID:
Date Submitted: Jun 02, 2025, 05:30 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly support

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: This will absolutely enhance the area, and bring real benefits for both improved health and access to wild areas.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email: [redacted]

Response No: 119

Contribution ID: 35380
Member ID:
Date Submitted: Jun 02, 2025, 04:57 PM

Q1 **1. What is your main form of recreation in this area?**
Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**
Select Box: Strongly support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**
Select Box: Support

Q4 **4. To what extent do you support the proposed shared track three?**
Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**
Select Box: Neutral

Q6 **6. Any other feedback?**
Short Text:

Q7 **Would you like to make an oral submission?**
Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**
Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**
Email: [redacted]

Response No: 120

Contribution ID: 35379
Member ID:
Date Submitted: Jun 01, 2025, 03:04 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Running

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Neutral

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Oppose

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: Big supporter of trails and investment in trails. That said, things are out of balance for this initiative and too weighted on high speed downhill tracks which exclude shared access. Track 3 must be uphill only if shared; keep tramping track pedestrian.

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 121

Contribution ID: 35378
Member ID:
Date Submitted: May 31, 2025, 02:39 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Oppose

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Oppose

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Oppose

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: No new tracks that depend on council acquisition of land should be proposed or considered in the current fiscal environment. every other sport or recreation is having to make do with what they have already. The same constraint needs to be applied to cy

Q7 **Would you like to make an oral submission?**

Multi Choice: No

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email:

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email:

Response No: 122

Contribution ID: 35376
Member ID:
Date Submitted: May 29, 2025, 08:38 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Walking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Oppose

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Strongly oppose

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Strongly oppose

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Strongly support

Q6 **6. Any other feedback?**

Short Text: The mountain bikers are often fast and inconsiderate when encountering walkers etc. They also have been making illegal tracks and jumps around the skyline area

Q7 **Would you like to make an oral submission?**

Multi Choice

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

Email

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email [redacted]

Response No: 123

Contribution ID: Emailed submission 1
Member ID:
Date Submitted: 2025 0 PM

Q1 **1. What is your main form of recreation in this area?**

Multi Choice: Biking

Q2 **2. To what extent do you support or oppose the creation of the new trails?**

Select Box: Support

Q3 **3. To what extent do you support the proposed downhill bike tracks one, two, and four?**

Select Box: Oppose

Q4 **4. To what extent do you support the proposed shared track three?**

Select Box: Support

Q5 **5. To what extent do you support making the existing tramping track walking-only?**

Select Box: Support

Q6 **6. Any other feedback?**

Short Text: I support the refined proposal for track 4 - this is the right compromise for a track well used by walkers and runners.

I support trail 3.

I disagree with the refinements to tracks 1 and 2. Firstly, the track grades have got harder - there's no evidence from the submissions summary that indicates support for harder grades. In fact, the opposite is the case - submitters wanted easier grades.I'd like to know why this change to the grades was made.

I accept that two expert trails in the area does meet a broader unmet need in Wellington for expert trails. However, from a local perspective two expert/extreme trails here does not meet the needs of local riders.

I propose (again) that a grade 4 off Crows Nest is added to the trail building list. Shifting one of the expert trails off Crows Nest opens the possibility of a grade 4 off this point that will be far more popular with local riders than the expert/extreme trails, as is evidenced by the submissions summary. I had advocated for mountainbike trails off the Crows Nest into Silver Stream during earlier consultation on a long-term planning document for the area - it's a prominent feature of the Ngaio landscape and a bike track that avoided Huntsbury Reserve was a decent solution to the illegal riding that was taking place at the time. So it was disappointing to me when trails were eventually proposed would be ones I'm unlikely to ride.

I recommend that WCC and Trails Wellington add a grade 4 to the Crows Nest. Yes it will cost more, but the return on investment will be worth it. Do it now while there is impetus for trail building. If that is not possible, my compromise suggestion is that the proposed Crows Nest trail is built at grade 4/5. This will give a full range of grades in the area.

Q7 **Would you like to make an oral submission?**

Multi Choice: Yes

Q8 **If you would like to make an oral submission, please enter your email below so we can get in touch to arrange your submission**

[redacted]

Q9 **If you would like to receive updates on this project, please enter your email address below**

Email

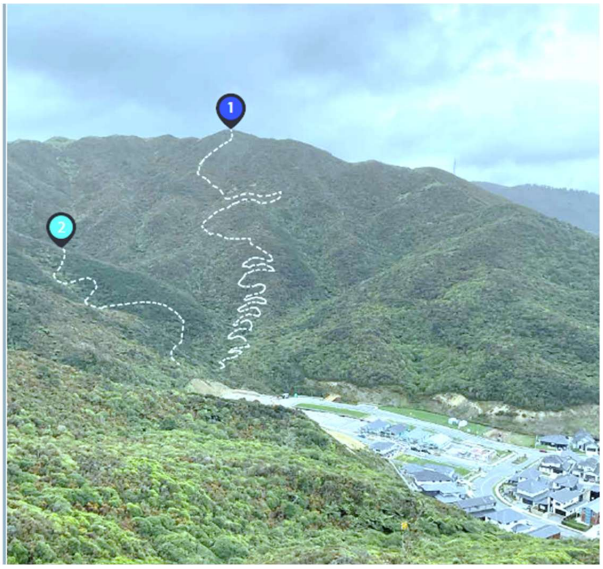
Crofton Downs Proposed New Trails: track network priority assessment

The assessment is based on the criteria and scoring system for setting track work priorities in the *Open Space Access Plan 2016* (OSAP) – see page 5 of this attachment. The maximum score is: 70.

Note: a separate Assessment of Environmental Effects will be completed, as required by the OSAP, when doing the detailed field-based design of each track. If the impacts of construction cannot be adequately avoided, remedied or mitigated, construction will not proceed.

TRACK 1: grade 5 or 6, downhill-only mountain bike track	**Score: 24**

Start point is accessed from the Skyline Track via a short, shared track to the Crows Nest, a landmark high point. Descends from The Crows Nest down a steep side spur with rock outcrops and small gullies, starting in open areas further up and passing through areas of gorse/barberry and young indigenous regrowth. Narrow spur requires rapid dropping corners further up and many switchbacks in lower section to maintain a rideable grade. One small stream crossing. Lowest section to street exit not possible until future reserve land is vested in WCC.



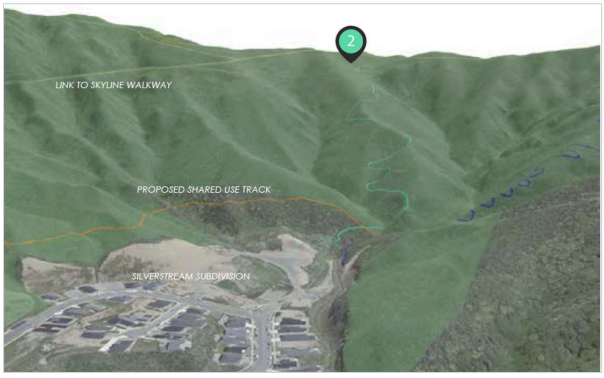
High build difficulty. Upper reaches quite exposed so the switchbacks will be visible when viewed from the Skyline Walkway and Crofton Downs. The intense switchbacks in established forest in the lower section will likely require more vegetation removal than for Track 2.

Track-work Priority Criteria	**Comment**	**Score**
Network significance: what is the contribution to the overall network?	Not a key route at city or local level but provides a new challenge for specialist mountain bikers in a new location.	Low-medium (6)
Access, linkages, connectivity: will this track provide important access, links or connections?	Not needed for linkage but provides a one-way downhill connection from Skyline Track to Silverstream valley for a small number of specialist riders.	Unimportant (3)
Demand: how much public interest is there in having this track?	Mountain biking community has been advocating for more grade 5 and 6 trails in more locations. However, only small proportion of riders have the necessary level of skill.	Medium-low (6)
Diversity of uses: how broad is the range of use/users catered for?	Caters for specialist riders of grade 5/6 only.	Low (1)
Associated legal risk: how difficult is it likely to be to meet legal/statutory requirements?	Reserves Act 1977, Scenic Reserve (b) - potential visual and ecological impact on purpose to preserve scenic and natural values District Plan: track construction permitted in Natural Open Space Zone. Within a Significant Natural Area. Earthworks and vegetation removal covered by global resource consent for recreation tracks and trails.	Medium (3)
Context factors: are there local factors that make this track useful?	Could improve access for pest control but only specialist riders could use the track for that purpose.	Few factors (2)

Strategic/ policy alignment: will this work be useful for other Council purposes/objectives/programmes?	*Te Whai Oranga Pōneke, Open Space and Recreation Strategy*: aligns with aspects - to build on city reputation as a mountain biking destination & to utilise community volunteering for track development. *Outer Green Belt Management Plan*: aligns with aspects of principles - diversity of outdoor experience, escaping to 'wild places' and community participation. Also, objective 4.5.1 (4) – provide recreational opportunities . . . catering for a range of user interests, abilities, fitness and skills.	Medium alignment (3)

TRACK 2: grade 5 or 6, downhill-only mountain bike track — Score: 27

Begins at the Skyline Track close to where the shared Transpower 4WD track up from Chartwell joins the main ridge. The top section of the route descends around rock outcrops down a shallow gully in mainly open gorse/grassland and then down a spur into manuka forest on the lower slopes. Some switchbacks are required near the top and the bottom to achieve a rideable grade. Lowest section to street exit not possible until future reserve land is vested in WCC.



Easier build than Track 1. Minimal vegetation removal in the upper reaches. Upper reaches will be visible when viewed from the Skyline Walkway and Crofton Downs but the gully sections less prominent. Switchbacks in lower reaches less intense than for Track 1, with less vegetation removal likely to be required.

Open Space Access Plan	Comment	Score:
Network significance: what is the contribution to the overall network?	Not a key route at city or local level but provides a new challenge for specialist mountain bikers in a new location.	Low-medium (6)
Access, linkages, connectivity: will this track provide important access, links or connections?	Not needed for linkage but provides a one-way downhill connection from Skyline Track to Silverstream valley for a small number of specialist riders.	Unimportant (3)
Demand: how much public interest is there in having this track?	Mountain biking community has been advocating for more grade 5 and 6 trails in more locations. However, only small proportion of riders have the necessary level of skill.	Medium-low (6)
Diversity of uses: how broad is the range of use/users catered for?	Caters for specialist riders of grade 5/6 only.	Low (1)
Associated legal risk: how difficult is it likely to be to meet legal/statutory requirements?	Reserves Act 1977, Scenic Reserve (b) - potential visual and ecological impact on purpose to preserve scenic and natural values District Plan: track construction permitted in Natural Open Space Zone. Within a Significant Natural Area. Earthworks and vegetation removal covered by global resource consent for tracks and trails.	Medium (3)
Context factors: are there local factors that make this track useful?	Could improve access for pest control but only specialist riders could use the track for that purpose.	Few factors (2)
Strategic/ policy alignment: will this work be useful for other Council purposes/objectives/programmes?	*Te Whai Oranga Pōneke, Open Space and Recreation Strategy*: aligns with aspects - to build on city reputation as a mountain biking destination & to utilise community volunteering for track development. *Outer Green Belt Management Plan*: aligns with aspects of principles - diversity of outdoor experience, escaping to 'wild places' and community participation. Also, objective 4.5.1 (4) – provide recreational opportunities . . . catering for a range of user interests, abilities, fitness and skills.	Medium alignment (6)

TRACK 3: grade 2, shared two-way walking/biking track	Score: 55

Will provide a connection around the lower flanks of Chartwell spur from the existing Silversky Track to the head of the valley where it would connect with the lower end of proposed Tracks 1 and 2. As proposed, would be built to an easy, grade 2 riding standard but there is no grade 2 connection to get on and off the track at the north end.

Although this track would require wider benching into the hillside to achieve the shared walking/biking minimum width of 1.5 metres, the extent of earthworks would likely be less than for Tracks 1 and 2, as it follows the contour and involves gentle bends rather than numerous switchbacks. Some vegetation clearance would be required. Location on lower slopes in valley makes it less visible.

Open Space Access Plan	Comment	Score
Network significance: what is the contribution to the overall network?	Of moderate significance, providing a range of users with an additional track in a location where population is increasing.	Medium (9)
Access, linkages, connectivity: will this track provide important access, links or connections?	Would provide a local connector, which would increase the range of opportunity and loop route choice for walkers and bikers locally, especially if short side connections to Ramarama Lane and Porokaiwhiri Street were added.	Medium-high (12)
Demand: how much public interest is there in having this track?	Feedback indicates local demand for additional tracks in this location, especially catering for walkers and less skilled / experienced riders, in the context of increased local population in the Silverstream subdivision including families.	Medium-high (12)
Diversity of uses: how broad is the range of use/users catered for?	Caters for a range of users, of varying fitness and ability, on foot and bike.	Medium-high (4)
Associated legal risk: how difficult is it likely to be to meet legal/statutory requirements?	Reserves Act 1977, Scenic Reserve (b) - potential visual and ecological impact on purpose to preserve scenic and natural values, though less than for Tracks 1, 2 and 3. District Plan: track construction permitted in Natural Open Space Zone. Only small areas are within a Significant Natural Area. Earthworks and vegetation removal covered by global resource consent for tracks and trails.	Low (5)
Context factors: are there local factors that make this track useful?	Feedback indicates local demand / preference for easier tracks suitable for both walking and biking. More demand as subdivision develops.	Medium factors (3)
Strategic/ policy alignment: will this work be useful for other Council purposes/objectives/programmes?	*Te Whai Oranga Pōneke, Open Space and Recreation Strategy*: aligns with aspects - to support multifunctional use, make track network more accessible to a range of users, build on city reputation as a mountain biking destination, cater for varied skill levels & to utilise community volunteering for track development. *Outer Green Belt Management Plan*: Aligns with indicatively mapped new tracks in the vicinity of Silverstream subdivision, "to link new housing with existing tracks and diversity choices of local loop routes for walkers and bikers." Aligns with aspects of principles - diversity of outdoor experience, and community participation. Also, objective 4.5.1 (4) – provide recreational opportunities . . . catering for a range of user interests, abilities, fitness and skills.	High alignment (10)

TRACK 4: grade 4, downhill-only mountain bike track	Score: 32

Starts at the Skyline Track on the Kilmister Tops, and descends down the west side of the Chartwell spur to join the lower end of the Transpower 4WD above Chartwell substation. Runs separately from and in parallel with the existing informal tramping track, proposed to become walking-only.

Easier to build than tracks 1 and 2. Starts in a gully, mainly avoiding native vegetation, and then traverses across to the Chartwell spur. Some gentle switchbacks required to achieve grade 4 rideability. Some vegetation removal required. Would be less widely visible than Tracks 1 and 2, due to upper section being in a gully and likely less earthworking required.

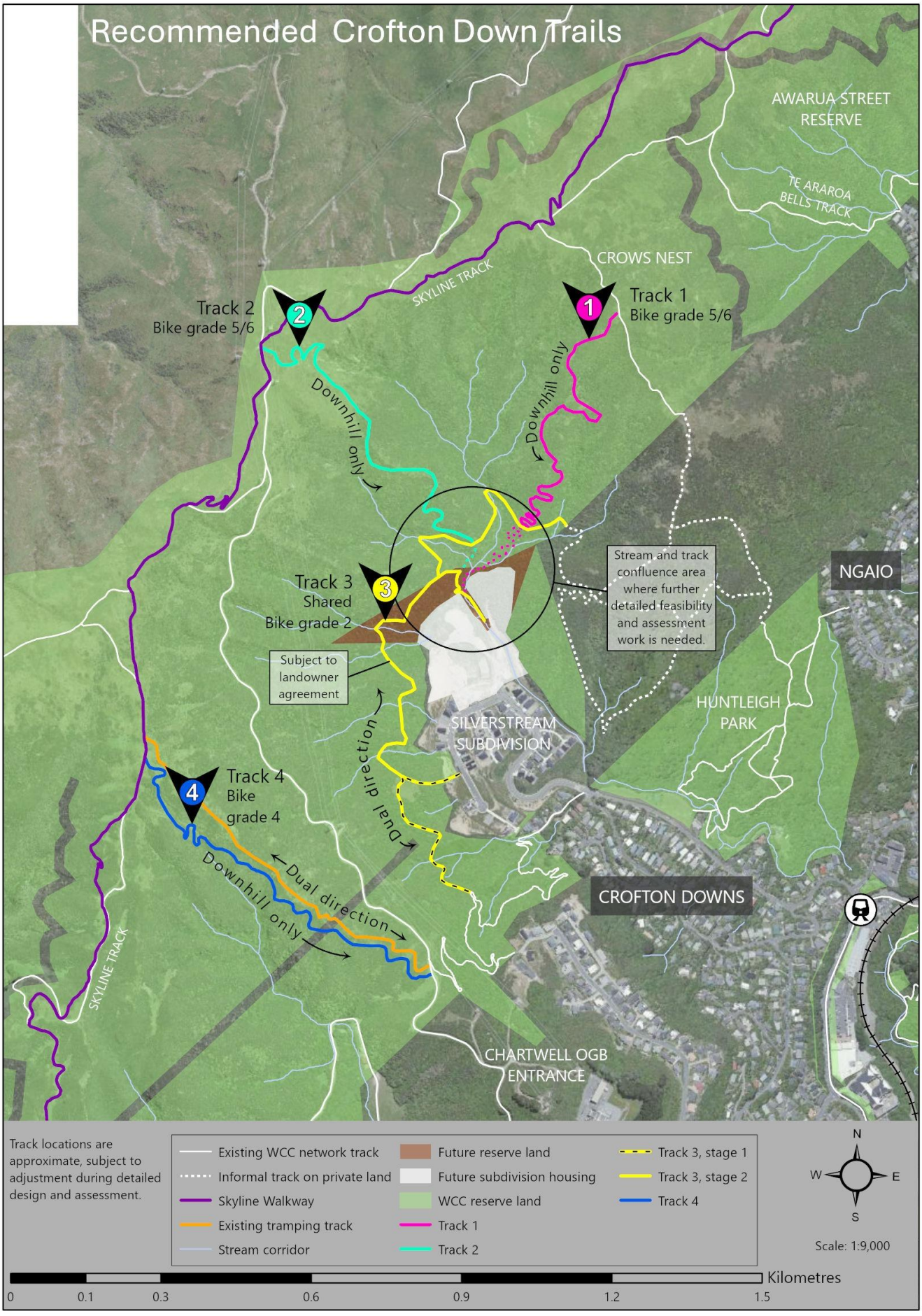
Can be designed to follow contour and existing gaps in vegetation.

Open Space Access Plan	Comment	Score
Network significance: what is the contribution to the overall network?	Not a key route at city or local level but provides a new challenge for advanced mountain bikers in a new location.	Low-medium (6)
Access, linkages, connectivity: will this track provide important access, links or connections?	Not needed for linkage but provides a one-way downhill connection from Skyline Track to Chartwell for a small number of specialist riders.	Unimportant (3)
Demand: how much public interest is there in having this track?	Mountain biking community has been advocating for more advanced-level trails in more locations. Would cater for more riders than grade 5/6 tracks, as would be rideable for grades 4 to 6 riders.	Medium (9)
Diversity of uses: how broad is the range of use/users catered for?	Caters for a range of users, of varying fitness and ability, on foot and bike.	Medium-low (2)
Associated legal risk: how difficult is it likely to be to meet legal/statutory requirements?	Reserves Act 1977, Scenic Reserve (b) - potential visual and ecological impact on purpose to preserve scenic and natural values. District Plan: track construction permitted in Natural Open Space Zone. Within a Significant Natural Area. Earthworks and vegetation removal covered by global resource consent for tracks and trails.	Medium (3)
Context factors: are there local factors that make this track useful?	Nearby tramping track provides more useable access for pest control. Feedback indicates local demand / preference for easier tracks and, while grade 4 is for advanced riders, it is an achievable target level for developing bikers.	Some factors (3)
Strategic/ policy alignment: will this work be useful for other Council purposes/objectives/programmes?	*Te Whai Oranga Pōneke, Open Space and Recreation Strategy*: aligns with aspects - to build on city reputation as a mountain biking destination & to utilise community volunteering for track development. *Outer Green Belt Management Plan*: aligns with aspects of principles - diversity of outdoor experience, escaping to 'wild places' and community participation. Also, objective 4.5.1 (4) – provide recreational opportunities . . . catering for a range of user interests, abilities, fitness and skills.	Medium alignment (6)

Criteria and weighting approach for setting track-work priorities

Excerpt from the *Open Space Access Plan 2016,* page 69). Optimum score: 70. Minimum Score: 14.

Criteria	Ranking scale (1 to 5)					Weighting
1. Network **Significance** (What contribution will this work make to the overall track network?)	High		Medium		Low	3x
	5	4	3	2	1	
2. **Access, Linkages, Connectivity** (Will this work provide important access, links or connections?)	Important links		Some links		No links	3x
	5	4	3	2	1	
3. **Demand** (How much public interest is there in this work being done?)	High demand		Moderate demand		Low demand	3x
	5	4	3	2	1	
4. **Diversity** of uses (How broad is the range of uses catered for by this work)	Highly diverse		Somewhat diverse		Not diverse	1x
	5	4	3	2	1	
5. Associated **Risk** (How difficult is this work likely to be?)	Low risk (easy)		Moderate rise		High risk (hard)	1x
	5	4	3	2	1	
6. **Context** factors (Are there other local factors that make this work useful?)	Many factors		Some factors		No factors	1x
	5	4	3	2	1	
7. **Alignment** with Council's other strategies objectives and programmes (Will this work be useful for other Council purposes?)	Strongly aligned		Somewhat aligned		Not aligned	2x
	5	4	3	2	1	


Recommended Crofton Down Trails
AWARUA STREET RESERVE
TE ARAROA BELLS TRACK
CROWS NEST
SKYLINE TRACK
Track 1
Bike grade 5/6
Track 2
Bike grade 5/6
Downhill only
Downhill only
Track 3
Shared
Bike grade 2
Stream and track confluence area where further detailed feasibility and assessment work is needed.
NGAIO
Subject to landowner agreement
HUNTLEIGH PARK
SILVERSTREAM SUBDIVISION
Dual direction
Track 4
Bike
grade 4
Dual direction
Downhill only
CROFTON DOWNS
SKYLINE TRACK
CHARTWELL OGB ENTRANCE
Track locations are approximate, subject to adjustment during detailed design and assessment.
Existing WCC network track
Informal track on private land
Skyline Walkway
Existing tramping track
Stream corridor
Future reserve land
Future subdivision housing
WCC reserve land
Track 1
Track 2
Track 3, stage 1
Track 3, stage 2
Track 4
N
W
E
S
Scale: 1:9,000
Kilometres
0
0.1
0.3
0.6
0.9
1.2
1.5

PROPOSED COASTAL RESERVE CLASSIFICATIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report seeks a resolution to classify or reclassify identified coastal reserve land (sites) under the Reserves Act 1977.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: *Environmental Wellbeing – A city restoring and protecting nature, Social Wellbeing – A city of healthy and thriving whānau and communities, Cultural Wellbeing – A welcoming, diverse and creative city, Engaging our community,* and *Integrating te ao Māori.*

Relevant previous decisions

3. On 18th June 2025, the Koata Hātepe | Regulatory Processes Committee approved public notification and consultation on the proposed coastal reserve classifications recommended in this paper.

4. Previous Council decisions to adopt reserve management plans are relevant to this paper as these all contain reserve land schedules detailing the land parcels covered by each plan and land status information relevant at the time. These include decisions on the *South Coast Management Plan* (2002), *Oruaiti Reserve Management Plan* (2011), the coastal sections of the *Suburban Reserves Management Plan* (2015) and the recent Kōrau Mātinitini | Social, Cultural and Economic Committee decision on 29 May 2025 to approve the *Draft Tātou ki Uta | Coastal Reserves Management Plan* for public consultation. There have also been numerous Council decisions made over the decades about specific coastal land acquisitions, classifications and reclassifications under the Reserves Act.

Significance

5. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

6. The cost associated with the statutory classification actions is for administrative work only and can be met within existing budgets.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

7. The risk associated with the proposed classifications and reclassifications is assessed as minor because Council will be meeting its statutory responsibilities under S.16 of the Reserves Act 1977 to declare as reserve and classify all its reserve land for a primary purpose.

Author	Shona McCahon, Reserves Planner
Authoriser	Sherilyn Hinton, Open Space and Recreation Planning Manager Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Resolve, under S.14 of the Reserves Act 1977, to declare the land parcels identified in Schedule 1 of Attachment 1 as reserve and classify for the primary purposes specified.
3. Resolve, under S.16 of the Reserves Act 1977, to classify the land parcels identified in Schedule 2 of Attachment 1, for the primary purposes specified.
4. Resolve, under S.24 of the Reserves Act 1977, to reclassify the land parcels identified in Schedule 3 of Attachment 1, for the primary purposes specified.
5. Instruct officers to complete the approved classifications and reclassifications by arranging for the above resolutions to be published in the New Zealand Gazette.
6. Note that officers will bring a further paper to Council in 2026 to approve the classification of the sites listed in Schedule 4 of Attachment 1 after further due diligence to clarify the land status.

Whakarāpopoto | Executive Summary

8. This report seeks approval to proceed with the classification or reclassification of identified coastal reserve land (sites) under the Reserves Act 1977 (the 'Act').
9. The sites were identified as part of the process of developing the *Draft Tātou ki Uta - Coastal Reserves Management Plan* (Draft Plan). The proposed classifications align with the strategic and policy direction in the Draft Plan.
10. All land held under the Act must be classified according to a primary purpose: - recreation, historic, scenic, nature, scientific, government purpose or local purpose. Classification clarifies and strengthens the protection and management of each reserve and may limit use and activities to those compatible with the primary purpose.
11. Most of the coastal reserves are already classified appropriately. However, the identified sites require the administrative classification process to be completed, and ten already classified sites are recommended for reclassification to better reflect their site values.
12. Four types of classification are proposed: recreation, historic, scenic and local purpose. They are recommended after considering each site's existing use, features and values, future management, and its wider context in the coastal reserves network in the scope of the Draft Plan.
13. As required under the Act, public submissions were invited on the proposed classifications. The consultation ran from 23 June to 5 August, in parallel with consultation on the Draft Plan. A total of 40 submissions were received. Two of the submitters requested an opportunity to make an oral submission and they were heard

on 13 August as part of the oral hearings heard by the Social, Cultural and Economic Hearings Panel.

14. The submissions show a high level of overall support for the approach taken to determine the proposed classifications and expressed support for various specific sites. There was one suggestion for The Sirens Rocks site and the Princess Bay, Te Raekaihau Point, and Dorrie Leslie Park (South) site to be classified Scenic Reserve (b) instead of Recreation Reserve, and one question as to whether the two proposed local purpose reserves could be scenic reserve. Officers recommend retaining the proposed classifications.

15. Several parcels have been found to require further work to clarify their legal land status before the classification process can proceed. When the work is completed, officers will bring a further paper to the Council in the new triennium for the necessary decisions.

Takenga mai | Background

Reserves Act classifications and reclassifications

16. A series of land parcels ('sites'), which the Council manages as coastal reserves, have been identified for classification or reclassification under the Reserves Act 1977 (the Act).

17. The purpose of the Act is to provide "for the preservation and management for the benefit and enjoyment of the public" areas of New Zealand that have special features or values, including recreational, natural, scenic, historic, cultural, archaeological and community.

18. Section 16(1) of the Act requires that all reserves are **classified according to a primary purpose**, as defined under sections 17-23: recreation, historic, scenic, nature, scientific, government purpose and local purpose. Note: road reserve does not come under the Reserves Act.

19. It should be noted that the reserve classifications are largely a matter of emphasis. The primary purpose emphasises certain site values and management directions but does not preclude having other **secondary purposes** provided they are compatible with the primary purpose. Secondary purposes include management and protection of a range of values including public access and recreation, natural, scenic, historic, cultural, archaeological, biological, geological, scientific, educational, community, wildlife, indigenous flora or fauna, environmental and landscape amenity or interest, soil, water, or other special features.

20. A reserve management plan can be used to strengthen or reinforce the importance and intentions of the secondary purposes of reserves.

21. Classification helps to identify the important values in each reserve and strengthens the protection and management of those values. It binds the Council and limits (to a greater or lesser extent) how the land can be used and the types of activities that can and cannot occur on it. For instance, sport club rooms are provided for on recreation reserves but not on scenic or historic reserves.

22. Under the Act, a Council resolution is required to:

- declare land it owns to be a reserve and classify it (section 14),
- classify land already vested in it as reserve (section 16(2A). For example, reserves created and vested through the Resource Management Act,
- reclassify reserve land where circumstances warrant (section 24).

23. Council's Koata Hātepe | Regulatory Processes Committee holds the delegation for decisions that would change the legal status of land zoned open space in the district plan or held as reserve under the Reserves Act 1977, including decisions to classify a reserve, declare land to be a reserve and revoke the reservation of land. On 28th June 2025, the committee approved the public notification of the proposed classifications. The consultation period ran from 23 June to 5 August 2025.

Context of Draft Tātou ki Uta | Coastal Reserves Management Plan

24. The sites proposed for classification and reclassification were identified during the preparation of the Draft Plan, which was prepared under the Reserves Act 1977 and was approved for public consultation by the Kōrau Mātinitini | Social, Cultural and Economic Committee on 29 May 2025. Once finalised and adopted, it will replace the existing *South Coast Management Plan 2002*.

25. Officers routinely undertake a land status review when preparing a reserve management plan to update the land schedules published in every management plan. Most of the Council's coastal reserves are already classified under the Act, as shown in the Attachment 2 map. The coloured areas on the map show the extent of the already classified reserves and the numbers show the approximate location of the proposed classification sites.

26. The proposed classifications and reclassifications are recommended to align with the strategic and policy direction in the Draft Plan, based on fundamental values important to Wellington's communities in managing coastal reserves. Each classification or reclassification is proposed to reflect the key values of each site and the intentions of the Draft Plan.

Kōrerorero | Discussion

27. There are several reasons why the identified sites require classification or reclassification. These include:

- The spatial scope of the *Draft Tātou ki Uta | Coastal Reserves Management Plan* has widened compared to the 2002 management plan and some of the additional areas covered by the draft plan are unclassified.
- Some existing reserve sites have changed sufficiently in the intervening 20-plus years to warrant reclassification e.g. change from recreation to scenic reserve to protect the increased natural values that have developed with regenerating vegetation.
- Classification of some areas identified for classification in the 2002 management plan was delayed due to complex resurveying and land administration work that was required first e.g. foreshore areas around Island and Houghton bays.
- Some sites created and vested in Council as reserve through subdivision under the Resource Management Act also require classification under the Reserves Act 1977.

Proposed classifications and reclassifications

28. Four types of classification are proposed:

    - Recreation reserve: 11 sites
    - Historic reserve: 4 sites

- Scenic (b) reserve: 4 sites
- Local purpose reserve: 2 sites.

29. The other types of reserve defined under the Reserves Act 1977 – scenic (a), nature, scientific or government purpose reserve – are not appropriate for the sites in question, as they are designed to protect largely unmodified environments (scenic (a) reserve and nature), areas of very specific scientific interest, or areas of central government use.

30. Attachment 1 contains three schedules of the land parcels proposed for classification or reclassification according to the applicable section of the Act and a fourth schedule of land parcels that require further due diligence into land status before classifying (see paragraph 44).

31. Attachment 3 contains the public consultation document used for the public notification. It is divided into four sections: one for each type of proposed reserve. Each section begins with a brief explanation about the purpose, objectives and implications of the reserve type. The proposal for each site is then explained, with a location map, a description of the land, an outline of future management, and details of the proposed classification.

Coastal context to classification

32. The proposed classifications and reclassifications have been carefully considered in the context of each site's existing use, features and open space values, as well as opportunities and constraints for future management. Each site was also considered within the wider context of the coastal reserves network and the following broad approach adopted, which reflects key characteristics of the coastal landscape.

33. The **shore platform** is mainly recommended for **recreation reserve**. Typically, these are the narrow shoreline areas, generally on the seaward side of the coastal road with scattered indigenous habitats (some rare/vulnerable) and highly modified. They are easily accessible, popular for a range of recreational uses and attract high use. These areas are also the most vulnerable to the effects of sea level rise and storms. Recreation reserve classification reflects the dominant use of the shoreline for informal public enjoyment and the need to manage access and provision of facilities while also protecting the ecological, cultural and landscape values that the community values in these areas. Recreation reserve classification places fewer restrictions on activities and development than scenic and historic classifications.

34. **Coastal escarpment and headlands** are mainly recommended for **historic or scenic (b) reserve**. These areas are usually on the inland side of the coastal road. They are generally very steep, with regenerating vegetation including numerous Significant Natural Areas (SNAs). There are also more wāhi tapu sites where features remain and some historic gun emplacements. Due to the steep topography, these areas are generally less accessible, although there are some recreational walking and biking tracks. Being less modified than the shore platform and visually prominent, they contribute significantly to the natural character of the coastal landscape. Historic and scenic reserve classifications place more restrictions on activities and development than recreation or local purpose reserves, which is appropriate to protect the landscape, archaeological and cultural values. However, compatible development that facilitates public enjoyment of the scenery and cultural/historic values, such as walking and biking tracks, can be developed where appropriate.

35. **Local purpose reserves** are classified for a specified purpose and are applied in many different situations, such as community halls, infrastructure or esplanade reserve. It is the most flexible class with least restriction, but each reserve must be managed primarily for the specified purpose. A common type of local purpose reserve is esplanade reserve, designed to protect public access around coastal and inland shorelines and water edges. Most of our foreshore areas are wider than the 20m width indicated for esplanade reserves.

36. One site that is currently esplanade reserve is recommended for reclassification as Local Purpose Reserve (Penguin Habitat). It is a small 0.17-hectare area adjacent to Evans Bay Parade at the north end of Greta Point where an area of indigenous planting has been fenced off to provide safe nesting habitat for kororā (penguins). The proposed classification enables specific protection of the penguin habitat as the primary purpose.

Mana whenua feedback

37. Mana whenua support the approach to classification of coastal reserves and all the proposed classifications and reclassifications but did urge further consideration for te taiao, particularly where rocky outcrops are part of recreation reserves. The concern is that recreation access could potentially damage these fragile ecosystems. The Draft Plan outlines various ways to improve protection of te taiao by increasing public awareness through education, interpretation and other activities such as community volunteering on restoration projects.

Public consultation feedback

38. Forty written or online survey submissions were received, including relevant comments from two submissions on the Draft Plan. The submissions are contained in Attachment 4 and a summary of submissions with officer responses is contained in Attachment 5.

39. Respondents were asked how much they supported the approach taken to determining the coastal reserve classifications. Of the 34 online survey responses 62% supported or were neutral and 38% opposed it. Comments from those who opposed the approach mainly focused on proposals in the Draft Plan to limit vehicle access on the Te Kopahou / Red Rocks coastal road and at Wahine Reserve, including a proposal in the Draft Plan to investigate stopping the Te Kopahou coastal road reserve and making it reserve under the Reserves Act 1977. Those Draft Plan proposals are unrelated to the classifications proposed in this paper. However, the submitters' comments have been added to the feedback on the Draft Plan and the proposal to make the coast road reserve is not going to be taken through to the Kōrau Mātinitini | Social, Cultural and Economic Committee, which will consider the Draft Plan on 4th September 2025.

Objections to specific proposed classifications

40. One submitter objected to the proposed Recreation Reserve classification of two sites: Site 1, The Sirens Rocks and Site 3, Princess Bay, Te Raekaihau Point, and Dorrie Leslie Park (South). Instead, they suggested scenic reserve classification because of the significant landscape and geological value. Parts of these sites are identified in the Wellington City 2024 District Plan as being of high coastal natural character, based in part on geological values associated with the shore platform and high human experiential values. Both sites also include areas of car parking and, at Site 1, a boat ramp, that are not included in the natural character overlay. Under S.19 of the Act,

Scenic Reserve (b) provides for areas that will becomes of scenic interest or beauty by through development and planting. S.17 provides for "the physical welfare and enjoyment of the public" and also for "the protection of the natural environment and beauty.". Both sites are very popular and will continue to come under pressure for recreational use. On balance, officers consider that providing for public enjoyment to be compatible with protecting the natural and scenic values fits better under S.17, noting that the Draft Plan emphasises protection of te taiao and landscape connection, and that the landscape and natural values will be further protected under the 2024 district plan's natural open space zoning and high coastal natural character overlay.

41. Another submitter asked if local purpose reserve could be merged into scenic reserve. No specifc site was mentioned but it is assumed the question related to the proposed Greta Point Esplanade reserve and Great Point Kororā Reserve. Although Scenic Reserve (b) classification can be suitable for degraded natural or semi-natural areas, it is not recommended for these two sites because of the highly modified, urban character of the esplanade, used primarily for public access, and the small size of the kororā nesting area, where very targeted management for a distinct purpose is required.

42. There were no objections or suggested alternative classifications to any of the other proposed the other proposed classifications.

Other matters raised

43. A submitter noted that some of the reserve land had been originally acquired under the Public Works Act (PWA) and so, if no longer needed for the purpose taken for, should be offered back to the original owners and, if not taken up, then made available for treaty settlement. There are several land parcels where further due diligence is required to clarify the land status and any PWA requirements. A second issue that also requires further due diligence is that some land parcels have been found to have no associated record of title. All these parcels are listed in Attachment 1, Schedule 4, to be held over for a decision on classification until the further work is completed. Officers will then seek the required Council resolutions.

44. Various submitters saw a need for other types of classification that provide specifically for Māori cultural values, and better emphasise the importance of protecting natural values. However, the types of classifications that Council can use are limited to those defined in the Reserves Act. Instead, the importance of cultural and environmental values are emphasiesed in the Draft Plan.

45. There was a request for the Evans Bay marina precinct to be classified as recreation reserve and the yacht club building classified historic reserve, in recognition of the history of and ongoing yachting activities. The area has not been put forward for classification because the Draft Management Plan includes proposals to manage the area as a water sports hub, develop a master plan and investigate alternative operating models for the marina. At this stage, reserve classification is not recommended in case of potential limitations on options and outcomes, so the intention is to continue holding the land under the Local Government Act until further planning work is undertaken.

Kōwhiringa | Options

46. **Option 1 (Preferred) –** Consider the public feedback and resolve to classify, reclassify the land as described in the attached schedules. These decisions would be reflected in the finalised *Tātou ki Uta* | *Coastal Reserves Management Plan*.

47. **Option 2 – Delay consideration of the proposed classifications until after the final *Tātou ki Uta* | *Coastal Reserves Management Plan* is approved**. This option would mean the Regulatory Processes Committee could take into account any changes made to the management plan as a result of public consultation on the Draft Plan. There have been no submissions received on the Draft Plan that specifically object to the proposed classifications and, as explained in paragraph 39, concerns about stopping the legal road and making the land reserve would be subject to a separate specific consultation process if it were to happen but is not being recommended. Every proposed classification or reclassification has been considered on the merits of the particular site (see consultation document) and are not in conflict with the Draft Plan. Delay would also mean that the land schedules in the final published Coastal Reserves Management Plan could not be updated with the approved classifications before publication.

48. **Option 3 – Do not approve the proposed classifications/reclassifications**. This option would mean the statutory requirement to classify land held under the Reserves Act 1977 would not be met and some of the reserve land in question would be held under the Local Government Act, with less protection than under the Reserves Act.

49. Option 1 is recommended because it would enable Council to meet its statutory obligations to declare and classify land it manages as reserve under the Reserves Act 1977 and bring the land schedules in the management plan up to date before it is published.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

50. The proposals are consistent with Te Whai Oranga Poneke, Open Space and Recreation Strategy (2023), which includes providing a diversity of public open spaces across the city, and ensuring they are appropriately managed and protected. Reserves Act classification is one of the tools for achieving this.

51. The proposals are also consistent with Tātou ki Uta | Draft Coastal Reserves Management Plan, by ensuring the coastal reserves within the scope of the plan have the appropriate land status under the Reserves Act 1977 to support their values and management.

Engagement and Consultation

52. This proposal is of Low Significance in the Significance and Engagement Policy. The requirements of the Reserves Act 1977 to invite submissions and objections have been met through newspaper notification, an online LetsTalk public engagement process, a paper submission form made available, and notification through Council's e-newsletter. Prominent cross-referencing was set up between the engagement pages for the proposed classifications and the Draft Tātou ki Uta | Coastal Reserves Management Plan to ensure submitters were aware of the opportunity to submit on both.

53. The two submission periods ran in parallel for several weeks and closed at the same time. The oral hearings on both consultations were heard together on 13 August through the Social, Cultural and Economic Hearings Panel.

54. There is a statutory requirement under the Reserves Act 1977 to consult about most of the proposed classifications/reclassifications except that, under section 16(5), public notification is not required where reserve land is already held and administered under the Act for the same purpose as the recommended classification. This exception applies to five of the proposed classifications where land was held and administered before the Act took effect or was vested in Council through subdivision under the RMA. However, they were notified to provide people with the opportunity to comment in the context of the coastal reserves management plan review and consultation.

Māori Impact Statement

55. The closely related Draft Tātou ki Uta | Coastal Reserves Management Plan has been developed with Taranaki Whānui and Ngāti Toa Rangatira, including through cultural values assessments, hui, site visits, and collaborative policy drafting through a joint steering group. Developing the coastal reserve classifications/ reclassifications proposals were part of this process.

56. Four sites are recommended for classification or reclassification as Historic Reserve to better reflect and protect cultural values. Sites 12 to 14, which are adjacent to Rangitatau Historic Reserve, are recommended for addition to the reserve. Site 15, Overton Park, which is currently recreation reserve is recommended for reclassification as it is a Mahinga Kai, Karaka Grove, historically connected to the nearby Kakariki - Hutia Pā and Whetu Kairangi Pā sites above Worser Bay.

57. Mana whenua agrees with these proposals and with all the other proposed classifications.

Financial implications

58. The classification process and the identified land status due diligence work can all be carried out within existing operational budgets.

Legal considerations

59. Land administered under the Reserves Act 1977 is required, under section 16, to be classified. Although the Council can hold land under the Local Government Act and manage it as if it were a particular type of reserve, difficulties could arise with things like leases, if not properly classified.

60. Advice from Council's legal team indicates that some of the land parcels involved in the proposed classifications require further due diligence into their Public Works Act land acquisition history and with other parcels that appear to have no associated certificate of title. This work will be done before proceeding with the classification process on these parcels.

Risks and mitigations

61. There is a minor risk that legal actions such as lease or enforcement notices could be affected if land held under the Reserves Act 1977 is not appropriately classified. The risk will be mitigated by the proposed classifications/reclassifications, which will fulfill the Council's statutory responsibility to classify land that it holds and manages as reserve under the Act.

62. There is a risk that Council might not meet its obligations under the Public Works Act in respect of some land parcels. This risk will be mitigated by undertaking due diligence and ensuring obligations are met before proceeding with the classification process.

Disability and accessibility impact

63. Not applicable.

Climate Change impact and considerations

64. The Reserves Act 1977 is not explicit about addressing climate change. However, the provisions for recreation, scenic and historic reserves include such actions as are considered necessary for the beneficial management and administration of the reserve, which could include climate change response. For example, the need for long-term design solutions to coastal erosion impacts of sea level rise, as outlined in the Draft Plan, were considered when recommending foreshore area classifications. All four of the classifications involve either primary or secondary purposes to do with protecting natural values, including soil and water, which aligns with the nature-based approach to climate change solutions taken in the Draft Tātou ki Uta | Coastal Reserves Management Plan.

Communications Plan

65. The previous decision to publicly notify the proposals enabled public consultation to proceed and the related communications have been managed in co-ordination with the engagement and communications plan for the Draft Tātou ki Uta | Coastal Reserves Management Plan.

66. The LetsTalk engagement page will be updated with information about the committee resolutions and the steps that will be then taken to complete the classification process.

Health and Safety Impact considered

67. This is a purely administrative matter with no health and safety impact.

Ngā mahinga e whai ake nei | Next actions

68. Proceed with issuing the Gazette Notices required to complete the classification of the land the committee resolves to classify.

69. Update the land schedules in the final Tātou ki Uta | Coastal Reserves Management Plan.

70. Proceed with the due diligence into the land parcels listed in Schedule 4.

71. Take a committee paper to Council in 2026 with recommendations for remaining land parcel classifications.

Attachments

Attachment 1.	Attachment 1: Coastal reserve land classification schedules	Page 1359
Attachment 2.	Attachment 2: Coastal reserves classification map	Page 1367
Attachment 3.	Attachment 3: Public consultation document coastal reserve classifications	Page 1369
Attachment 4.	Attachment 4: Submissions on coastal reserves classifications	Page 1407
Attachment 5.	Attachment 5: Summary of consultation on coastal reserve	Page

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Attachment 1

Coastal reserves land classification schedules

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SCHEDULE ONE: Land parcels requiring classification under Section 14 of the Reserves Act 1977

Name	Proposed classification	Current	Legal description	Record of Title	Area (ha)	Reason for classification
Houghton Bay and Elsdon Point Shore Reserve	Recreation Reserve	Unclassified	Part Section 4 Town District	WN243/299	0.0632	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Houghton Bay and Elsdon Point Shore Reserve	Recreation Reserve	Unclassified	Part Section 4 Town District	WN295/218	0.0878	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Houghton Bay and Elsdon Point Shore Reserve	Recreation Reserve	Unclassified	Part Lot 1 DP 90866, Part Lot 2 DP 90866, Part Section E B 161	116422	0.8397 approx	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Te Raekaihau Point, Princess Bay and Dorrie Leslie Park	Recreation Reserve	Unclassified	Part Lot 3 DP 90866	116422	5.81	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural, geological and landscape values.
Dorrie Leslie Park	Recreation Reserve	Unclassified	Lot 4 DP 90866	116422	UNSPEC	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Dorrie Leslie Park	Recreation Reserve	Unclassified	Part Lots 455-460 DP 171, as held in WN212/127 (part cancelled)	WN212/127 (part cancelled)	0.05 approx (unspec on title)	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.

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Lyall Bay Beach	Recreation Reserve	Unclassified	Lot 5 DP 90866,	116422	UNSPEC	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Lyall Bay Beach	Recreation Reserve	Unclassified	Pt Lot 3 DP 2456	WN428/268	4.8 (est)	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Karaka Bay Wharf	Recreation Reserve	Unclassified	Part of a closed Road through Section 4 Watts Peninsula District	WN156/99	0.0316	Provide public enjoyment and recreational wharf access to the water, and protect and enhance the ecological, cultural and landscape values
Rangitatau Historic Reserve (Moa Point addition)	Historic reserve	Unclassified	Sec 28 Watts Peninsula DIST	WN894/4	0.0493	Protect and preserve in perpetuity the cultural and archaeological values, tell cultural narratives associated with the reserve, and protect and enhance the ecological and recreational access values.
Hermit's Cave – Steep Rock	Scenic Reserve	Unclassified	Part Lot 339, 341, 343 DP 172	Title ID 116422 (21D/613 cancelled)	1.74	Protect and enhance the ecological values; and enhance the natural landscape character of the coastal escarpment.

SCHEDULE TWO: Land parcels requiring classification under Section 16 of the Reserves Act 1977

Name	Proposed classification	Current	Legal description	Record of Title	Area (ha)	Reason for classification
Houghton Bay and Elsdon Point Shore Reserve	Recreation Reserve	Vested for recreation ground	Part Lot 345 DP 172	WN238/238	0.0343	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Breaker Bay Foreshore Reserve	Recreation Reserve	Vested for recreation ground	Lot 2 Deposited Plan 6560	WN586/178	1.0049	Provide beachside public recreational access, and protect and enhance the kororā habitat.

Worser Bay Beach Reserve	Recreation Reserve	Vested for pleasure ground	Part Section 8 Watts Peninsula DIST	WN424/180	0.3769	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Greta Point Esplanade Reserve	Local Purpose Reserve (Esplanade)	Vested for esplanade reserve	Lot 3 DP 88742	WN56B/537	0.0066	Enable public access to and along the harbour edge; enable informal recreational use and enjoyment of the reserve; and mitigate against the effects of sea level rise.
Greta Point Esplanade Reserve	Local Purpose Reserve (Esplanade)	Vested for esplanade reserve	Lot 4 DP 88742	WN56B/538	0.006	Enable public access to and along the harbour edge; enable informal recreational use and enjoyment of the reserve; and mitigate against the effects of sea level rise.
Greta Point Esplanade Reserve	Local Purpose Reserve (Esplanade)	Vested for esplanade reserve	Lot 5 DP 88742	WN56B/539	0.58	Enable public access to and along the harbour edge; enable informal recreational use and enjoyment of the reserve; and mitigate against the effects of sea level rise.
Beacon Hill Reserve	Scenic Reserve (b)	Vested for recreation reserve	Lot 1 DP 89958	WN57D/59	1.6789	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment.

SCHEDULE THREE: Land parcels requiring change of purpose/reclassification under Section 24 of the Reserves Act 1977

Name	Proposed classification	Current	Legal description	Record of Title	Area (ha)	Reason for classification
Lyall Bay Beach	Recreation Reserve	Esplanade reserve	Lot 6 DP 75384	WN43B/27	0.09	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the ecological, cultural and landscape values.
Cog Park / Hataitai Beach	Recreation Reserve	Vested for esplanade reserve	Lot 1 Deposited Plan 88742	WN56B/535	0.2382	Formalise consistent management of the Cog Park / Hataitai beach area; provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the amenity and landscape values.

Greta Point Kororā Reserve	Local Purpose Reserve (Kororā Habitat)	Vested for esplanade reserve	Section 3 Survey Office Plan 34240	WN56C/573	0.17	Provide and protect safe nesting habitat for kororā (little penguins), and provide for compatible public access adjacent to the protected areas.
Overton Reserve	Historic Reserve	Recreation reserve	Lot 15 Block VIII DP 858	WN216/182	0.7183	Protect and preserve in perpetuity the cultural and archaeological values, tell cultural narratives associated with the reserve, and protect and enhance the ecological values.
Beacon Hill Reserve	Scenic Reserve (b)	Recreation reserve	Part Section 16-17 Watts Peninsula DIST and Lot 11 DP 2133	WN209/239	3.7567	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment.
Beacon Hill Reserve	Scenic Reserve (b)	Recreation reserve	Lot 177 DP 15452	WN42D/750	0.3169	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment.
Beacon Hill Reserve	Scenic Reserve (b)	Recreation reserve	Part Lot 64 DP 9281	WN481/80	2.0184	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment.
Buckley Road Reserves	Scenic Reserve (b)	Recreation reserve	Lots 120-124 DP 1467	572767	0.2912	Protect and enhance the ecological values; and enhance the natural landscape character of the coastal escarpment.
Buckley Road Reserves	Scenic Reserve (b)	Recreation reserve	Lot 342 and Part Lot 344 DP 172, Part Lot 7 DP 785,	WN593/177	0.7461	Protect and enhance the ecological values; and enhance the natural landscape character of the coastal escarpment.
Buckley Road Reserves	Scenic Reserve (b)	Recreation reserve	Lot 100 DP 44305	WN16D/1113	1.3535	Protect and enhance the ecological values; and enhance the natural landscape character of the coastal escarpment.
Buckley Road Reserves	Scenic Reserve (b)	Recreation reserve	Lot 1 DP 44301	WN16D/1049	0.0028	Protect and enhance the ecological values; and enhance the natural landscape character of the coastal escarpment.
Rangitatau Historic Reserve (Bowe Street addition)	Historic Reserve	Vested for recreation reserve	Lot 47 DP 74872	WN41C/564	0.1738	Protect and preserve in perpetuity the cultural and archaeological values, tell cultural narratives associated with the reserve, and protect and enhance the ecological and recreational access values.

Rangitatau Historic Reserve (Bowe Street addition)	Historic Reserve	Vested for recreation reserve	Lot 48 DP 74871	WN41C/565	0.1628	Protect and preserve in perpetuity the cultural and archaeological values, tell cultural narratives associated with the reserve, and protect and enhance the ecological and recreational access values.
Rangitatau Historic Reserve (Bowe Street addition)	Historic Reserve	Vested for recreation reserve	Lot 50 DP 74871	WN41C/566	0.008	Protect and preserve in perpetuity the cultural and archaeological values, tell cultural narratives associated with the reserve, and protect and enhance the ecological and recreational access values.
Rangitatau Historic Reserve (Sidlaw Street addition)	Historic Reserve	Recreation reserve	Section 85 Watts Peninsula DIST	WN33C/818	11.2855	Protect and preserve in perpetuity the cultural and archaeological values, tell cultural narratives associated with the reserve, and protect and enhance the ecological and recreational access values.
Birkhall Grove Reserve	Scenic Reserve (b)	Vested for recreation reserve	Lot 29 DP 74872	WN41C/563	0.1165	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment
Birkhall Grove Reserve	Scenic Reserve (b)	Vested for recreation reserve	Lot 63 DP 74870	WN41C/567	0.1300	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment
Birkhall Grove Reserve	Scenic Reserve (b)	Vested for recreation reserve	Lot 13 DP 85598	WN53B/769	0.1955	Protect and enhance the ecological and landscape values; and provide for compatible public outdoor recreation and enjoyment
Balaena Bay Reserve	Recreation Reserve	Local Purpose Reserve (Esplanade)	Part Reserve A Evans Bay District.	WN785/64	0.0809	Provide for informal public recreational access, physical welfare and enjoyment, and protect and enhance the amenity and landscape values.

SCHEDULE FOUR: Sites requiring due diligence into land status and/or Public Works Act history before classification

Name	Proposed classification	Current	Legal description	Record of Title	Area (ha)	Notes
The Sirens Rocks	Recreation Reserve	Vested for recreation ground	Pt Sec 26 Owhiro District, Part Section 9 TN District (x3 parcels), Pt Section 9 Town DIST, Part Lot 1 DP 12544	No assoc title, refer SO 392840	0.1533 approx	Investigate title and Public Works Act history
Buckley Road Reserves	Scenic Reserve (b)	Recreation reserve	Lots 43-51, Lot 119, Lots 125-129 DP1467	No assoc title	0.5072 + 0.3905 + 0.0663	Investigate title
Hermit's Cave – Steep Rock	Scenic Reserve	Unclassified	Lot 132 DP 1467	No assoc title	0.0546	Investigate title and Public Works Act history
Rangitatau Historic Reserve (Moa Point addition)	Historic reserve	Unclassified	Section 1 SO 35818, Section 3 SO 35088,	WN38A/814	3.8606	Investigate public Works Act history

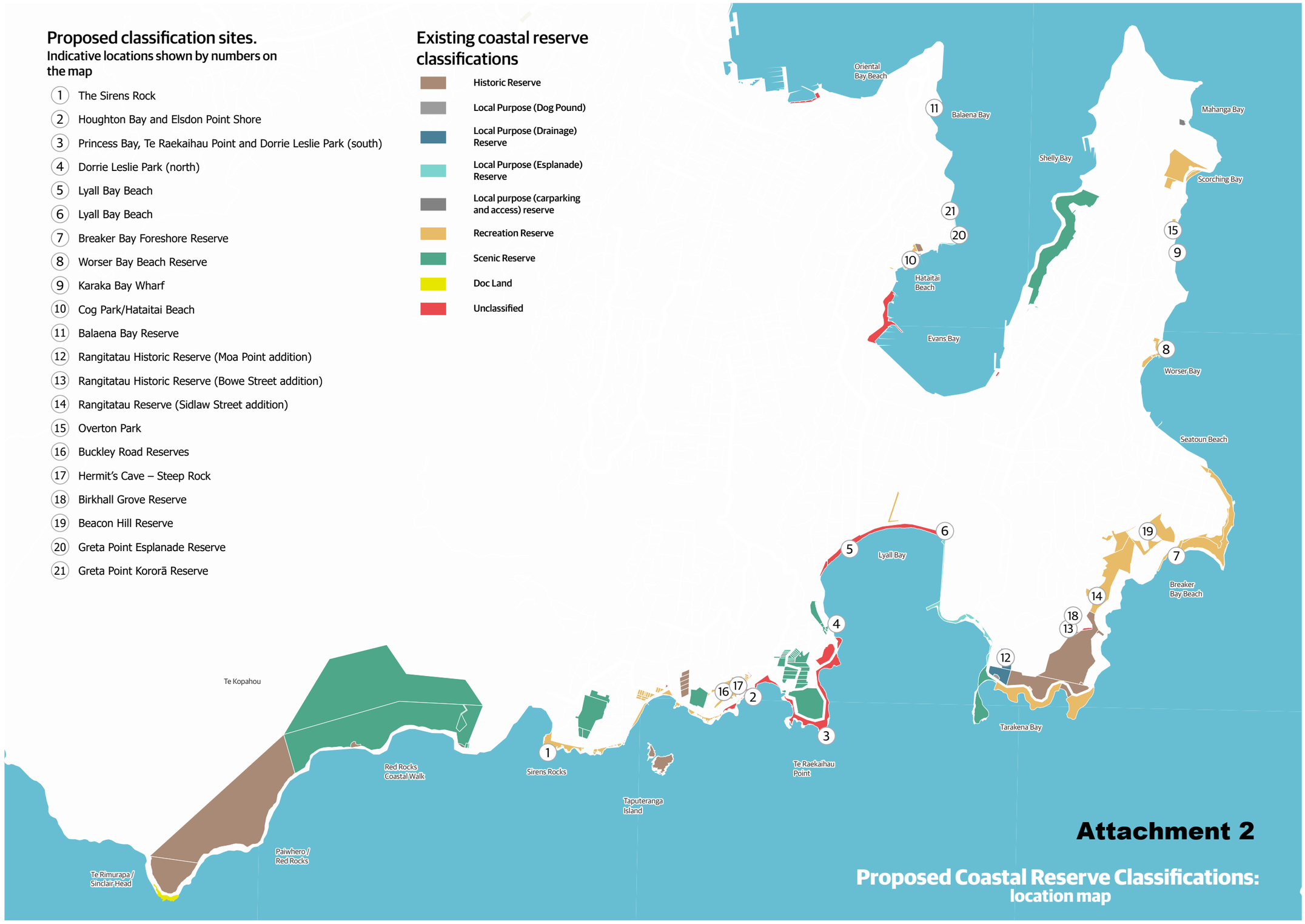
Proposed classification sites.

Indicative locations shown by numbers on the map

1. The Sirens Rock
2. Houghton Bay and Elsdon Point Shore
3. Princess Bay, Te Raekaihau Point and Dorrie Leslie Park (south)
4. Dorrie Leslie Park (north)
5. Lyall Bay Beach
6. Lyall Bay Beach
7. Breaker Bay Foreshore Reserve
8. Worser Bay Beach Reserve
9. Karaka Bay Wharf
10. Cog Park/Hataitai Beach
11. Balaena Bay Reserve
12. Rangitatau Historic Reserve (Moa Point addition)
13. Rangitatau Historic Reserve (Bowe Street addition)
14. Rangitatau Reserve (Sidlaw Street addition)
15. Overton Park
16. Buckley Road Reserves
17. Hermit's Cave – Steep Rock
18. Birkhall Grove Reserve
19. Beacon Hill Reserve
20. Greta Point Esplanade Reserve
21. Greta Point Kororā Reserve

Existing coastal reserve classifications

- Historic Reserve
- Local Purpose (Dog Pound)
- Local Purpose (Drainage) Reserve
- Local Purpose (Esplanade) Reserve
- Local purpose (carparking and access) reserve
- Recreation Reserve
- Scenic Reserve
- Doc Land
- Unclassified



Attachment 2

Proposed Coastal Reserve Classifications: location map

Attachment 3

Proposed classifications of coastal reserve land under the Reserves Act 1977

Public consultation 23 June - 5 August 2025

See also: Related public consultation on the *Tātou ki Uta* – the draft Coastal Reserves Management Plan, 2025

June 2025

Absolutely Positively **Wellington** City Council
Me Heke Ki Pōneke

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A. Have your say

Under the Reserves Act 1977, Wellington City Council is proposing to classify or reclassify 21 areas of reserve land ('sites') it owns around the coast. These proposals have come about through a land status review of the land that comes under *Tātou ki Uta* – the draft Coastal Reserves Management Plan 2025, which is currently out for public consultation (see wcc.nz/coastalplan.

The Council is seeking your views on the proposed classifications and will consider submissions when it decides on the classifications. A Council resolution[1] is required to classify and reclassify the reserve land and the classification process is completed by publishing a notice in the *New Zealand Gazette*.

You can have your say by completing the submission form online at wcc.nz/xxxx or emailing coastalplan@wcc.govt.nz. You can request to appear in person before the Council to support your written submission.

Submissions close **12 pm on 5th of August 2025**.

About classification and reclassification of reserve land

The Reserves Act 1977 provides "for the preservation and management for the benefit and enjoyment of the public", areas of New Zealand that have special features or values, including recreational, natural, scenic, historic, cultural, archaeological and community.

Section 16(1) of the Act requires that all reserve land be classified according to a primary purpose, as defined under sections 17-23: recreation, historic, scenic, nature, scientific, government purpose and local purpose. Note: Road reserve does not come under the Reserves Act.

Classification helps to identify the important values in each reserve and strengthen the protection and management of those values. It binds the Council and limits (to a greater or lesser extent) how the land can be used and the types of activities that can and cannot occur.

Occasionally, the original classification or purpose assigned to a reserve may no longer be the most appropriate. It can be changed under section 24 of the Reserves Act 1977. Usually, reclassifying a reserve will be for one or more of the following reasons:

- to emphasise one set of features (e.g. historic values) relative to another (e.g. natural values)
- to allow a new activity or use, which would not be consistent with the present class/type
- to better specify or alter the statutory objectives of management, or
- to make an existing use, that is inappropriate under the existing classification, allowable.

Our approach to classifying coastal reserves

We have carefully considered the context of each site's existing use, features and open space values, as well as opportunities and constraints for future management. The wider context of the coastal reserves network has also been considered and the following broad approach adopted, which reflects key characteristics of the coastal landscape.

The shore platform is mainly recommended for **recreation reserve**. Typically, these are the narrow shoreline areas, generally on the seaward side of the coastal road with some significant natural areas and highly modified These areas are easily accessible, popular for a range of recreational uses and attract high use. They are also the most vulnerable to the effects of sea level rise and storms. Recreation reserve classification reflects the dominant use of the shoreline for informal public

[1] The Council has delegated authority to declare land reserve (s.14); classify reserves (s.16); and change the classification or purpose of a reserve (s.24) under the Instrument of Delegation for Territorial Authorities dated 12 June 2013

enjoyment and the need to manage access and provision of facilities while also protecting the ecological, cultural and landscape values. Recreation reserve classification places fewer restrictions on activities and development than scenic and historic classifications.

Coastal escarpment and headlands are mainly recommended for **historic** or **scenic (b) reserve**. These areas are usually on the inland side of the coastal road. They are generally very steep, with regenerating vegetation including significant natural areas. There are also more wāhi tapu sites where features still remain and some historic gun emplacements. Due to the topography, these areas are less accessible, though good for walking and biking tracks. Being less modified than the shore platform and visually prominent, they contribute significantly to the natural character of the coastal landscape. Historic and scenic reserve classification place more restrictions on activities and development than recreation or local purpose reserves. However, compatible development that facilitates public enjoyment of the scenery and cultural/historic values, such as walking and biking tracks can be developed.

How this document is set out

This document describes each site, its proposed future management and proposed classification.

The sites are grouped into four sections according to the type of proposed classification, starting with a brief outline about each type:

- Recreation reserve
- Historic reserve
- Scenic reserve
- Local purpose reserve

Each site proposal includes a site map showing the context in the immediate area, a description and notes about future management and the proposed classification. The management sector and map reference from the draft *Coastal Reserves Management Plan* is also shown for cross-referencing to the draft plan (see wcc.nz/coastalplan.

What happens next

Once public feedback has been received, an oral hearing will be held if any submitters request to speak to their submission. The Council will then consider the proposals and resolve whether or not to approve the proposed classifications.

B. Recreation reserve classification proposals

About recreation reserves

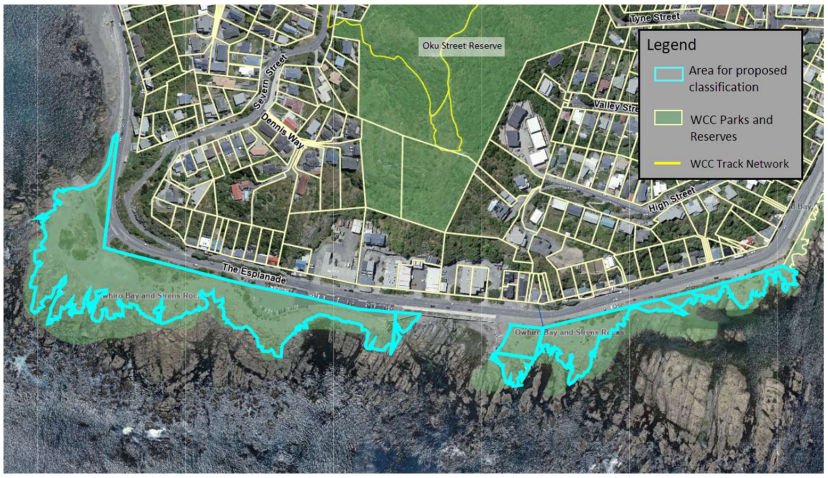
Section 17 of the Reserves Act provides for recreation reserves and describes their purpose as:

". . . providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside."

Management objectives (s.17)	**Primary** • Allow the public freedom of entry and access subject to such conditions as are necessary for the protection and well-being of the reserve and for the protection and control of the public using it. • Conserve those qualities which contribute to the pleasantness, harmony and cohesion of the natural environment and to the better use and enjoyment of the reserve. **Secondary** • Manage and protect scenic, historic, archaeological, biological, geological or other scientific features or indigenous flora or fauna or wildlife. • Maintain value as a soil, water and forest conservation area.
Guidance for selection	• Area may be totally modified e.g. suitable for sports fields • Area may be in a partly natural conditions e.g. suitable for picnic or camp sites or like development • Area may be lineal e.g. suitable for recreational walking and/or vehicle use.
Implications on development	The Council has a high level of decision-making authority. Policies in the reserve management plan provide for day-to-day management and development such as erecting appropriate buildings, removing or cutting back trees, constructing and maintaining tracks.
Implications on the natural environment	Recreational use and development must be compatible with natural reserve values and open space. Reserve management plan policies protect key values e.g. enhancing coastal ecosystems, restoring natural features.

1. The Sirens Rocks

See Management Sector 2, map refs 2.04 – 2.08 in draft *Coastal Reserves Management Plan 2025*

Location	Shore on headland between Ōwhiro Bay and Island Bay, adjoining Taputeranga Marine Reserve. 	
Legal description	Pt Sec 26 Owhiro District, Part Section 9 TN District, Pt Section 9 Town DIST, Part Lot 1 DP 12544. (*Parcels*: 7029108, 7029107, 4059343, 7029105, 7029120, 7029103)	**Area:** 0.15 ha (est.)
Description	Rocky shore platform with outcrops/reefs, shingle beaches and small scattered areas of vegetation, visibly degraded by foot traffic. Much of area is a Significant Natural Area[2]. Includes large carparking and vehicle access areas; concrete and riprap coastal protection (though main carpark remains unstable); a well-used boat ramp and is crossed by wastewater and stormwater outlet pipes. The site is within larger areas of significance to mana whenua[3]. A high-use area, popular for walking, boating, exploring rock pools, diving, viewing Cook Strait.	
Future management	Focus on compatibility of recreational use with protecting and enhancing the natural values. Investigate long-term design solutions to the coastal erosion here as part of wider project to manage impacts of sea level rise around the coastline.	
Classification (s.16 (1))	*Currently:* vested in Council for purposes of a recreation ground since 1907 but requires classification under the Reserves Act 1977. ***Proposed:*** **Recreation Reserve** to 1. Provide for informal public recreational access, physical welfare and enjoyment, and 2. Protect and enhance the ecological, cultural and landscape values.	
Notes	***Reserve name:*** *'The Sirens Rocks'.* This is the official place name for the rocky shore around this headland (see NZ topographical maps).	

[2] See Significant Natural Area NO WC148, Proposed Wellington City 2024 District Plan

[3] See sites and areas of significance to Māori, No's 123, 149, 158 & 160, Wellington City 2024 District Plan

2. Houghton Bay and Elsdon Point Shore

See Management Sector 2, map refs 2.33 – 2.38, in draft *Coastal Reserves Management Plan 2025*

<table>
<tr><td>Location</td><td colspan="2">Shore on west side of Houghton Bay, adjoining Taputeranga Marine Reserve.
</td></tr>
<tr><td>Legal description</td><td>Part Lot 1 DP 90866, Part Section 4 Town District, Part Lot 2 DP 90866, Part Section E B 161. (Parcels: 7029132, 7560102, 7560103, 7029125, 7029130)</td><td>Area: Approx 0.99 ha (variable shoreline)</td></tr>
<tr><td>Description</td><td colspan="2">Rocky outcrops/reefs, shingle beach and, at Houghton Bay beach, a small area of restored sand dune. Most of the site is a Significant Natural Area[4] Small scattered areas of ecologically important vegetation including coastal turf, coastal scrub and dune planting. Habitat for lizards and shorebirds, including threatened species. Includes two carparking areas; informal tracks; concrete and riprap coastal protection; former wastewater pipe structure; stormwater discharge point on Houghton Bay beach.
Within larger areas of significance to mana whenua[5].
Popular area for walking, exploring rock pools and diving. Surfing and dog exercise area at Houghton Bay beach.</td></tr>
<tr><td>Future management</td><td colspan="2">Focus on compatibility of recreational use with protecting and enhancing the natural habitats, including fencing off sensitive areas as required. Continue with the dog exercise area. Include in wider project to manage impacts of sea level rise around the coastline.</td></tr>
<tr><td>Classification
(S.14(1) & S.16(1))</td><td colspan="2">Currently: parcels variously acquired in 1904, 1915, 1916 & 1922, including through the Public Works Act and land exchange) but appear to have not been classified under the Reserves Act.
Proposed: Recreation Reserve to:
1. Provide for informal public recreational access, physical welfare and enjoyment, and
2. Protect and enhance the ecological, cultural and landscape values.</td></tr>
</table>

[4] See Significant Natural Area No WC149, Proposed Wellington City 2024 District Plan

[5] See sites and areas of significance to Māori, No's 84, 149, 158 & 164, Wellington City 2024 District Plan

Notes	The Recreation Reserve classification was approved by Council resolution in 2008 but the classification was delayed due to a foreshore resurveying project and related administrative processes. Public consultation is being repeated due to the time that has elapsed.

3. Princess Bay, Te Raekaihau Point, and Dorrie Leslie Park (South)

See Management Sector 2, map ref 2.54, in draft *Coastal Reserves Management Plan 2025*

Location	Shore around Te Raekaihau Point headland, from Princess Bay to Hungerford Road. Adjoins Taputeranga Marine Reserve at west end. 	
Legal description	Part Lot 3 DP 90866. (*Parcel:* 7029128)	**Area:** 5.81 ha
Description	Rocky shore platform with areas of shingle and sand beach; rock outcrops, reefs and boulders. Much of this site is within a Significant Natural Area.[6] Small areas of ecologically important vegetation including coastal scrub, shrubland, duneland, herbfield and saltmarsh. Existing and potential bird habitat. Threatened and at-risk species (including the rare *Smeagol* slug) and land environments present	

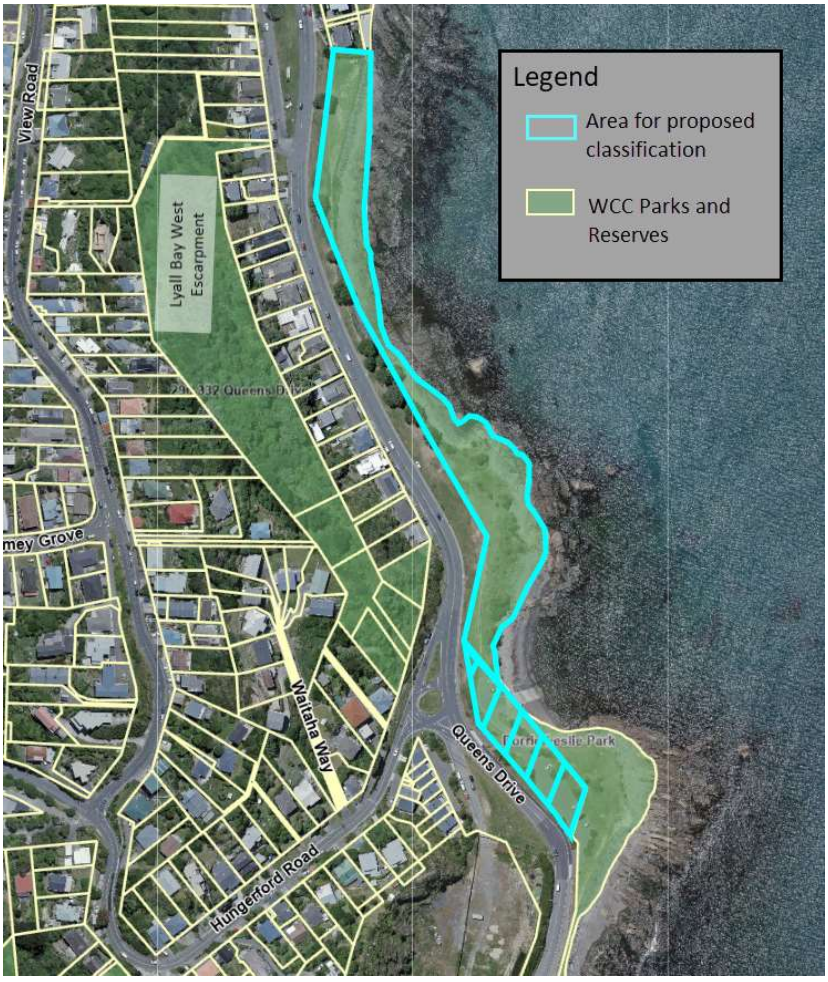
[6] See Significant Natural Areas, No's WC150, 151 and 152, Proposed Wellington City 2024 District Plan

	Large carparking areas in several locations; public toilets/changing sheds at Princess Bay; shared foot/cycle path through much of this area; grassy areas; concrete and riprap coastal protection; wastewater outlet pipe at Waitaha Cove. The area from Princess Bay to Waitaha Cove *area* is within larger areas of significance to mana whenua.[7] High-use area, popular for swimming, walking, exploring rock pools, diving, picnicking and viewing Cook Strait.
Future management	Focus on compatibility of recreational use with protecting, enhancing and expanding the natural habitats, including fencing off sensitive areas as required. Continue to manage as a high-use recreational beach destination area, including restricting vehicle access within defined parking areas, providing public toilet and changing facilities. Include in wider project to manage impacts of sea level rise around the coastline. Support sustainable pingao harvest at Princess Bay.
Classification (S.14(1))	*Currently:* unclassified ***Proposed**:* **Recreation Reserve** to 1. Provide for informal public recreational access, physical welfare and enjoyment, and 2. Protect and enhance the ecological, cultural and landscape values.
Notes	This single land parcel encompasses areas known as Princess Bay, Te Raekaihau Point and Dorrie Leslie Park.

[7] See sites and areas of significance to Māori, No's 84, 149, 158 & 164, Wellington City 2024 District Plan

4. Dorrie Leslie Park (North)

See Management Sector 3, map refs 3.02 & 3.04, in draft *Coastal Reserves Management Plan 2025*

<table>
<tr><td>Location</td><td colspan="2">Shore on west side of Lyall Bay from opposite 370 to 281 Queens Drive.
 
</td></tr>
<tr><td>Legal description</td><td>Lot 4 DP 90866, Part Lots 455-460 DO 171, as held in WN212/127 (part cancelled). (Parcels: 4017270, 3905519, 3947720, 3837907, 3910417, 3896273, 3974842.)</td><td>Area: 1.26 ha (approx.)</td></tr>
<tr><td>.</td><td colspan="2">Rocky shore platform with outcrops/reefs and shingle beaches. Large grassy areas with small, scattered areas of vegetation and specimen trees. Threatened / at-risk species present but low diversity.[8] Includes carpark, boat ramp and associated vehicle access; areas of riprap coastal protection; two stormwater outlets and parts of an informal walk/bike track. Potential contamination risk if the site is disturbed, including from erosion
Most of this area is an off-leash dog exercise area. Also used for walking, picnicking, swimming, snorkelling, exploring in rock pools and boat launching.</td></tr>
</table>

[8] See Significant Natural Area NO WC152 in proposed district plan

Future management	Continue to manage as a mainly off-leash dog exercise area and amenity green space, maintain the boat ramp and launching access, continue to restrict vehicle access within defined parking areas; and enhance/expand indigenous planting. Monitor erosion of shoreline and manage the contamination risk as required**.** Include in wider project to manage impacts of sea level rise around the coastline.
Classification (S.14(1))	*Currently:* unclassified ***Proposed*: Recreation Reserve** to 1. Provide for informal public recreational access, physical welfare and enjoyment, and 2. Protect and enhance the ecological, cultural and landscape values.
Notes	The land parcels in question are the remainder after a realignment of Queens Drive and an extensive resurveying of foreshore areas in the vicinity in 2001.

5. Lyall Bay Beach

See Management Sector 3, map refs 3.05 & 3.06, in draft *Coastal Reserves Management Plan 2025*

Location	Beachfront at Lyall Bay from Queens Drive end to the end of Lyall Parade. 	
Legal description	Lot 5 DP 90866, Pt Lot 3 DP 2456. (*Parcels*: 3760146, 3979948)	**Area:** 4.76 ha (est)
Description	Sandy beach with areas of sand dune and restoration planting (threatened ecosystem[9]), which provides habitat for birds, invertebrates and lizards. Various stormwater pipe outflow points, including that of Ngaroma Stream, which provides spawning habitat for freshwater fish. Kororā nesting habitat in riprap at east end. Built features include areas of paved promenade, sea wall, beach access steps and boardwalks, a playground, some riprap coastal protection. Also, four buildings including public toilets, the Maranui and Lyall Bay Surf Life Saving Club buildings, and the NZ Art Show pavilion. Building leases include café and club uses. Named by mana whenua 'Hue te Para' (ripe gourd), reflecting importance as a traditional food gathering area. A high-use destination popular for seaside activities including surfing, water sports, play and walking. Dog walking is prohibited on the west end of the beach and allowed off-leash at the east end.	
Future management	Manage as a significant visitor destination beach area for a range of shared uses, focusing on providing accessible public facilities and enabling appropriate ancillary services that support public recreational use and enjoyment. Also focus on protecting, enhancing and expanding ecological restoration areas (e.g. dunes and fish spawning areas), adopting nature-based solutions to stormwater and erosion issues where possible. Include in wider project to manage impacts of sea level rise around the coastline.	
Classification (S.14(1))	*Currently:* unclassified ***Proposed:*** **Recreation Reserve** to 1. Provide for informal public recreational access, physical welfare and enjoyment, and 3. Protect and enhance the ecological, cultural and landscape values	

[9] Coastal dune systems with indigenous vegetation are considered Endangered: see Significant Natural Area No WC176 in proposed district plan

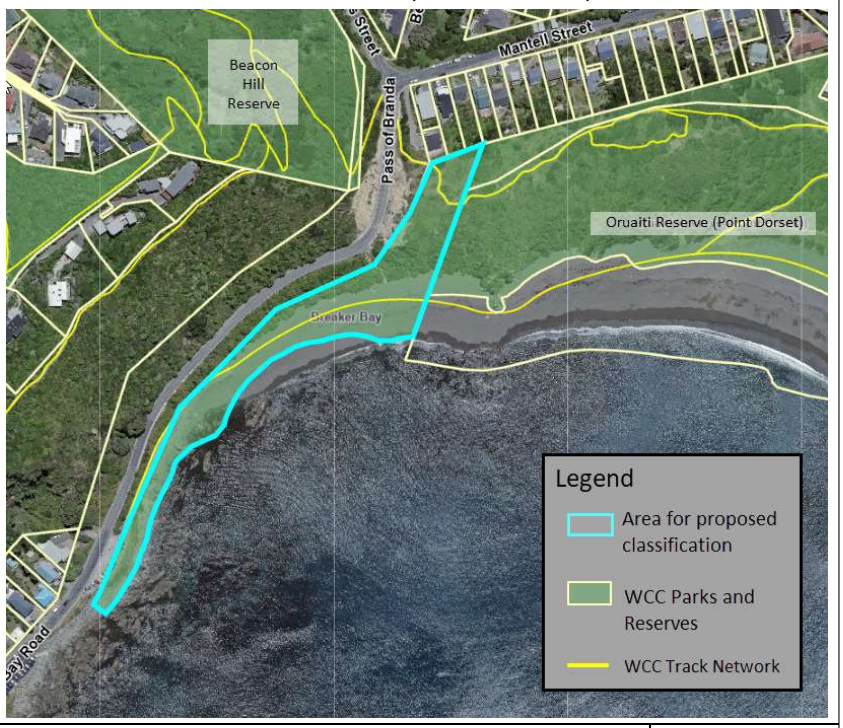
6. Lyall Bay Beach (East)

See Management Sector 3, map ref 3.10, in draft *Coastal Reserves Management Plan 2025*

Location	Beachfront at east end of Lyall Bay beach. 	
Legal description	Lot 6 DP 75384: (*Parcel:* 3998586)	**Area:** 0.0914 ha
Description	Small carpark area, accessed from Lyall Parade and Moa Point Road, comprising mainly paved surface and some planting beds. Area built as part of airport runway reclamation and the seaward side is protected by riprap rock on the adjoining Crown-owned land parcel. This riprap provides nesting habitat for kororā. Well used by surfers, dog walkers and people wanting to fish off the rocks bordering Moa Point Road.	
Future management	Maintain the parking area to enable recreational users to access the beach, while also monitoring and protecting the kororā nesting area. Include in wider project to manage impacts of sea level rise around the coastline.	
Classification (S.24)	*Currently:* esplanade reserve ***Proposed reclassification:*** **Recreation Reserve** to 1. Provide beachside public recreational access, and 2. Protect and enhance the kororā habitat.	

7. Breaker Bay Foreshore Reserve

See Management Sector 4, map ref 4.26, in draft *Coastal Reserves Management Plan 2025*

<table>
<tr><td>Location</td><td colspan="2">Shore and cliffs at the east end of Breaker Bay below Breaker Bay Road.
 
</td></tr>
<tr><td>Legal description</td><td>Lot 2 Deposited Plan 6560. (Parcel: 3933256)</td><td>Area: 1.0049 ha</td></tr>
<tr><td>Description</td><td colspan="2">Comprises areas of rocky shoreline, shingle beach and steep vegetated cliffs adjacent to the Pass of Branda. Coastal forest/shrubs on the cliff area and provides habitat for indigenous birds, including threatened species.[10] Visually reads as the threshold to Oruaiti / Point Dorset headland. Includes part of the carpark at the east end of Breaker Bay; a connecting path to the beach; and contains part of the ridgetop Oruaiti / Point Dorset track. Riprap coastal protection reinforces the bank below carpark and beach access.
Lies within the Rangitatau Landscape Takiwā of significance to mana whenua.[11]
Part of the popular walking route around the Oruaiti / Point Dorset headland. Also provides access for diving and exploring the rocky shoreline, and to the nudist beach further east round the bay.</td></tr>
<tr><td>Future management</td><td colspan="2">Manage to integrate with the management of the adjacent Oruaiti Reserve, which is classified recreation reserve. (Oruaiti is owned by Taranaki Whānui ki te Upoko and administered by the Council). Focus on maintaining public recreational access to the beach and headland while protecting and enhancing the natural values.</td></tr>
<tr><td>Classification</td><td colspan="2">Currently: vested for recreation purposes under Public Works Act but not classified under Reserves Act.</td></tr>
</table>

[10] See Significant Natural Area No WC157, Proposed Wellington City 2024 District Plan

[11] See sites and areas of significance to Māori, No 150, Wellington City 2024 District Plan

(S.16(1))	***Proposed:*** **Recreation Reserve** to 1. Provide for informal public recreational access, physical welfare and enjoyment, and 2. Protect and enhance the ecological, cultural and landscape values

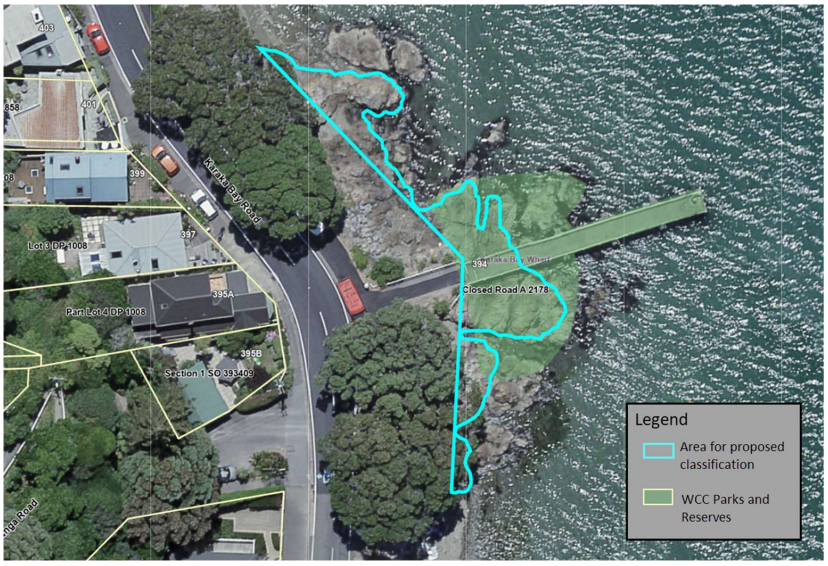
8. Worser Bay Beach Reserve

See Management Sector 5, map refs 5.05, in draft *Coastal Reserves Management Plan 2025*

Location	Shore at Worser Bay on the point opposite Awa Road. 	
Legal description	Part Section 8 Watts Peninsula DIST. (*Parcel:* 3853814)	**Area:** 0.3769 ha
Description	Situated on the small rocky point at the north end of the Worser Bay sandy beach and dunes. It includes a cluster of buildings and associated boat ramps leased to the Worser Bay Life Saving Club, Worser Bay Boating Club and Eastern Bays Scout Association; car parking; lawn and specimen trees. Concrete and riprap coastal protection is in place immediately adjacent on the north side of the site.	
Future management	Continue to manage as part of the Worser Bay Beach Reserve. Foster integration and sharing of facilities between recreation / community groups. Monitor stability of coastal protection structures and include this site in wider project to manage impacts of sea level rise around the coastline.	
Classification (S.16(1))	*Currently:* vested in 1930 for the purpose of a pleasure ground under Public Works Act 1928 but not classified under Reserves Act. ***Proposed:*** **Recreation Reserve** to 1. Provide facilities for public recreational and community activities, physical welfare and enjoyment, and 2. Maintain and enhance amenity and landscape values.	

9. Karaka Bay Wharf

See Management Sector 5, map ref 5.09, in draft *Coastal Reserves Management Plan 2025*

Location	Small rocky point opposite no's 395 to 401 Karaka Bay Road. 	
Legal description	Part of a closed Road through Section 4 Watts Peninsula District. (*Parcel:* 7569397)	**Area:** 0.0316 ha
Description	Small area of rocky shore, comprising rock outcrops and part of the Karaka Bay wharf structure. The rock outcrops are very close to the water, or possibly within mean high spring tide level, and are largely unmodified except where the wharf has been built. Provides places for seabird roosting. The wharf is popular for jumping/swimming, fishing and is a landmark feature around the Karaka Bay shore. Much of the site lies within the Te Whanganui-ā-Tara (Wellington Harbour) site of significance and statutory acknowledgement to mana whenua.[12]	
Future management	Continue to maintain the wharf for recreational and amenity purposes and protect the natural values of the rock outcrops. Include this site in wider project to manage impacts of sea level rise around the coastline, as this site will be affected, and the nearby shoreline is subject to erosion.	
Classification (S.14(1))	*Currently:* former road vested in Council in 1990 but not classified under Reserves Act. ***Proposed:*** **Recreation Reserve** to 1. Provide public enjoyment and recreational wharf access to the water, and 2. Protect and enhance the ecological, cultural and landscape values.	

[12] See sites and areas of significance to Māori, No 167 and Coastal Statutory Acknowledgement, Wellington City 2024 District Plan

10. Cog Park / Hataitai Beach

See Management Sector 7, map ref 7.04, in draft *Coastal Reserves Management Plan 2025*

Location	Hataitai Beach and seaward edge of Cog Park, Evans Bay 	
Legal description	Lot 1 Deposited Plan 88742. (*Parcel* 3904428)	**Area:** 0.2382 ha
Description	This strip, averaging 10 metres in width, passes along Hataitai Beach and around the seaward side of Cog Park. Includes a paved promenade; areas of rock riprap at the water's edge; steps; historic flying boat jetty and boat ramp structures, retaining wall, ramp and boardwalk structures; seating and specimen pohutukawa trees. This strip, which is a popular swimming place, has been developed to integrate with, and looks like part of, Cog Park. Cog Park is already classified Recreation Reserve.	
Future management	Continue to manage as part of the signature Cog Park / Hataitai Beach coastal area, proposed in the *Draft Coastal Reserves Management Plan* to provide access to the water's edge (including jetties and wharves), support year-round swimming, community events and ancillary commercial activities, and appropriate facilities such as toilets and changing sheds. Include this site in wider project to manage impacts of sea level rise around the coastline, including potential coastal adaptation measures to maintain the beach in the long-term.	
Classification (S.24)	*Currently:* vested for esplanade purposes via subdivision plan but not classified. ***Proposed:*** **Recreation Reserve** to 1. Formalise consistent management of the Cog Park / Hataitai Beach area 2. Provide for informal public recreational access, physical welfare and enjoyment, and 3. Protect and enhance the amenity and landscape values.	

11. Balaena Bay Reserve

See Management Sector 7, map refs 7:13, in draft *Coastal Reserves Management Plan 2025*

Location	Parking area at north end of Balaena Bay Beach. 	
Legal description	Part Reserve A Evans Bay District. (*Parcel* 3913185)	**Area:** 0.0809 ha
Description	Flat hard-paved car parking area directly accessible off Evans Bay Parade. Includes small areas of riprap rock retaining structure and small shrub planting at the edges. Retained on its seaward sides with riprap rock coastal protection. Main purpose to enable Balaena Bay recreational visitors to park and easily access the beach. Existing management issue with non-recreational users using the carpark.	
Future management	Reclassify as recreation reserve to emphasise that the area's primary purpose is to provide for public recreational access to, use and enjoyment of the adjacent Balaena Bay beach and shoreline. Review the parking layout to investigate potential for additional amenity planting and accessible seating overlooking the bay. Monitor for presence of kororā in the adjacent riprap rock, as it can provide habitat.	
Classification (S.24)	*Currently:* Local Purpose Reserve (Esplanade), ***Proposed reclassification:*** **Recreation Reserve** to: 1. Provide for informal public recreational access, physical welfare and enjoyment, and 2. Enhance the amenity and ecological values.	
Notes	Balaena Bay carpark area was originally acquired in 1958 under the Public Works Act 1928 for the purpose of a pleasure ground and reclassified as esplanade reserve in 1989.	

C. Historic reserve classification proposals

About historic reserves

Section 18 of the Reserves Act provides for historic reserves and describes their purpose as:

" . . protecting and preserving in perpetuity such places, objects, and natural features, and such things thereon or therein contained as are of historic, archaeological, cultural, educational, and other special interest."

Management objectives (s.18)	**Primary** • Manage structures, objects and sites to illustrate with integrity the history of New Zealand • Allow the public freedom of entry and access subject to such conditions and restrictions as are necessary for the protection and general wellbeing of the reserve and for the protection and control of the public using it • As appropriate, preserve the indigenous flora and fauna and natural environment as far as possible. **Secondary (if applicable)** • Manage and protect scenic, archaeological, geological, biological, or other scientific features, or indigenous flora and fauna, or wildlife • Maintain value as a soil, water, and forest conservation area.
Guidance for selection	• Area should be sufficiently large to preserve all the significant historic or archaeological features associated with the place, object or natural feature • Area should include sufficient additional land as a buffer against incompatible development or for unobtrusive sites for necessary services for management and public use • The primary value should be traditional, historic or archaeological through an association with major events, or Māori tradition • Area should have immediate interest to the visitor or be important as a key for continuing research and interpretation of New Zealand history.
Implications on development	When development is anticipated, the Council makes decisions through the reserve management plan. Examples include pedestrian and cycle access and tracks, necessary structures and facilities e.g. seating, signs and fences.
Implications on the natural environment	When activities related to the natural environment are anticipated, the Council makes decisions through the reserve management plan. Examples include restoration planting and weed / pest animal control and the impact of those activities on the historic values will be considered.

12. Rangitatau Historic Reserve (Moa Point addition)

See Management Sector 4, map refs 4.03, 4.04 & 4.07, in draft *Coastal Reserves Management Plan 2025*

Location	Headland above Moa Point. 	
Legal description	Section 1 SO 35818, Section 3 SO 35088, Sec 28 Watts Peninsula DIST *(Parcels*: 4008015, 3769586, 4004800)	**Area:** 3.9099 ha
Description	i. The two larger land parcels comprise steep cliffs of the coastal escarpment and hillsides above Moa Point. Covered in patchy grassland and regenerating vegetation, most of which is a significant natural area (SNA) [13]. The SNA includes the only matagouri (in decline) on the western side of the harbour and an 'at-risk' gecko species. Undeveloped apart from a former WWII gun emplacement at the top of the site. This land is currently held for drainage purposes but is no longer needed for that. ii. The smaller land parcel (Sec 28), was one of two land parcels formerly used for engine testing. The other was classified historic reserve in 2014 and is managed as part of the adjacent Rangitatau Historic Reserve but the same classification of this parcel was delayed for administrative reasons[14]. This area of the coast is significant to mana whenua, all of it being within the Rangitatau Landscape Takiwā[15], with significant cultural and historical value, through its association with key Māori pā sites, lookout points, and important archaeological features.	
Future management	Classify as historic reserve and manage as part of the adjacent Rangitatau Historic Reserve to prioritise protecting the cultural and historic values of the Rangitatau Landscape Takiwā	

[13] See Significant Natural Area No WC153, Proposed Wellington City 2024 District Plan

[14] Approved by Council resolution in 2008.

[15] See sites and areas of significance to Māori, No 150, Wellington City 2024 District Plan

	as the primary purpose, integrated with protection of natural and landscape values as the secondary purpose.
Classification (S.14(1))	*Currently:* not classified under the Reserves Act ***Proposed**:* **Historic Reserve** to 1. Protect and preserve in perpetuity the cultural and archaeological values, 2. Tell the cultural narratives associated with the reserve, and 3. Protect and enhance the ecological and recreational access values.

13. Rangitatau Historic Reserve (Bowe Street addition)

See Management Sector 4, map refs 4.13 - 4.15, in draft *Coastal Reserves Management Plan 2025*

Location	Bowes Crescent area of Strathmore Park	
Legal description	Lots 47, 48 & 50 DP 74871 (*Parcels:* 3839750, 3871936, 3815281)	**Area:** 0.3446 ha
Description	Three land parcels created as part of the adjacent housing subdivision development, mainly covered in regenerating vegetation. One parcel at the end of Bowes Crescent has a carpark, one has no street frontage, and one provides foot access from Bury Grove to the track network on the adjoining Eastern Walkway / Rangitatau Reserve. Provides additional open space to the extensive connected Eastern Walkway / Rangitatau Historic Reserve lands on the hillsides above Breaker Bay and Tarakena Bay. Rangitatau Historic Reserve is part of the Rangitatau Landscape Takiwā[16], which is significant to mana whenua, with significant cultural and historical value, through its association with key Māori pā sites, lookout points, and important archaeological features.	
Future management	This land was vested in Council for recreation reserve purposes but its already managed in a complementary way to the adjacent Rangitatau Historic Reserve, providing parking and walking access points to it and providing additional buffer space around the residential edge of the reserve. Add to Rangitatau Historic Reserve as additional buffer area and continue to provide access points to the track network and restore indigenous vegetation.	
Classification (S.24)	*Currently:* vested for recreation reserve purposes but not formally classified. ***Proposed reclassification:*** **Historic Reserve** to 4. Protect and preserve in perpetuity the cultural and archaeological values, 5. Tell the cultural narratives associated with the reserve, and 6. Protect and enhance the ecological and recreational access values.	

[16] See sites and areas of significance to Māori, No 150, Wellington City 2024 District Plan

14. Rangitatau Historic Reserve (Sidlaw Street addition)

See Management Sector 4, map ref 4.21, in draft *Coastal Reserves Management Plan 2025*

Location	Slopes below Sidlaw Street and above Breaker Bay. 	
Legal description	Section 85 Watts Peninsula DIST (parcel 4066491)	**Area:** 11.2855 ha
Description	Steep upper slopes above the cliffs of the coastal escarpment and residential housing of Breaker Bay. Mainly covered in regenerating vegetation, nearly all of which is a significant natural area.[17] This area of the coast is significant to mana whenua, all of it being within the Rangitatau Landscape Takiwā[18], which has significant cultural and historical value through its association with key Māori pā sites, lookout points, and important archaeological features. The Paewhenua kainga site[19] is located within this land parcel. The Eastern Walkway runs the length of this parcel, which is otherwise undeveloped. but other kinds of recreational development are not envisaged due to the steep topography and increasing natural values.	
Future management	Continue to manage as largely undeveloped for its cultural, natural and landscape values. Reclassify from its current recreation reserve status as the steep topography is unsuited to	

[17] See Significant Natural Area No WC 156, Proposed Wellington City 2024 District Plan

[18] See sites and areas of significance to Māori, No 150, Wellington City 2024 District Plan

[19] See sites and areas of significance to Māori, Nos 102 & 150, Wellington City 2024 District Plan

	more intensive recreation development and reclassification would increase the level of protection of the cultural and natural values. Proposed to reclassify as historic reserve and manage as part of the adjacent Rangitatau Historic Reserve to further recognise the Rangitatau Landscape Takiwā and historic/cultural values as the primary purpose, integrated with protection of natural and landscape values as the secondary purpose.
Classification (S.24)	*Currently:* recreation reserve. ***Proposed reclassification:*** **Historic Reserve** to: 1. Protect and preserve in perpetuity the cultural and archaeological values, 2. Tell the cultural narratives associated with the reserve, and 3. Protect and enhance the ecological and recreational access values.

15. Overton Park

See Management Sector 5, map ref 5.10, in draft *Coastal Reserves Management Plan 2025*

<table>
<tr><td>Location</td><td colspan="2">Located above between Karaka Bay Road and Pretoria Road, Karaka Bay
</td></tr>
<tr><td>Legal description</td><td>Lot 15 Block VIII DP 858 (parcel 3851672)</td><td>Area: 0.7183 ha</td></tr>
<tr><td>Description</td><td colspan="2">Steep lower slopes of coastal escarpment, mainly covered in remnant coastal forest featuring native species such as karaka, titoki and wharangi. It provides habitat for northern blue penguins and bellbirds.[20].
This is a site of significance to mana whenua – the Mahinga Kai, Karaka Grove[21]. It is a vital connection to the history of the nearby Kakariki-Hutia Pā and Whetu Kairangi Pā sites above Worser Bay. The fortified Ngāi Tara pā was a strategic and spiritual hub and the nearby forests were traditionally a source of food and natural resources.</td></tr>
<tr><td>Future</td><td colspan="2">Protect and manage as a culturally significant site, incorporating opportunities for public</td></tr>
</table>

[20] See Significant Natural Area No WC160, Proposed Wellington City 2024 District Plan

[21] See sites and areas of significance to Māori, No 92, Wellington City 2024 District Plan

management	education on its history and importance. Protect the ecological values, including through weed and pest animal management.
Classification (S.24)	*Currently:* Recreation Reserve ***Proposed reclassification:*** **Historic Reserve** to 1. Protect and preserve in perpetuity the cultural and archaeological values, 2. Tell the cultural narratives associated with the reserve, and 3. Protect and enhance the ecological values.
Notes	**Reserve name:** A name change to 'Te Karaka Onehunga Park' is also proposed for this reserve. See current consultation on *Tātou ki Uta* – the draft Coastal Reserves Management Plan (wcc.nz/coastalplan) – Appendix B: Name change proposals.

D.Scenic reserve (b) classification proposals

About scenic reserves, type (b)

Section 19 of the Reserves Act provides for two types of scenic reserves and describes their purposes as follows:

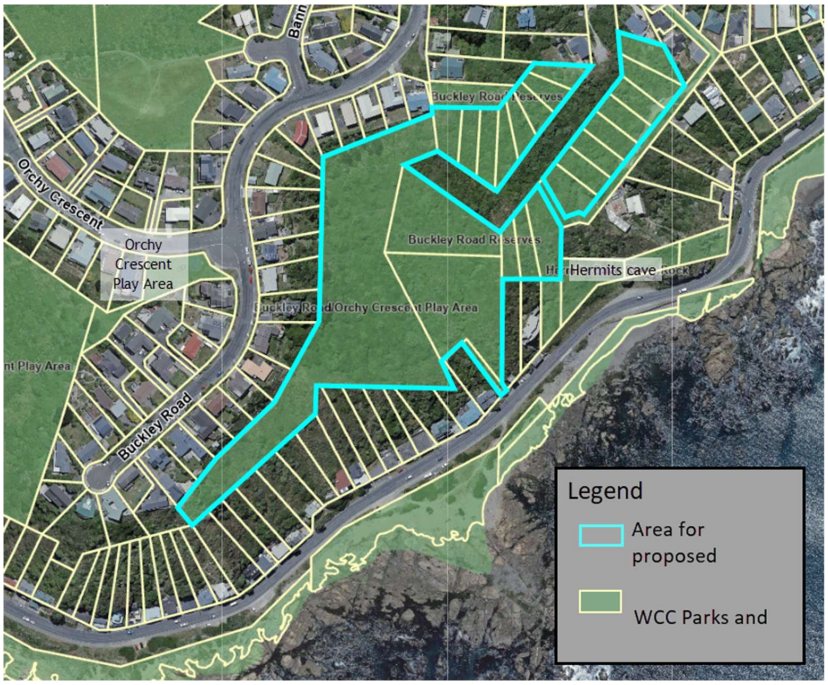
> **Scenic reserves (a):** *". . . protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest".*
>
> **Scenic reserves (b):** *". providing, in appropriate circumstances, suitable areas which by development and the introduction of flora, whether indigenous or exotic, will become of such scenic interest or beauty that their development, protection, and preservation are desirable in the public interest."*

For the proposed scenic reserves in this document, only type (b) is considered appropriate because all the sites have been considerably modified by past land clearance and the natural/scenic values are generally in a state of recovery.

Management objectives for scenic reserve (b) (s.19 (3))	**Primary** • Manage for their intrinsic worth and for the benefit, enjoyment and use of the public • Preserve indigenous flora and fauna, biological associations and the natural environment as far as possible • Exterminate exotic flora and fauna as far as possible • Allow the public freedom of entry and access subject to conditions and restrictions necessary for the protection and wellbeing of the reserve and for the protection and control of the public using it. **Secondary -if applicable** • Develop open portions for amenities & facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve • Manage and protect historic, archaeological, geological, biological, or other scientific features • Maintain value as a soil, water, and forest conservation area.
Guidance for selection	• Degraded natural or semi-natural areas where the public interest warrants restoration or conversion as a scenic attraction.
Implications on development	When development is anticipated, the Council makes decisions through the reserve management plan. Examples include pedestrian and cycle access and tracks, necessary structures and facilities e.g. seating, signs and fences.
Implications on the natural environment	When activities related to the natural environment are anticipated, The Council makes decisions through the reserve management plan. Examples include restoration planting and weed / pest animal control.

16. Buckley Road Reserves

See Management Sector 2, map refs 2.22 and 24 – 2.30, in draft Coastal Reserves Management Plan 2025

Location	Slopes above Houghton Bay, near Buckley Road and Cave Road 	
Legal description	Lot 100 DP 44305, Lots 43-51 DP 1467, Lot 342 DP 172, Part Lot 344 DP 172, Part Lot 7 DP 785, Lots 119-129 DP 1467. (*Parcels*: 3868508, 3919837, 3828095, 4045153, 3935024, 3944091, 4009901, 4044146, 3913812, 3770843, 3913790, 3765138, 4003635, 3850113, 3758153, 3753161, 3826236, 3919833, 4021431, 3748143, 4011133, 3939586, 3913794, 3833448)	**Area:** 2.5452 ha
Description	Very steep upper slopes of the coastal escarpment above Houghton Bay. Covered in regenerating vegetation. Undeveloped except traversed by a stormwater pipe. Has little road frontage and no walking tracks. Visually prominent in the immediate coastal landscape, contributing to the wild, undeveloped character of the coastal escarpment.	
Future management	This land was originally classified as recreation reserve but is largely unsuited to recreational use and development due to the very steep slopes and lack of road frontages. Its natural values have increased over time with potential to improve more with time and restoration. Manage primarily to protect, restore and connect the natural and landscape values, protecting the vegetation cover and wildlife habitat through ongoing weed and pest animal management.	
Classification (S.24)	*Currently:* recreation reserve. ***Proposed reclassification:*** **Scenic Reserve (b)** to 1. Protect and enhance the ecological values; and 2. Enhance the natural landscape character of the coastal escarpment.	

17. Hermit's Cave - Steep Rock

See Management Sector 2, map refs 2.31 & 2.32, in draft *Coastal Reserves Management Plan 2025*

<table>
<tr><td>Location</td><td colspan="2">Adjacent to The Esplanade on the west side of Houghton Bay.
</td></tr>
<tr><td>Legal description</td><td>Lot 132 DP 1467, Part Lot 339, 341, 343 DP 172 (Parcels: 3863357, 4004026, 3872466, 3771332)</td><td>Area: 1.7946 ha (est)</td></tr>
<tr><td>Description</td><td colspan="2">Very steep rocky cliffs on the coastal escarpment immediately above the shore platform and road. Some bare rock but mainly covered in regenerating vegetation, including some indigenous coastal shrub and tree species and various invasive weeds. Modified landform due to road construction and undeveloped except traversed by wastewater and stormwater pipes. Includes part of a cave where a hermit lived or many years in the late nineteenth century (hence the reserve name).</td></tr>
<tr><td>Future management</td><td colspan="2">Manage this steep escarpment site for its landscape/ natural values, as unsuitable for track or other recreational development. Integrate management with adjoining Buckley Road Reserves to primarily protect, restore and connect natural and landscape values, protect vegetation cover and wildlife habitat through ongoing weed and pest animal management.</td></tr>
<tr><td>Classification
(S.14(1)</td><td colspan="2">Currently: unclassified.
Proposed: Scenic Reserve (b)[22] to
1. Protect and enhance the ecological values; and
2. Enhance the natural landscape character of the coastal escarpment.</td></tr>
<tr><td>Notes</td><td colspan="2">Lot 132 was taken for housing purposes under the Public Works Act in 1976. A declaration that it is no longer needed for that purpose and is to be set aside for scenic reserve purposes will be required prior to Reserves Act classification.</td></tr>
</table>

[22] This classification was approved by Council resolution in 2008 but classification was delayed due to land administration technicalities.

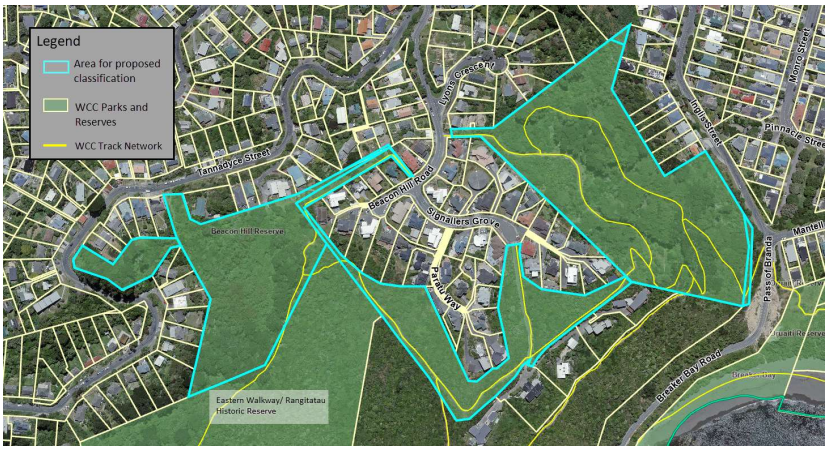
18. Birkhall Grove Reserve

See Management Sector 4, map refs 4.10 – 4.12, in draft *Coastal Reserves Management Plan 2025*

Location	Bowes Crescent area of Strathmore Park 	
Legal description	Lot 13 DP 85598, Lot 63 DP 74870, Lot 29 DP 74872 (*Parcels:* 3972721, 4066648, 3905747)	**Area:** 0.4410 ha
Description	Three land parcels created as part of the adjacent housing subdivision development. Mainly covered in regenerating vegetation. One narrow street frontage on Birkhall Grove. Undeveloped except for a track which connects to wider publicly accessible tracks on the adjacent Airways Corporation land, which connect to Ahuriri Street and the Eastern Walkway. Provides additional open space to the extensive connected Eastern Walkway / Rangitatau Historic Reserve lands on the hillsides above Breaker Bay and Tarakena Bay.	
Future management	Continue to manage as a buffer area around the adjacent residential housing where indigenous vegetation can regenerate and as an entry point to the public track network in the vicinity. Although a relatively small area, it is a useful addition to the extensive connected open space on the hillsides above Breaker Bay and Tarakena Bay, including the Airways Corporation land, where the connectivity of natural, cultural and landscape values are a dominant feature with recreational access a secondary purpose for enjoyment of those values.	
Classification	*Currently:* vested for recreation reserve purposes but not classified. ***Proposed reclassification:*** **Scenic Reserve (b)** to 1. Protect and enhance the ecological and landscape values; and 2. Provide for compatible public outdoor recreation and enjoyment	

19. Beacon Hill Reserve

See Management Sector 4, map refs 4.22 – 4.25, in draft *Coastal Reserves Management Plan 2025*

<table>
<tr><td>Location</td><td colspan="2">Open space adjoining Tannadyce Street, Beacon Hill Road and Pass of Branda.
 
</td></tr>
<tr><td>Legal description</td><td>Lot 177 DP 15452, Part Lot 64 DP 9281, Lot 1 DP 89958, Part Section 16-17 Watts Peninsula DIST, Lot 11 DP 2133 (parcels 3775829, 3905624, 4051977, 3904736, 4020716, 3985128)</td><td>Area: 6.0920 ha</td></tr>
<tr><td>Description</td><td colspan="2">Steep land that is part of a larger continuity of open space above Breaker Bay. The Eastern Walkway crosses the western part of the site, and other tracks provide additional connections to nearby streets and reserve land. Mainly covered in regenerating indigenous vegetation, partly within a Significant Natural Area[23] containing coastal scrub and forest remnants. A paved driveway/easement crosses the eastern end of the site, connecting private houses to Signallers Grove.</td></tr>
<tr><td>Future management</td><td colspan="2">Together, these land parcels make a sizeable area of steep land unsuited to intense recreational development, where vegetation has regenerated over time. Manage for restoration and connectivity of natural and landscape values. Maintain tracks to ensure local loop route access and the continuity of the Eastern Walkway. Protect the vegetation cover and wildlife habitat through ongoing weed and pest animal management.</td></tr>
<tr><td>Classification (S.14(1) & S.24)</td><td colspan="2">Currently: recreation reserve except for Lot 1 DP 89958, which was vested for recreation reserve purpose but not classified.
Proposed classification or reclassification: Scenic Reserve (b) to
1. Protect and enhance the ecological and landscape values; and
2. Provide for compatible public outdoor recreation and enjoyment.</td></tr>
</table>

[23] See Significant Natural Area No WC156, Proposed Wellington City 2024 District Plan

E. Local purpose reserve classification proposals

About local purpose reserves

Section 23 of the Reserves Act provides for local purpose reserves and describes their purpose as:

". . . providing and retaining areas for such local purpose or purposes as are specified in any classification of the reserve".

Management objectives (s.17)	**Primary** • Determined by the purpose • May prohibit access to the whole or any part of the reserve except by permit where appropriate. **Secondary** • Manage and protect scenic, historic, archaeological, biological or natural features • Maintain value as a soil, water, and forest conservation area.
Guidance for selection	Depends on purpose but generally very small, modified areas.
Implications on development	This class of reserve has the least restriction on activities, but compatibility will be determined by the stated purpose of the reserve.
Implications on the natural environment	The management and protection of natural values will be determined primarily by the reserve's stated purpose but is a secondary purpose where compatible with the primary purpose.

20. Greta Point Esplanade Reserve

See Management Sector 7, map refs 7.09, 7.10 & 7.11, in draft *Coastal Reserves Management Plan 2025*

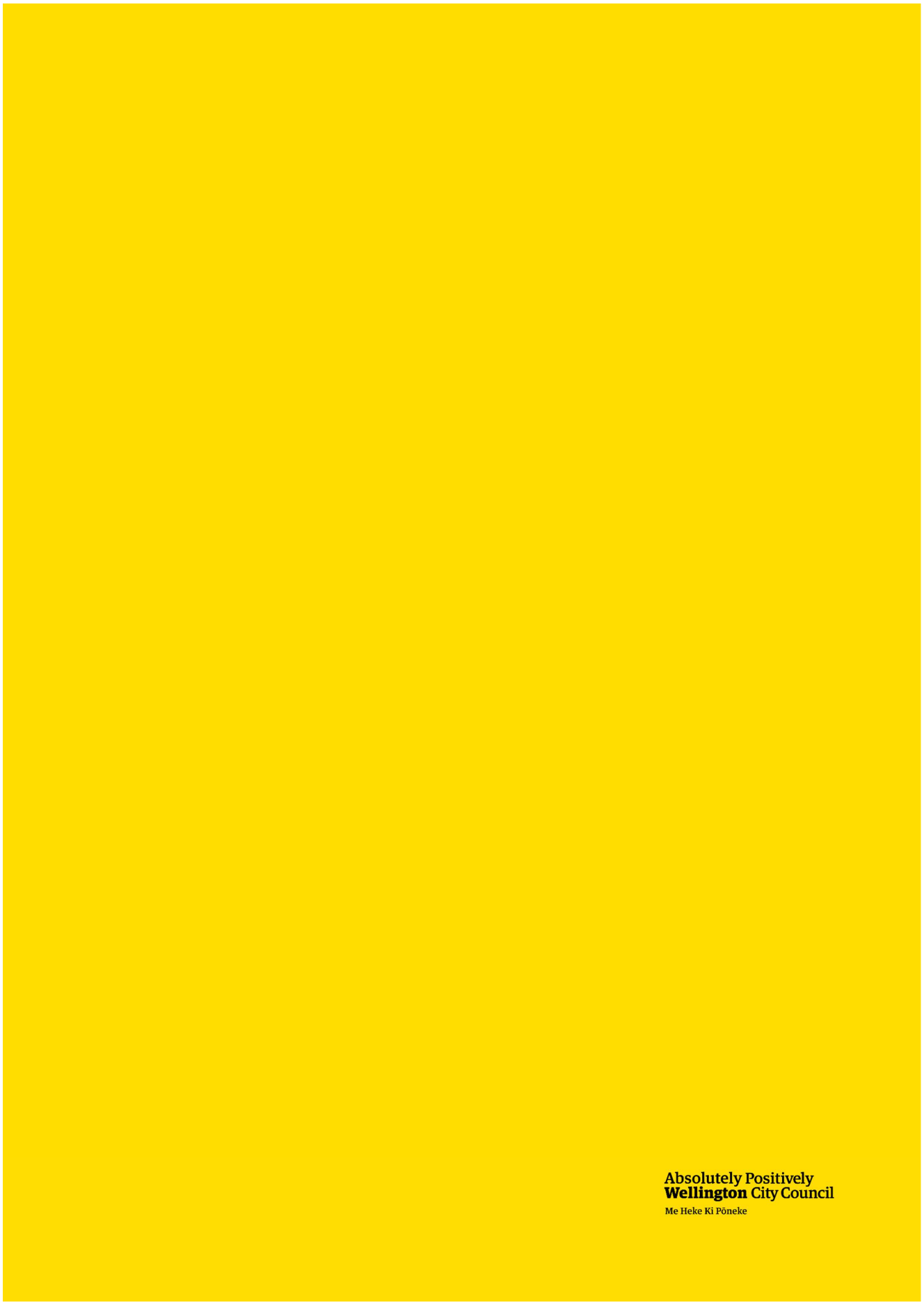
Location	Water's edge at Greta Point, Evans Bay 	
Legal description	Lots 3 to 5 Deposited Plan 88742 (parcels 3821119, 3900991 & 4018238)	**Area:** 0.5926 ha
Description	Three parcels, which, together, form an almost continuous strip up to 20 metres wide around the seaward side of the Greta Point development. Includes a paved promenade, small areas of boardwalk, steps, two small beach areas; access to a boat ramp and jetty; and some amenity planting and lawn areas. Riprap rock protection extends around most of water's edge. Principally provides public access to and around the water's edge, with some places for sitting. Somewhat secluded and the jetty underused.	
Future management	Continue to provide and maintain public access to and along water's edge as the dominant purpose, ensuring compatibility with the adjacent residential and other private development at Greta Point. Improve wayfinding signage. Assess future viability and possible removal of the jetty. Maintain and monitor the coastal edge protection and include this site in wider project to manage impacts of sea level rise around the coastline.	
Classification	*Currently:* vested for esplanade reserve but not classified ***Proposed:*** **Local Purpose Reserve (Esplanade)** to 1. Enable public access to and along the harbour edge; 2. Enable informal recreational use and enjoyment of the reserve; and 3. Mitigate against the effects of sea level rise.	

Notes	The land was taken under the Public Works Act in 1976 for building of the general government. Before classifying the reserve, a Ministerial Gazette Notice will be required to declare the land is no longer required for the purpose it was taken for.

21. Greta Point Kororā Reserve

See Management Sector 7, map ref 7.12 in draft *Coastal Reserves Management Plan 2025*

Location	North end of Greta Point, adjacent to Evans Bay Parade
Legal description	Section 3 Survey Office Plan 34240 (parcel 4065317) **Area:** 0.17 ha
Description	Most of the site is planted with indigenous coastal vegetation and fenced off to provide a safe nesting habitat for kororā (penguins). Also includes an unpaved path across the site, and part of the paved shoreline promenade with seating.
Future management	Maintain and manage most of the reserve as protected kororā nesting habitat, fencing off the nesting areas as required. Continue to provide for public recreational access on the promenade and provide onsite information about kororā conservation.
Classification	*Currently:* vested in Council from subdivision plan for purpose of Local Purpose Reserve (Esplanade) but not formally classified. ***Proposed reclassification:*** **Local Purpose Reserve (Penguin Habitat)** to 1. Provide and protect safe nesting habitat for kororā (little penguins), and 2. Provide for compatible public access adjacent to the protected areas.
Notes	The land was taken under the Public Works Act in 1976 for buildings of the general government. Before classifying the reserve, a Ministerial Gazette Notice will be required to declare the land is no longer required for the purpose it was taken.


Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 4

Let's Talk

Coastal reserves classifications: Consultation survey Results

Jun 23, 2025 - Aug 05, 2025

Project: Coastal reserves classifications

Form: Coastal reserves classifications: Consultation survey

Tool Type: Form

Activity ID: 346

Exported: 2025-08-05 13:50:59

Exported By: Shona@WCC

Filter By: No filters applied.

socialpinpoint

Response No: 1

Contribution ID: 36809
Member ID:
Date Submitted: Aug 05, 2025, 11:18 AM

Q1 **Name**

Short Text: Tom Kay

Q2 **Suburb**

Select Box: Aro Valley

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text: Generally I trust the council officers expertise and support this approach. However, I note some highly modified areas, like Lyall Bay, still provide useful habitat and this should be protected (e.g., by limiting dog access along beaches etc).

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: I generally support the councils approach from the limited reading of the consultation document I have done.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 2

Contribution ID: 36808
Member ID:
Date Submitted: Aug 05, 2025, 11:10 AM

Q1 **Name**

Short Text: Annie Yeates

Q2 **Suburb**

Select Box: Island Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: on behalf of an organisation

Q5 **Name of organisation you are submitting on behalf of**

Short Text: Tawatawa Southern Environmental Association (Wellington) Inc

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

We agree with the proposed reclassifications.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 3

Contribution ID: 36800
Member ID:
Date Submitted: Aug 05, 2025, 10:22 AM

Q1 **Name**
Short Text: Chelsea

Q2 **Suburb**
Select Box: Te Aro

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**
Long Text: This rationale is clear and reflects the values of the coastal landscape.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text: Support the approach, and am happy to see increased clarity around what values are being protected for different reserve areas.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox:

Response No: 4

Contribution ID: 36768
Member ID:
Date Submitted: Aug 04, 2025, 05:01 PM

Q1 **Name**

Short Text: Ben Varley-Sandle

Q2 **Suburb**

Select Box: Wadestown

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Somewhat support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 5

Contribution ID: 36717
Member ID:
Date Submitted: Aug 04, 2025, 07:44 AM

Q1 **Name**

Short Text: Georgia

Q2 **Suburb**

Select Box: Crofton Downs

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: Agree with the proposed classifications

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 6

Contribution ID: 36654
Member ID:
Date Submitted: Jul 29, 2025, 10:17 PM

Q1 **Name**

Short Text: Richard Thomson

Q2 **Suburb**

Select Box: Ōwhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 7

Contribution ID: 36648
Member ID:
Date Submitted: Jul 29, 2025, 05:56 PM

Q1 **Name**

Short Text: Richard Scales

Q2 **Suburb**

Select Box: Breaker Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Neutral

Q9 **Please let us know a bit more about your choice**

Long Text:

I am more interested in preservation of life in and around our harbour than "naming and zoning" so-called reserves! What we NEED is more marine reservations. I am appalled that we/you/WRC have allowed divers to take crays, both "correct sized" and under-sized, whose absence now allows the proliferation of kina and their unfettered devastation of kelp. Where this happens, we are left with bare and barren seabed with a consequential reduction in fish.

If you are ignorant of this creeping threat, I commend you to investigate at https://exploreyourcoast.co.nz/wellington/ - and your kids to "Love Rimurimu" https://www.mountainstoseawellington.org/about.

I would further recommend WCC financial support be given to eg Nicole Miller's efforts to identify the extent of kelp depletion around the stretches of coast as yet not surveyed from Houghton Bay right round the shores of the great natural harbour where we live. I am sure you may say "that's outside our CMP scope", but it shouldn't be!

FYI I am a concerned senior with no connection, other than empathy, with either of the organisations I cite above.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Wheres the MARINE reserve?

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 8

Contribution ID: 36647
Member ID:
Date Submitted: Jul 29, 2025, 03:43 PM

Q1 **Name**

Short Text: steve balazsi

Q2 **Suburb**

Select Box: Ōwhiro Bay

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**

Long Text: The classification system should include specific categories for cultural values and environmental value. Grouping these two categories under broader categories diminishes the importance of these two categories.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Recreation reserve. The natural environment needs a classification of its own to enable environment values to be separated from competing recreational activities to ensure natural areas of importance to can be according full protection. While recreation is important, it shouldn't supersede protection of the natural environment.
Historic reserve. Māori cultural values should have a category of their own to ensure areas of importance and significance to Māori are properly recognised with full protection enabled to ensure obligations from to Te Tiriti o Waitangi are met. Failure to fully recognise the rights of Māori fails to recognise the mana of Māori over the places that traditionally belonged to them.
Scenic reserve. Remove the words '...for public use and enjoyment.' from the end of the definition. Emphasis should be on protection of natural landscapes not on public use and enjoyment. At some stage soon, the environment needs to protected for its own sake, not for the sake of people.
Local purpose reserve. This classification of reserve is the only one that mentions setting aside areas to protect the environment. The definition also states 'This class of reserve has the least restriction on activities'. It seems shameful to me that we place such little importance on the beautiful environment and natural features that are unique to the Wellington coast.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 9

Contribution ID: 36542
Member ID:
Date Submitted: Jul 24, 2025, 10:23 AM

Q1 **Name**

Short Text: Jane Thomassen

Q2 **Suburb**

Select Box: Hataitai

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number: [redacted]

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **Please let us know a bit more about your choice**

Long Text: The area of the Evans Bay precinct is showing on the map as unclassified and there is no recommendation to change this (it is not even noted as a place of interest). I believe there is a case for considering this to be classified as recreational given the activities that occur in this area at Evans Bay yacht club through its own members and the members of its 6 affiliated clubs. The recent Matariki regatta was a perfect example of how this area can be used recreationally

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: As noted previously, the Evans Bay precinct should be considered as a recreation reserve - not unclassified. I also note that the yacht club has been on the site for over 100 years with the original clubhouse now being the main hall of the Club's facilities. This was also the home of TEAL for a while. Surely this would make it a historic reserve as well?

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 10

Contribution ID: 36466
Member ID:
Date Submitted: Jul 23, 2025, 11:24 AM

Q1 **Name**

Short Text: Caleb Ogden

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Can understand the idea to close off red rocks. But it's important to note that other areas of Wellington will be getting more fishing pressure as a result. Particularly on the south coast.

Higher punishment and penalties need to be taken for poachers. It's disgusting and that has far greater impact on the ecosystem than Bob only getting 5 paua.

Idk about shutting down the roads because of motor vehicle damage. Maybe with higher penalties if I complained to fishing legislations you can invest more money into maintenance?

My 2 cents, chur

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 11

Contribution ID: 36452
Member ID:
Date Submitted: Jul 22, 2025, 06:21 AM

Q1 **Name**
Short Text: Blain Collinge

Q2 **Suburb**
Select Box: Newlands

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: Yes

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number: [redacted]

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Neutral

Q9 **Please let us know a bit more about your choice**
Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox:

Response No: 12

Contribution ID: 36450
Member ID:
Date Submitted: Jul 21, 2025, 11:24 PM

Q1 **Name**

Short Text: Thomas Simeon

Q2 **Suburb**

Select Box: Johnsonville

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**

Long Text:

• I'm submitting feedback on the proposed classification of Red Rocks / Pariwhero.
• I oppose any classification that would remove or restrict drivable access to this site.
• I use Red Rocks to gather kaimoana (seafood) like pāua, kina, and mussels to feed my whānau.
• This is not just recreation — it's a practical, cultural, and economic way of sourcing food that many locals still rely on.
• Walking the full distance with gear and seafood is not realistic for a lot of people — especially when diving, carrying heavy loads, or bringing tamariki or kaumātua.
• I support protecting the environment, but removing vehicle access unfairly impacts those who use the area respectfully for gathering kai.
• Recreation Reserve is the best fit because it recognises that the site is actively used for outdoor activities like fishing, diving, and gathering food — not just sightseeing.
• However, I want to be very clear that this classification should include retaining drivable access for food gatherers. This access is essential for locals like me who rely on the coastline to gather seafood to feed our families.

———

Thomas Simeon
[redacted]

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

• I'm submitting feedback on the proposed classification of Red Rocks / Pariwhero.
• I oppose any classification that would remove or restrict drivable access to this site.
• I use Red Rocks to gather kaimoana (seafood) like pāua, kina, and mussels to feed my whānau.
• This is not just recreation — it's a practical, cultural, and economic way of sourcing food that many locals still rely on.
• Walking the full distance with gear and seafood is not realistic for a lot of people — especially when diving, carrying

heavy loads, or bringing tamariki or kaumātua.
• I support protecting the environment, but removing vehicle access unfairly impacts those who use the area respectfully for gathering kai.
• Recreation Reserve is the best fit because it recognises that the site is actively used for outdoor activities like fishing, diving, and gathering food — not just sightseeing.
• However, I want to be very clear that this classification should include retaining drivable access for food gatherers. This access is essential for locals like me who rely on the coastline to gather seafood to feed our families.

———

Thomas Simeon
[redacted]

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox Yes

Response No: 13

Contribution ID: 36449
Member ID:
Date Submitted: Jul 21, 2025, 10:37 PM

Q1 **Name**

Short Text: Robby Robertson

Q2 **Suburb**

Select Box: Moa Point

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Neutral

Q9 **Please let us know a bit more about your choice**

Long Text: Don't close the redrocks for the 4x4 it's a beautiful drive it's a big part of wellington

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 14

Contribution ID: 36447
Member ID:
Date Submitted: Jul 21, 2025, 09:14 PM

Q1 **Name**

Short Text: Jason Meads

Q2 **Suburb**

Select Box: Te Aro

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**

Long Text:
I enjoy diving and only take enough for a kai.
I teach my son and other youth the same principles and we respect all sea life.
This is taking away the best coastline.
Maybe some could be reserve not wahine park and redrocks it's taking too many good teaching and diving spots all away.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:
Wahine park is opposed.
Vehicle access to red rocks opposed

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 15

Contribution ID: 36446
Member ID:
Date Submitted: Jul 21, 2025, 08:56 PM

Q1 **Name**

Short Text: Lehi

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**

Long Text: If the ability to drive red rocks is removed then I would strongly oppose this.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 16

Contribution ID: 36445
Member ID:
Date Submitted: Jul 21, 2025, 08:41 PM

Q1 **Name**
Short Text: Kelly leader-Tropman

Q2 **Suburb**
Select Box: Kingston

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **Please let us know a bit more about your choice**
Long Text: I believe restricting access to the red rocks 4wd track would be a major loss for the general public.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox: Yes

Response No: 17

Contribution ID: 36444
Member ID:
Date Submitted: Jul 21, 2025, 08:29 PM

Q1 **Name**

Short Text: Alec

Q2 **Suburb**

Select Box: Mākara

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**

Long Text: Please leave the current status qou. We are allready loosing access to too many areas in our motu

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 18

Contribution ID: 36430
Member ID:
Date Submitted: Jul 20, 2025, 01:09 AM

Q1 **Name**
Short Text: Mark Pincock

Q2 **Suburb**
Select Box: Tawa

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**
Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox:

Response No: 19

Contribution ID: 36404
Member ID: 9790
Date Submitted: Jul 17, 2025, 05:46 PM

Q1 **Name**

Short Text: Steven mahon

Q2 **Suburb**

Select Box: Newlands

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 20

Contribution ID: 36320
Member ID: 2621
Date Submitted: Jul 14, 2025, 09:02 AM

Q1 **Name**

Short Text: Mike Oates

Q2 **Suburb**

Select Box: Ngaio

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Somewhat support

Q9 **Please let us know a bit more about your choice**

Long Text: The consultation document could have been clearer about the relationship between the Reserves Act classification and the SNA category in the draft District Plan. Many SNA's are on the seaward side of the road yet your description above suggests these areas are highly modified so should be classified as recreation reserve. How then can they be SNA's if they are highly modified?

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: I support all of the proposed classifications. This is subject to the policies in the proposed management plan outlining how the natural values in the proposed recreation reserves along the coastal strip can be managed alongside recreational activities.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 21

Contribution ID: 36246
Member ID: 2288
Date Submitted: Jul 10, 2025, 08:16 PM

Q1 **Name**

Short Text

DAGMAWI SHENKUTE

Q2 **Suburb**

Select Box

Q3 **Email**

Email

Q4 **I am making this submission:**

Multi Choice

Q5 **Name of organisation you are submitting on behalf of**

Short Text

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice

Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text

Introducing cultural values is natural and it is part of respecting ownership.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text

Scenic reserve is interesting to show urban space.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Yes

Response No: 22

Contribution ID: 36163
Member ID:
Date Submitted: Jul 07, 2025, 08:08 PM

Q1 **Name**
Short Text: Harvey Livschitz

Q2 **Suburb**
Select Box: Aro Valley

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**
Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox: Yes

Response No: 23

Contribution ID: 36158
Member ID:
Date Submitted: Jul 07, 2025, 07:46 PM

Q1 **Name**

Short Text: Jayden Alexander

Q2 **Suburb**

Select Box: Northland

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 24

Contribution ID: 36041
Member ID: 2288
Date Submitted: Jul 02, 2025, 12:07 AM

Q1 **Name**

Short Text: DAGMAWI SHENKUTE

Q2 **Suburb**

Select Box:

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice:

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text: Naturally, I like embracing with nature and along with this I believe to do some study or having historical background before beginning of the execution of civil engineering and architecture tasks. Knowing the stated background tells us to protect once country heritage and past history. As an architect, I want to remind always such matters so that I can preserve the country's respected resource. This is my design philosophy.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: The above three stated are crucial for me meaning recreation reserve, historic reserve, and scenic reserve. Will it be possible to merge local purpose reserve in to scenic one, my question here is what main significance local purpose does it have to have a place independently?

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 25

Contribution ID: 36037
Member ID:
Date Submitted: Jul 01, 2025, 03:15 PM

Q1 **Name**

Short Text

Tim Robinson

Q2 **Suburb**

Select Box

Miramar

Q3 **Email**

Email

[redacted]

Q4 **I am making this submission:**

Multi Choice

as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice

No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice

Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text

Some of the reserves were taken under the Public Works Act, and are no longer required for the purpose for which they were taken. They should be offered to their original owners before being turned into reserves. If the original owners do not want to purchase them, they should be made available for treaty settlement.

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox

Response No: 26

Contribution ID: 36031
Member ID:
Date Submitted: Jun 30, 2025, 02:49 PM

Q1 **Name**

Short Text: Matthew Dennis

Q2 **Suburb**

Select Box: Miramar

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Somewhat oppose

Q9 **Please let us know a bit more about your choice**

Long Text: I may be a bit late but I'm asking about worser bay reserve. If possible can you make the beach there made half open to dogs in the summer. It's not an overly used beach and walking my dog there just in autumn and winter is unfair. The summer is when the dogs love the water. It seems strange someone can put a sauna on the small piece of grass we get at the beach but we are limited to the cold months of the year. I can take pictures in the summer and show you how empty the beach is. I'm positive know one has done a survey there.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: Worser bay reserve. Needs to be half dog friendly in the summer months

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 27

Contribution ID: 35996
Member ID:
Date Submitted: Jun 27, 2025, 03:09 PM

Q1 **Name**

Short Text: James Hall

Q2 **Suburb**

Select Box: Aro Valley

Q3 **Email**

Email:

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Somewhat support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 28

Contribution ID: 35972
Member ID:
Date Submitted: Jun 26, 2025, 06:48 PM

Q1 **Name**
Short Text: jeffrey Benjamin Grove

Q2 **Suburb**
Select Box: Southgate

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**
Long Text: NZ is over regulated, and we need less govt. interference not more.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox: Yes

Response No: 29

Contribution ID: 35964
Member ID:
Date Submitted: Jun 26, 2025, 12:15 PM

Q1 **Name**

Short Text: Robert Westaway

Q2 **Suburb**

Select Box: Kelburn

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 30

Contribution ID: 35932
Member ID:
Date Submitted: Jun 25, 2025, 04:59 PM

Q1 **Name**
Short Text: SueHarris

Q2 **Suburb**
Select Box: Kingston

Q3 **Email**
Email:

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Strongly oppose

Q9 **Please let us know a bit more about your choice**
Long Text: Leave our coastlines.,private properties and landscapes alone for everyone to enjoy

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text: Sounds like managed retreat to me!

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox: Yes

Response No: 31

Contribution ID: 35930
Member ID:
Date Submitted: Jun 25, 2025, 04:44 PM

Q1 **Name**

Short Text: Hubertus Mick

Q2 **Suburb**

Select Box: Mount Cook

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice:

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text: as a user of the coast as swimmer and walker I enjoy the rich coastal views and the seasonal changes of the Marine environment, Seabirds etc. I have some concern about the effect the increasing Dog population in particular unsupervised has on the sea creatures, birds and shore birds.

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text: I believe there needs to be more regulation in particular on unsupervised dogs around coastal reserves. I do emphasis with the problem finding unproblematic recreation areas for the increasing Dog population in the City. A conflict of more selfish interests against community needs? I wish more dog owner would think about the problem before deciding to get a dog.!!! Education around that needed?

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox: Yes

Response No: 32

Contribution ID: 35886
Member ID:
Date Submitted: Jun 24, 2025, 11:40 AM

Q1 **Name**
Short Text: Joshua Pickens

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Somewhat oppose

Q9 **Please let us know a bit more about your choice**
Long Text: Access to redrocks by vehicle should not be closed

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox:

Response No: 33

Contribution ID: 35867
Member ID:
Date Submitted: Jun 23, 2025, 03:14 PM

Q1 **Name**

Short Text: Parth Sheth

Q2 **Suburb**

Select Box: Te Aro

Q3 **Email**

Email: [redacted]

Q4 **I am making this submission:**

Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**

Short Text:

Q6 **Would you like to make an oral submission to Councillors?**

Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**

Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**

Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**

Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**

Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**

Single Checkbox:

Response No: 34

Contribution ID: 35866
Member ID:
Date Submitted: Jun 23, 2025, 03:02 PM

Q1 **Name**
Short Text: Eleanor Carr

Q2 **Suburb**
Select Box: Newtown

Q3 **Email**
Email: [redacted]

Q4 **I am making this submission:**
Multi Choice: as an individual

Q5 **Name of organisation you are submitting on behalf of**
Short Text:

Q6 **Would you like to make an oral submission to Councillors?**
Multi Choice: No

Q7 **Please provide your phone number so you can be contacted to arrange your oral submission time.**
Number:

Q8 **Do you support or oppose this overall approach to classification of our coastal reserves? (Choose one option)**
Multi Choice: Strongly support

Q9 **Please let us know a bit more about your choice**
Long Text:

Q10 **Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.**
Long Text:

Q11 **Tick the box if you would like to receive ongoing updates about this project.**
Single Checkbox:

Response No: 35

Contribution ID: Emailed submission 1.
Member ID:
Date Submitted: Jul 28, 2025

HERITAGE NEW ZEALAND
POUHERE TAONGA

Tairangahia a tua whakarere;
Tatakihia nga reanga o amuri ake nei
Honouring the past; Inspiring the future

28 August 2025

Wellington City Council
PO Box 2199
WELLINGTON

Email: coastalplan@wcc.govt.nz

Dear Sir or Madam,

SUBMISSION FROM HERITAGE NEW ZEALAND POUHERE TAONGA ON PROPOSED CLASSIFICATIONS OF COASTAL RESERVES

1. Thank you for the opportunity to make a submission on the Wellington City Council Consultation Document on Proposed Classifications of Coastal Reserve Land under the Reserves Act 1977.

2. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead heritage agency.

3. Heritage New Zealand is supportive of the proposals for re-classification of several reserves as Historic Reserves, including additions to the Rangitatau Historic Reserve.

4. The Rangitatau Historic Reserve is included twice on the New Zealand Heritage List/ Rārangi Kōrero. 6158 Rangitatau Historic Place and 9648 Rangitatau Wahi Tapu Area.

5. The Rangitatau Historic Reserve has many recorded archaeological sites and is significant in having rich historical and cultural values to mana whenua "being within the Rangitatau Landscape Takiwā, with significant cultural and historical value, through its association with key Māori pā sites, lookout points, and important archaeological features."[1]

[1] Proposed classifications of coastal reserve land under the Reserves Act 1977, June 2025, page 23.

p (64 4) 494 8320 a Central Regional Office Level 1, 79 Boulcott Street a PO Box 2629, Wellington 6140 w heritage.org.nz

6. HNZPT supports the additions to the Rangitatau Historic Reserve which will add to the area which is managed for its historic and cultural significance.

7. Please contact us if you have any questions regarding this submission. We continue to be available to offer advice to Council concerning archaeological authority requirements under the Heritage New Zealand Pouhere Taonga Act 2014.

Yours sincerely

Dean Raymond

Area Manager / Kaiwhakahaere ā-Takiwā
Central Region / Te Takiwā o Te Pūtahi a Māui
Heritage New Zealand Pouhere Taonga

p (64 4) 494 8320 a Central Regional Office Level 1, 79 Boulcott Street a PO Box 2629, Wellington 6140 w heritage.org.nz

Response No: 36

Contribution ID: Emailed submission 2.
Member ID:
Date Submitted: Aug 5, 2025, 9:43 PM

Scenic Saunas LTD submission on proposed classifications and reclassifications of Wellington

Scenic Saunas welcomes the opportunity to provide input on the classification and reclassification of 21 council-managed coastal reserve sites. As a business that operates on coastal reserve land and seeks to deepen our partnership with Wellington City Council and local communities, we have a strong interest in how this classification process shapes future access, innovation, and the community.

We understand that under the Reserves Act 1977, the classification of land as *recreation*, *scenic*, *historic*, or *local purpose* determines allowable activities and sets the tone for future management. We appreciate the Council's intent to align this process with the vision of *Tātou ki Uta* and support the effort to bring unclassified land into formal use categories.

However, we respectfully raise the following items:

Some classifications, particularly *scenic* and *local purpose,* may unintentionally restrict positive, low-impact community services like mobile saunas, which do not fit into conventional commercial or recreational categories.

We ask the Council to ensure that chosen classifications allow room for seasonal, small-footprint, off-grid services that enhance public well-being and do not involve permanent infrastructure.

As a fully mobile, waste-neutral, off-grid service, Scenic Saunas offers public health and well-being benefits while aligning with climate and environmental goals.

We encourage the inclusion of language or interpretation guidance within each classification that accommodates this type of use, especially within *recreation reserves*, but also where *scenic* or *local purpose* classification applies and community benefit is demonstrable.

In line with our submission to the *Tātou ki Uta* plan, we are eager to explore partnership-based operating models for future use of coastal reserve land.

We recommend the council consider adding a note to reclassified areas where partnership-based, wellness-oriented pilot projects may be permitted or encouraged in the future.

We currently operate at or adjacent to Lyall Bay, Hataitai Beach, Worser Bay, Princess Bay, and Island Bay.

We request that the classification of land in these areas explicitly or implicitly support low-impact, mobile wellness offerings where community value is demonstrated, environmental risk is minimal, and tikanga is respected.

We strongly support a classification process that is future-facing, not just protecting today's uses but allowing for innovation, climate-conscious services, and inclusive, small-scale public wellness options.

We welcome further dialogue and would be glad to contribute to co-designing workable models in line with whichever classifications the council determines most appropriate.

We have observed an increase in beachgoers and swimmers during our operating hours at Worser Bay, community members have expressed appreciation for the vibrancy and connection that Scenic Saunas brings to the area.

We are not seeking permanent infrastructure at this stage, but rather longer-term, semi-permanent permits in locations with existing public facilities. Sites without such facilities are not viable for us. Our future model will require more stability and reduced mobility to maintain service quality and business sustainability.

We also recommend reducing administrative requirements for trusted, known operators. This helps the council focus its resources while enabling consistent, reliable services for the public.

Ngā mihi nui,

Scenic Saunas Ltd

Response No: 37

Contribution ID: Extract from submission on the Draft Coastal Reserves Management Plan.
Member ID:
Date Submitted: Aug 2, 2025, 11:19 PM

Name

Yvonne Weeber

Suburb

Lyall Bay

Email

[redacted]

I am making this submission:

as an individual

Would you like to make an oral submission to Councillors?

No

Reserve classification

It is positive to have the reserve classification of Lyall Bay Beach in total classified as Recreation Reserve. It is primarily and are of recreation and sporting activity. However the council and the community have worked hard for many years to create a sand dune with native fauna on the bay. In 1986 when I undertook a survey of the southern coastline and Wellington Harbour the Lyall Bay dunes were in very bad shape with only remanent pingao growing at the western and eastern end of the bay. The dunes now look amazing. However with climate change increasing sea level and storm events constant work needs to be undertaken in maintaining the rope fence restricting people access on the dunes.

Response No: 38

Contribution ID: Emailed submission 2.
Member ID:
Date Submitted: Aug 5, 2025, 11:55 AM

From: Charlie Cordwell [redacted]
Sent: 05 August 2025 11:55
To: CRMP Project Team <coastalplan@wcc.govt.nz>
Subject: Support for the coastal reclassification proposal

[redacted]

To whom it may concern,

I am emailing in support of the proposal to make changes to the coastal reserve classification to " recreational " for the areas covered by the following Surf Life Saving New Zealand Clubs .

More specifically

- Lyall Bay SLSC
- Maranui SLSC and
- Worser bay SLSC

Regards

Charlie Cordwell
Central Region Manager

SURF LIFE SAVING

A: Pelorus Trust Sports House, 93 Hutt Park Road, Seaview, Lower Hutt 5010
M: [redacted]
www.surflifesaving.org.nz

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Response No: 39

Your details	
Name: Barbara Fill	
Suburb: Island Bay	
Email: [redacted]	
Are you making this submission as an individual or on behalf of an organisation?	
☑ Individual	☐ Organisation *(please name)*
Would you like to make an oral submission to the Councillors?	
☑ Yes	☐ No
If yes, please give your phone number so that a submission time can be arranged.	
[redacted]	

1. Approach to classifying our coastal reserves

The consultation document explains our general approach to classifying the coastal reserves that reflects the key characteristics of the coastal landscape. On the shore platform (generally on the seaward side of the coastal road) we mainly recommend recreation reserve as these are highly used and highly modified areas. On the coastal escarpment (cliffs) and headlands we recommend mainly historic or scenic reserve to reflect the natural and cultural/historic values of those areas.

Do you support or oppose this overall approach to classification of our coastal reserves? *(Choose one option)*					
☐ Strongly support	☐ Somewhat support	☑ Neutral	☐ Somewhat oppose	☐ Strongly oppose	☐ Don't know
Please let us know a bit more about your choice.					
While I generally agree with most of the proposed classifications I disagree with some of those proposed in particular 1 The Sirens Rocks Vested for recreation ground but unclassified Recreation reserve 3 Te Raekaihau Point, Princess Bay, and Dorrie Leslie Park (South) Unclassified Recreation reserve					

2. Classification or reclassification proposals

We have proposed to classify or reclassify 21 coastal reserve sites as one of the following four classifications. Refer to the consultation document for the list of relevant reserves.

- **Recreation reserve:** where people can enjoy recreational and sporting activities, particularly outdoor activities, and the natural environment is protected.
- **Historic reserve:** where cultural and historic places and features are protected, and the natural environment is protected.
- **Scenic reserve:** where natural landscapes or other scenic areas are protected for public use and enjoyment.
- **Local purpose reserve:** set aside for a specified local purpose such as esplanade reserve or a community hall.

Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.
I ro ose t at t e classi ication o t ese t o reser es s ould be Scenic T e Sirens Rocks ested or recreation round but unclassi ied Recreation reser e Te Raekai au oint rincess Bay and Dorrie Leslie ark Sout nclassi ied Recreation reser e Bot t ese si ts a e si ni icant landsca e and eolo ical alue

Response No: 40

Contribution ID: Extract from submission on the Draft Coastal Reserves Management Plan.
Member ID:
Date Submitted: Aug, 2025

Name

Kathryn Short

Suburb

Email

[redacted]

I am making this submission:

as an individual

Would you like to make an oral submission to Councillors?

No

Excerpt from management plan submission

All the maps and sites of significance to mana whenua, nature, classifications are awesome.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Attachment 5

Summary of consultation on proposed coastal reserve classifications 2025

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Introduction

Public consultation on proposed classifications under the Reserves Act 1977 of 21 land parcels (sites) in the Council's coastal reserves was held from 23rd June to 5th August 2025. The consultation ran in parallel with separate consultation on the closely related *Draft Tātou ki Uta – Coastal Reserves Management Plan* (Draft Management Plan).

This document summarises the results of the consultation on the revised proposal. Feedback was received from 40 respondents: 34 through a survey, 4 through written submissions and 2 comments from submissions on the Draft Management Plan were also considered.

The survey asked two questions, as follows.

Question 1. Approach to classifying our coastal reserves

> *"The consultation document explains our general approach to classifying the coastal reserves that reflects the key characteristics of the coastal landscape. On the shore platform (generally on the seaward side of the coastal road) we mainly recommend recreation reserve as these are highly used and highly modified areas. On the coastal escarpment (cliffs) and headlands we recommend mainly historic or scenic reserve to reflect the natural and cultural/historic values of those areas."*

Question 2: Classification or reclassification proposals

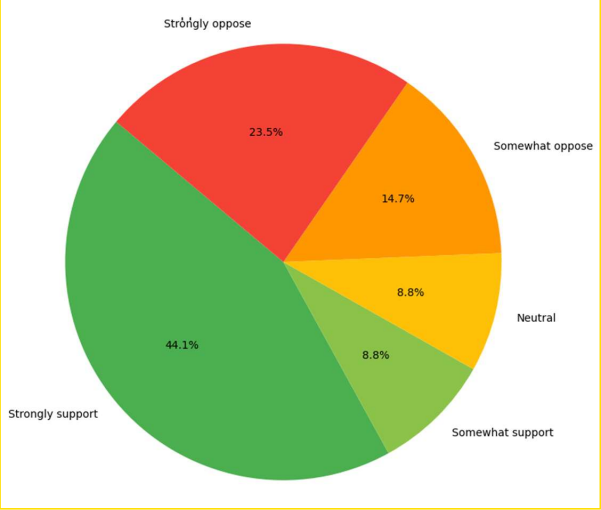
> *"We have proposed to classify or reclassify 21 coastal reserve sites as one of the following four classifications. Refer to the consultation document for the list of relevant reserves.*
> - ***Recreation reserve**: where people can enjoy recreational and sporting activities, particularly outdoor activities, and the natural environment is protected.*
> - ***Historic reserve:** where cultural and historic places and features are protected, and the natural environment is protected.*
> - ***Scenic reserve**: where natural landscapes or other scenic areas are protected for public use and enjoyment.*
> - ***Local purpose reserve**: set aside for a specified local purpose such as esplanade reserve or a community hall."*
>
> *Please provide your feedback on any of the proposed classifications, taking care to identify the relevant reserve name with each comment.*

Summary

Approach to classification

All of the 34 online survey respondents answered Question 1, with a majority of 21 in support or neutral and 13 somewhat or strongly opposed.

There was a correlation between those who were strongly or somewhat opposed and those whose comments indicated opposition to proposals in the Draft Plan to limit vehicle access on the Te Kopahou / Red Rocks coastal road or opposed government regulation in general.



All the written comments in answer to both questions are summarised below.

Comments not specific to any proposed classification site	
Comments	**Officer response**
General Support for Proposed Classifications Support for the Council's approach, clarity of rationale, emphasis on cultural values and urban scenic reserves, integrating historical context into planning. *Submission no*'s: 1, 2, 3, 5, 20, 21, 24, 39, 40	• No change recommended.
Environmental Protection General concern about ensuring habitat protection in modified areas. Concern about the effects of unsupervised dogs on wildlife, with calls for better education, regulation and limiting dog access in sensitive areas. If areas along the coastal strip are to be classified recreation reserve, as proposed, then the proposed Coastal Reserves Management Plan must outline how the natural values in the proposed recreation reserves can be managed alongside recreational activities. *Submission no's:* 1, 7, 8, 16, 20, 24, 31, 39	All the proposed types of classification provide for the protection of natural and landscape values as either primary or secondary purposes, or both. This includes Recreation Reserves, which submitters expressed particular concern about: - the primary purpose defined in the Reserves Act includes "*. . . the protection of the natural environment and beauty of the countryside*". The Draft Management Plan recognises the importance of natural values and emphasises the need to protect and enhance those values when managing the coastal reserves. This includes the following pathways: - enduring connection to the landscape, protection and restoration of coastal ecosystems, and a nature-first approach to resilience. • No change recommended.
Significant Natural Areas and Reserves Act The consultation document was unclear about how the reserve classification related to the Significant Natural Area (SNA) sites in the draft district plan. The consultation document suggests the seaward side of the road is highly modified yet there are many SNAs in that area – how can that be? *Submission no:* 20	The district plan identifies SNAs for protection under the RMA. Classification under the Reserves Act provides for the preservation, enhancement and management of natural values within reserve land. The two statutes are complementary. The SNAs are remnants of former habitats and ecosystems, often depleted and fragmented but significant because they are rare vestiges, containing in some cases threatened species. The depletion and degradation of the SNA's has occurred as a result of the high degree of modification that has occurred to the environment on the seaward side of the road. • Agree this could have been explained more clearly but no change recommended.
Marine conservation Advocates for protecting the marine environment, concern about depleted marine life, and recommendation to support kelp research. Call for more marine reservations. *Submission no:* 7	Council does not have jurisdiction over the marine area and the Marine Reserves Act 1871 is administered by the Department of Conservation. The Draft Management Plan provides for the coastal reserves to be managed to minimise impacts on the marine area. • No change recommended.
Vehicle access: Red Rocks | Pariwhero, Wahine Park Strong opposition to closing vehicle access and impact it would have on recreational and cultural activities, including food gathering. Suggestion about using stronger penalties instead to reduce poaching activities. *Submission no's:* 10, 12, 13, 14, 15, 16, 17, 32	It appears that these submissions relate to an action in the Draft Management Plan (1.4 (3)) to investigate changing the status of the coastal road beyond the Te Kopahou visitors' centre to reserve under the Reserves Act and to better manage vehicle access at Wahine Reserve (near Moa Point). These submissions are unrelated to the classifications actually proposed but will be considered separately with submissions on the Draft Management Plan. • No change recommended.
Call for new classes of reserve The classification system should include specific categories for Māori cultural values and environmental	The classification options available to the Council are limited by the Reserves Act 1977, which provides for just seven types of reserve: recreation, historic, scenic, nature, scientific,

value, as their importance is diminished under the existing categories. Disagrees with the emphasis in the Reserves Act on scenic reserve being for public use and enjoyment as natural values shouldn't be superseded by recreation. *Submission no's:* 8, 12, 20	government purpose and local purpose. A law change would be required to introduce other types of reserve. (Note: the nature and scientific reserve classifications are very specific and not suited to the urban context in Wellington.) However, the Act provides for recognition and protection of cultural and environmental values within the existing classifications, and the Council aims to do that through the policies in the related management plan. • No change recommended.
Local purpose reserve Asks if local purpose reserve could be merged into scenic reserve and what significance local purpose has for it to be independent. *Submission no*: 24	Local purpose reserves provide for situations where the other classifications are not appropriate to the primary purpose intended for the land and/or where it is useful for future management to be focused on the very specific use named in the classification. e.g. scenic reserve classification was considered too broad for the proposed local purpose Greta Point Kororā Reserve where very targeted management for a specialised use on a very small site is required. • No change called for or recommended.
Public Works Act Some of the reserves were taken under the Public Works Act and are no longer required for the purpose for which they were taken. They should be offered to their original owners before being turned into reserves. If the original owners do not want to purchase them, they should be made available for treaty settlement. *Submission no*: 25	Further work is needed to clarify the situation in regard to the Public Works Act and land parcels at three of the proposed classification sites, which are: Site 1, the Sirens Rocks; Site 16 Buckley Road reserves, Site 12 Moa Point addition to Rangitatau Reserve; and Site 17 Hermit's Cave. • Recommend delaying the classification process while additional due diligence is done and then come back to Council with recommendations.
Opposition to Government Regulation General opposition to increased regulation and perceived government overreach. *Submission no's:* 28, 30	The Council is bound by its statutory obligations to classify the land it holds as public reserve land under the Reserves Act and to manage that land for the benefit of the public. • No change recommended.
Commercial services Concerned that the classifications, particularly scenic and local purpose, may unintentionally restrict commercial services like mobile saunas and requests Council to make sure the classifications will allow for such use. We request that the classification of land in these areas explicitly or implicitly support low-impact, mobile wellness offerings where community value is demonstrated, environmental risk is minimal, and tikanga is respected. We strongly support a classification process that is future-facing, not just protecting today's uses but allowing for innovation, climate-conscious services, and inclusive, small-scale public wellness options. *Submission no:* 36	All four of the proposed types of reserve classification allow for leases or licences to be issued for commercial uses. Mobile sauna use has already been allowed via permit at Cog Park and Worser Bay. • No change recommended.

Site-specific comments about classification	
Sites 1 & 2: The Sirens Rocks, and Te Raekaihau Point, Princess Bay, and Dorrie Leslie Park (South).	Parts of these sites are identified in the Wellington City 2024 District Plan as being of high coastal natural character, based in part on geological values associated with the shore platform,

Disagrees with the proposed recreation reserve classification and proposes they be instead classified scenic reserve (b) because of their significant landscape and geological value. Submitter *no: 39*	including a feature of regional significance, and high human experiential values. Both sites also include areas of carparking and, at Site 1, a boat ramp not included in the natural character overlay. Scenic Reserve (b) classification can be suitable for modified areas, as it provides for development and planting of areas that will become of scenic interest or beauty, however, both sites are very popular and will continue to come uder pressure for recreational use. On balance, the primary purpose will be on managing that pressure, which fits better with S.17 (Recreation Reserves). S.17 provides for "the physical welfare and enjoyment of the public" and also for "the protection of the natural environment and beauty." The draft coastal reserves management plan emphasises protection of the coast's natural and landscape values. The geological and landscape values will be further protected through the 2024 district plan's natural open space zoning and high coastal natural character overlay. • No change recommended.
Sites 12, 13, 12 & 15: Proposed Historic Reserves Heritage New Zealand Pouhere Taonga supports reclassification of several reserves as historic reserves, including, Rangitatau Historic Reserve, which is included twice on the New Zealand Heritage List – Rārangi Kōrero. 6158 Rangitatau Historic Place and 9648 Rangitatau Wahi Tapu Area. Tere are many recorded archaeological sites and is significant in having rich historical and cultural values to mana whenua. Supports the additions to Rangitatau Historic Reserve too. *Submitter no*: 35	This submission relates to the proposed reclassification of Sites 13 (Rangitatau Historic Reserve, Bowe Street addition), 14 (Rangitatau Historic Reserve, Sidlaw Street addition) and 15 (Overton Park), and the classification of Site 12 (Rangitatau Historic Reserve, Moa Point addition) . – all as historic reserve. • In support so no change recommended.
Site 5, Lyall Bay Beach Supports the Lyall Bay recreation reserve classification but concerned that protection of the sand dune restoration project should continue. *Submission no's*: 37, 38	The Draft Management Plan includes proposals to continue protecting and restoring the sand dunes. • In support of the proposed classification so no change recommended.
Site 8, Worser Bay Beach Reserve Support for the recreation reserve classification. *Submission no:* 38	• No change recommended.
Request Evans Bay Marina to be classified Calls for the Evans Bay precinct to be classified as Recreation Reserve in recognition of the yachting activities based there and not left unclassified. Also suggests that the 100-year-old Evans Bay Yacht Club clubhouse be classified historic reserve. *Submission no*: 9	The Evans Bay Marina area was not included in the notified classification proposals as the Draft Management Plan proposes to manage the area as a water sports hub, develop a master plan and investigate alternative operating models for the marina. Reserve classification could have implications for possible outcomes so the land will continue to be held as reserve under the Local Government Act for now. • No change recommended.

DECISION REGISTER UPDATES AND UPCOMING REPORTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on implementation of previous decisions. It identifies which decisions have been implemented and those that are outstanding.

Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future hui.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Author	Sophie Dobbs, Democracy Advisor
Authoriser	Alisi Folaumoetu'i, TL Democracy (Acting) Jenny Chetwynd, Chief Infrastructure Officer

Whakarāpopoto | Executive Summary

Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the Council website. Decisions where work is in progress, or was completed since the last version of this report can be viewed at this link: Council meetings decision register.
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 38 resolutions at the last meeting:
   - 17 are now complete and 21 remain in progress.
6. 98 in progress resolutions were carried forward from previous reports:
   - 37 are now complete and 61 remain in progress.

Upcoming reports

7. There are no upcoming reports for the Koata Hātepe | Regulatory Processes Committee. The final meeting for the 2022-2025 Council triennium is 28 August 2025.

Takenga mai | Background

8. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.

9. Resolutions from relevant decision-making bodies in previous trienniums are also included.
10. Elected members are able to view public excluded clauses on the Council website: https://meetings.wellington.govt.nz/your-council/decision-register

Attachments

Nil