
ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

AGENDA

Time: 9:30am
Date: Wednesday, 4 March 2020
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Councillor Condie
Councillor Free
Councillor Matthews
Councillor O'Neill
Councillor Sparrow (Chair)
Councillor Woolf

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, 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 Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions, including responsibility for:

- Approving the list of Resource Management Act Commissioners and the associated Appointment Guidelines
- Objections to classifications under the Dog Control Act
- Fencing of swimming pools
- Road stopping
- Naming places in accordance with the Naming Policy, except for significant naming decisions, which are considered by the Strategy and Policy Committee.
- Traffic resolutions which are not considered by the Strategy and Policy Committee.
- Suburb boundaries
- Development Contributions remissions.
- Approving leases pursuant to Council policies.

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

Quorum: 3 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting 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 meeting.

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
I te ara takatū	To clear, to free the heart, the body
Koia rā e Rongo, whakairia ake ki runga	and the spirit of mankind
Kia wātea, kia wātea	Oh Rongo, above (symbol of peace)
Āe rā, kua wātea!	Let this all be done in unity

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, 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 4 February 2020 will be put to the 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 Regulatory Processes Committee.

The Chairperson shall state to the meeting:

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 meeting.

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

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

The Chairperson shall state to the meeting 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 meeting of the 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 meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting 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 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

NEW LEASE FOR THE WELLINGTON MARINE CONSERVATION TRUST: EXISTING LEASE

Purpose

1. This report asks the Regulatory Processes Committee to approve under the Reserves Act 1977 ('the Reserves Act') one fresh premises leases for the Wellington Marine Conservation Trust for the Island Bay Surf Club, The Esplanade, Island Bay.

Summary

2. The *Leases Policy for Community and Recreation Groups* (available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/leases-policy-for-community-and-recreational-groups>) sets out the Council's role in granting leases and licences on Council-owned land and/or buildings.
3. The *South Coast Management Plan* (available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/south-coast-management-plan>) sets out the plan to direct or manage the use of the land including the desired mix of values and uses.
4. Under the Council's Delegations Policy (available at <http://staffnet.net.ad.wcc.govt.nz/tools-and-policies/policies/delegations-policy/>) all leases and licences on reserve land must be approved by the Regulatory Processes Committee.
5. The proposed premises lease is a continuation of an existing occupancy for the Wellington Marine Conservation Trust.
6. The Officers' assessment is based on information provided by the Marine Conservation Trust.
7. Based on Officers' assessment, it is recommended under the Reserves Act that one premises lease be granted to the Wellington Marine Conservation Trust for three years, with one renewal of two years.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to grant one premises lease for a three year term, with one renewal term of two years, to the Wellington Marine Conservation Trust for:
 - a. The building known as the Island Bay Surf Club on recreation reserve and legally described as Part Section 9, Town District being part of the land described in the Record of Title WN428/133.
3. Note that the new lease will include the following Special Provisions:

- a. The Lessee acknowledges that the Common Areas (marked blue on the plan) do not form part of the Premises and for the avoidance of doubt, the Lessee will not have a right of exclusive possession of the Common Area.
 - b. Notwithstanding the above, the Council agrees that the Lessee will manage the bookings of the community hall located in the Common Area. Notwithstanding clause 14.4 in the Lease regarding hireage, the Council acknowledges that the Lessee hires out the community building to recreation and community groups. The Lessee will ensure that recreation and community uses of the Premises, whether by the Lessee or another community group, are given priority over private bookings.
4. Note that approval to grant the lease on Reserve land is conditional on:
- a. Appropriate iwi consultation
 - b. Public notification as required under sections 119 and 120 of the Reserves Act 1977
 - c. No sustained objections resulting from the above notification
 - d. Legal and advertising costs being met by the Lessee (where applicable).

Background

Wellington Marine Conservation Trust ('the Trust')

8. The building known as the Island Bay Surf Club is located on The Esplanade, Island Bay and is legally described as Part Section 9, Town District (being part of the land described in the Record of Title WN428/133).
9. The leased area at the Island Bay Surf Club is approximately 600m² (**Attachment 1**). The annual rental is \$759.40 plus GST per annum and the maintenance fee is \$6,651.26 plus GST per annum.
10. The building was previously occupied by the Island Bay Surf Lifesaving Club until the Club closed and relinquished occupation of the building in 2008.
11. The Council granted the Trust a lease for the Island Bay Surf Club in 2008. At the time, the Trust was using the building and had relationships with other regular community users of the main hall. In 2008, the hall was not included as part of the Trust's leased area and the Trust was required to coordinate community bookings (including the existing users at the time) for the hall on behalf of the Council (see plan in **Attachment 2**).
12. The Trust has also been operating out of the Bait House, since the Council granted a three year lease in 2004.
13. Both the previous leases were for a five year term with one renewal term of five years, and expired on 14 February 2019.
14. In March 2019, the Trust submitted an application for new leases on both sites. Council Officers assessed the application using the criteria in section 7 of the Leases Policy for Recreation and Community Groups, and the Reserves Act.
15. The Officers have assessed the information provided by the Trust. Based on Officers' assessment of the Club's application, it is recommended that the Committee approve the premises lease for the former Island Bay Surf Club for a three year term, with one renewal term of two years. The recommended term is to allow the Trust time to develop the new Ocean Exploration Centre at Lyall Bay.

16. The Bait House building is earthquake prone and the Council will not be issuing a lease until strengthening works have been completed. The Trust will continue on a month to month lease until such time as this is completed.

Discussion

17. Under the Leases Policy, new leases and licences are considered against seven criteria:
- Strategic fit;
 - Group's organisation structure;
 - Membership sustainability;
 - Financial and maintenance obligations;
 - Optimal use of resources;
 - Environmental impact; and
 - Demonstrated need from the community.
18. The information submitted by the Trust was assessed as performing satisfactorily under each of these above criteria.

Wellington Marine Conservation Trust ('the Trust')

A. Strategic fit – *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities.*

19. The Trust provides marine education to inspire people to learn about marine environments through hands-on marine educational experiences for people of all ages, from pre-school children to grandparents, events and programmes through:
- Snorkelling experiences in the Tapu te Ranga Marine Reserve for children from 12 years and over
 - 'Master Class' programmes involving trips to Tapu te Ranga Island and excursions on local fishing boats for secondary school aged students
 - Bait House Aquarium Open Sundays and hireage, although the Surf Club is a separate building, it is nearby and the Surf Club is often used on a Sunday to run activities associated with the Bait House open days.

B. Group's organisation structure – *The group must be an incorporated society or Trust.*

20. The Trust is a charitable trust, registered since June 2004. They are governed by a Chairman, Treasurer/Secretary and two Trustees.
21. The Trust meets twice a year.

C. Membership sustainability – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease.*

22. The Trust does not have the membership structure of a traditional sports club. Visitors can join the free online 'Octopus Club,' and receive an annual newsletter. The subscribers to the newsletter have increased by 800 members over the last three years, with 2,980 registered members in 2019.
23. Programmes, Open Sundays at the Bait House and events are advertised through the Trust's website, word of mouth and Facebook, attracting various visitors.

24. The Trust also has a register of volunteers of approximately 120 people, of which 32 volunteers are currently active.

D. Financial and maintenance obligations – *The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance.*

Financial

25. The Trust receive income from various sources including local and central government grants (the Council has provided a one year grant from the Social and Recreation Fund for \$40,000), public donations and fees from the Trust's programmes.
26. The end of year 2019 figures are not yet available. However at the year end 31 March 2018, the Trust had an income of \$291,458.68.
27. The total expenses for the year end of 31 March 2018, was \$242,367.73.
28. The Trust had a surplus of \$49,090.95, which was an increase from the deficit of \$14,367.97 in the previous year end (31 March 2017).
29. Shodokan Aikido Wellington use the hall for five hours each Monday and Thursday evening and store equipment such as Aikido mats in the Surf Club.
30. The Trust also has investment from volunteers who assist in delivering the Trust's programmes, and Open Sundays at the Bait House.

Maintenance

31. The Trust pays a maintenance fee of \$6,651.26 plus GST for the Surf Club.
32. This is a Premises Lease and therefore the Trust undertakes internal maintenance as per the lease requirements.
33. The Council has recently invested in a new fire system and secondary fire escape for the building.

E. Optimal use of resources – *The land and/or buildings must be utilised to the fullest extent practicable.*

34. The Surf Club is used as the first place where all visiting groups begin their marine education programmes.
35. The Trust also coordinates community usage of the hall, as discussed above.
36. Half of the lower level is used as a secure storage area for snorkelling equipment for delivering Snorkelling Adventure Programmes and Master Class Programmes.

F. Environmental impact – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*

37. Existing structures are onsite and there are no plans for additional structures.

G. Demonstrated need from the community – *There must be demonstrated support and need within the community for the activity.*

38. The Trust run a number of marine education programmes with a focus on school aged children. The primary programme is the Rocky Shore programme which is a four staged programme focusing on biodiversity, adaptation, interrelation, change and conservation to explore the rocky shore. In 2019 there were 36 schools booked onto the rocky shore programme with school children aged 5-17 year olds.
39. Over the last 24 years, schools as far South as Bluff and as far North as Kaitia have visited the sites. Schools that visit yearly include Saint Frances de Sales, Island Bay,

Owhiro Bay, Wellington College, Wellington East Girls, Lyall Bay College and Seatoun Primary Schools.


40. The Trust also manage the usage of the hall on behalf of the Council for community activities. In 2019 groups such as Ghost Fishing New Zealand, and the Island Bay Divers Free Dive booked the hall for meetings and activities. Previous events include the Island Bay festival, memorial services, Island Bay Play Centre Puppet Show and Activity Day, Project Jonah and the Wellington Harbour Board (Oil Spill training sessions).
41. As mentioned above, the Shodokan Aikido Wellington use the hall for five hours each Monday and Thursday evening and store equipment such as Aikido mats in the Surf Club.
42. The Surf Club is also a popular venue for weddings and birthdays which the Trust coordinate the booking of. The Surf Club is located on Recreational Reserve and under the Reserve Act and South Coast Management Plan, the primary use of the building needs to be for recreational activities.
43. The Trust have a register of approximately 120 volunteers, of which 32 are actively volunteering. Volunteers are a mix of young school aged children, graduates and PhD students who volunteer with the Trust for hands on experience with live marine animals.

Conclusion


44. On the basis of the above assessment, the following terms are recommended:
 - a. The building known as the Island Bay Surf Club on recreation reserve - three year lease, with one renewal term of two years.
 - b. Notes that the fresh lease will include the following Special Provisions:
 - i. The Lessee acknowledges that the Common Areas (marked blue on the plan) do not form part of the Premises and for the avoidance of doubt, the Lessee will not have a right of exclusive possession of the Common Area.
 - ii. Notwithstanding the above, the Council agrees that the Lessee will manage the bookings of the community hall located in the Common Area. Notwithstanding clause 14.4 in the Lease regarding hireage, the Council acknowledges that the Lessee hires out the community building to recreation and community groups. The Lessee will ensure that recreation and community uses of the Premises, whether by the Lessee or another community group, are given priority over private bookings.

Next Actions

45. If the recommendations in this report are accepted the following will occur:
 - a. Public notification / consultation of the proposed leases, in line with the Reserves Act 1977.
 - b. The outcome of submissions will be reported back to Committee, if necessary.
 - c. Negotiate and sign the Wellington Marine Conservation Trust documentation for the Island Bay Surf Club.

AttachmentsAttachment 1. Aerial map of Island Bay Surf Club [↓](#) 

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Attachment 2. Land of leased areas [↓](#) 

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Author	Kobie Child, Community Recreation Leases Advisor
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Chief Operating Officer (Acting)

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation will be undertaken as required under sections 119 and 120 of the Reserves Act 1977, and section 6 of the *Leases Policy for Community and Recreation Groups*.

All submissions received will be taken into account.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

There are no significant financial considerations.

Policy and legislative implications

The recommendations in this report are consistent with relevant Council Policy – the *Leases Policy for Community and Recreation Groups* and legislation – the Reserves Act 1977.

Risks / legal

The proposal will be subject to the Reserves Act 1977.

Climate Change impact and considerations

Not applicable.

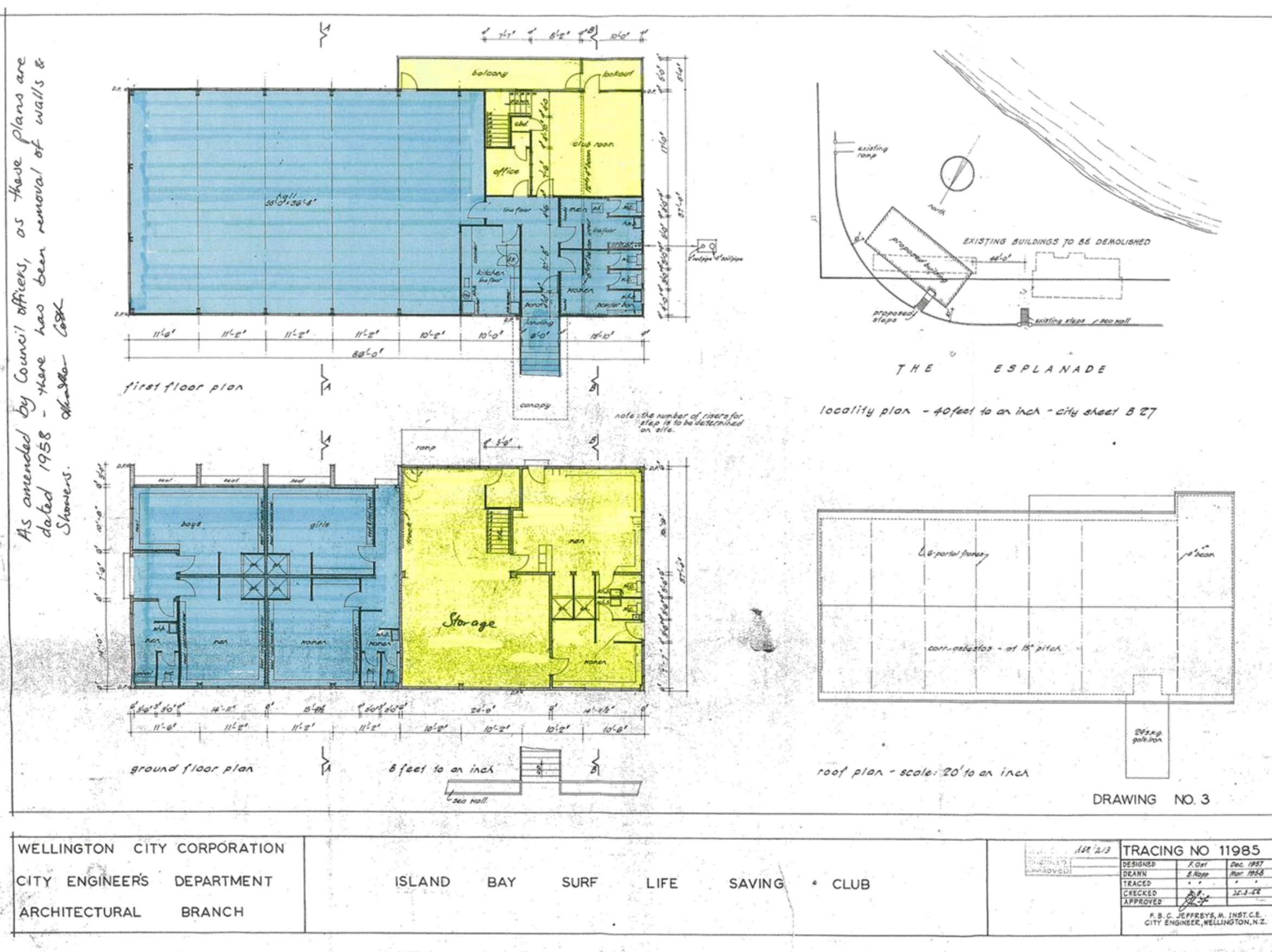
Communications Plan

Not applicable.

Health and Safety Impact considered

The lease work is entirely administrative and a normal function of Council Officers. The Trust have a health and safety policy in place and in the process of renewing it following legislative changes.





NEW LICENCE FOR SOUTHERN ENVIRONMENTAL ASSOCIATION: EXISTING LICENSEE

Purpose

1. This report asks the Regulatory Processes Committee to approve one new community nursery Licence for the Southern Environmental Association (SEA), an existing Licensee, under the Reserves Act 1977 ('the Reserves Act').

Summary

2. The *Leases Policy for Community and Recreation Groups* (available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/leases-policy-for-community-and-recreational-groups>) sets out the Council's role in granting leases and licences on Council-owned land and/or buildings.
3. Under the Council's Delegations Policy (available at <http://staffnet.net.ad.wcc.govt.nz/tools-and-policies/policies/delegations-policy/>) all leases and licences on reserve land must be approved by the Regulatory Processes Committee.
4. The proposed licence is a continuation of an existing occupancy for the Southern Environmental Association.
5. The Club has run a community nursery at Tawatawa Reserve, Happy Valley, since 1992 and continues to perform satisfactorily.
6. Based on Officers' assessment, it is recommended under the Reserves Act that one community garden licence be granted to the SEA for five years, with one renewal of five years on land at Tawatawa Reserve.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to grant one community nursery licence for a five year term, with one renewal term of five years, to the Southern Environmental Association for:
 - a. The land at Tawatawa Reserve, Happy Valley, and is legally described as Part Lot 1, Deposited Plan 9934 and contained in Certificate of Title 622532.
3. Note that the lease will include the following Special Provisions:
 - a. Plants grown at the nursery located in the Licensed Area must:
 - i. be native, locally sourced plants;
 - ii. not be sold, unless prior written consent has been obtained from the Council; and
 - iii. only be used for re-planting on Council reserves in accordance with the requirements of the Memorandum of Understanding between the parties.
 - b. A Health & Safety Plan, including specific guidelines for working on a closed landfill site, must be prepared by the Licensee and approved by the Council's

Parks Ranger.

- c. The Council will pay the first \$1,000 (plus GST, if any) per annum of any water usage costs incurred in relation to the Licensed Use. Any costs over and above this level will be on charged to the Licensee as an outgoing and paid by the Licensee to the Council.
- 4. Note that approval to grant the licence on Reserve land is conditional on:
 - a. Appropriate iwi consultation
 - b. Public notification as required under sections 119 and 120 of the Reserves Act 1977
 - c. No sustained objections resulting from the above notification
 - d. Legal and advertising costs being met by the Lessee (where applicable).

Background

Southern Environmental Association ('the SEA')

- 7. The SEA has occupied the community nursery at Tawatawa Reserve since 1992.
- 8. The land is part of Tawatawa Reserve Land and is legally described as Part Lot 1, Deposited Plan 9934 and contained in Certificate of Title 622532.
- 9. The SEA previously had a licence to occupy for the area. The area is approximately 345m² for a peppercorn rental as per the Council's Guidelines for Community Gardens (**Attachment 1**).
- 10. The previous licence to occupy expired on 31 January 2019. This was for 10 years from 2009.
- 11. In September 2019 the SEA submitted an application for a new licence. Council Officers assessed the application using the criteria in section 7 of the Leases Policy for Recreation and Community Groups, Community Gardens Policy and the Reserves Act.
- 12. The SEA are currently operating on a month by month licence on the same terms.
- 13. There is a current Memorandum of Understanding between the Council and the SEA regarding animal pest control, weed control and trail maintenance in Tawatawa Reserve. This Memorandum will be reviewed every two-three years with SEA and the Council Park Ranger.
- 14. Based on Officers' assessment of the application, it is recommended that the Committee approve a Licence for a five year term, with one renewal term of five years. The recommended term is because the SEA have a strong connection to the local community, growing native plants and are carrying out restorative work in Tawatawa Reserve.
- 15. The term is in accordance with section 74 (2)(a) Reserves Act 1977 and the Council's Guidelines for Community Gardens (available at <https://wellington.govt.nz/services/community-and-culture/community-gardens>).

Discussion

- 16. Under the Leases Policy, new leases and licences are considered against seven criteria:
 - a. Strategic fit;

- b. Group's organisation structure;
 - c. Membership sustainability;
 - d. Financial and maintenance obligations;
 - e. Optimal use of resources;
 - f. Environmental impact; and
 - g. Demonstrated need from the community.
17. The information submitted by the Club was assessed as performing satisfactorily under each of these above criteria:

Southern Environmental Association ('SEA')

A. Strategic fit – *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities.*

18. The focus of the SEA is to promote the protection and enhancement of Tawatawa Reserve.
19. As mentioned above, the SEA have a Memorandum of Understanding with the Council for pest animal control, restoration and weed control and trail building.
20. There is also a Memorandum of Understanding in place between the SEA and Conservation Volunteers New Zealand (CVNZ) which allows CVNZ to cultivate approximately 3000-5000 plants per year.

B. Group's organisation structure – *The group must be an incorporated society or Trust.*

21. The SEA is an Incorporated Society, registered since June 1994.
22. There is a Committee of six members including Chair, Secretary and Treasurer. Committee members are elected at the annual AGM and meet formally 4-5 times per year, and informally monthly.

C. Membership sustainability – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease.*

23. The SEA are a community nursery and do not use a membership model like a sports club. They do however have membership subscriptions. In the last financial year there were 22 paid membership subscriptions. In 2017 and 2018 they experienced a dip in membership subscriptions however in the 2018-2019 year this has increased back to the level of 2016/17.
24. The SEA also have over 100 Facebook followers, and approximately 80 volunteers who join in different activities such as community planting days.

D. Financial and maintenance obligations – *The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance.*

Financial

25. In accordance with the Council's Guidelines for Community Gardens, the licence has a peppercorn annual rental.
26. On 30 June 2019, the SEA had a bank balance of \$3,939.00. Their income for the financial year was \$1,462.74 with the main sources from membership subscriptions (\$330), donations and 'carer' payments from the Green Prescription programme with the Ministry of Health.

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27. SEA's expenses for the financial year were \$2,390.00. Of this \$1,041.93 was to the Kaitiaki contractors for clearing additional land, vehicle hireage and petrol used to take plants up to the ridge for the community planting day. Generally expenses include potting mix, tools and general administration costs.
28. This financial year, the SEA had a loss of \$927. The Committee is exploring creative ways to maximise their revegetation efforts and supplementing the work of the regular core group by investing in external help where it is advantageous.
29. In this last year, the SEA recorded approximately 1424 volunteer hours of labour over the year by SEA volunteers, the community and CVNZ volunteers. Although the figure is likely to be higher as many hours are unrecorded.

Maintenance

30. There are no building onsite and no maintenance fee. The only maintenance required is ongoing clearing of weed mat, replacement frames for the nursery and the shade cloth.

E. Optimal use of resources – *The land and/or buildings must be utilised to the fullest extent practicable.*

31. The SEA operate a nursery onsite with an area for potting up and standing out plants before planting. There are no buildings onsite and the area is well utilised.

F. Environmental impact – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*

32. The nursery is an existing site with no buildings, and no further development proposed. As such it has minimal effects on the surrounding Reserve.
33. In this last year approximately 2483 trees were planted from the nursery (an increase from 1300 last year). Since 1992 the SEA volunteers have planted an estimated 40,000 native trees, grasses and shrubs.

G. Demonstrated need from the community – *There must be demonstrated support and need within the community for the activity.*

34. The SEA work with schools, corporate volunteers, local residents, dog walkers and reserve users to enhance and protect the biodiversity of the Reserve. This is achieved through a number of activities in the Tawatawa Reserve and surrounds for example:
 - a. Community planting days which involves people from the community from parents with babies to seventy year olds.
 - b. The volunteers at SEA have been involved with laying out the new Paekawakawa link track which is on private land and the link track between Paekawakawa and Tawatawa Reserve. The volunteers have been working with the Council, Tapu te Ranga Marae and the Conservation Volunteers of New Zealand (CVNZ) to create this track. The CVNZ provided labour from their volunteer programme and people through the Ministry of Social Development, who CVNZ help with employment skills in the environmental sector. To facilitate the learning of the people from MSD, SEA contracted Trail Pro to provide supervision and upskilling so the volunteers could use these skills on the second day.
 - c. The SEA had a combined community day with Paekawakawa and Manawa Karioi volunteers (from Tapu te Ranga Marae). Students from the Duke of Edinburgh award programme also attended to achieve their volunteer award.

- d. The Council is looking to plant a coastal forest that links Manawa Kairoi and Paekawakawa through the valley. The volunteers from SEA will be working with CVNZ volunteers to carry out the planting.
 - e. The SEA also work with a Kaitiaki contractors crew, contractors who do pest plant removals and spray, and have been opening up new planting areas and sharing skills and knowledge.
 - f. In September 2019, a community day was held, supported by the Council Ranger to create a lizard garden for the lizards on the Reserve. They used trees, tools, stumps and mulch and hope to use the site to educate people about environments which lizards need. There are also discussions about putting up signage onsite to help with identifying lizard friendly plants that can be purchased from the Berhampore Nursery sale day and planted onsite.
 - g. The Bank of New Zealand also volunteered twice and planted 514 trees in two days. They were also able to see the progress of the plants they had planted in previous years.
 - h. There are a number of dog walkers who also enjoy Tawatawa Reserve. The SEA has stationed buckets and tools in the Reserve with some instructions for people to cut down the acres of fennel which crowd out native plants. This has been well used and there is a plan to put up signage also asking people to do some watering on the flat as there is a water fountain onsite.
 - i. In 2020 the volunteers at SEA will be working with Predator Free Island Bay to do some trapping in the Reserve.
35. The volunteers also produce a newsletter for the community, engage with schools and corporate groups, other restoration groups and promote activities through an active Facebook page.

Next Actions

36. If the recommendations in this report are accepted the following will occur:
- Public notification / consultation of the proposed licence, in line with the Reserves Act 1977.
 - The outcome of submissions will be reported back to Committee, if necessary.
 - Negotiate and sign the Southern Environmental Association licence documentation for Tawatawa Reserve.

Attachments

Attachment 1. Aerial of Southern Environmental Association map  

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Author	Kobie Child, Community Recreation Leases Advisor
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Chief Operating Officer (Acting)

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation will be undertaken as required under sections 119 and 120 of the Reserves Act 1977, and section 6 of the *Leases Policy for Community and Recreation Groups*.

All submissions received will be taken into account.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

There are no significant financial considerations.

Policy and legislative implications

The recommendations in this report are consistent with relevant Council Policy – the *Leases Policy for Community and Recreation Groups* and legislation – the Reserves Act 1977.

Risks / legal

The proposal will be subject to the Reserves Act 1977.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not applicable.

Health and Safety Impact considered

There is a requirement in the licence for the SEA to have a Health & Safety plan in place which is reviewed by the Council Park Rangers before a new licence to occupy is signed.



Southern Environmental Association (Wellington) Inc.

0 5 10 20 Metres
Scale: 1:450

APPROVAL OF NAME FOR PRIVATE RIGHT-OF-WAY OFF HOMEBUSH ROAD

Purpose

1. This report requests the Regulatory Processes Committee to approve a name for a private right-of-way off Homebush Rd, as shown on F Plan 3111 (Attachment 1).

Summary

2. A private right-of-way off Homebush Road created as a result of subdivision will provide access to a number of lots.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to name the private right-of-way off Homebush Road, shown on F Plan 3111, Nanda Way.

Background

3. A private right-of-way off Homebush Rd giving access to more than five lots which will be created as a result of subdivision now needs to be named. Prior to subdivision only one, pre-existing, property used the right-of-way for access.

Discussion

4. Under the Australasian Addressing Standard AS/NZS 4819.2011, right-of-ways serving five or more properties should be named. This right-of-way will give access to more than five properties.
5. Naming private right-of-ways giving access to more than five properties also improves the ability of emergency services to quickly locate and attend any emergencies without undue delay.
6. The developer has proposed either Dunajtschik or Nanda be adopted as the name of this private right-of-way.
7. Dunajtschik has been proposed by the developer in recognition of the generous contribution Mark Dunajtschik has made towards the construction of a new children's hospital in Wellington.
8. The alternative suggestion of Nanda recognises the highest mountain located wholly in India, Nanda Devi.
9. Dunajtschik does not meet the provisions of the Council's Naming Policy: Te Māpihi Maurea. Under the Naming Policy, new 'road' names are to be preferably short and simple. Ideally, they are also easily spelt and pronounced. The Council's Commemorative Policy 2006 states that plaques are "permitted in the following


cases...in recognition of an important historical figure or person associated with the area” (p. 8-9). Extrapolating out this guideline suggests that, in this instance, Nanda is the preferable name.

10. As mentioned above, Nanda references the highest mountain in the Himalayan mountain chain that is located wholly within India. This name also meets the provisions of the Naming Policy, in particular in that it accords with the naming theme of Indian place names currently prevalent in Khandallah.
11. The criteria in the Naming Policy - “where a specific theme is associated with the location and is considered to still be appropriate for new names” (p.8) - is met by this name. Thus it achieves a priority rating of 2, compared with Dunajtschik, which doesn’t meet any of the criteria in the Naming Policy and therefore achieves no priority ranking.
12. Iwi have made no objection to this proposal
13. The local Homebush Residents’ have been consulted and made no objection.

Recommended Name

14. Council officers recommend the name Nanda Way for the private right-of-way shown on F Plan 3111.

Attachments

Attachment 1. F Plan 3111 Nanda Way [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation on this proposal has taken place with the developer and with the owners of properties accessed from, or adjacent to, this private right-of-way.

The Homebush Road Residents Group have also been consulted and made no objection.

Iwi have advised they have no objection.

The proposed name has been checked for duplication, similarity and suitability by the Greater Wellington Regional Council.

Treaty of Waitangi considerations

Iwi have been consulted through the Council's Tira Poutama: Iwi Partnerships Team. Tira Poutama have advised there are no objections to this proposal.

Financial implications

Nil.

Policy and legislative implications

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. The proposal meets the provisions of the Council's Naming Policy, Te Māpihi Maurea.

Under the Australasian Addressing Standard AS/NZS 4819.2011, right-of-ways serving five or more properties should be named.

Risks / legal

Nil.

Climate Change impact and considerations

Nil.

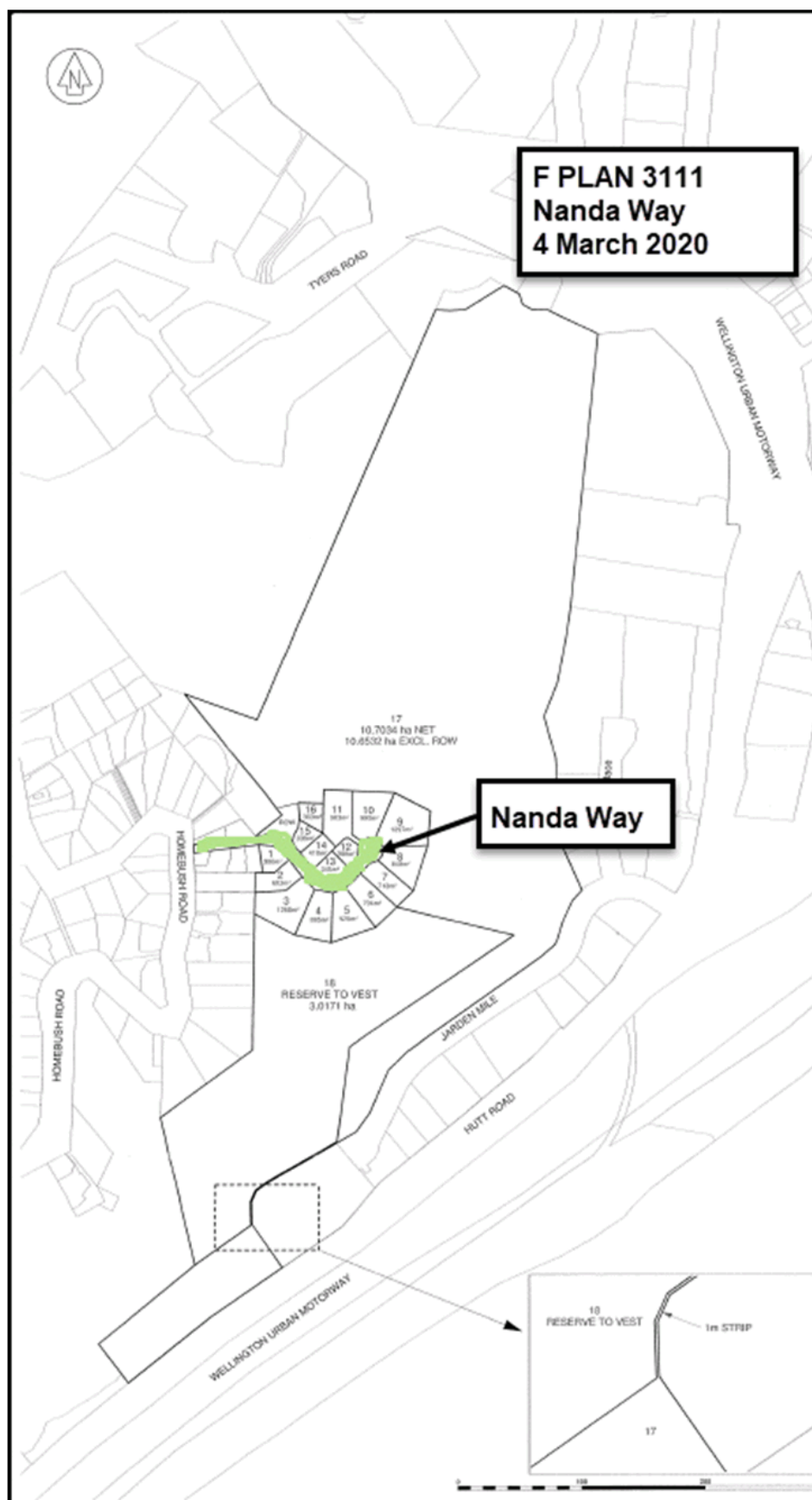
Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post and emergency services.

Health and Safety Impact considered

When roads and right-of-ways are formally named, postal and emergency services are able to more readily locate delivery points and the site of emergencies.

Naming this private right-of-way will mean that addresses will be able to be allocated to the properties accessed via the right-of-way. This will in turn make way-finding easier for visitors, and postal and emergency services.



APPROVAL OF NAME FOR NEW PRIVATE RIGHT-OF-WAY OFF HAVANA RISE

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for a new private right-of-way off Havana Rise in Grenada Village.

Summary

2. A private right-of-way leading off Havana Rise is to be created as a result of subdivision, as shown on F Plan 3114 (Attachment 1).
3. The name Saba Way has been proposed by the Grenada Village Community Association Inc.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the name Saba Way for the new right-of-way off Havana Rise shown on F Plan 3114.

Background

4. As a result of a recent subdivision, a private right-of-way leading off Havana Rise in Grenada Village now needs to be named in accord with the Australasian addressing standard AS/NZS 4819:2011 and the Council's Naming Policy.
5. The chair of the Grenada Village Community Association Inc. supplied a list of names considered suitable by the Association for use in Grenada Village. These follow the theme of Caribbean place names used for roads and right-of-ways in this suburb.

Discussion

6. A new private right-of-way, created as part of a 10 lot subdivision in Grenada Village, now needs to be named. The Australasian addressing standard AS/NZS 4819:2011 specifies that right-of-ways providing access for more than 5 properties need to be named.
7. The Grenada Village Community Association Inc. has supplied a list of names for consideration for this right-of-way. These names reference Caribbean place names. Thus, they follow the naming theme currently used in this suburb.
8. The suggested names meet the relevant criterion in the Council's Naming Policy 2019, that "where a specific theme is associated with the location and is considered to still be appropriate for new names", such names should be awarded a priority rating.
9. From the list provided by the Association's chair, the name Saba was identified as suitable for use in this instance.

REGULATORY PROCESSES COMMITTEE

4 MARCH 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

10. 'Saba' is a small island in the Lesser Antilles. Occupied since approximately 1175BC, it became part of the Kingdom of the Netherlands in 2010 (together with the islands of St Eustatius and Bonaire). English, Dutch and Spanish are spoken on the island. With four main towns, around a quarter of the population are medical students and staff of the Saba University School of Medicine, located in the capital.
11. The developer is happy with the name Saba Way for this right-of-way.
12. The Council's Tira Poutama, Iwi Partnerships Team has advised they have no objections to this name.

Recommended Name

13. Council officers recommend the name Saba Way is approved for use for this private right-of-way off Havana Rise.

Attachments

Attachment 1. F Plan 3114 Saba Way [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with Tira Poutama, the developer, and the Grenada Village Community Association Inc.

Greater Wellington Regional Council has checked this name for suitability, duplication and similarity compared with other names in the Greater Wellington region.

Treaty of Waitangi considerations

The Council's Tira Poutama, Iwi Partnerships Team have not advised any objection to this name.

Financial implications

Not applicable.

Policy and legislative implications

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974.

The Council's Naming Policy: Te Māpihi Maurea, Te Tauihu: Te Reo Māori, and the Addressing Standard AS/NZS 4819:2011, administered by Land Information New Zealand, have all been considered and applied as pertinent to this report.

Risks / legal

Nil.

Climate Change impact and considerations

Nil.

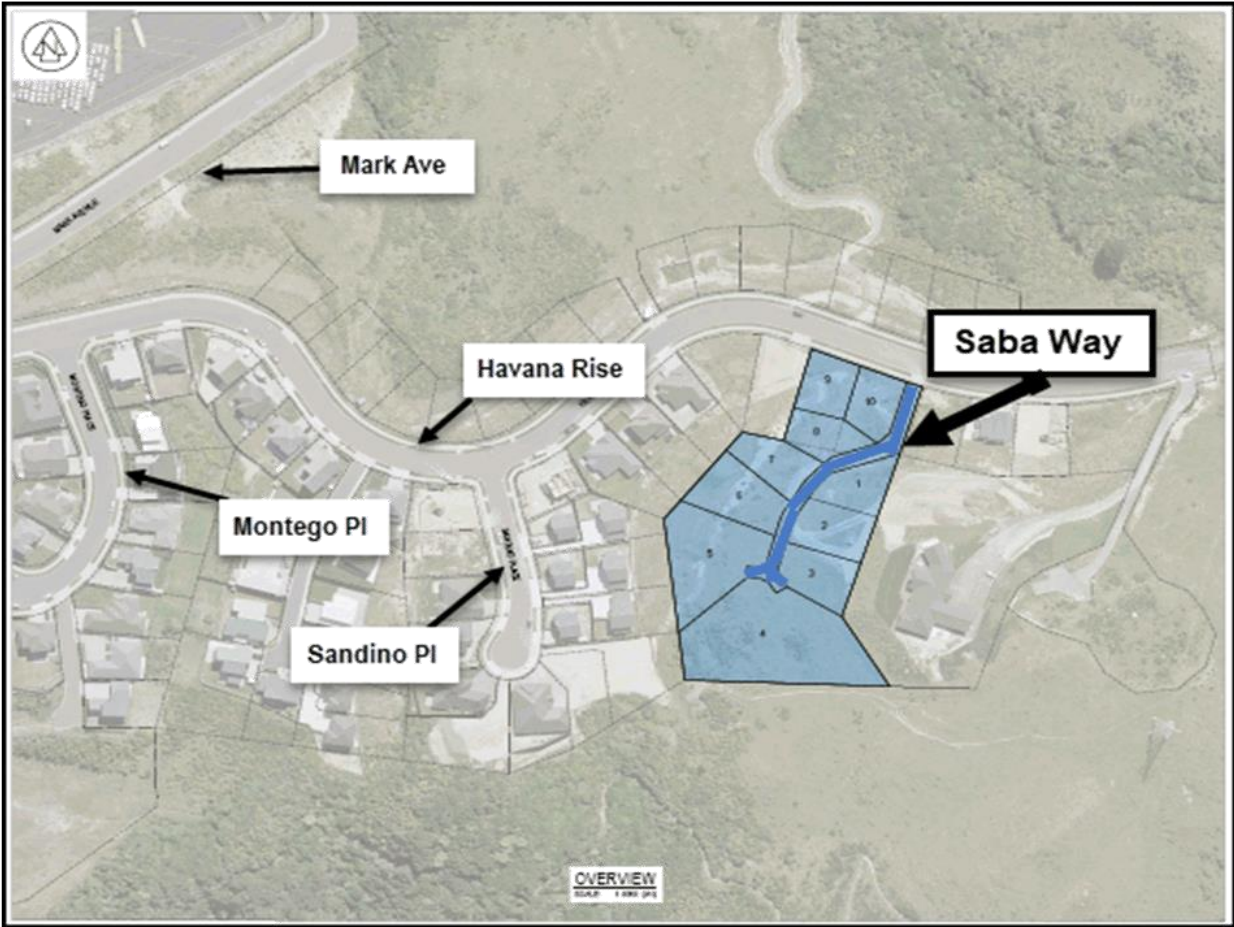
Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post, and emergency services.

Health and Safety Impact considered

Health and safety is facilitated by the naming of roads and right-of-ways with unique names. Emergency services are able to more easily locate the site of any emergency where addressing is clear and unambiguous.

F Plan 3114: *Saba Way*
4 March 2020



APPROVAL OF NAME FOR PRIVATE RIGHT-OF-WAY OFF OHIRO ROAD

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for a new private right-of-way off Ohiro Road.

Summary

2. A private right-of-way has been created leading off Ohiro Road as a result of subdivision, as shown on F Plan 3111 (Attachment 1). The right-of-way will give access to a number of new lots.
3. The Council's Tira Poutama, Iwi Partnerships Team has advised the name Rua Kai Way is acceptable for this right-of-way. The proposed name references the many food storage pits found in this area.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the name Rua Kai Way for the private right-of-way off Ohiro Road, as shown on F Plan 3111.

Background

4. A private right-of-way leading off Ohiro Road will give access to a number of new lots created as a result of recent subdivision in the area. This right-of-way now needs to be named in accord with the Australasian addressing standard AS/NZS 4819:2011 whereby right-of-ways giving access to more than five lots need to be named. The Council's Naming Policy: Te Māpihi Maurea also applies.
5. Brooklyn streets have a naming theme of American political figures. In this instance, however, the Council's Tira Poutama, Iwi Partnerships Team has advised a name referencing the many *rua kai* or 'food storage pits' found in the area is appropriate for this site.

Discussion

6. A new private right-of-way leading off Ohiro Road in Brooklyn will give access to more than five new lots. This means it needs to be named in accord with the Australasian addressing standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea.
7. The Council has previously been able to have names pre-approved for use by the relevant Council committee. Due to a legislative change, additions to this list have been discontinued. Despite this, many of the names on the list remain available for selection, although they now need to be approved by the Regulatory Processes Committee on a

case-by-case basis. When asked for suggestions for a name for the right-of-way, the developer selected the name 'Murdoch Way' from this list of 'Unallocated Names'. Matthew Murdoch was an early well-regarded Wellington councillor.


8. The Greater Brooklyn Residents' Association (the Association) is strongly opposed to the continued use of political figures for the names of roads and right-of-ways in the suburb at this time, even though this is the current road naming theme in the suburb.
9. The Association has suggested a number of names as options for this new private right-of-way. Specifically, the Association's preference is for the name of either an American state (preferably) or an American city.
10. As the site has previously been the location of a Masonic Lodge, the Greater Brooklyn Residents' Association also suggested the names 'Masonic Way' or 'Masonic Lodge Way'. Although not confirmed independently, the Association proposed an alternative name of 'Quarry Street'. Despite the Association's point that these reference former uses of the site (in European recent history), they do not meet the second group of criteria in the Naming Policy (p. 8). They also do not meet several of the guidelines of the Naming Policy (p. 9) against which names are evaluated for their suitability.
11. Alternatives proposed by the Association were a te reo name, with several suggestions made by the Association, or 'Martin Luther King Jnr Way' (or a contraction of this to 'MLK Jnr Way'). Martin Luther King is an American political figure that fits with the suburb's current naming theme, but does not meet the guidelines of the Naming Policy (p. 9) that a name should be "short – preferably fewer than 12 characters". Additionally, in respect of using the names of political figures, either American to fit with the theme currently present in Brooklyn, or New Zealand figures, the Association has expressed a strong preference to avoid the use of these or any politicisation of the naming of 'roads'.
12. The Council's Tira Poutama, Iwi Partnerships Team has advised the te reo names suggested by the Association are not suitable in this instance. First and foremost in the list of criteria against which names are tested under the Council's Naming Policy: Te Māpihi Maurea, is that a proposed name should be "an appropriate te reo name, where the site is important to mana whenua". The Ōwhiro Bay and surrounds are an important locale for iwi.
13. The many food storage pits on the hillsides demonstrate this area to be significant to local iwi. The nearby Ōwhiro Stream would have been an important source of fresh water and eels - or tuna - as well as a means of keeping food cool, for example.
14. The Council's Tira Poutama, Iwi Partnerships Team has offered two appropriate te reo names for this site: either Ara Rua Kai or Ara Tuna. 'Ara Tuna' is unable to be used when the guidelines of the Naming Policy (p. 9) are applied as there is already a 'Tuna Terrace' in Porirua. Although Tira Poutama has expressed a preference for 'Ara Rua Kai', this is similar in sound to 'Awarua Street' in Ngaio. This means it does not meet the guidelines of the Naming Policy that a name should preferably "not sound similar ...to an existing name" (p. 9).
15. Since the primary purpose for naming roads and right-of-ways is to enable way-finding by emergency services, most importantly, and also by postal services and visitors to the area, Tira Poutama will accept the name 'Rua Kai Way' for this right-of-way.

16. Tira Poutama, Iwi Partnerships has advised the term 'Ara' means 'path' or 'way', and has suggested the developer consider placing signage at the site to explain the significance of this location and the name of the right-of-way in referencing pathways to the historical food storage pits in the area.
17. The developer has advised they are happy to adopt the name 'Rua Kai Way' and the Greater Brooklyn Residents' Association has previously advised they would be happy with a te reo name. The Council's Tira Poutama, Iwi Partnerships Team has confirmed the suitability of the name 'Rua Kai Way' for this right-of-way.

Recommended Name

18. Council officers recommend the name Rua Kai Way is approved for use for this new private right-of-way off Ohiro Road.

Attachments

Attachment 1. F P Lan 3111 Rua Kai Way [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with iwi, through the Council's Tira Poutama, Iwi Partnerships Team. The developer and the Greater Brooklyn Residents' Association Inc. have also been consulted.

The proposed name has been checked for duplication, similarity, and suitability by the Greater Wellington Regional Council.

Treaty of Waitangi considerations

Tira Poutama, Iwi Partnerships have advised the name 'Rua Kai Way' is appropriate for this right-of-way.

Financial implications

Not applicable.

Policy and legislative implications

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974.

The Council's Naming Policy: Te Māpihi Maurea, Te Tauihu – Te Reo Māori, and the Addressing Standard AS/NZS 4819:2011, administered by Land Information New Zealand, are pertinent to this report. In particular, the guidelines and criteria by which proposed names are to be evaluated under the Council's Naming Policy have been applied to the names suggested by the various stakeholders in this instance.

Risks / legal

Nil.

Climate Change impact and considerations

Nil.

Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post, and emergency services.

Health and Safety Impact considered

Health and safety is facilitated by the naming of roads as emergency services are able to respond more rapidly to advice of any emergency where residents and visitors to an area are able to clearly convey the address of an emergency and addressing is clear and unambiguous.

F Plan 3111: *Rua Kai Way*
4 March 2020



TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider 28 Traffic Resolutions that are recommended for approval. The Traffic Resolutions are attached to this report. These recommendations support the achievement of the Council's transport strategic outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. A total of 40 proposed resolutions were issued for consultation at the end of January 2020 and opened for 15 days to allow public feedback.
3. All feedback received during the consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
4. After reviewing the feedback 28 proposals are being recommended for approval (refer to table below). 14 TRs were withdrawn, deferred and amended.
 - 1 TR was withdrawn,
TR20-20 Rixon Grove - 3 residents objected to the proposal and the original requestor did not submit. The benefit of the proposal is not realised if residents on the street do not want the change.
 - 4 TRs were deferred,
TR 02-20 Earp Street - further investigation is required.
TR 14-20 Guadeloupe Crescent – further investigation is required.
TR 29-20 Balmoral Terrace – Further consultation is required.
TR 31-20 Waring Taylor Street – After further investigation a decision was reached to change the restriction from Time Limited to No Stopping At All Times.
 - 7 proposals for bus stop changes on Beauchamp Street were deferred TR40-20, TR41-20, TR42-20, TR43-20, TR44-20, TR45-20, and TR46-20. Having considered the submissions and discussions with Ward Councillors and based on all of the feedback, we have decided to withdraw these TRs from this round whilst we continue to work with Greater Wellington Regional Council on a city wide programme of bus stop extensions which will provide full context and rationale for these types of Public Transport improvements.
 - 2 TRs were amended
TR 04-20 Pickering Street Fore Street – An amendment was made post-consultation to reduce the numbers of proposed P60 parking spaces from 7 to 5.
TR 38-20 Nevay Road – an amendment was made post-consultation to reduce the length of No Stopping At All Times to reduce the number of parking spaces lost from 2 – 1.
5. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of road safety, accessibility, efficiency and sustainability

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Wellington City Council Consolidated Bylaw 2008:
 - a. TR 01-20 Pirie Street – Resident Parking
 - b. TR 04-20 Pickering Street Fore Street – P60 Time restricted parking
 - c. TR 05-20 Upton Terrace – Resident Parking
 - d. TR 08-20 Park Road – P120 Time Restricted Parking
 - e. TR 09-20 Burma Road – No Stopping At All Times
 - f. TR 11-20 Colway Street – Multiple Parking Changes
 - g. TR12-20 Portland Crescent – P10-P120 Time Restricted Parking
 - h. TR13-20 Ballantrae Place – Motorcycle Restricted Parking
 - i. TR 17-20 Mahora Street – P30 Time Restricted Parking
 - j. TR 19-20 Main Road – P60 Time Restricted Parking
 - k. TR 21-20 Adelaide Road – Resident Parking
 - l. TR 24-20 Balfour Street – No Stopping At All Times
 - m. TR 26-20 Grey Street – Taxi Restricted Parking
 - n. TR 28-20 Holloway Road – No Stopping At All Times
 - o. TR 32-20 Thorndon Quay – P10 Time Restricted Parking
 - p. TR 33-20 Ballantrae Place – Parking Restrictions
 - q. TR 34-20 Harriett Street – No Stopping At All Times
 - r. TR 35-20 Carlton Gore Road – No Stopping At All Times
 - s. TR 36-20 Palliser Road - No Stopping At All Times
 - t. TR 37-20 Tannadyce Street - No Stopping At All Times
 - u. TR 38-20 Nevay Road - No Stopping At All Times
 - v. TR 39-20 Hutt Road - No Stopping At All Times
 - w. RT 47-20 McLintock Street? – Relocate Bus Stop 3040
 - x. TR 48-20 Para Street (near 44) – New Bus Stop
 - y. TR 49-20 Para Street (opposite Holy Cross School) – reconfigure Bus Stop 7274
 - z. TR 50-20 Park Road – P60 Time Restricted Parking
 - aa. TR 51-20 Hanson Street – Resident Parking
 - bb. TR 52-20 Park Road – P120 Time Restricted Parking

Background

6. 40 proposed traffic resolutions were publicly advertised in the Dominion Post on 24 January 2020. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
7. Following the consultation process, we have withdrawn 10 Traffic Resolutions for reasons provided above.
8. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback

- b. all feedback received, and
- c. where appropriate, Council officers' responses to the feedback.

Information

9. The attached 'Traffic Resolutions Summary Table March 2020' summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whilst there will be net car park losses in some instances, the improvements in road safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 1 March, 2020 ↓ 	Page 47
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 1 March 2020 ↓ 	Page 51
Attachment 3.	TR 01-20 Pirie Street - Residents Parking ↓ 	Page 64
Attachment 4.	TR 04-20 Pickering Street Fore Street - P60 Time Restricted Parking ↓ 	Page 68
Attachment 5.	TR 05-20 Upton Terrace - Resident Parking ↓ 	Page 76
Attachment 6.	TR 08-20 Park Road - P120 Time Restricted Parking ↓ 	Page 80
Attachment 7.	TR 09-20 Burma Road - No Stopping At All Times ↓ 	Page 84
Attachment 8.	TR 11-20 Colway Street - Multiple Parking Changes ↓ 	Page 87
Attachment 9.	TR 12-20 Portland Crescent - P10-P120 Time Restricted Parking ↓ 	Page 94
Attachment 10.	TR 13-20 Ballantrae Place – Motorcycle Restricted Parking ↓ 	Page 99
Attachment 11.	TR 17-20 Mahora Street – P30 Time Restricted Parking ↓ 	Page 104
Attachment 12.	TR 19-20 Main Road – P60 Time Restricted Parking ↓ 	Page 108
Attachment 13.	TR 21-20 Adelaide Road - Residents Parking ↓ 	Page 112
Attachment 14.	TR 24-20 Balfour Street - No Stopping At All Times ↓ 	Page 116
Attachment 15.	TR 26-20 Grey Street - Taxi Restricted Parking ↓ 	Page 120
Attachment 16.	TR 28-20 Holloway Road - No Stopping At All Times ↓ 	Page 125
Attachment 17.	TR 32-20 Thorndon Quay – P10 Time Restricted Parking ↓ 	Page 129
Attachment 18.	TR 33-20 Ballantrae Place - Parking Restrictions ↓ 	Page 132
Attachment 19.	TR 34-20 Harriett Street - No Stopping At All Times ↓ 	Page 136
Attachment 20.	TR 35-20 Carlton Gore Road - No Stopping At All Times ↓ 	Page 140
Attachment 21.	TR 36-20 Palliser Road - No Stopping At All Times ↓ 	Page 146
Attachment 22.	TR 37-20 Tannadyce Street - No Stopping At All Times ↓ 	Page 150
Attachment 23.	TR 38-20 Nevay Road - No Stopping At All Times ↓ 	Page 155
Attachment 24.	TR 39-20 Hutt Road - No Stopping At All Times ↓ 	Page 161
Attachment 25.	TR 47-20 McLintock - Relocate Bus Stop 3040 ↓ 	Page 166
Attachment 26.	TR 48-20 Para Street (near 44) - New Bus Stop ↓ 	Page 170
Attachment 27.	TR 49-20 Para Street (opposite Holy Cross School) - Reconfigure Bus Stop 7274 ↓ 	Page 174
Attachment 28.	TR 50-20 Park Road - P60 Time Restricted Parking ↓ 	Page 178
Attachment 29.	TR 51-20 Hanson Street – Resident Parking ↓ 	Page 182
Attachment 30.	TR 52-20 Park Road – P120 Time Restricted Parking ↓ 	Page 187

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
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	Moana Mackey, Acting Chief City Planner
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SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes specifically.

Risks / legal

None identified.

Climate Change impact and considerations

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

Not required.

Health and Safety Impact considered

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

Traffic Resolutions Summary Table RPC 1 March 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
TR01-20	Pirie Street	Coupon Parking	Resident Parking	Accessibility	Residents	N/A	4249		No change	The proposed change is to provide additional Residents Parking. This is to alleviate the difficulty of residents finding available parking when non-residents parking in the vicinity park both day and night time.	Yes = 1 No = 1 Not stated = 0
TR04-20	Pickering Street/Fore Street	Unrestricted Parking	Time Limited Parking	Accessibility	Business	N/A	370		No change	The proposed change is to introduce P60 time restricted parking and No Stopping At All Times. This is to provide short to medium term on-street parking for the visitors to the businesses in Pickering Street and surrounds and no stopping restrictions on Fore Street to improve pedestrian access and vehicle manoeuvring. An amendment was made post-consultation resulting in a decrease from 7 to 5 Time Restricted parking spaces.	Yes = 2 No = 1 Not stated = 1
TR05-20	Upton Terrace	Time Limited Parking	Time Limited Parking	Accessibility	Council	N/A	280		N/A	The proposed change is to confirm the current residents parking restrictions by accurately reflecting the restrictions in the database and legal records with the current signage at this location. This will provide for improved parking enforcement in the street.	Yes = 1 No = 0 Not stated = 0
TR08-20	Park Road	Unrestricted Parking	Time Limited Parking	Accessibility	Medical Centre	N/A	6477		No change	The proposed change is to Install one P120 Time restricted parking for public use during 8am to 6pm Mon-Fri to facilitate improved parking and access to the Miramar Medical Centre. The conversion of one un-restricted car parking space will facilitate improved parking turnover and access to the Medical Centre will improve accessibility for patients.	Yes = 1 No = 0 Not stated = 0
TR09-20	Burma Road	No Stopping At All Times	No Stopping At All Times	Accessibility/ Safety	Council/ Development	N/A	13206		No Change	The proposed change is to Install new 'Broken Yellow Lines' (35m) near a new vehicle crossing and to remove old 'Broken Yellow Lines' (35m) near a redundant vehicle crossing. With the relocation of the vehicle crossing to the retirement village No Stopping At All Times restriction will enable safe site access. The removal of old No Stopping At All Times restrictions, near the redundant vehicle crossing, is proposed to be replaced with on-street parking.	Yes = 0 No = 0 Not stated = 0
TR11-20	Colway Street	Time Limited Parking	Restricted	Accessibility	Council	-2	630		No Change	The proposed change is to relocate one P60 and one P15 parking space and to remove one P15 and one P60 parking space. This is to allow access to 3 driveways to the new residential development at Khandallah Road / Colway Street.	Yes = 4 No = 0 Not stated = 0
TR12-20	Portland Crescent	Time Limited Parking	Time Limited Parking	Accessibility	Business/residents	N/A	390		No Change	The proposed change is to provide additional P10 parking Mon-Fri 7:45am-9:00am, 3:00pm-5:45pm; P120 at other times. A petition, signed by several residents and business owners near Portland Crescent was received supporting the childhood centre's request for an additional P10 park. This is to improve safety when dropping off or picking up children from the childhood centre.	Yes = 1 No = 0 Not stated = 0
TR13-20	Ballantrae Place	No Stopping At All Times	Restricted Parking	Accessibility	MPI	+5	1730		+ve	The proposed change is to increase on-street Motorcycle Parking. This is to improve public safety and accessibility (by taking motorcycles off the footpath) so the footpath is unobstructed and clear for pedestrians.	Yes = 1 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 1 March 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
TR17-20	Mahora Street	Unrestricted Parking	Time Limited Parking	Accessibility	Business	N/A	2697		No Change	The proposed change is to install P30 Time Restricted Parking. This short term parking is to support the local businesses and to improve parking turnover for businesses and customers.	Yes = 1 No = 0 Not stated = 0
TR19-20	Main Road	Unrestricted Parking	Time Limited Parking	Accessibility	Business	N/A	18211		No Change	The proposed change is to introduce P60 Time Restricted Parking. This is to improve accessibility for ABI Rehabilitation NZ patients.	Yes = 1 No = 0 Not stated = 0
TR21-20	Adelaide Road	Unrestricted Parking	Resident Parking	Accessibility	Residents	N/A	24512		No Change	The proposed change is to add 3 new Residents Only parking spaces. This is to improve accessibility and parking availability for residents.	Yes = 0 No = 2 Not stated = 0
TR24-20	Balfour Street	Unrestricted Parking	No Stopping At All Times	Accessibility	Metlink/Bus Driver	N/A	221		No Change	The proposed change is to confirm existing No Stopping At All Times. This confirms the existing No Stopping At All Times restriction presently on site. The broken yellow lines currently exist to improve public safety by increasing the forward sightline visibility when vehicles are approaching the corner and to improve general accessibility (especially buses) on this narrow stretch of road.	Yes = 0 No = 1 Not stated = 0
TR26-20	Grey Street	Restricted Parking	Restricted Parking	Accessibility	Business	N/A	1126		No Change	The proposed change is to implement new Taxi Restricted Parking Area. This is to better manage parking demand along Grey Street, and address public concern regarding the perceived monopolising of metered parking spaces by taxis. Taxis will no longer be able to occupy the metered parking spaces on this street.	Yes = 4 No = 0 Not stated = 0
TR28-20	Holloway Road	Unrestricted Parking	No Stopping At All Times	Accessibility	Resident	-2	534		No Change	The proposed change is to implement No Stopping At All Times. This is to facilitate public accessibility (particularly emergency services vehicles such as Fire Services and Ambulance) traversing narrow parts of the road. This will allow for Improved emergency services vehicle access in medical and urgent events and general improvements to public safety by reducing vehicle impediment and increasing driver forward visibility.	Yes = 1 No = 0 Not stated = 0
TR32-20	Thorndon Quay	Unrestricted Parking	Time Limited Parking	Efficiency?	Business	N/A	11030		No Change	The proposed change is to convert 2 unrestricted parking spaces into P10 restricted parking to match with the other parking restrictions in the area. This is to bring consistency with the parking restrictions in the area and to provide better customer turnover for local businesses.	Yes = 0 No = 0 Not stated = 0
TR33-20	Ballantrae Place	Metered /Restricted Parking	Metered /Restricted Parking	Efficiency?	Council/Parking Services	N/A	1730		N/A	The proposed change is to update the traffic resolution register to reflect the on-site parking restrictions. This will enable parking enforcement in this area.	Yes = 0 No = 0 Not stated = 0
TR34-20	Harriett Street	Unrestricted Parking	No Stopping At All Times	Safety	Public	-3	1137		No Change	The proposed change is to extend No Stopping At All Times Restrictions to improve safety for road users. This is due to concerns raised over vehicles parking near a bend obstructing forward visibility, and the safety concerns for road users approaching the bend with limited visibility.	Yes = 1 No = 0 Not stated = 0
TR35-20	Carlton Gore Road	Unrestricted Parking	No Stopping At All Times	Accessibility/ Safety	Public	-7	2904		No Change	The proposed change is to extend No Stopping At All Times Restrictions to improve road user safety and accessibility. This is due to a narrow	Yes = 1 No = 1

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Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
										section of Carlton Gore Road where vehicles are parking on one side making it difficult for two-way traffic flow, a sharp corner at the top of end of this section and being a scheduled bus route. There is significant risk for public safety and accessibility	Not stated = 2
TR36-20	Palliser Road	Unrestricted Parking	No Stopping At All Times	Safety	Public	-6	2226		No Change	The proposed change is to extend No Stopping At All Times as currently unrestricted parking on both sides is creating a safety concern on the street. This is to improve road user safety by providing 2-way traffic flow near corner with limited forward sight distance on a scheduled Bus Route.	Yes = 1 No = 0 Not stated = 0
TR37-20	Tannadyce Street	Unrestricted Parking	No Stopping At All Times	Accessibility	Residents	-1	360		No Change	The proposed change is to implement 5m of No Stopping at All Times. This is to improve resident access from their driveways by ensuring enough space to exit.	Yes = 2 No = 0 Not stated = 0
TR38-20	Nevay Road	Unrestricted Parking	No Stopping At All Times	Accessibility/ Safety	Public	-1	421		No Change	The proposed change is to install No Stopping At All Times. This is to improve road user safety along Nevay Road and to improve public safety and access to the driveway serving 21-31 Nevay Road. This proposal has been amended to reduce the parking loss.	Yes = 2 No = 2 Not stated = 0
TR39-20	Hutt Road	Unrestricted Parking	No Stopping At All Times	Accessibility/ Safety	Business/Public	-7	20330		No Change	The proposed change is to implement No Stopping at All Times. This is to improve public safety by reducing obstruction and increasing visibility when approaching/exiting the driveways and to improve general road safety at service stations as per RTS13 Guidelines for service stations.	Yes = 4 No = 0 Not stated = 0
TR47-20	McLintock Street	Unrestricted Parking	Restricted Parking/ No Stopping At All Times	Accessibility/ Safety	GWRC	-3	1126	668	No Change	The proposed change is to relocate Bus Stop #3040 on McIntock Street (near no.81). This is to provide better accessibility and safety at the bus stop for bus operators and customers and to encourage greater use of public transport by relocating the bus stop to near 87 McIntock Street where entry and exit tapers will also be installed on the road (Broken Yellow Lines). The layout of the proposed stop will utilise the driveway entrance of 85 McIntock Street for the entry taper and the driveway entrance of 87 McIntock Street for the exit taper. Three parking spaces will require removal to provide for this arrangement	Yes = 1 No = 0 Not stated = 0
TR48-20	Para Street	Unrestricted Parking	Bus Stop/ No Stopping At All Times	Accessibility/ Safety	GWRC	-6	5160	N/A	No Change	The proposed change is to provide a new bus stop on Para Street (opposite no.44). A new Bus Stop with entry and exit tapers (Broken Yellow Lines) will be marked on street to provide a new bus stop providing accessibility and safety and to encourage greater use of public transport. Six parking spaces will require removal to provide for this arrangement.	Yes = 0 No = 1 Not stated = 0
TR49-20	Para Street	Unrestricted Parking	No Stopping At All Times		GWRC	-2	5160	39 (current school stop)	No Change	The proposed change is to extend and reconfigure the School Bus Stop #7274 on Para Street opposite Holy Cross School. This is to provide better accessibility and safety at the bus stop for bus operators and customers and to encourage greater use of public transport. Bus Stop	Yes = 1 No = 1 Not stated = 1

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Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
										and entry taper (Broken Yellow Lines) markings will be added at the existing bus stop and three parking spaces will require removal to provide for this arrangement.	
TR50-20	Park Road	Bus stop	Time Limited Parking	Accessibility/ Safety	Council	+7	6477		No Change	The proposed change is to provide parking spaces on Park Road, Miramar following the removal of bus stops. This is to improve accessibility to parking for businesses in key suburban centres to support retail activity and to eliminate all day parking in an area of high parking demand following the decommissioning of two bus stops in the area.	Yes = 0 No = 1 Not stated = 1
TR51-20	Hanson Street	Mobility Parking	Resident Parking	Accessibility	Resident	N/A	5836		No Change	The proposed change is to convert mobility parking to resident parking outside No. 122, Hanson Street. The resident who had requested the mobility park no longer requires the park. This will improve parking accessibility for residents in the area.	Yes = 1 No = 0 Not stated = 0
TR52-20	Park Road	Unrestricted Parking	Time Limited Parking	Accessibility	Business	N/A	6477		No Change	The proposed change is to install P120 Time Limited parking. A request was received to provide short term parking to increase parking availability for the local businesses and provide parking turnover for customers.	Yes = 0 No = 0 Not stated = 1

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a.	Pirie Street, Mt Victoria (TR01-20) Residents Parking		
	<i>Delete from Schedule E (Residents Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Pirie Street	<i>Resident Parking - No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 147 metres east of its intersection with Brougham Street and extending in an easterly direction following the northern kerbline for 37 metres.</i>
	<i>Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Pirie Street	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>North side, commencing 123 metres east of its intersection with Brougham Street (Grid coordinates x=1,749,434.0436m and y=5,426,640.7182m) extending in an easterly direction following the northern kerbline for 73 metres.</i>
b.	Pickering Street, Kaiwharawhara (TR 04-20) P60 Time Restricted Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Pickering Street	<i>P60, 8am-6pm, Monday to Friday</i>	<i>East side, commencing 36.3 meters northeast of its intersection with Kaiwharawhara Road (Grid Coordinates X= 1,749,908.1 m, Y= 5,430,847.29 m) and extending in an easterly direction for a total of 16 metres (three parallel parking spaces).</i>
	Pickering Street	<i>P60, 8am-6pm, Monday to Friday</i>	<i>East side, commencing 73.8 meters northeast of its intersection with Kaiwharawhara Road (Grid Coordinates X= 1,749,908.1 m, Y= 5,430,847.29 m) and extending in an easterly direction for a total of 10 metres (two parallel parking spaces).</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Pickering Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 83.7 meters northeast of its intersection with Kaiwharawhara Road (Grid Coordinates X= 1,749,908.1 m, Y= 5,430,847.29 m) and extending in an easterly direction for a total of 5.5 metres to its intersection with Fore Street.</i>
	Fore Street	<i>No Stopping, At All Times.</i>	<i>South side, commencing 10 meters southeast of its intersection with Pickering Street (Grid Coordinates X= 1,749,964.4 m, Y= 5,430,916.1 m) and extending in a south-easterly direction for a total of 15 metres.</i>

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	Fore Street	No Stopping, At All Times.	South side, commencing at its intersection with Pickering Street (Grid Coordinates X= 1,749,964.4 m, Y= 5,430,916.1 m) and extending in a south-easterly direction for a total of 4 metres.
	Fore Street	No Stopping, At All Times.	South side, commencing at its intersection with Pickering Street (Grid Coordinates X= 1,749,963.2 m, Y= 5,430,924.0 m) and extending in a south-easterly direction following the northern kerb line for a total of 32 metres.
c.	Upton Terrace, Thorndon (TR05-120) Resident Parking		
	<i>Delete from Schedule E (Resident Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Upton Terrace	P60 Except for Authorised Residents Vehicles	North east side, commencing 5 metres west of its intersection with Tinakori Road (Grid coordinates X= 1,748,289.85 Y= 5,428,915.72) and extending in a northwesterly direction following the north east kerbline for 40 metres
	<i>Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Upton Terrace	P120 Except for Authorised Residents Vehicles	North east side, commencing 5 metres west of its intersection with Tinakori Road (Grid coordinates X= 1,748,289.85 Y= 5,428,915.72) and extending in a northwesterly direction following the north east kerbline for 40 metres
d.	Park Road, Miramar (TR08-20) P120 Time Restricted Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	P120, Monday – Friday 8am to 6pm	South east side, following the kerb line 66 metres southwest of its intersection with Brussels Street (Grid Coordinates X= 1,752,214.86m Y= 5,424,841.10m) and extending in a south westerly direction for 5.5 metres.
e.	Burma Road, Johnsonville (TR09-20) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Burma Road	No Stopping, at all times	East side, commencing 258 metres from its intersection with Fraser Avenue and extending in a northerly direction for 54 metres

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	Burma Road	No Stopping, at all times	East side, commencing 289 metres north of its intersection with Fraser Avenue and extending in a northerly direction following the eastern kerblane for 26 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>			
	Burma Road	No Stopping, At All Times.	East side, following the kerb line 219 metres north of its intersection with Fraser Ave (Grid Coordinates X= 1,750,690.6m, Y= 5,433,371.1m) and extending in a northerly direction for a total of 55 metres.
f.	Colway Street, Ngaio (TR11-20) Multiple Parking Changes		
	<i>Delete from Schedule A (Time restricted parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Colway Street	P15, At All Times	North side, commencing 10 metres east of its intersection with Khandallah Road and extending in easterly direction following the northerly kerblane for 17 metres.
	Colway Street	P60, Monday to Friday, 8:00am - 6:00pm	North side, commencing 27 metres east of its intersection with Khandallah Road and extending in easterly direction following the northerly kerblane for 12 metres.
<i>Add to Schedule A (Time restricted parking) of the Traffic Resolution Schedule</i>			
	Column One	Column Two	Column Three
	Colway Street	P15, At All Times	North side, following the kerb line 20.5 metres East of its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction for a total of 5.2 metres.
	Colway Street	P15, At All Times	North side, following the kerb line 44.7 metres East of its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction for a total of 5 metres.
	Colway Street	P60, Monday to Friday, 8:00am - 6:00pm	North side, following the kerb line 49.7 metres East of its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction for a total of 5 metres.
<i>Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule</i>			
	Column One	Column Two	Column Three

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	Colway Street	<i>No Stopping, At All Times</i>	<i>North side, commencing at its intersection with Khandallah Road and extending in an easterly direction following the northern kerbline for 20.5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>			
	Column One	Column Two	Column Three
	Colway Street	<i>No Stopping, At All Times</i>	<i>North side, commencing at its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction following the northern kerbline for 20.5 metres.</i>
g.	Portland Crescent, Thorndon (TR12-20) P10-P120 Time Restricted Parking		
	<i>Delete from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Portland Cres	<i>P10, Monday to Friday, 7:45am-9:00am, 3:00pm-5.45pm</i>	<i>East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres (2 carparks)</i>
	<i>Delete from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Portland Cres	<i>P120, At Other Times</i>	<i>East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres (2 carparks)</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Portland Cres	<i>P10, Monday to Friday, 7:45am-9:00am, 3:00pm-5.45pm</i>	<i>East side, commencing 8.0 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 18.5 metres (3 carparks)</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Portland Cres	<i>P120, At Other Times</i>	<i>East side, commencing 8.0 m north</i>

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			of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 18.5 metres (3 carparks)
h.	Ballantrae Place, Thorndon (TR13-20) Motorcycle Restricted Parking		
	<i>Delete from Schedule B (Class Restriction) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Ballantrae Place	Motorcycle Parking, At All Times	North side, following the kerbline 133.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658481.60854 m, Y=5990586.185902 m) and extending in an easterly direction for 11 metres.
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Ballantrae Place	No Stopping, at all times	North side, following the kerbline 144.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658481.60854 m, Y=5990586.185902 m) and extending in an easterly direction for 65.5 metres.
	Ballantrae Place	No Stopping, at all times	North side, following the kerbline 144.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658494.120509 m, Y=5990592.435261 m) and extending in a westerly direction and then southerly for a total of 6.5 metres.
	Ballantrae Place	No Stopping, at all times	North side, following the kerbline 138.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 11 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Ballantrae Place	No Stopping, At All Times.	North side, following the kerb line 148 metres northeast of its intersection with Bowen Street (Grid Coordinates X= 1,748,459.76m, Y= 5,428,874.29 m) and extending in an easterly direction for a total of 64 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Ballantrae Place	Motorcycle Parking, At All Times.	North side, following the kerb line 132.5 metres northeast of its

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			intersection with Bowen Street (Grid Coordinates X= 1,748,459.76m, Y= 5,428,874.29 m) and extending in an easterly direction for a total of 15.5 metres.
i.	Mahora Street, Kilbirnie (TR17-20) P30 Time Restricted Parking		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Mahora Street	P30 at all times, Parking Restrictions	East side, following the kerb line 39.6 metres South of its intersection with Rongotai Road (Grid Coordinates X= 1,750,447.51m, Y= 5,424,331.90 m) and extending in a southerly direction for a total of 11 metres.
j.	Main Road, Tawa (TR19-20) P60 Time Restricted Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Main Road	P60, At All Times	East side, commencing 146.5 metres south of its intersection with Cambridge Street (Grid Coordinates X=1,753,087.46m Y=5,440,591.07) and extending in a southerly direction following the eastern kerbline for 5.7 metres
k.	Adelaide Road, Newtown (TR21-20) Residents Parking		
	<i>Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Adelaide Road	No Stopping Except for Authorised Residents Vehicles, Monday to Friday, 8:00am – 6:00pm	East side, commencing 65 metres south of its intersection with Nikau Street (Grid Coordinates X=1,748,779.15m Y=5,425,384.26m) and extending in a southerly direction, following the eastern kerb line for 16 metres
l.	Balfour Street, Morningside (TR24-20) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Balfour Street	No Stopping, at all times	South side, commencing 655.5 metres east of its intersection with McColl Street and extending in an easterly direction following the western kerb line for 20.5 metres
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Balfour Street	No Stopping, at all times	South side, commencing 181 metres west of its intersection with Farnham Street (Grid coordinates, X= 1,748,065.01m Y= 5,424,247.55m), and extending in a westerly direction following the southern kerb line for

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			29 metres.
m.	Grey Street, Wellington Central (TR26-20) Taxi Restricted Parking		
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Grey Street	<i>Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm.</i>	<i>Both sides, commencing at its intersection with Customhouse Quay (grid coordinates X = 1,748,809.37 m, Y = 5,428,088.18 m) and extending in a westerly direction for 71 metres to its intersection with Featherston Street.</i>
n.	Holloway Road, Aro Valley (TR-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Holloway Road	<i>No Stopping, at all times</i>	<i>West side, commencing 257.9 metres South-East of its intersection with Raroa Road (Grid coordinates, x= 1,747,445.29m, y= 5,427,179.32 m), and extending in a south direction following the western kerblane for 13 metres.</i>
o.	Thorndon Quay, Pipitea (TR32-20) P10 Time Restricted Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Thorndon Quay	<i>P10, Monday to Friday 9:00am – 6:00pm, Saturday – Sunday 8:00 – 6:00pm</i>	<i>East side, following the kerb line 633.6 metres south of its intersection with Hutt Road (Grid Coordinates X= 1,749,218.1 m, Y= 5,430,001.8 m) and extending in a southerly direction for a total of 9.7 metres.</i>
p.	Ballantrae Place, Pipitea (TR33-20) Parking Restrictions		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Ballantrae Place	<i>Mobility Park, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerblane 172.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 12 metres. (2 parallel carparks)</i>
	Ballantrae Place	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerblane 184.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658494.120509 m, Y=5990592.435261 m) and extending in an easterly direction for 17.5 metres.</i>
	<i>Delete from Schedule F (Metered Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three

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	Ballantrae Place	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, following the kerbline 149.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 23 metres. (4 parallel carparks)</i>
Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Ballantrae Place	<i>Mobility Park, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>South side, following the kerbline 178.3 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1,748,476.7m, y= 5,428,880.2m), and extending in an easterly direction for 12.4 metres. (2 parallel carparks)</i>
	Ballantrae Place	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>South side, following the kerbline 190.7 metres northeast of its intersection with Bowen Street (Grid Coordinates x= 1,748,476.7m, y= 5,428,880.2m m) and extending in an easterly direction for 17.5 metres.</i>
Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Ballantrae Place	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, following the kerbline 154.9 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1,748,476.7m, y= 5,428,880.2m), and extending in an easterly direction for 23.4 metres. (4 parallel carparks)</i>
q.	Harriett Street, Thorndon (TR34-20) No Stopping At All Times		
	Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Harriett Street	<i>No stopping, at all times.</i>	<i>South side, commencing at its intersection with Pitarua Street and extending in a westerly direction following the southern kerbline for 14.5 metres.</i>
Add to Schedule D (No Stopping) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Harriett Street	<i>No stopping, at all times.</i>	<i>South side, commencing at its intersection with Pitarua Street (X = 1,748,383.6, Y = 5,429,146.0) and extending in a westerly direction following the southern kerbline for 33.6 metres.</i>
r.	Carlton Gore Road, Roseneath (TR35-20) No Stopping At All Times		
	Add to Schedule D (No Stopping) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 1 March 2020

	Carlton Gore Road	No Stopping, At All Times.	East side, following the kerb line 70 metres northeast of its intersection with Maida Vale Road (Grid Coordinates X= 1,750,854.2m, Y= 5,427,696.2m) and extending in an easterly direction for a total of 43 metres.
s.	Palliser Road, Roseneath (TR36-20) No Stopping At All Times		
	<u>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	Palliser Road	No Stopping, At All Times.	South side, commencing 284.4 metres south-east and north of its intersection with Bayview Terrace (Grid coordinates x= 1,749,987.4, y= 5,427,140.2) and extending in a northerly direction following the southern kerb line for 35.0 metres.
t.	Tannadyce Street, Strathmore (TR37-20) No Stopping At All Times		
	<u>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	Tannadyce Street	No Stopping, At All Times.	East side, commencing 413 metres south from its intersection with Beacon Hill Road (Grid coordinates X= 1,752,979.28m Y= 5,423,389.28m) and extending in a south westerly direction for 5 metres following the south eastern kerb line.
u.	Nevay Road, Karaka Bay (TR38-20) No Stopping At All Times		
	<u>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Nevay Road	No stopping, at all times	West side 171.4 metres from the Nevay Road and Awa intersection (grid coordinates x=1752964.36608 m, y=5424980.45712m), extending for 6 metres in a northerly direction.
v.	Hutt Road, Pipitea (TR39-20) No Stopping At All Times		
	<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Hutt Road	Parking Meters, P10 Hours Maximum, Monday to Thursday, 9:00am - 6:00pm, Friday 9:00am - 8:00pm	South side, following the kerblane 9.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in an north-easterly direction for 295.9 metres.
	<u>Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 1 March 2020

	Hutt Road	<i>ClearWay Monday to Friday, 7.00am - 9.00am</i>	<i>South side, following the kerbline 9.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in an north-easterly direction for 295.9 metres.</i>
Add to Schedule D (No Stopping) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Hutt Road	<i>ClearWay Monday to Friday, 7.00am - 9.00am</i>	<i>South side, following the kerbline 33.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in an northeasterly direction for 271.9 metres.</i>
	Hutt Road	<i>No Stopping, At All Times.</i>	<i>South side, following the kerbline commencing at its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in an north-easterly direction for 33.1 metres.</i>
	Hutt Road	<i>No Stopping, At All Times.</i>	<i>South side, following the kerbline 79.0 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in an north-easterly direction for 45.2 metres.</i>
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Hutt Road	<i>Parking Meters, P10 Hours Maximum, Monday to Thursday, 9:00am - 6:00pm, Friday 9:00am - 8:00pm</i>	<i>South side, following the kerbline 33.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in an north-easterly direction for 46.0 metres.</i>
	Hutt Road	<i>Parking Meters, P10 Hours Maximum, Monday to Thursday, 9:00am - 6:00pm, Friday 9:00am - 8:00pm</i>	<i>South side, following the kerbline 124.2 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north-easterly direction for 180.8 metres.</i>
w.	McLintock Street, Johnsonville (TR47-20) Relocate Bus Stop #3040		
Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	McLintock Street	<i>Bus Stop, at all times</i>	<i>West side, commencing 123.3 metres from its intersection with Bathgate Street and extending in a southerly direction following the kerb line for 12 metres.</i>
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			

Table of Traffic Resolutions Legal Description RPC 1 March 2020

	Column One	Column Two	Column Three
	McLintock Street	<i>Bus Stop, at all times</i>	West side, commencing 43 metres south of its intersection with Comber Place (grid coordinates x = 1750221.128 m, y = 5435042.820 m) and extending in a northerly direction for 15.0m.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	McLintock Street	<i>No Stopping, at all times</i>	West side, commencing 58 metres south of its intersection with Comber Place (grid coordinates x = 1750218.544 m, y = 5435042.921 m) and extending in a southerly direction following the western kerb line for 9.0m.
	McLintock Street	<i>No Stopping, at all times</i>	West side, commencing 34 metres south of its intersection with Comber Place (grid coordinates x = 1750218.991 m, y = 5435057.327 m) and extending in a northerly direction following the western kerb line for 9.0m
x.	Para Street, Miramar (TR48-20) New Bus Stop		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Para Street	<i>Bus Stop, at all times</i>	West side commencing 78.6 metres south of the intersection with Brussels Street (grid coordinates, x = 1752378.007m, y = 5424662.110m), extending in a southerly direction following the western kerb line for 15.0 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Para Street	<i>No Stopping, at all times</i>	West side commencing 69.6 metres south of the intersection with Brussels Street (grid coordinates, x = 1752381.049m, y = 5424670.941m) extending in a southerly direction following the western kerb line for 9.0 metres.
	Para Street	<i>No Stopping, at all times</i>	West side commencing 93.6 metres south of its intersection with Brussels Street (grid coordinates, x = 1752371.525m, y = 5424648.617m) extending in a southerly direction following the western kerb line for 9.0 metres.
y.	Para Street, Miramar (TR49-20) Reconfigure Bus Stop #7274		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 1 March 2020

	Para Street	<i>Bus stop, at all times</i>	<i>West side, commencing 67 metres north of its intersection with Miramar Avenue (grid coordinates, x = 1752258.484m, y = 5424406.479m), and extending in a northerly direction following the western kerb line for 15.0 metres</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Para Street	<i>No Stopping, at all times</i>	<i>West side, commencing 82 metres north of its intersection with Miramar Avenue (grid coordinates, x = 1752295.367m, y = 5424479.531m), and extending in a northerly direction for following the western kerb line for 9.0 metres.</i>
z.	Park Road, Miramar (TR50-20) P60 Time Restricted Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	<i>P60</i>	<i>West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m y=5,424,534.4 m), and extending in a northerly direction following the western kerblines for 22 metres.</i>
	Park Road	<i>P20</i>	<i>East side, commencing 15 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,051.4 m y=5,424,527.2 m), and extending in a northerly direction following the eastern kerblines for 17 metres</i>
a.a	Hanson Street, Newtown (TR51-20) Resident Parking		
	<i>Delete from Schedule E (Residents Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Hanson Street	<i>Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorized resident's vehicle parking permit.</i>	<i>West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerblines for 12 metres.(2 carparks)</i>
	<i>Delete from Schedule B (Restricted Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Hanson Street	<i>No Stopping Except for Vehicles Displaying an Operation Mobility Permit</i>	<i>West side, commencing 6 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerblines for 7.5 metres.</i>

Table of Traffic Resolutions Legal Description RPC 1 March 2020

	<i>Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Hanson Street	<i>No Stopping, except for vehicles displaying an authorized resident's vehicle parking permit, Monday to Friday 8:00am – 6:00pm</i>	<i>West side, commencing 6.0 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 20.0 metres.(3 carparks)</i>
b.b	Park Road, Miramar (TR52-20) P120 Time Restricted Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	<i>P120, Tuesday to Saturday, 9am-4pm</i>	<i>West side, following the kerb line 30.0 metres south of its intersection with Rotherham Terrace (Grid Coordinates X= 1,752,331.55m, Y= 5,425,065.13m) and extending in a south-westerly direction for 15.0 metres. (5 angle parks)</i>

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Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Provide additional Residents Parking at all times
Why we are proposing the change	<ul style="list-style-type: none"> Council officers received a petition signed by several residents of Pirie Street requesting for additional residents parks, To alleviate the difficulty of residents finding available parking due to non-residents parking in the vicinity both daytime and night time.
Location – where we propose to make the change	<ul style="list-style-type: none"> Pirie Street, Mt Victoria, north side – near Austin Street.
Impact	<ul style="list-style-type: none"> Improving parking accessibility for affected residents
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR 01-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

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Legal Description:

Delete from Schedule E (Residents Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pirie Street	Resident Parking - No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm	North side, commencing 147 metres east of its intersection with Brougham Street and extending in an easterly direction following the northern kerbline for 37 metres.

Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pirie Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	North side, commencing 123 metres east of its intersection with Brougham Street (Grid coordinates x=1,749,434.0436m and y=5,426,640.7182m) extending in an easterly direction following the northern kerbline for 73 metres.

Prepared By: Orencio Gueco **(Transport Engineer)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 17/02/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Jackie Pele
Suburb: Miramar
Agree: No

Not my residential area.

Name: Leonie Reynolds
Suburb: Mt Victoria
Agree: Yes

As a resident of Pirie Street I would like to register my support for the proposed changes adding more residents' parks to the north side near Austin Street.

More residents parking is badly needed in this area.

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You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

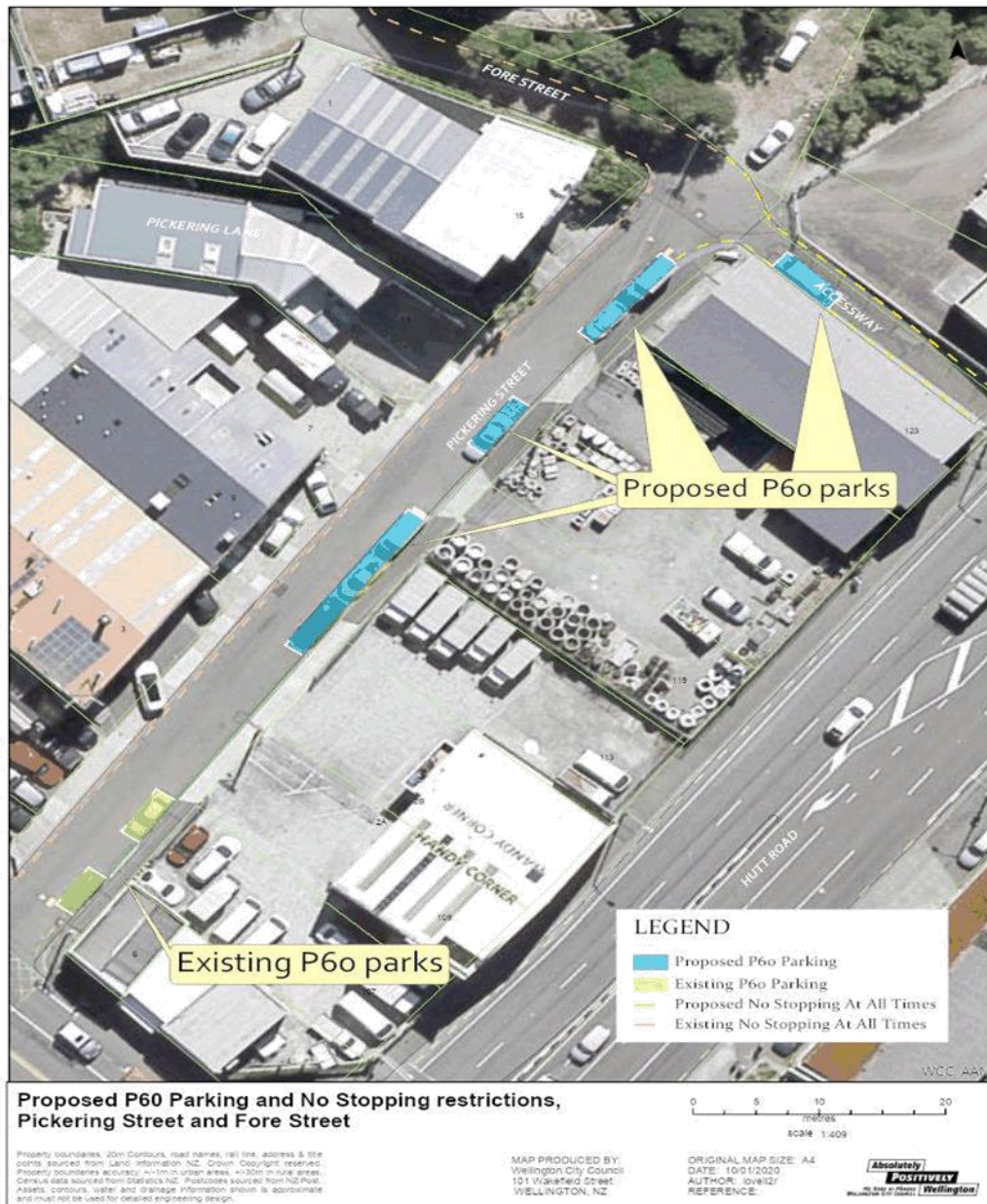
What we'd like to do	<ul style="list-style-type: none"> Introduce time restricted P60 parking during business hours and no stopping restrictions.
Why we are proposing the change	<ul style="list-style-type: none"> To provide short to medium term on-street parking for the visitors to the businesses in Pickering Street and surrounds. No stopping restrictions are proposed on Fore Street to improve pedestrian access and vehicle manoeuvring. A petition was received in support of this proposal.
Location – where we propose to make the change	<ul style="list-style-type: none"> Pickering Street, Kaiwharawhara (5 spaces), Fore Street, Kaiwharawhara, no stopping restrictions
Impact	<ul style="list-style-type: none"> Improvement of visitor access to businesses on Pickering Street.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR04-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or by emailing us on trfeedback@wcc.govt.nz .</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

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Traffic Resolution Plan – Consultation:

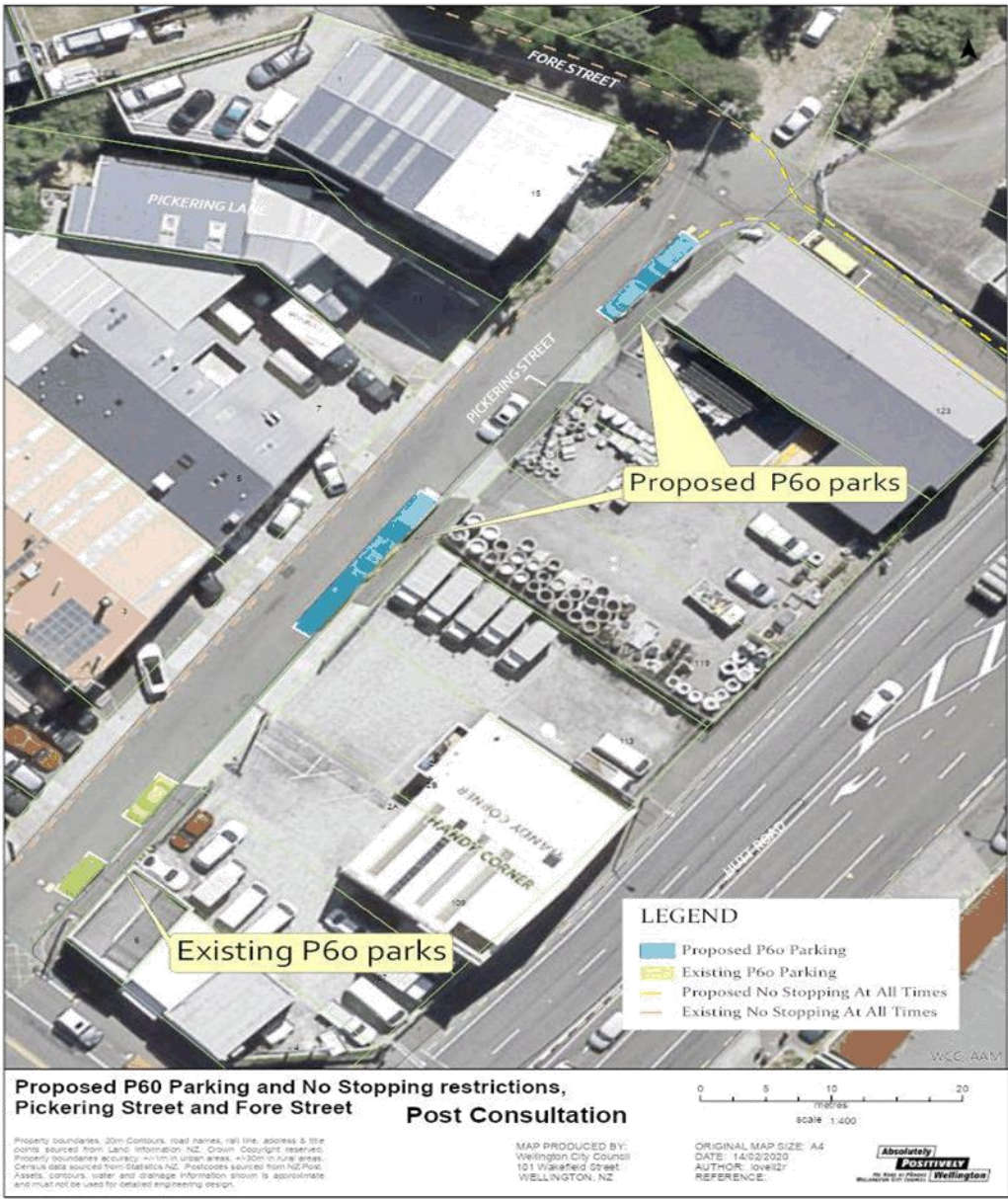
TR04-20 Pickering Street and Fore Street, Kaiwharawhara – Time Restricted Parking



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Traffic Resolution Plan – Post Consultation:
TR04-20 Pickering Street and Fore Street, Kaiwharawhara – Time Restricted Parking



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Legal Description:

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

Column One	Column Two	Column Three
Pickering Street	P60, 8am-6pm, Monday to Friday	East side, commencing 36.3 meters northeast of its intersection with Kaiwharawhara Road (Grid Coordinates X= 1,749,908.1 m, Y= 5,430,847.29 m) and extending in an easterly direction for a total of 16 metres (three parallel parking spaces).
Pickering Street	P60, 8am-6pm, Monday to Friday	East side, commencing 73.8 meters northeast of its intersection with Kaiwharawhara Road (Grid Coordinates X= 1,749,908.1 m, Y= 5,430,847.29 m) and extending in an easterly direction for a total of 10 metres (two parallel parking spaces).

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

Column One	Column Two	Column Three
Pickering Street	No Stopping, At All Times.	East side, commencing 83.7 meters northeast of its intersection with Kaiwharawhara Road (Grid Coordinates X= 1,749,908.1 m, Y= 5,430,847.29 m) and extending in an easterly direction for a total of 5.5 metres to its intersection with Fore Street.
Fore Street	No Stopping, At All Times.	South side, commencing 10 meters southeast of its intersection with Pickering Street (Grid Coordinates X= 1,749,964.4 m, Y= 5,430,916.1 m) and extending in a south-easterly direction for a total of 15 metres.
Fore Street	No Stopping, At All Times.	South side, commencing at its intersection with Pickering Street (Grid Coordinates X= 1,749,964.4 m, Y= 5,430,916.1 m) and extending in a south-easterly direction for a total of 4 metres.

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Fore Street	<i>No Stopping, At All Times.</i>	<i>South side, commencing at its intersection with Pickering Street (Grid Coordinates X= 1,749,963.2 m, Y= 5,430,924.0 m) and extending in a south-easterly direction following the northern kerb line for a total of 32 metres.</i>
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Prepared By: Reuben Lovell-Smith (Transport Engineering Team)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Guy Latham
Suburb: Whitby
Agree: Yes

I have a storage Room in Pickering St. and go there often during the week.
I find it very difficult to park with what it seems the same vehicles parked there every day so it would be good with limited time parking so I can have a fair chance to find a legal park.

Name: Alastair Lang
Suburb: Johnsonville
Agree: No

As this is all so a residential street and you have already looked at the proposal before and rejected it I don't see the need to change it to suit a business owner should you wish to discuss this I am more than happy to.

Name: Trevor Heap
Suburb: Woodridge
Agree: Yes

I think this is great. It might finally release parking that one company has used for itself for the past 4 years. As these workers using their private cars and leaving them there all day might start to use public transport or cycle to work which I believe the WCC is trying to encourage. We have a lot of reps coming to see us and other buildings in the street and there is never any parking. My tenants can never find any parking to use their lockups. The Courier drivers might be able to find a park rather than double park or park on the footpath. Also the apartment users might be able to get a park for themselves or visitors.

Name: Johnny Bell
Suburb: Kaiwharawhara
Agree: Not Stated

I am the owner of the property at 5-7 Pickering St.

The current proposal is a direct change to an agreement that was reached about 2-3 years ago on the same subject after submissions were made at the time. That decision gave rise to the 2 x 60 min carparks that were installed at the bottom of Pickering St. Can you please tell us what has changed since that agreement was reached. Can you also supply the relevant WCC policies that support the change.

In support of the current arrangement I would like to make the following points.

1. There are at least 10 residential apartments on the street. Where do those people park their cars. Is it WCC policy that residents do not get car parks on their streets. Please confirm.

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2. The current people parking in Pickering St are residents or people in business in the street, they are not people who park and then walk to work in town. I assume that you have confirmed that by survey. Please confirm.
3. There are at least 20 x P30 and P60 carparks on Kaiwharawhara Rd immediately NW of Pickering St. These are not available to residents as there is a bus lane / clearway in operation from 7.00 to 9.00 AM. Whilst there is a 70 m walk to Pickering St from these parks the walk for residents would be considerably longer if this proposal goes ahead.

Can you please supply copies of all the submissions that were made the previous time that this was discussed. Can you also supply the WCC policy documents that state the desired mix between Residential/permanent carparks and temporary parks. The current proposal is for 100% temporary parks. At present the ratio for the area that includes Pickering St and Kaiwharawhara Rd downhill of Cameron St is about 22 temporary parks and 6 permanent. Whilst I am aware that most of the temporary ones are on Kaiwharawhara the status of the clearway means that that is a much better location for the temporary parks.

I would like to be represented at the meeting on the 4th of March. I would like a meeting with yourself and Charles Kingsford before then.

Officer's response to all submitters:

Thank you for your feedback,

This proposal to introduce more timed restricted parks was put forward after we received a petition from 14 people representing a large proportion of addresses on this. All of the petitioners were in support of the 7 unrestricted parks to be changed to P60 during business hours.

Pickering Street is currently classified as a Suburban Centre under the current District Plan so we would generally follow the suburban centre hierarchy for the parking allocation/use.

Wellington City Council Parking Policy September 2007

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

6.3.1 Suburban Centres and Residential Areas - On-street

a. On-street parking in town and suburban centres is primarily to support retail and entertainment facilities, servicing for commercial activities, community recreational facilities and events. However, this will need to be balanced with the needs of residents in surrounding areas and commuters, who also require adequate provision.

AS2890.5 -1993 Parking facilities, Part 5: On-street parking
5.1 General principles for allocation of parking space

In many areas of intense residential, business or industrial activity demand for on-street parking space exceeds supply. Space available for parking must therefore be allocated on a priority basis... In business areas, parking associated with the conduct of business usually takes priority. This includes short-term parking for clients or customers.

Pickering Street is primarily comprised of commercial properties and short-stay business access is a priority. The Proposed Restrictions applies between 8am to 6pm Monday to Friday. These spaces will be available for residents outside these hours.

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In response to feedback received and to balance in part the residents on the street, Council officers now recommend retaining one unrestricted parking space on Pickering Street and one unrestricted parking space on Fore Street.

To conclude, five parking spaces on Pickering Street are now proposed to be converted to P60 parking during business hours Monday to Friday. One remaining carpark on Pickering Street and one on Fore Street to remain unrestricted.

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Kia ora,

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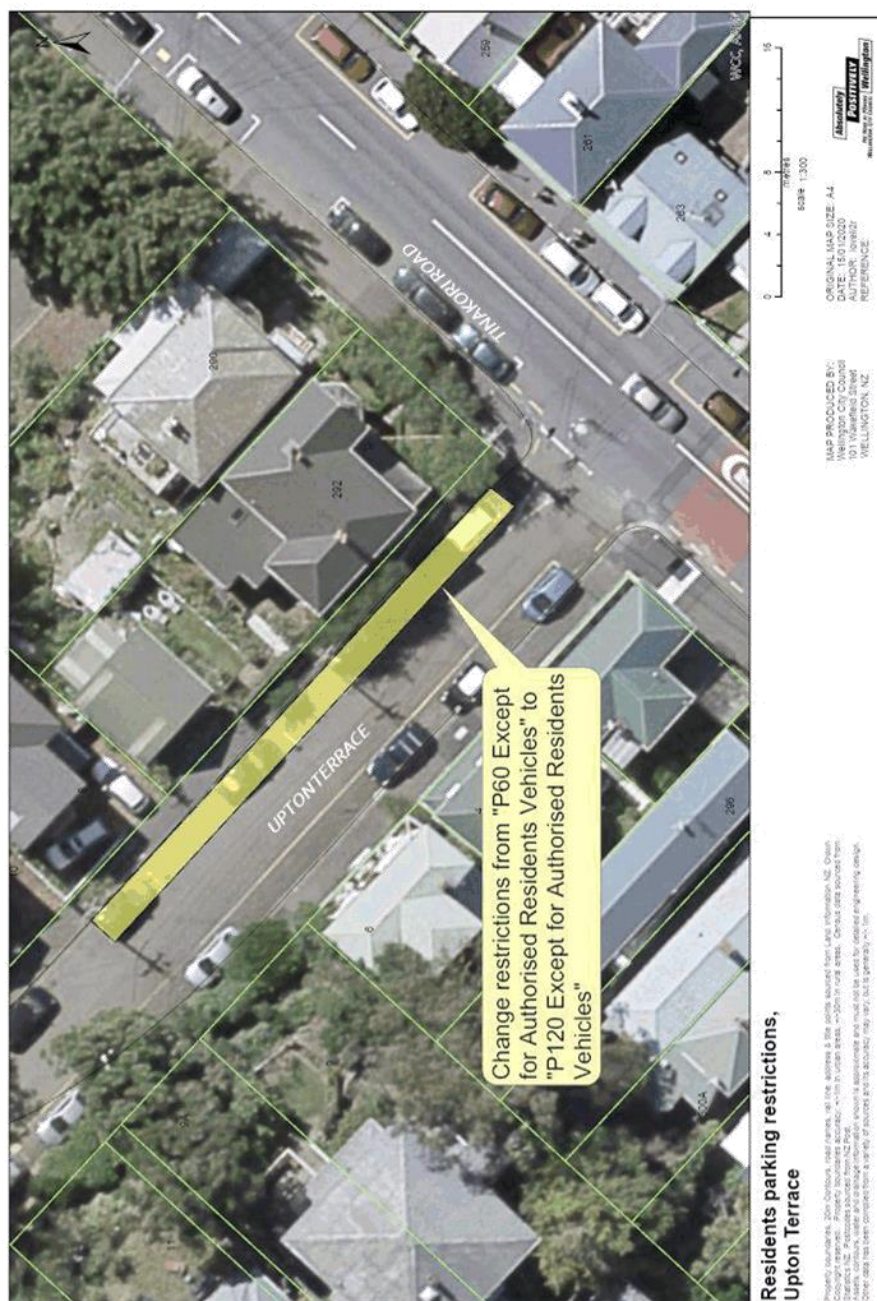
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Confirmation of the current residents parking restrictions.
Why we are proposing the change	<ul style="list-style-type: none"> To correct the database to reflect the current signage at this location. Provide for improved parking enforcement in the street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Upton Terrace, Thorndon – Northwest side of the street.
Impact	<ul style="list-style-type: none"> Accuracy of the database and legal records to current signs on site.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR05-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

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Traffic Resolution Plan: TR05-20 Upton Terrace, Thorndon – Time Limited Parking



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Legal Description:

Delete from Schedule E (Resident Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Upton Terrace	P60 Except for Authorised Residents Vehicles	North east side, commencing 5 metres west of its intersection with Tinakori Road (Grid coordinates X= 1,748,289.85 Y= 5,428,915.72) and extending in a northwesterly direction following the north east kerbline for 40 metres

Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Upton Terrace	P120 Except for Authorised Residents Vehicles	North east side, commencing 5 metres west of its intersection with Tinakori Road (Grid coordinates X= 1,748,289.85 Y= 5,428,915.72) and extending in a northwesterly direction following the north east kerbline for 40 metres

Prepared By: Zackary Moodie **(Intermediate Traffic Engineer)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 17/02/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Trevor Glogau On Behalf Of Thorndon Residents Association
Suburb: Thorndon
Agree: Yes

The Thorndon Residents Association Committee have looked at the four proposals and confirm that we see no issues with any of the changes.

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Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

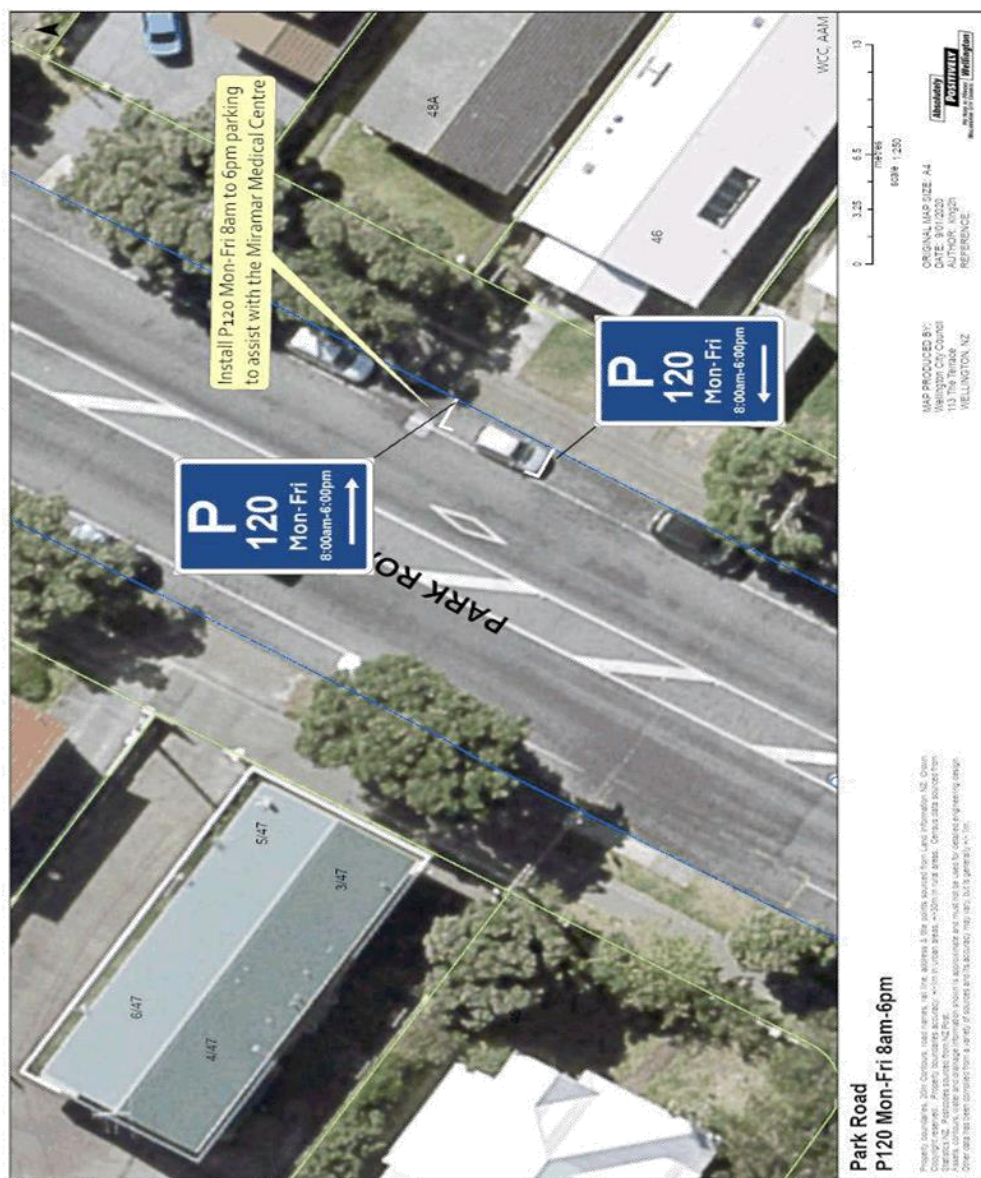
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install one P120 park for public use during 8am to 6pm Mon-Fri to facilitate improved parking and access to the Miramar Medical Centre.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility for patients by proposing time restricted parking outside the Medical Centre during business hours.
Location – where we propose to make the change	<ul style="list-style-type: none"> Outside 46 Park Road, Miramar.
Impact	<ul style="list-style-type: none"> Conversion of one un-restricted car parking space to facilitate improved parking turnover and access to the Medical Centre.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR08-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR08-20 Park Road, Miramar – Time Restricted Parking



We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule A (Time Limited) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Park Road	<i>P120, Monday – Friday 8am to 6pm</i>	<i>South east side, following the kerb line 66 metres southwest of its intersection with Brussels Street (Grid Coordinates X= 1,752,214.86m Y= 5,424,841.10m) and extending in a south westerly direction for 5.5 metres.</i>

Prepared By: Harry King **(Transport Engineering Team)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Joan Tyler
Suburb: Miramar
Agree: Yes

I have received your notice about the proposed parking space change.

I fully agree with your proposal to create a dedicated parking space within restricted hours outside the Medical Centre in Park Road, Miramar.

However I consider 2 spaces are required.

I also consider that 120 minutes (2 hours) is far too long and it would be most unusual for anyone to stay at the centre for so long. 2 x 90 minute parks would be far more appropriate and useful.

Officer's response:

The medical centre has stated that a 2 hour time limit will be more appropriate to accommodate their patient session times. Only one park is considered at this time to address the current demand. We can look at reviewing this in the future if demand increases.

Name: Robin Boldarin - Miramar/Maupuia Progressive Assn.
Suburb: Miramar
Agree: Not Stated

We have no concerns.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> • Install new 'Broken Yellow Lines' (35m) near a new vehicle crossing. • Remove old 'Broken Yellow Lines' (35m) near a redundant vehicle crossing.
Why we are proposing the change	<ul style="list-style-type: none"> • A vehicle crossing to the retirement village has been relocated as part of the site redevelopment. No Stopping At All Times restrictions are required at the new vehicle crossing to enable safe site access. • The old No Stopping At All Times restrictions near the redundant vehicle crossing are proposed to be replaced with on-street parking.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Burma Road, Johnsonville - outside 134 Burma Road, Johnsonville.
Impact	<ul style="list-style-type: none"> • Safety improvement to access to/from the retirement village.
Additional Information	<ul style="list-style-type: none"> • 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 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> • TR09-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by 10 February 2020, 2. The proposal will go to Regulatory Processes Committee on 4 March 2020, 3. If approved, the proposal will be installed within the next 3 months.

[illegible]

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 Resolution Schedule

Column One	Column Two	Column Three
Burma Road	No Stopping, at all times	East side, commencing 258 metres from its intersection with Fraser Avenue and extending in a northerly direction for 54 metres
Burma Road	No Stopping, at all times	East side, commencing 289 metres north of its intersection with Fraser Avenue and extending in a northerly direction following the eastern kerbline for 26 metres.

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

Column One	Column Two	Column Three
Burma Road	No Stopping, At All Times.	East side, following the kerb line 219 metres north of its intersection with Fraser Ave (Grid Coordinates X= 1,750,690.6m, Y= 5,433,371.1m) and extending in a northerly direction for a total of 55 metres.

Prepared By: Amin Shahin **(Intermediate Traffic Engineer)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 17/02/2020

No Feedback received

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood / place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none">Multiple parking changes.
Why we are proposing the change	<ul style="list-style-type: none">Accommodate 3 driveways to the new residential development at 2 Khandallah Road / Colway Street
Location – where we propose to make the change	<ul style="list-style-type: none">Colway Street, Ngaio.
Impact	<ul style="list-style-type: none">Relocation of one P60 parking space and one P15 parking space.Loss of one P15 parking space and one P60 parking space.
Additional Information	To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none">TR11-20
Feedback	If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or by emailing us on trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.
Next Steps	<ol style="list-style-type: none">Feedback collated by 10 February 2020,The proposal will go to Regulatory Processes Committee on 4 March 2020,If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR11-20 Colway Street, Ngaio – Time Restricted Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Colway Street	P15, At All Times	North side, commencing 10 metres east of its intersection with Khandallah Road and extending in easterly direction following the northerly kerbline for 17 metres.
Colway Street	P60, Monday to Friday, 8:00am - 6:00pm	North side, commencing 27 metres east of its intersection with Khandallah Road and extending in easterly direction following the northerly kerbline for 12 metres.

Add to Schedule A (Time restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Colway Street	P15, At All Times	North side, following the kerb line 20.5 metres East of its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction for a total of 5.2 metres.
Colway Street	P15, At All Times	North side, following the kerb line 44.7 metres East of its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction for a total of 5 metres.
Colway Street	P60, Monday to Friday, 8:00am - 6:00pm	North side, following the kerb line 49.7 metres East of its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction for a total of 5 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Colway Street	No Stopping, At All Times	North side, commencing at its intersection with Khandallah Road and extending in an easterly direction following the northern kerbline for 20.5 metres.

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

Column One	Column Two	Column Three
Colway Street	No Stopping, At All Times	North side, commencing at its intersection with Khandallah Road (Grid Coordinates X= 1,748,744.67m, Y= 5,432,261.65 m) and extending in an easterly direction following the northern kerbline for 20.5 metres.

Prepared By: Reuben Lovell-Smith (Transport Engineering Team)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Lorraine Phillips
Suburb: Ngaio
Agree: No

I agree with, and am pleased, that you are retaining one 15 minute parking space, and are proposing one 15 minute and one 60 minute parking spaces.

However, I do not agree with you proposing the loss of the one 15 minute and one 30 minute parking spaces. There has been no change in Ngaio to support the loss of these short term parking spaces.

I propose that these spaces be allocated to the unallocated parking outside either number 4 or number 6 Colway Street.

Name: Kalpana Patel
Suburb: Ngaio
Agree: No

My name is Kalpana Patel and I am the owner and operator of Ngaio Supermarket and Ngaio Discount liquor, which is situated at 1 Khandallah Road, Ngaio.

I am writing in concern to the removal of two car parks on Colway Street, which will accommodate 3 driveways at 2 Khandallah Road, Ngaio. This concerns me as we are already short of car parks in our area.

This concerns me as we are already short of car parks in our area.

We have a five minute parking space outside our businesses but due to lack of parking spaces around our area we are constantly dealing with the issue of people taking up that space for extended periods of time.

People are parking here to go to the Ngaio medical centre, Chiropractor, Kindergarten and pick/drop off their children to the local primary school.

Therefore the removal of the two car parks on Colway Street will affect my businesses especially during our busiest hours, which is when parents pick/drop their children up from Ngaio School. I already lose a lot of business due to parking issues outside my premise and am faced to deal with upset customers due to this issue.

I am also concerned with receiving this feedback after the apartments has already been built as this feedback should have been taken well before building had commenced so these concerns could have been taken into consideration in the early stages. This leaves me with further concern as I know that they plan to build more apartments above the Colway dairy, which will add to our parking issues.

FEEDBACK RECEIVED
Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Name: D Delany
Suburb: Ngaio
Agree: No

Re: Plans for relocating and removing car parks in Colway Street, Ngaio. Traffic Resolution Plan: TR11-20 Colway Street.

I work at the Ngaio Medical Centre and own the building and car park as 75 Ottawa Road opposite Calway Street where car park changes are proposed. We have been here since 1959.

I hope that there is no other corner in Wellington less chaotic - bedlam reigns especially just before nine and just after three every school day. Patients of ours have a great deal of difficulty finding a park. Many of the elderly are now walking relatively long distances to see a doctor as car parks are so difficult to find. Staff including myself park up to a kilometer away to ensure better access for such patients. More, rather than less, car parks would seem sensible. We have often called an ambulance - the ambulance has to park on the road causing all sorts of difficult additional problems. I would appreciate your consideration.

I may be writing to the wrong person but your note was not overwhelmingly helpful.

On an unrelated subject. We are presently upgrading our four car carpark. We pay an easement fee to you every year. We have some of your engineers checking on it (and charging us a fee). As this is your land I would be most grateful if you would consider reimbursing us for the percentage. The land for which we pay the easement fee is paid as well as the non-easement car parks are used by locals using the nearby shops. If we stop people using them it will make the whole situation even worse. If you continue to allow people to use our car parks while you are reducing the total, perhaps you could consider paying rent.

Officer's response:

Thank you for your feedback; we will pass your feedback regarding easement to the appropriate team.

Name: Viv Chapple
Suburb: Ngaio
Agree: No

The text and the diagram differ, so it is very confusing. The text wants to remove two parking spaces, and relocate two but the diagram only shows the removal/relocation of three. Plus since this involves time labelled parking moving to other parking the loss of those carparks isn't included. This P30 and P60 parking is highly desirable as it is located opposite the medical centre and around the corner from a chiropractor. The parking for the medical centre is often overflowing and so I have used the longer carparks under discussion many, many times to access these facilities. When one is incapacitated the extra distance required to walk presents an obstacle. P10 for any sort of medical visit just doesn't cut it. The dairy already has P10 parking in front of it, so it seems unfair to give the dairy business more at the expense of the other businesses. Ditto for the school.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response to all submitters:

Thank you for your feedback. The removal of three parking spaces is required to accommodate three new driveways as part of the development. We are proposing to add another time restricted park to minimise the parking impact. We acknowledge your concerns regarding the net loss of time restricted parking and while it is not in the scope of this proposal we will investigate the possibility on introducing time restricted parking on the southern side of Colway Street in the near future. To conclude, Council Officers recommend the current proposed plan and will investigate adding more time restricted parking on the opposite side of the Colway Street.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Provide additional P10 parking Mon-Fri 7:45am-9:00am, 3:00pm-5:45pm; P120 at other times.
Why we are proposing the change	<ul style="list-style-type: none"> To improve safety when dropping off or picking up children from the childhood centre.
Location – where we propose to make the change	<ul style="list-style-type: none"> Portland Crescent, Thorndon, east side near the corner with Hawkestone Street.
Impact	<ul style="list-style-type: none"> Improve public safety and access to the childhood centre.
Additional Information	<ul style="list-style-type: none"> Council officers received a petition signed by several residents and business owners near Portland Cres supporting the childhood centre's request for an additional P10 park. 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 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR 12-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

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

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Portland Cres	P10, Monday to Friday, 7:45am-9:00am, 3:00pm-5.45pm	East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres (2 carparks)

Delete from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Portland Cres	P120, At Other Times	East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres (2 carparks)

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

Column One	Column Two	Column Three
Portland Cres	P10, Monday to Friday, 7:45am-9:00am, 3:00pm-5.45pm	East side, commencing 8.0 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 18.5 metres (3 carparks)

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Portland Cres	P120, At Other Times	East side, commencing 8.0 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 18.5 metres (3 carparks)

Prepared By: Orencio Gueco (Transport Engineer)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 17/02/2020

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Trevor Glogau On Behalf Of Thorndon Residents Association
Suburb: Thorndon
Agree: Yes

The Thorndon Residents Association Committee have looked at the four proposals and confirm that we see no issues with any of the changes.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

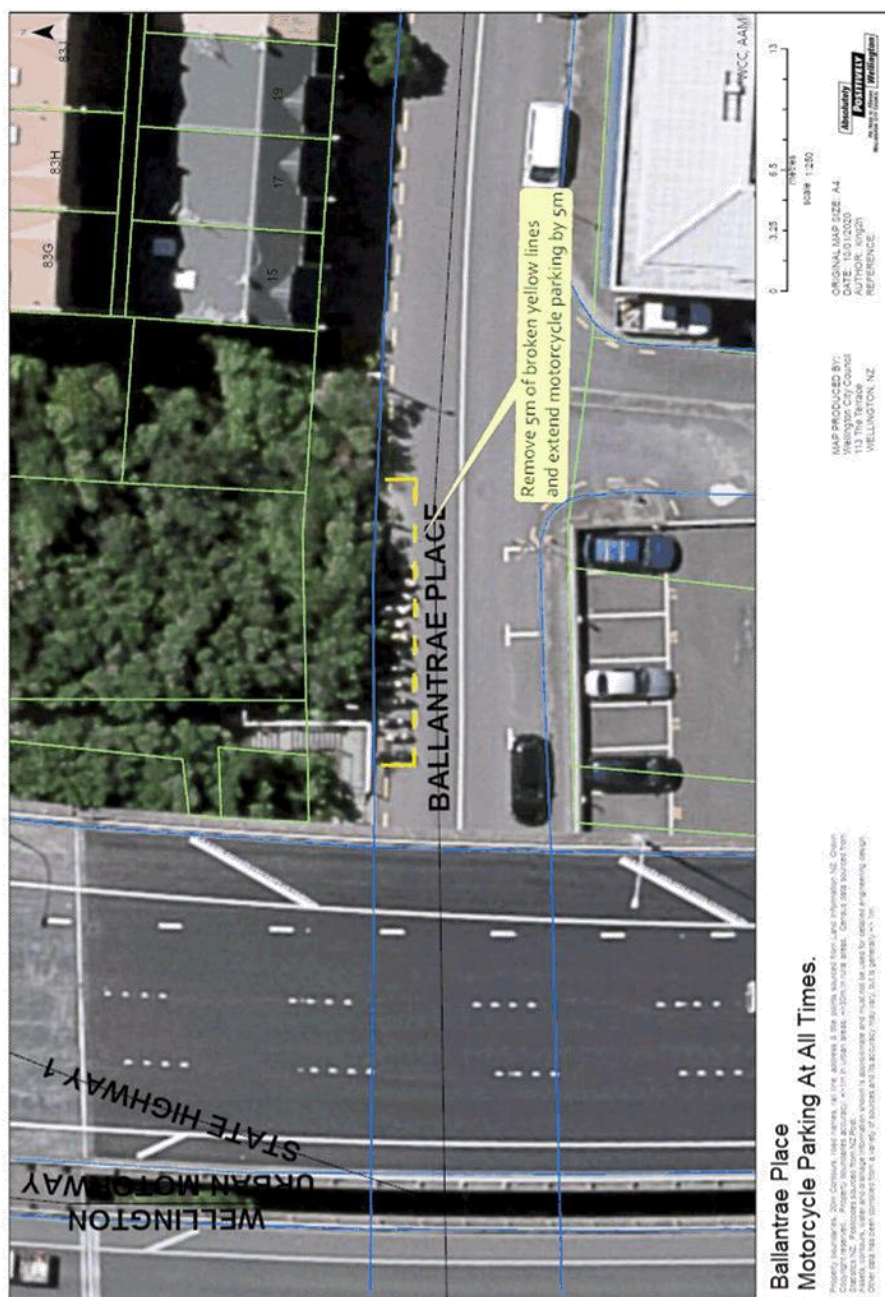
Proposal:

What we'd like to do	<ul style="list-style-type: none">• Increase On-Street Motorcycle Parking.
Why we are proposing the change	<ul style="list-style-type: none">• To improve public safety and accessibility (by taking motorcycles off the footpath) so the footpath is unobstructed and clear for pedestrians.
Location – where we propose to make the change	<ul style="list-style-type: none">• Ballantrae Place, Thorndon – Near the block of flats.
Impact	<ul style="list-style-type: none">• Increase public motorcycle parking availability.• Additional 5 parking spaces.
Additional Information	<ul style="list-style-type: none">• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none">• TR13-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by 10 February 2020,2. The proposal will go to Regulatory Processes Committee on 4 March 2020,3. If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR13-20 Ballantrae Place, Thorndon – Restricted Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule B (Class Restriction) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Ballantrae Place	Motorcycle Parking, At All Times	North side, following the kerbline 133.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658481.60854 m, Y=5990586.185902 m) and extending in an easterly direction for 11 metres.

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

Column One	Column Two	Column Three
Ballantrae Place	No Stopping, at all times	North side, following the kerbline 144.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658481.60854 m, Y=5990586.185902 m) and extending in an easterly direction for 65.5 metres.
Ballantrae Place	No Stopping, at all times	North side, following the kerbline 144.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658494.120509 m, Y=5990592.435261 m) and extending in a westerly direction and then southerly for a total of 6.5 metres.
Ballantrae Place	No Stopping, at all times	North side, following the kerbline 138.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 11 metres.

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

Column One	Column Two	Column Three
Ballantrae Place	No Stopping, At All Times.	North side, following the kerb line 148 metres northeast of its intersection with Bowen Street (Grid Coordinates X= 1,748,459.76m, Y= 5,428,874.29 m) and extending in an easterly direction for a total of 64 metres.

We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Ballantrae Place	Motorcycle Parking, At All Times.	North side, following the kerb line 132.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X= 1,748,459.76m, Y= 5,428,874.29 m) and extending in an easterly direction for a total of 15.5 metres.

Prepared By: Harry King (Transport Engineering Team)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Trevor Glogau On Behalf Of Thorndon Residents Association
Suburb: Thorndon
Agree: Yes

The Thorndon Residents Association Committee have looked at the four proposals and confirm that a we see no issues with any of the changes.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

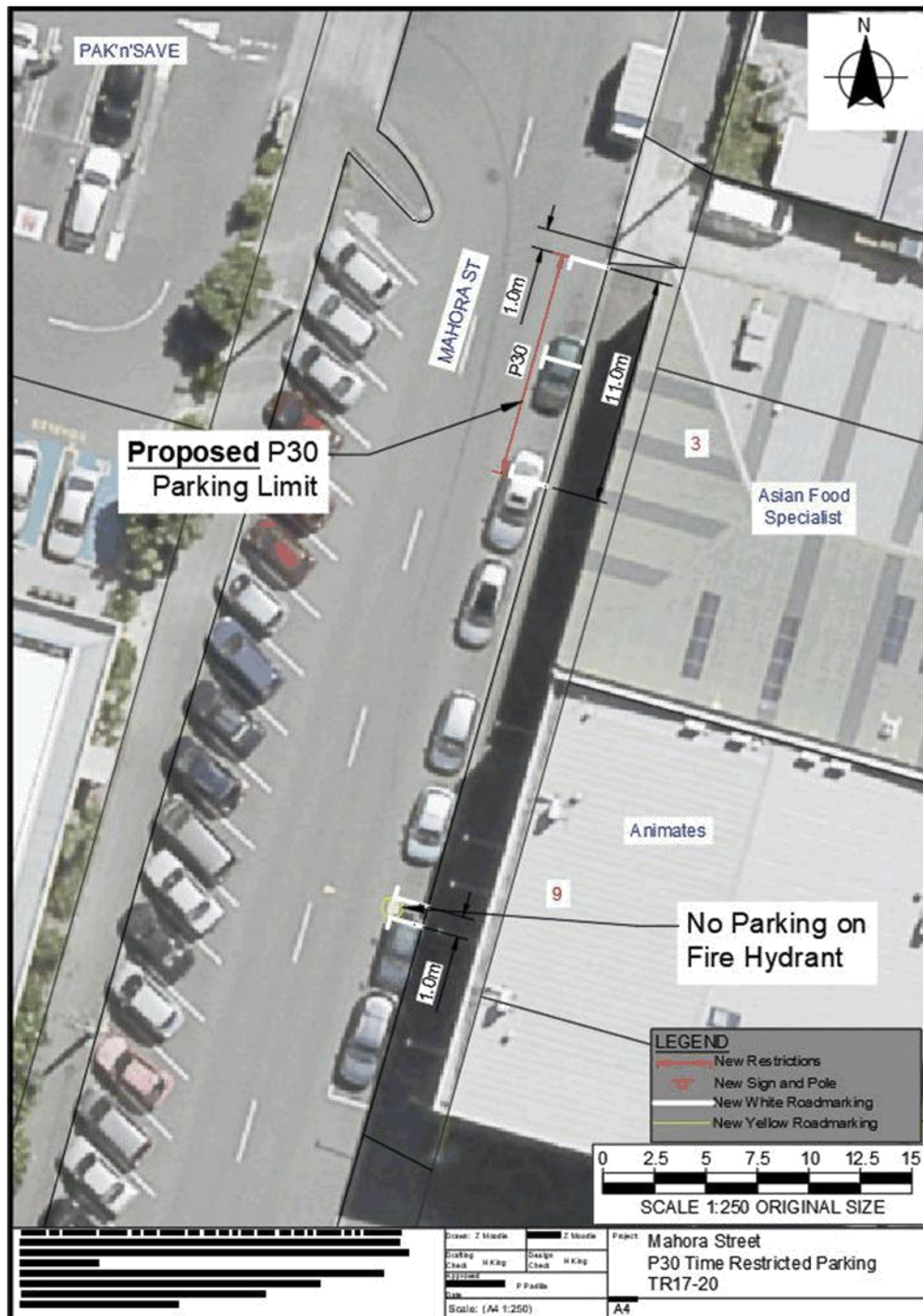
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install P30 Time Restricted Parking.
Why we are proposing the change	<ul style="list-style-type: none"> To improve parking turnover for businesses and customers
Location – where we propose to make the change	<ul style="list-style-type: none"> Mahora Street, Kilbirnie – Near Asian Food Specialist.
Impact	<ul style="list-style-type: none"> Parking turnover for customers.
Additional Information	<ul style="list-style-type: none"> Short term parking has been requested to support the local businesses and provide parking turnover for customers. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR17-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR17-20 Mahora Street, Kilbirnie – Time Restricted Parking



Wellington City Council | 2 of 4

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
<i>Mahora Street</i>	<i>P30 at all times, Parking Restrictions</i>	<i>East side, following the kerb line 39.6 metres South of its intersection with Rongotai Road (Grid Coordinates X= 1,750,447.51m, Y= 5,424,331.90 m) and extending in a southerly direction for a total of 11 metres.</i>

Prepared By: Zackary Moodie **(Intermediate Traffic Engineer)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Markwick
Suburb: Unknown
Agree: Yes

Will free up space for shoppers and visitors with cars

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood / place of business.

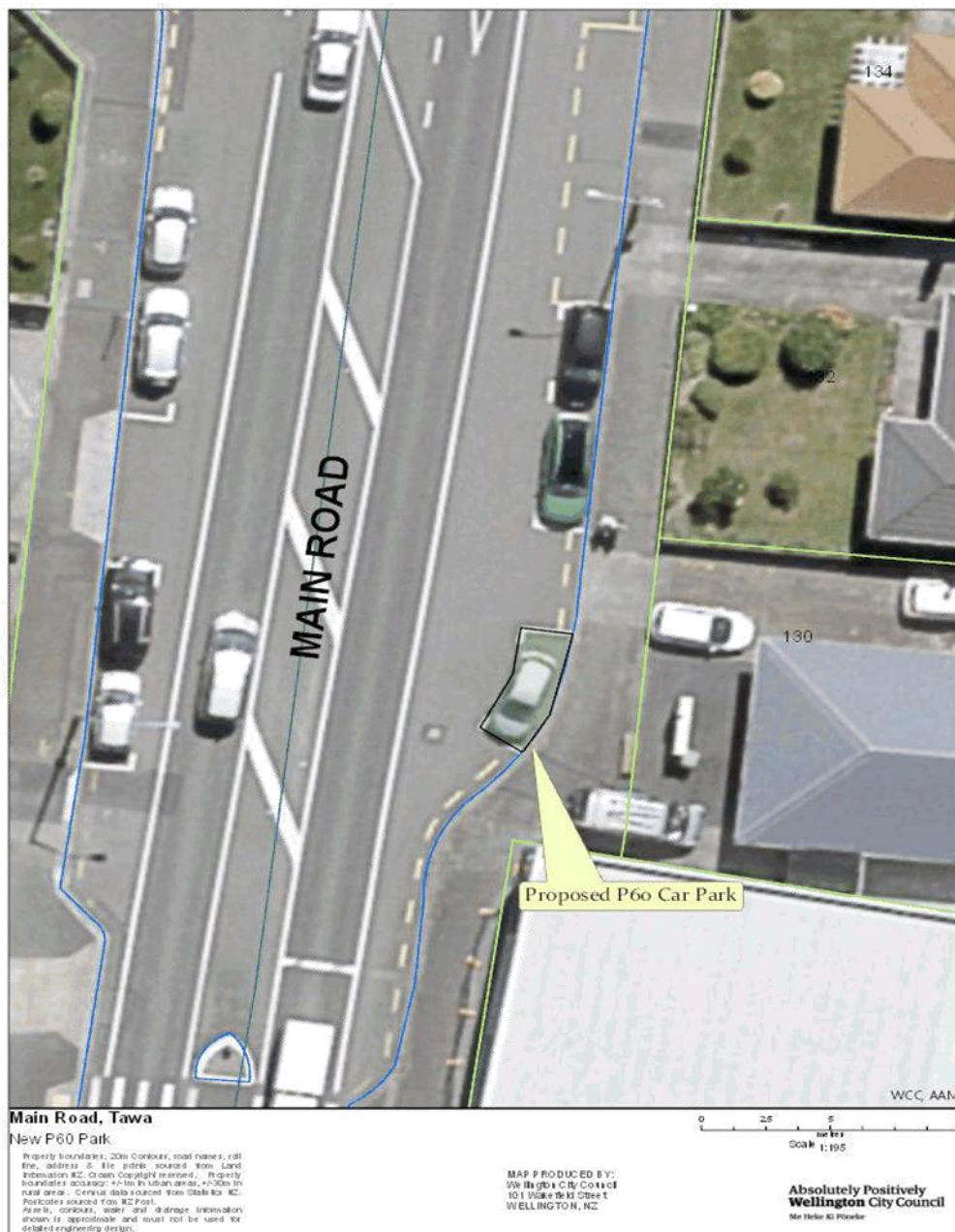
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Proposed P60 parking space
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility for ABI Rehabilitation NZ patients.
Location – where we propose to make the change	<ul style="list-style-type: none"> Outside No.130 Main Road, Tawa.
Impact	<ul style="list-style-type: none"> Time restriction of one parking space to improve accessibility.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR19-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR19-20 Main Road, Tawa – Time Restricted Parking



We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule A (Time Limited) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Main Road	<i>P60, At All Times</i>	<i>East side, commencing 146.5 metres south of its intersection with Cambridge Street (Grid Coordinates X=1,753,087.46m Y=5,440,591.07) and extending in a southerly direction following the eastern kerbline for 5.7 metres</i>

Prepared By: Alastair Helm **(Transport Engineering Team)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Jonathan Markwick
Suburb: Unknown
Agree: Yes

Will free up space for visitors with cars.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

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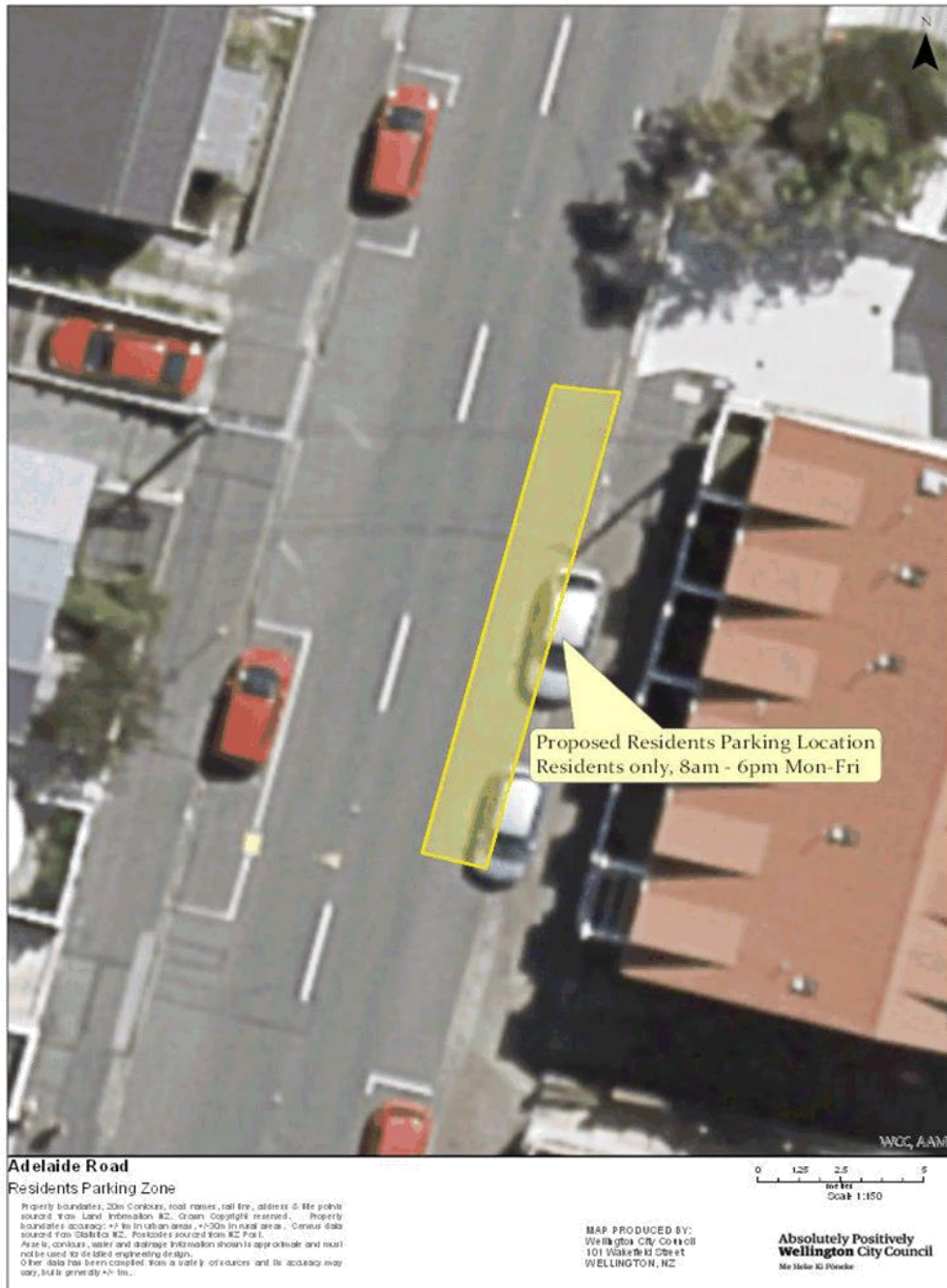
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Add 3 new Residents Only parking spaces.
Why we are proposing the change	<ul style="list-style-type: none"> Council received a petition from 6 residents, near 245 Adelaide Road, to add residents' parks due to all day commuter and non-resident parking in the area. The residents are having difficulty finding nearby available parking.
Location – where we propose to make the change	<ul style="list-style-type: none"> Adelaide Road, Newtown – outside No.245.
Impact	<ul style="list-style-type: none"> Improved accessibility and parking availability for residents.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR21-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR21-20 Adelaide Road, Newtown – Resident Parking



We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule*

Column One	Column Two	Column Three
Adelaide Road	<i>No Stopping Except for Authorised Residents Vehicles, Monday to Friday, 8:00am – 6:00pm</i>	<i>East side, commencing 65 metres south of its intersection with Nikau Street (Grid Coordinates X=1,748,779.15m Y=5,425,384.26m) and extending in a southerly direction, following the eastern kerb line for 16 metres</i>

Prepared By: Alastair Helm **(Transport Engineering Team)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: David Moynahan
Suburb: Newtown
Agree: No

I am the current owner of property approximately 65 meters from the proposed resident parking. I am writing to oppose the proposed additional residents parking outside 245 Adelaide Road. Parking is of a premium on this part of Adelaide road. It is very difficult for me to find a park. The \$195 fee for resident parking is prohibitive and stops people on lower income from being able to have a car. On top of this, guests find it hard to find parks and having extra resident parks will add to this.

A few years ago a resident park was added down the road from me. This removed a park from the street and made it harder for me to find a park.

In conclusion, the proposed resident parking will reduce accessibility for me by reducing the free parks on the street. The people who park outside 245 will move down the street and make it harder for me to park close to my house.

I hope you decide to not go ahead with the additional residential parks.

Name: Jonathan Coppard
Suburb: Island Bay
Agree: No

Adelaide is a major arterial route and as such is not an appropriate location for increasing the availability of on-street parking. The narrowness and high traffic volumes on this section of road leads to residents parking their cars partially on the footpath, obstructing pedestrians and causing hazards for people with disabilities. The lack of any cycle infrastructure on this arterial route makes it difficult for cyclists. This section has a steep uphill gradient that causes cyclists to have to travel at slow speeds and hold up faster motor vehicle traffic. Long gaps between parked cars allow cyclists to move over safely and allow traffic to pass. Almost all nearby properties have off street parking facilities and as such it is unnecessary for the council to increase the availability of parking in this location. I recommend that the council instead marks this section as "No Stopping at All Times" and investigates any other areas of this side of the street where similar changes could be implemented in the future.

Officer's response:

Thank you for your feedback on the proposed residents parking on Adelaide Road. This proposal was requested by residents near 245 Adelaide Road. A Council officer received a petition to add residents parking due to difficulty of residents finding available nearby parking. Officer advice is to proceed with this proposal. It is noted that this proposal will not be adding or removing any parks from this location, it will be changing unrestricted parking into residents parking.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You have received this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood / place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Confirmation of existing No Stopping At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> Improve general accessibility (especially buses) on this narrow stretch of road. This confirms the existing No Stopping At All Times restriction presently on site.
Location – where we propose to make the change	<ul style="list-style-type: none"> Balfour Street, Mornington – outside 11 Balfour Street.
Impact	<ul style="list-style-type: none"> Improvement of safety and accessibility approaching the corner. Improve bus accessibility along the street by removing impediment.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR24-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

BALFOUR STREET

Extent of current No Stopping
At All Times Restriction

Location of No Stopping At All
Times reconfirmation (8.5 metres)

Scale 1:250

0 3 6 9 12

MAP PRODUCED BY
Wellington City Council
101 Waterfield Street
WELLINGTON, NZ

**Absolutely Positively
Wellington City Council**
Mr Mike R Plouffe

Balfour Street, Mornington

No Stopping At All Times Reconfirmation

Property boundaries 20m. Colours and names, old line, address & site points boundaries accuracy <1m to urban areas, <20m to rural areas. Current data. Assets, contours, water and drainage information known to approximate and not for use for any purpose other than that for which it was collected. City of Wellington has been designed to be a source of information and its accuracy may vary, but is generally <1m.

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Balfour Street	No Stopping, at all times	South side, commencing 655.5 metres east of its intersection with McColl Street and extending in an easterly direction following the western kerb line for 20.5 metres

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

Column One	Column Two	Column Three
Balfour Street	No Stopping, at all times	South side, commencing 181 metres west of its intersection with Farnham Street (Grid coordinates, X= 1,748,065.01m Y= 5,424,247.55m), and extending in a westerly direction following the southern kerb line for 29 metres.

Prepared By: Lawrence Goodhead **(Transport Engineering Team)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Chris Wood
Suburb: Morningside
Agree: No

I would like to submit feedback on the proposed change in the subject line and also the change that has already occurred without any consultation.

I am the owner of 17D and recently the bus stop outside our house was moved several meters up the road on the left-hand side. There were also new yellow lines deployed to go with the move. There are two issues which have resulted from this:

- 1) Previously where the former bus stop was located across the driveways on the corner, gave a wider berth for any traffic to pass. Especially in the mornings getting to work is where this becomes an issue. People will still drive round the bus. People are people, but the move has effectively made the visibility non-existent and blocks the road completely.
- 2) By moving the bus stop and inserting new yellow lines, many of the local residents have lost their usual parking spaces. So any other parks have become hot property to say the least. I saw one of the neighbours come close to a fist fight with a young bloke over a parking space on our corner since the council moved the bus stop. I appreciate it was moved with the best intentions, but the reality is the persons making the decisions are not the people who live on the street and not on the corner.

With the new existing plan to put more yellow lines on the corner by number 17, you stand to worsen the parking anger of the local residents even more than you already have.

The problem with the busses isn't so much the visibility of an oncoming bus, it's the speed at which they drive. I believe there are bus drivers who drive the Balfour route and do so at far too much speed. Especially in the mornings. It gets dangerous.

With less parking on the corner of 17 Balfour, this will cause major issues for the residents. Where I live we have 17, A, B, C and myself in D. None of our houses are visible from the road. From what can seem a quiet corner on a skinny street, it is actually quite densely populated with many, many vehicle owners.

So please, and in conclusion, ask the busses to slow down on the road and don't make any more changes to the parking situation on the corner of 17 Balfour. Thank you for your time.

Officer's response:

Thank you for your feedback and insight. You're correct in pointing out that the no stopping lines are already in place. The purpose of the proposal is to formalise what is already in place, and to get input from the local residents that are most familiar with the area. We reiterate that there are no current intentions to change the parking situation by reducing on-street parking spaces. For the intention of formalising the existing restrictions, we will proceed with this proposal.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

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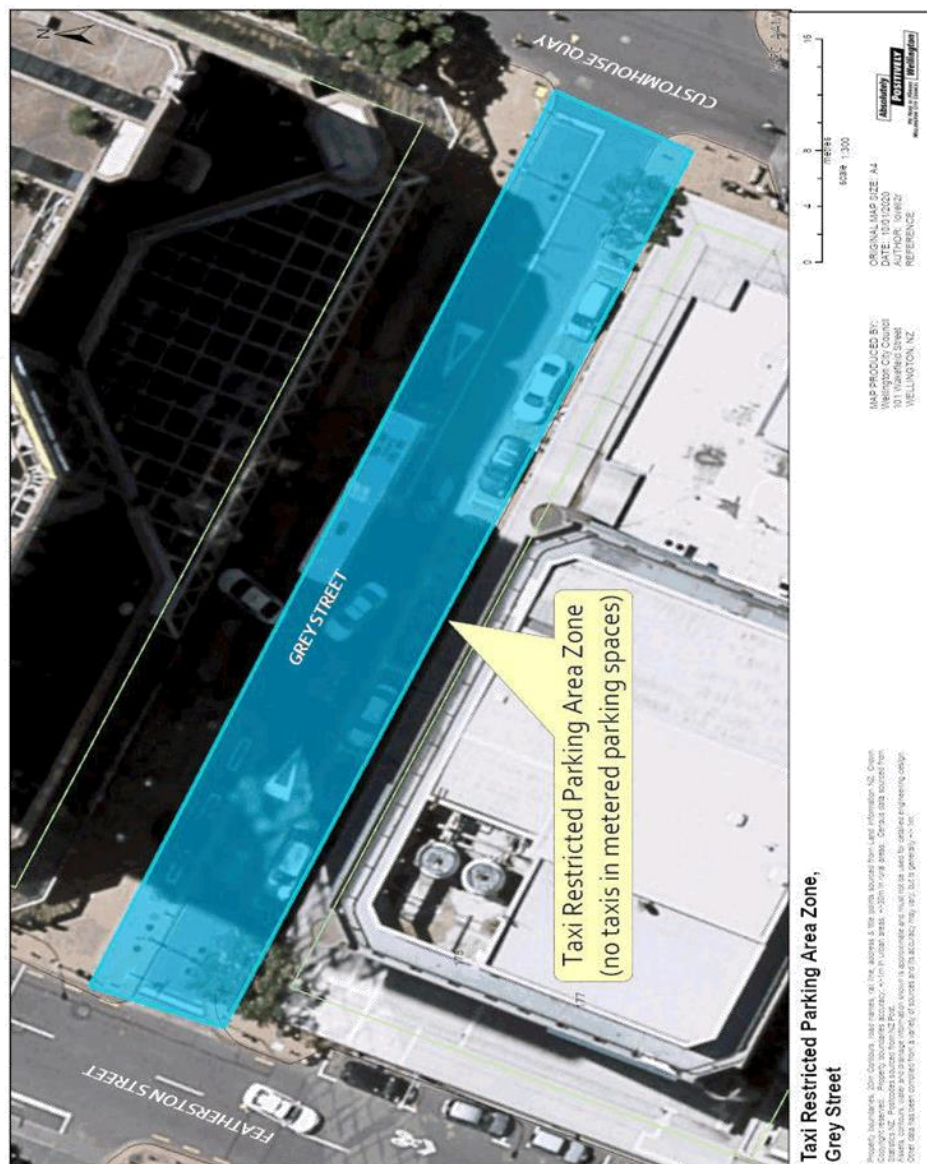
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Implement new Taxi Restricted Parking Area
Why we are proposing the change	<ul style="list-style-type: none"> To better manage parking demand along Grey Street, and address public concern regarding the perceived monopolising of metered parking spaces by taxis.
Location – where we propose to make the change	<ul style="list-style-type: none"> Grey Street, Wellington Central between Featherston Street and Customhouse Quay.
Impact	<ul style="list-style-type: none"> Taxis will no longer be able to occupy the metered parking spaces on this street.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR26-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by 10 February 2020, 2. The proposal will go to Regulatory Processes Committee on 4 March 2020, 3. If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR26-20 Grey Street, Wellington Central – Restricted Parking



We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Grey Street	<i>Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm.</i>	<i>Both sides, commencing at its intersection with Customhouse Quay (grid coordinates X = 1,748,809.37 m, Y = 5,428,088.18 m) and extending in a westerly direction for 71 meters to its intersection with Featherston Street.</i>

Prepared By: Reuben Lovell-Smith **(Transport Engineering Team)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Scott McMillan
Suburb: Wellington Central
Agree: Yes

Thanks for the opportunity to participate.

This is an ongoing issue that has impacted ours and other local businesses for years and it's great to see council considering changes.

There are only about 10 parks on our part of Grey Street and taxis often occupy over half of the spaces during peak business hours. Our customers are unable to park close to us and we have had a lot of feedback that "you can never find a park" near us.

I have seen taxis park up and sit there waiting for the Park Wise staff to appear. They generally don't pay for parking unless challenged by PW, when they will either put in the bare minimum or drive away.

These parks are for Wellington shoppers. WCC already provides Taxi stands close by on Featherston Street.

Please ban taxis from the metered spaces on Grey Street. It would really help the local businesses.

Name: Meg McMillan
Suburb: Wellington Central
Agree: Yes

I see you are reviewing the ongoing problem of taxi's using Grey St as a taxi rank. We enjoy being a part, and adding to, the vibrancy of Wellington CBD.

We are however affected by the lack of parking our customers face trying to visit us and having to circle and circle, plenty simply giving up.

We are constantly having them vent their frustration about the lack of parking and also the cabs sitting in parks that they could go into.

I fully support turning all of Grey St into a no taxi's area.

As you already know, at any given time there's a row of taxi's all waiting for a job.

This is using this CC space as 'rental'. What's stopping me from putting two hours' worth in the metre and lining up furniture in the space and selling from there? Or the hairdresser cutting hair in a park? It's the same thing.

They need to stick to the allotted ranks, not sit in the precious few parks our customers have.

Any other info or pics you need from us please contact me - I have plenty of photos.

Name: Maurice Speirs
Suburb: Unknown
Agree: Yes

I fully support the proposal to implement Taxi Restricted Parking in Grey Street.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Over the last few years, Grey Street has increasingly become monopolised by Taxis using those parks, with sometimes up to four or five parked at a time. To add to the problem, Taxis also double park waiting to fill a park as soon as one becomes vacant.

Apart from the fact that Customers of nearby businesses have great difficulty in getting a Grey Street park, there have been many altercations with Taxi drivers who become confrontational when members of the public point out that they shouldn't be using those parks.

Thank you for the opportunity to give feedback.

Name: James Hart
Suburb: Unknown
Agree: Yes

I do not oppose the restriction for taxis on Grey Street but would like to submit the following 2 points:

1. Restriction should apply to Taxis as well as 'Ridesharing'

Under the Land Transport Act, there is currently no longer a legal status for 'Taxis'. The term that is now applied is 'Small Passenger Service Vehicles'. This term encompasses both taxis in the traditional sense as well as 'Ridesharing' (vehicles such as Uber, Ola, and Zoomy) along with individual small passenger service providers. In the interests of natural justice and fairness, a level playing field needs to be maintained, and as such, all small passenger service vehicles operating in a commercial transport capacity should be restricted. At present, some of the biggest offenders on Grey Street are rideshare vehicles and individual operators who not only take up public carparks but also double park blocking in legally parked vehicles and restricting traffic flow.

2. The restriction needs to be properly enforced

At present there are some organisations that are compliant with parking restrictions and those that are less so. Enforcement of these restrictions needs to be robust in order to prevent those that are in compliance from being disadvantaged in what is a lucrative area. I sincerely hope adequate resources will be dedicated to this.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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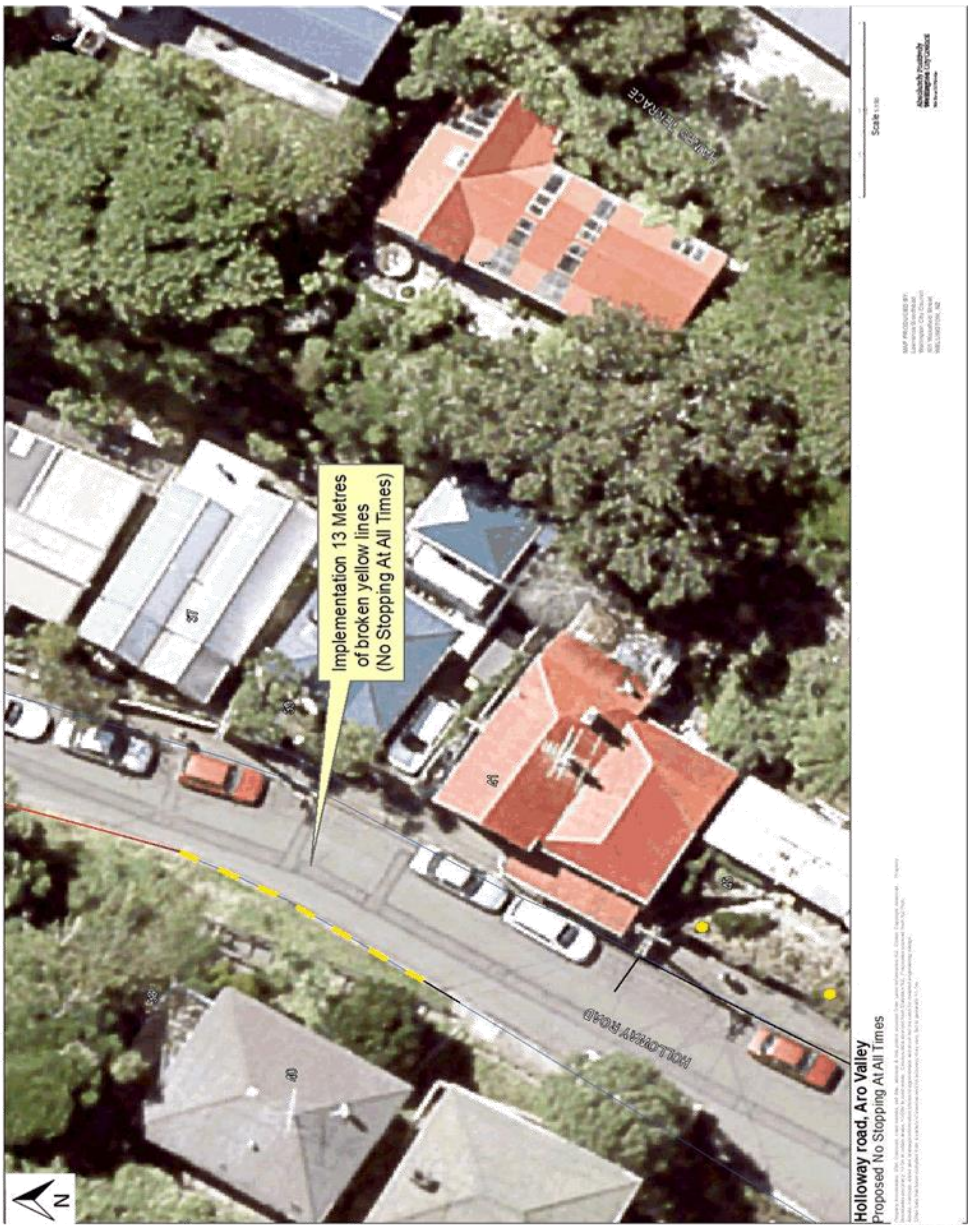
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Implement No Stopping At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> To facilitate public accessibility (particularly emergency services vehicles such as Fire Services and Ambulance) traversing narrow parts of the road.
Location – where we propose to make the change	<ul style="list-style-type: none"> Holloway Road, Aro Valley – outside 40 Holloway Road.
Impact	<ul style="list-style-type: none"> Improved emergency services vehicle access in medical and urgent events, General improvements to public safety by reducing vehicle impediment and increasing driver forward visibility. Loss of 2 parking spaces.
Additional Information	<ul style="list-style-type: none"> Concerns have been raised in regards to accessibility of emergency services vehicles, resulting in public safety risks. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR28-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR28-20 Holloway Road, Aro Valley – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Holloway Road	No Stopping, at all times	West side, commencing 257.9 metres South-East of its intersection with Raroa Road (Grid coordinates, x= 1,747,445.29m, y= 5,427,179.32 m), and extending in a south direction following the western kerbline for 13 metres.

Prepared By: Zackary Moodie (Intermediate Traffic Engineer)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Russell Campbell
Suburb: Aro Valley
Agree: Yes

Thank you for the opportunity to comment on the proposal to implement a no stopping area outside 40 Holloway Rd, Aro Valley.

As owner/resident of 39 Holloway Rd, across the road, I strongly support this proposal.

1) As noted in the proposal, vehicles parked in this area make it difficult for emergency vehicles (and service trucks) to get through. This is especially true when, as is often the case, a car is parked in front of the disused garage at 41 Holloway Rd.

2) Vehicles parked in this area make it difficult for me to reverse into my driveway at 39 Holloway Rd, especially when, as above, a car is parked in front of 41 Holloway Rd.

I attach photographs taken in recent months illustrating the issue.



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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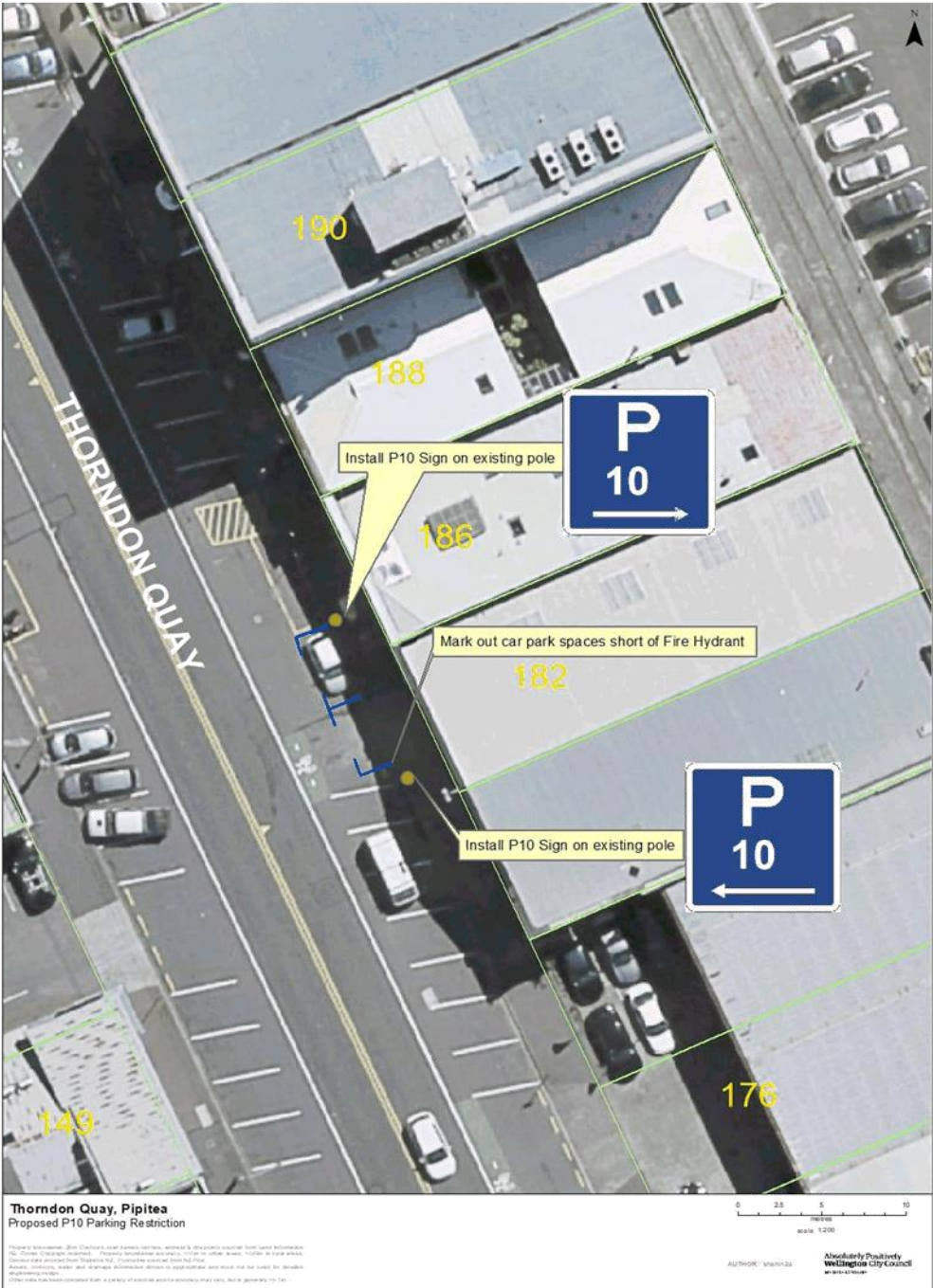
Proposal:

What we'd like to do	<ul style="list-style-type: none">Convert 2 unrestricted parking spaces into P10 restricted parking to match with the other parking restrictions in the area.
Why we are proposing the change	<ul style="list-style-type: none">These 2 parking spaces are currently unrestricted and are inconsistent with the parking restrictions in the area.Provide better customer turnover for local businesses.
Location – where we propose to make the change	<ul style="list-style-type: none">182 Thorndon Quay, Pipitea
Impact	<ul style="list-style-type: none">Utilise carriageway space more efficiently
Additional Information	<ul style="list-style-type: none">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 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none">TR32-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by 10 February 2020,The proposal will go to Regulatory Processes Committee on 4 March 2020,If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR32-20 Thorndon Quay, Pipitea – Time Restricted Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Thorndon Quay	<i>P10, Monday to Friday 9:00am – 6:00pm, Saturday – Sunday 8:00 – 6:00pm</i>	<i>East side, following the kerb line 633.6 metres south of its intersection with Hutt Road (Grid Coordinates X= 1,749,218.1 m, Y= 5,430,001.8 m) and extending in a southerly direction for a total of 9.7 metres.</i>

Prepared By: Amin Shahin (Intermediate Traffic Engineer)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 17/02/2020

No Feedback received

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Updating the traffic resolution register to reflect the on-site parking restrictions.
Why we are proposing the change	<ul style="list-style-type: none"> To enable enforcement in this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Ballantrae Place – Near Ministry for Primary Industries.
Impact	<ul style="list-style-type: none"> No impact.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR33-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR33-20 Ballantrae Place, Pipitea – Parking Restrictions



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Ballantrae Place	<i>Mobility Park, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 172.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 12 metres. (2 parallel carparks)</i>
Ballantrae Place	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 184.5 metres northeast of its intersection with Bowen Street (Grid Coordinates X=2658494.120509 m, Y=5990592.435261 m) and extending in an easterly direction for 17.5 metres.</i>

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

Column One	Column Two	Column Three
Ballantrae Place	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, following the kerbline 149.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 23 metres. (4 parallel carparks)</i>

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

Column One	Column Two	Column Three
Ballantrae Place	<i>Mobility Park, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>South side, following the kerbline 178.3 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1,748,476.7m, y= 5,428,880.2m), and extending in an easterly direction for 12.4 metres. (2 parallel carparks)</i>

We are proposing a change in your area

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Ballantrae Place	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	South side, following the kerbline 190.7 metres northeast of its intersection with Bowen Street (Grid Coordinates x= 1,748,476.7m, y= 5,428,880.2m) and extending in an easterly direction for 17.5 metres.
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Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Ballantrae Place	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, following the kerbline 154.9 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1,748,476.7m, y= 5,428,880.2m), and extending in an easterly direction for 23.4 metres. (4 parallel carparks)

Prepared By: Amin Shahin (Intermediate Traffic Engineer)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 17/02/2020

No Feedback received

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Extend No Stopping At All Times Restrictions to improve safety for road users.
Why we are proposing the change	<ul style="list-style-type: none"> Concerns were raised over vehicles parking near a bend obstructing forward visibility, Safety concerns for road users approaching the bend with limited visibility, Parking Services safety concerns.
Location – where we propose to make the change	<ul style="list-style-type: none"> Harriett Street, Thorndon – near Pitarua Street.
Impact	<ul style="list-style-type: none"> Improvement to public safety. Loss of 3 parking spaces.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR34-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR34-20 Harriett Street, Thorndon – 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 restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Harriett Street	<i>No stopping, at all times.</i>	<i>South side, commencing at its intersection with Pitarua Street and extending in a westerly direction following the southern kerbline for 14.5 metres.</i>

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

Column One	Column Two	Column Three
Harriett Street	<i>No stopping, at all times.</i>	<i>South side, commencing at its intersection with Pitarua Street (X = 1,748,383.6, Y = 5,429,146.0) and extending in a westerly direction following the southern kerbline for 33.6 metres.</i>

Prepared By: Amin Shahin **(Intermediate Traffic Engineer)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Trevor Glogau On Behalf Of Thorndon Residents Association
Suburb: Thorndon
Agree: Yes

The Thorndon Residents Association Committee have looked at the four proposals and confirm that a we see no issues with any of the changes.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Extend No Stopping At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> To improve road user safety and accessibility.
Location – where we propose to make the change	<ul style="list-style-type: none"> Carlton Gore Road, Roseneath.
Impact	<ul style="list-style-type: none"> This section of Carlton Gore Road is narrow and vehicles are parking on one side making it difficult for two-way traffic flow. This, coupled with a sharp corner at the top of end of this section and being a scheduled bus route, there is significant risk for public safety and accessibility, Improvement of Safety and Accessibility. Loss of 7 parking spaces.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR35-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

[illegible]

We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Carlton Gore Road	No Stopping, At All Times.	East side, following the kerb line 70 metres northeast of its intersection with Maida Vale Road (Grid Coordinates X= 1,750,854.2m, Y= 5,427,696.2m) and extending in an easterly direction for a total of 43 metres.

Prepared By: Amin Shahin **(Intermediate Traffic Engineer)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 17/02/2020

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Bridget & Edward Chang-McDonald/McDonald
Suburb: Roseneath
Agree: Yes

We live at 14 Carlton Gore Road and agree with the new proposed broken yellow lines. In addition we would like to suggest 3 additional areas where broken yellow lines should be placed because of the current risk to public safety and accessibility. We have attached a photo with our suggestions written/drawn in red pen. On many occasions we have seen vehicles, including public buses, and cyclists have near miss collisions because of the narrow road and sharp corner where visibility is poor. In addition the entrance to our shared driveway which services 8 dwellings is at the same sharp corner and on several occasions buses and other vehicles have nearly collided with our vehicles as we turn to enter and leave the driveway where visibility to oncoming traffic is poor. The 2 carparks which we suggest should be replaced by broken yellow lines (see attached photo) are where parked vehicles currently impair visibility and also vehicles swerve to avoid vehicles parked here on this sharp corner and we have witnessed accidents occurring here.



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Name: Linda and Murray Jack
Suburb: Roseneath
Agree: Not Stated

Thank you for the opportunity to give feedback on the above proposed change as the residents of Carlton Gore Road have been increasingly concerned about the traffic flow in the immediate area.

The proposed extension of the No Stopping restriction will possibly go some small way towards alleviating the current situation but there are major issues affecting road user safety and accessibility involving the two tight 90 degree angle corners outside numbers 15 and 17 Carlton Gore Road.

Several times daily, buses meet on these two corners and are unable to pass each other due to parked vehicles in the spots outside numbers 12 and 15. An alarmingly dangerous manoeuvre ensues whereby one bus has to back up to let the other pass. This is both dangerous and time consuming.

Because these corners are so tight, buses (and quite often cars) travelling in both directions, swing over the central line endangering oncoming traffic which doesn't have full visibility of what's around the corner.

We strongly recommend two further measures to provide a safer zone in which to negotiate the lower of these two corners.

- 1/ Remove the single parking space outside number 15.
- 2/ Remove the very first one of the line of parks outside number 12.

Removing these two parks would vastly improve both visibility and the availability of room to manoeuvre for buses, cars, pedestrians and cyclists (who must be in a particularly vulnerable position). It would also improve the safety of access to residents' driveways, as presently visibility is often blocked by large vehicles poorly parked in the first space outside number 12, making it necessary to pull out into the road to check for oncoming traffic.

The situation has worsened considerably over the past few years and we are all very relieved to know that something is being done about the increasing hazards being encountered on our stretch of roadway.

Please contact us if we can provide any further information or evidence to support our feedback and we look forward to having a safer neighbourhood soon.

Name: David Sercombe
Suburb: Roseneath
Agree: Not Stated

Re proposals to improve safety and traffic flow in particular for the Bus Route (14) on Carlton Gore Road, Roseneath.

Your Map as included in my download of 3 pages:

Starting at the top by the Roseneath School, St Barnabas Church and Bus Stops both sides of the road.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Drop-off and Pick-up areas for school children creates a dangerous situation with the existing parking situation – consider limited time frames and suitable signs perhaps not necessary if you extend the broken yellow lines.

Suggest NO parking on the INSIDE of the bends all the way down to Oriental Bay intersection and at any point where two vehicles cannot pass. Note: A continuous White Line seems to only indicate the edge of the Road as cars park on them!

Your map clearly indicates on the lower portion of Carlton Gore Road before the last bend to the Oriental Bay junction, the problem of lack of space between the last car parked going down and the last car coming up. Removing two of these car parks , one either side – maybe two one side and one from the other for extra safety.

Having now being forced to use Public Transport more often I appreciate the problems created by badly parked vehicles throughout Wellington for Bus Drivers and likely other Emergency vehicles.

Ideally NO Parking on Bus Routes would increase the efficiency for Bus Time Table operation thus encouraging use and perhaps promote alternate methods for getting to a bus stop! (Portable E.Scooters!)

Thank you for the opportunity to express my opinion especially as I have sent numerous photos illuminating the parking a problems in my area. Carlton Gore & Grafton Road.

Name: Tim Jenkins
Suburb: Unknown
Agree: No

Parking on this narrow, winding street should be reduced. It can make for dangerous cycling and driving by reducing space and visibility.

Officer's response:

The proposed No Stopping restrictions will provide a more comfortable turning radius for buses negotiating the top end bend on Carlton Gore Road. With the proposal implemented, buses will be better positioned taking this corner to safely travel past parked vehicles outside number 15/17 Carlton Gore Road and there is clear carriageway width of approximately 5m between parking spaces.

The request for additional no stopping is currently outside the scope of this proposal. The removal of parking space outside number 15 Carlton Gore Road will be monitored and investigated. Roseneath School, St Barnabas Church and Maida Vale Road are currently beyond the scope of this proposal.

Thank you for your feedback, this proposal will prevent parking to ensure safety for all road users.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Extend No Stopping At All Times
Why we are proposing the change	<ul style="list-style-type: none"> To improve road user safety by providing 2-way traffic flow near corner with limited forward sight distance on a scheduled Bus Route. Currently unrestricted parking on both sides is creating a safety concern on the street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Palliser Road, Roseneath – Refer to map
Impact	<ul style="list-style-type: none"> An approximate loss of 6 parking spaces for improved road safety.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR36-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR36-20 Palliser Road, Roseneath – No Stopping At All Times



We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Palliser Road</i>	<i>No Stopping, At All Times.</i>	<i>South side, commencing 284.4 metres south-east and north of its intersection with Bayview Terrace (Grid coordinates x= 1,749,987.4, y= 5,427,140.2) and extending in a northerly direction following the southern kerb line for 35.0 metres.</i>

Prepared By: Amin Shahin **(Intermediate Traffic Engineer)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 17/02/20

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Name: Tim Jenkins
Suburb: Unknown
Agree: Yes

Parking on this narrow, winding street should be reduced. It can make for dangerous cycling and driving by reducing space and visibility.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Implementing 5m of No Stopping at All Times.
Why we are proposing the change	<ul style="list-style-type: none"> To improve resident access from their driveways by ensuring enough space to exit
Location – where we propose to make the change	<ul style="list-style-type: none"> Tannadyce Street, Strathmore – Opposite 53, extending by 5m.
Impact	<ul style="list-style-type: none"> Improvement of resident access. Loss of 1 parking space.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR37-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR37-20 Tannadyce Street, Strathmore – No Stopping at All Times



FEEDBACK RECEIVED

Absolutely Positively
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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Tannadyce Street	No Stopping, At All Times.	East side, commencing 413 metres south from its intersection with Beacon Hill Road (Grid coordinates X= 1,752,979.28m Y= 5,423,389.28m) and extending in a south westerly direction for 5 metres following the south eastern kerb line.

Prepared By: Zackary Moodie (Intermediate Traffic Engineer)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

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Me Heke Ki Pōneke

Feedback Received:

Name: Peter Jessop
Suburb: Strathmore Park
Agree: No

Whilst the L bar is probably a good idea for a street with busy parking as it will assist motorists in ensuring their vehicle doesn't over hang the entrance, it has to be said that I have never witnessed such an obstruction. I am OK with that. The need for yellow lines opposite the No53 entrance is less clear as parking rarely happens on that side of the street and never once have I seen it opposite this entrance way. There is no danger hazard and the entrance way is never obstructed. It is making work and markings for no good reason. There is no real motive. Go down the road 70 metres to the corner however and there is a clear danger there and the yellow lines stop suddenly on the inside of the bend and a car legally parked there, which does quite often happen comes up very suddenly as they are only 15 metres or so from the bend. THAT is an incident waiting to happen, the unneeded entrance yellow lines where there has never been an incident on the other hand are completely unneeded.

Officer's response:

The owner of No. 53 has stated that they do experience cars parking opposite their drive and this makes it difficult for them to exit their driveway. The request for additional no stopping on other sections of Tannadyce Street will be looked at as a separate enquiry.

Name: Michelle Fyson
Suburb: Strathmore
Agree: Yes

Currently parking in our area of Tannadyce Street is extremely congested. It appears that both residents and non-residents park cars from 45-57 Tannadyce Street. There is often very limited parking on the street for the residents. Perhaps an area of residents only parking could be considered for this stretch of road as it is an ongoing and increasing problem on a narrow winding street.

We do agree with the no parking area on the road opposite number 53 but would like it to be extended at least to opposite our garage at 49a. The road is very narrow and needs to accommodate the shuttle bus. The problem car has been parked directly over the road from our garage and it has become quite difficult for us reversing out of our garage safely while looking for the traffic up and down the hill. We have already had one collision. We would propose an extension of the yellow lines for at least another 5 metres and ideally to the corner.

Name: Juan Smit
Suburb: Unknown
Agree: Yes

This is a serious safety concern on the street in general and should be considered more extensively than just for specific driveways. All of Tannadyce should be no stopping at all times on at least one

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side of the road for the entire length of Tannadyce Street. Buses use this street and it carries very regular traffic.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal: Amended traffic Resolution post consultation

What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> • To improve public safety and accessibility for the residents and buses.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Nevay Road, Karaka Bay – north of the driveway of 21-31 Nevay Road.
Impact	<ul style="list-style-type: none"> • Improvement of road user safety along Nevay Road, • Improvement of public safety and access to the driveway serving 21-31 Nevay Road.(serving 8 properties) • Loss of 1 parking space. • Provides a 13 metre lead-in for the buses stopping at the adjacent bus stop
Additional Information	<ul style="list-style-type: none"> • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> • TR38-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or by emailing us on trfeedback@wcc.govt.nz .</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by 10 February 2020, 2. The proposal will go to Regulatory Processes Committee on 4 March 2020, 3. If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR38-20 Nevay Road, Karaka Bay – No Stopping At All Times- **POST CONSULTATION**



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Nevay Road</i>	<i>No stopping, at all times</i>	<i>West side 171.4 metres from the Nevay Road and Awa intersection (grid coordinates x=1752964.36608 m, y=5424980.45712m), extending for 6 metres in a northerly direction.</i>

Prepared By: Neha Sharma (Intermediate Traffic Engineer)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Graeme Buchanan
Suburb: Karaka Bays
Agree: Yes

Again, this is a yes and no. I understand why the residents in that driveway need some clear air each way as they exit so that they can exit efficiently and see what's coming either way, and as they enter so they don't have to do extravagant manoeuvres.

But the 'no' part of my submission is that stand-alone changes like this should not occur in isolation. One implication of the change is that vehicles should park on the other side opposite the driveway (which they can do legally now of course) but that ignores the protocols which exist in the street. These see cars parking on the west side from number 9 to number 33, but not on the west side and then on the west side from there to 36. This facilitates efficient traffic movement, especially for the buses.

What needs to happen is not just the squeaky wheel approach but a systematic look at the whole vehicle! The squeaky wheel approach will see the next legitimate request from the residents of 33, 33A, and 31A for similar treatment on the south side of their driveway.

Instead WCC should do a systematic assessment of a narrow street that is a Bus Route and ensure that at no point can cars legally park on both sides of the road opposite (or nearly opposite) each other. In some places this can stop all traffic, not just the buses. It's another Imperial Terrace waiting to happen.

In terms of this particular change it should proceed, but Council should follow it up with the same change for 33's driveway, and then No Stopping at All Times on the Eastern side from below number 26 all the way to number 8. And then look at this issue for the whole street.

Name: Paul and Karen Guest
Suburb: Karaka Bays
Agree: Yes

Karen and I would like to agree to the proposal to add any yellow lines, as in TR38-20 or any further yellow lines proposed for Nevay road in the future.

The lines will allow better vision of traffic moving north along Nevay when exiting the driveway. Thus reducing the possibly of a crash with vehicles that appear quickly from behind parked cars.

The lack of vehicles parked near the driveway will also allowing better turn into the driveway reducing the time the manoeuvre takes, making it safer and reducing the time following traffic is held up.

This proposal will certainly make it easier and safer to enter and exit the driveway when towing a trailer or boat.

The lines will also reduce the times a bus cannot negotiate passed vehicles parked on both sides of the road or the time it takes to actually weave through the parked vehicles.

A Great proposal.

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Me Heke Ki Pōneke

Name: Blair Rolinson
Suburb: Miramar
Agree: No

I live at 17a Nevay and this entire stretch of road is short of parks. I am fully against getting yellow lines.

I am all for safety but nearly every driveway along Nevay Rd has the same issue to deal with when exiting.

When visitors come over or if school drop off is happening the street is full.

My other concern is that people will start parking on the eastern side of the street and already buses have problems here.

Can a mirror be put up across the road on the lamp post?

Why not move the bus stop down the hill to cover the section where the northern lines would be giving clear view up the hill.

Maybe a judder bar would work better stopping buses and cars from speeding down that section of road and reducing the risk for every driveway in the area and the chance of school kids getting hit by speeding vehicles.

This would solve the driveway problem and keep all the parks free. Also keep the school kids and parents safer.

Name: Hayden Sharp
Suburb: Karaka Bay
Agree: No

We would agree there is an argument for restricting parking directly next to the driveway (e.g. 2 or 3 metres each way) but the current proposal of 6 metres each way seems excessive and would result in the loss of parking spaces along this stretch of road.

There is already a shortage of parking space along Nevay Road and it is often difficult to find a park. We currently have broken yellow lines extending from the corner at Awa Road and 1 Nevay Road until 11 Nevay Road. There are then driveways also preventing parking, so that from the corner of Awa Road until 19 Nevay (150 metres) there are only 7-8 available parks for 11 separate houses, their visitors and service vehicles etc. The proposal would take away 12 metres of parking which removes 2-3 further parks.

The parking on this part of Nevay Road is further exacerbated by proximity to Worser Bay Primary School, and at peak times drivers often resort to parking in questionable spots on the eastern side of Nevay Road, resulting in the blocking of buses, causing long delays for buses and other drivers, or by parking over residents' driveways.

Do the yellow broken lines need to extend 6 metres in each direction in order to achieve a safer exit from the driveway in question? My view is that 2-3 metres in each direction would be more reasonable, allow the drivers to exit the driveway safely, while preserving more parks for the other residents, visitors, school drop-offs etc. Finally, as the intention of the proposal is to improve safety, have other safety measures (such as installing a mirror) been considered to help provide more visibility to drivers exiting the driveway in question?

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Officer's response to all submitters:**

Thank you for your feedback on the proposed No Stopping At All Times restriction on either side of the driveway on Nevay Road. This proposal was requested by a resident of Nevay Road. We received good feedback on this proposal from 2 submitters with a request to the engineers to investigate different approaches to increase visibility for drivers pulling out of driveway at 21-31 Nevay Road. Wellington City Council does not use mirrors on the road reserve, as they can create a more hazardous situation than mitigating hazards.

The transport engineers at the WCC have investigated the concerns raised and, after considering the feedback received from the public, recommend to amend and to install a No Stopping At All Times restriction to the north of the driveway only. This will increase visibility of drivers exiting the driveway at 21-31 Nevay Road and will result in the loss of 1 parking space near the bus stop. This will also ensure an adequate lead-in distance for buses to pull in and to stop at the bus stop. This amended proposal provides improved safety at the bus stop and adjacent area, and improved sightlines when exiting the driveway and minimises parking loss on the street in this area.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

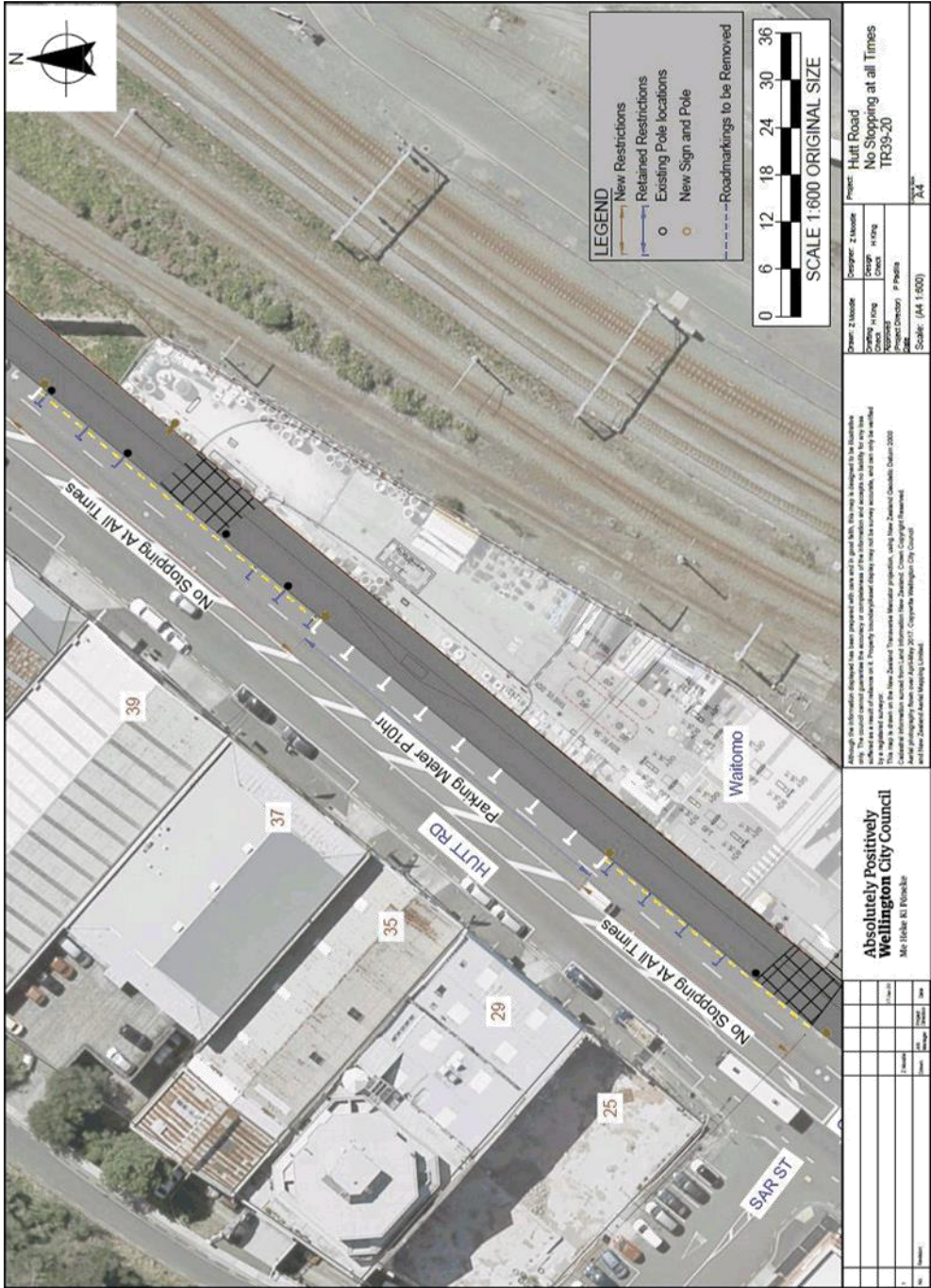
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Implementing No Stopping at All Times.
Why we are proposing the change	<ul style="list-style-type: none"> To improve public safety by reducing obstruction and increasing visibility when approaching/exiting the driveways; Improve general road safety at service stations as per RTS13 Guidelines for service stations.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hutt Road, Pipitea – Near Waitomo Petrol Station.
Impact	<ul style="list-style-type: none"> Improvement of visibility of oncoming cyclists, pedestrians and vehicles. Loss of 7 parking spaces. Loss of Parking revenue
Additional Information	<ul style="list-style-type: none"> Parking Services support the proposal. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR39-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR39-20 Hutt Road, Pipitea – No Stopping at All Times



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hutt Road	Parking Meters, P10 Hours Maximum, Monday to Thursday, 9:00am - 6:00pm, Friday 9:00am - 8:00pm	South side, following the kerbline 9.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north- easterly direction for 295.9 metres.

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

Column One	Column Two	Column Three
Hutt Road	ClearWay Monday to Friday, 7.00am - 9.00am	South side, following the kerbline 9.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north- easterly direction for 295.9 metres.

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

Column One	Column Two	Column Three
Hutt Road	ClearWay Monday to Friday, 7.00am - 9.00am	South side, following the kerbline 33.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a northeasterly direction for 271.9 metres.
Hutt Road	No Stopping, At All Times.	South side, following the kerbline commencing at its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north- easterly direction for 33.1 metres.
Hutt Road	No Stopping, At All Times.	South side, following the kerbline 79.0 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north- easterly direction for 45.2 metres.

FEEDBACK RECEIVED
Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	<i>Parking Meters, P10 Hours Maximum, Monday to Thursday, 9:00am - 6:00pm, Friday 9:00am - 8:00pm</i>	<i>South side, following the kerbline 33.1 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north- easterly direction for 46.0 metres.</i>
Hutt Road	<i>Parking Meters, P10 Hours Maximum, Monday to Thursday, 9:00am - 6:00pm, Friday 9:00am - 8:00pm</i>	<i>South side, following the kerbline 124.2 metres northeast of its intersection with Sar Street (Grid Coordinates X=1,749,280 m, Y=5,430,102.5 m) and extending in a north- easterly direction for 180.8 metres.</i>

Prepared By: Zackary Moodie **(Intermediate Traffic Engineer)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Coppard
Suburb: Island Bay
Agree: Yes

As a cyclist who often rides along this section of the Hutt Road cycle lane I have had multiple incidents with vehicles failing to give way while turning in or out of the new Waitomo Petrol Station. One incident resulted in a minor collision and I have serious concerns about the safety for cyclists in this area. Increasing the visibility is an obvious part of the solution to this issue.

Name: Martin Henty
Suburb: Thorndon
Agree: Yes

I am the manager at Lighting plus we share the driveway which is Waitomo exit and our entry. The removal of the car parks will help a lot.

The biggest problem is the failure of the service station customers to remember that there are road rules that apply crossing the footpath.

This maybe because they have just inhaled petrol fumes while filling their cars but I think it is really because no real signage has been put in place to help them.

In a busy hour 350 cars cross the footpath outside our shop, A STOP sign is needed the same as at the SPOTLIGHT carpark exit and at a height the car drivers can see. The cycle signs are so high nobody sees them at 2.4m to the base when you are in a car underneath them. We would like to possibly change out entry to 20m south this would remove the crossover with Waitomo that exists at the moment because Waitomo customers take up all three lanes exiting rather badly. I would like to see you at the site if possible to show you.

Officer's response:

Officers are separately investigating the exit/entry to these sites.

Name: Tim Jenkins
Suburb: Unknown
Agree: Yes

I strongly support this proposal. The Waitomo petrol station has added yet more confrontation and danger to the Hutt Road cycleway. Drivers cross and block the cycleway regularly without giving way to cyclists and pedestrians. Removing these car park spaces will improve visibility for drivers leaving the petrol station and hopefully improve the situation. I do think that preventing right turns in and out of the station would make it much better.

Name: Jonathan Markwick
Suburb: Unknown
Agree: Yes

Strongly support removal of some or all parking spaces outside Waitomo fuel station to improve visibility and safety for cars bikes and pedestrians.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Relocate Bus Stop #3040 on McIntock Street (near no.81) to provide better accessibility for customers in nearby streets.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility and safety at bus stops as key strategic drivers to encourage greater use of public transport.
Location – where we propose to make the change	<ul style="list-style-type: none"> McIntock Street, Johnsonville.
Impact	<ul style="list-style-type: none"> The existing bus stop near 81 McIntock Street will be relocated to near 87 McIntock Street. Entry and exit tapers will also be installed on the road (Broken Yellow Lines). The layout of the proposed stop will utilise the driveway entrance of 85 McIntock Street for the entry taper and the driveway entrance of 87 McIntock Street for the exit taper. Loss of 3 parking spaces.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR47-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR47-20 McIntock Street, Johnsonville – Bus stop Reconfiguration



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
McLintock Street	Bus Stop, at all times	West side, commencing 123.3 metres from its intersection with Bathgate Street and extending in a southerly direction following the kerb line for 12 metres.

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

Column One	Column Two	Column Three
McLintock Street	Bus Stop, at all times	West side, commencing 43 metres south of its intersection with Comber Place (grid coordinates x = 1750221.128 m, y = 5435042.820 m) and extending in a northerly direction for 15.0m.

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

Column One	Column Two	Column Three
McLintock Street	No Stopping, at all times	West side, commencing 58 metres south of its intersection with Comber Place (grid coordinates x = 1750218.544 m, y = 5435042.921 m) and extending in a southerly direction following the western kerb line for 9.0m.
McLintock Street	No Stopping, at all times	West side, commencing 34 metres south of its intersection with Comber Place (grid coordinates x = 1750218.991 m, y = 5435057.327 m) and extending in a northerly direction following the western kerb line for 9.0m

Prepared By: Stephen Harte

**(Transport and Place Planning
Project Manager)**

Approved By: Charles Kingsford

(Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Markwick
Suburb: Unknown
Agree: Yes

Will shorten walking distance for a greater number of local bus riders.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

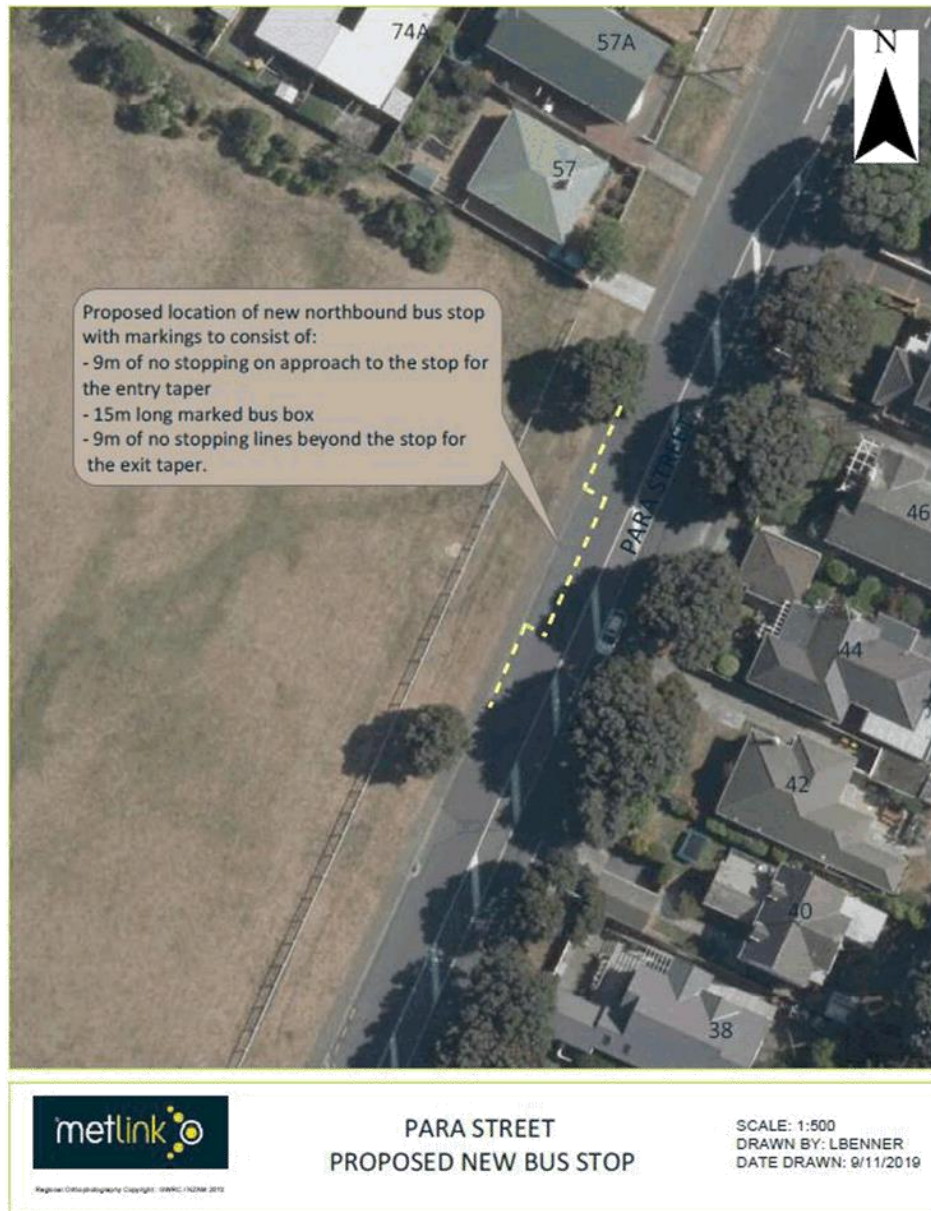
Proposal:

What we'd like to do	<ul style="list-style-type: none"> To provide a new bus stop on Para Street (opposite no.44) to improve public access to bus services in Miramar.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility and safety at bus stops as key strategic drivers to encourage greater use of public transport.
Location – where we propose to make the change	<ul style="list-style-type: none"> Para Street, Miramar (opposite no.44).
Impact	<ul style="list-style-type: none"> A new Bus Stop with entry and exit tapers (Broken Yellow Lines) will be marked on street to provide a new bus stop. Loss of 6 parking spaces.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR48-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR48-20 Para Street, Miramar – New Bus Stop



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Para Street	<i>Bus Stop, at all times</i>	<i>West side commencing 78.6 metres south of the intersection with Brussels Street (grid coordinates, x = 1752378.007m, y = 5424662.110m), extending in a southerly direction following the western kerb line for 15.0 metres.</i>

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

Column One	Column Two	Column Three
Para Street	<i>No Stopping, at all times</i>	<i>West side commencing 69.6 metres south of the intersection with Brussels Street (grid coordinates, x = 1752381.049m, y = 5424670.941m) extending in a southerly direction following the western kerb line for 9.0 metres.</i>
Para Street	<i>No Stopping, at all times</i>	<i>West side commencing 93.6 metres south of its intersection with Brussels Street (grid coordinates, x = 1752371.525m, y = 5424648.617m) extending in a southerly direction following the western kerb line for 9.0 metres.</i>

Prepared By: Stephen Harte

**(Transport and Place Planning
Project Manager)**

Approved By: Charles Kingsford

(Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jackie Pele
Suburb: Miramar
Agree: No

Strongly OPPOSE this New bus stop for no 24. Firstly privacy of the tenant, secondly this will reduce the parking for when events are being held at Ories Rugby club not to mention the families that bring their children (and themselves) to the Miramar Central School bicycle park. Having lived here for many years removing parking from this area will create havoc for tenants in the area as visitors will find other ways and means to park closer to the event...by parking over the tenant drive ways. This is a very busy road and parking is in need.

To be honest I don't believe there is validation in having a new bus stop as in my years of observation there has been minimal passengers on the no 24 by the time it reaches Para street. It will be a waste of rate payers money. There was nothing wrong with the bus service prior to making the changes for a larger city... everything worked just fine. Don't waste more money on things that aren't broken.

To reduce parking and invade privacy in this particular area for a bus that barely has any passengers by the time it reaches this point of its journey is a waste of time and money.

Officer's Response:

Our primary concern in this instance is to improve accessibility for users to the bus network by providing this new bus stop. We have sought to minimise the parking loss but in this instance, it is unavoidable. We are undertaking to improve bus stop accessibility across the city and this includes better marking of bus stops. Marking bus stops will also prevent illegal parking and avoid frustration for both users of the service and operators.

As the bus stop is outside the park and on the opposite side of the road to properties it is considered there will be little loss of privacy.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> To extend and reconfigure the School Bus Stop #7274 on Para Street opposite Holy Cross School to improve public access to bus services in Miramar.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility and safety at bus stops as key strategic drivers to encourage greater use of public transport.
Location – where we propose to make the change	<ul style="list-style-type: none"> Para Street, Miramar (opposite Holy Cross School).
Impact	<ul style="list-style-type: none"> Bus Stop, entry and exit taper (Broken Yellow Lines) markings will be added at the existing bus stop. Loss of 2 parking spaces.
Additional Information	<ul style="list-style-type: none"> 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 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR49-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by 10 February 2020, 2. The proposal will go to Regulatory Processes Committee on 4 March 2020, 3. If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR49-20 Para Street, Miramar –Bus Stop Reconfiguration



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Para Street	<i>Bus stop, at all times</i>	<i>West side, commencing 67 metres north of its intersection with Miramar Avenue (grid coordinates, $x = 1752258.484m$, $y = 5424406.479m$), and extending in a northerly direction following the western kerb line for 15.0 metres</i>

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

Column One	Column Two	Column Three
Para Street	<i>No Stopping, at all times</i>	<i>West side, commencing 82 metres north of its intersection with Miramar Avenue (grid coordinates, $x = 1752295.367m$, $y = 5424479.531m$), and extending in a northerly direction for following the western kerb line for 9.0 metres.</i>

Prepared By: Stephen Harte **(Transport and Place Planning Project Manager)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jackie Pele
Suburb: Miramar
Agree: No

Strongly OPPOSE this New bus stop for no 24. Firstly privacy of the tenant, secondly this will reduce the parking for when events are being held at Ories Rugby club not to mention the families that bring their children (and themselves) to the Miramar Central School bicycle park. Having lived her for many years removing parking from this area will create havoc for tenants in the area as visitors will find other ways and means to park closer to the event...by parking over the tenant drive ways. This is a very busy road and parking is in need.

To be honest I don't believe there is validation in having a new bus stop as in my years of observation there has been minimal passengers on the no 24 by the time it reaches Para street. It will be a waste of rate payers money. There was nothing wrong with the bus service prior to making the changes for a larger city... everything worked just fine. Don't waste more money on things that aren't broken.

To reduce parking and invade privacy in this particular area for a bus that barely has any passengers by the time it reaches this point of its journey is a waste of time and money.

Officer's Response:

Our primary concern in this instance is to improve the safety and accessibility for users of the bus network at this stop especially now the bus stop use will increase as a full time bus stop. We have sought to minimise the parking loss but in this instance, it is unavoidable. We are undertaking to improve bus stop accessibility across the city and this includes better marking of bus stops. Marking bus stops will also prevent illegal parking and avoid frustration for both users of the service and operators.

With the bus stop being outside the park and opposite the school it is considered there will be little loss of privacy.

Name: Jonathan Markwick
Suburb: Unknown
Agree: Yes

Will improve safety for bus users.

Name: Robin Boldarin - Miramar/Maupua Progressive Assn.
Suburb: Miramar
Agree: Not Stated

We have no concerns.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

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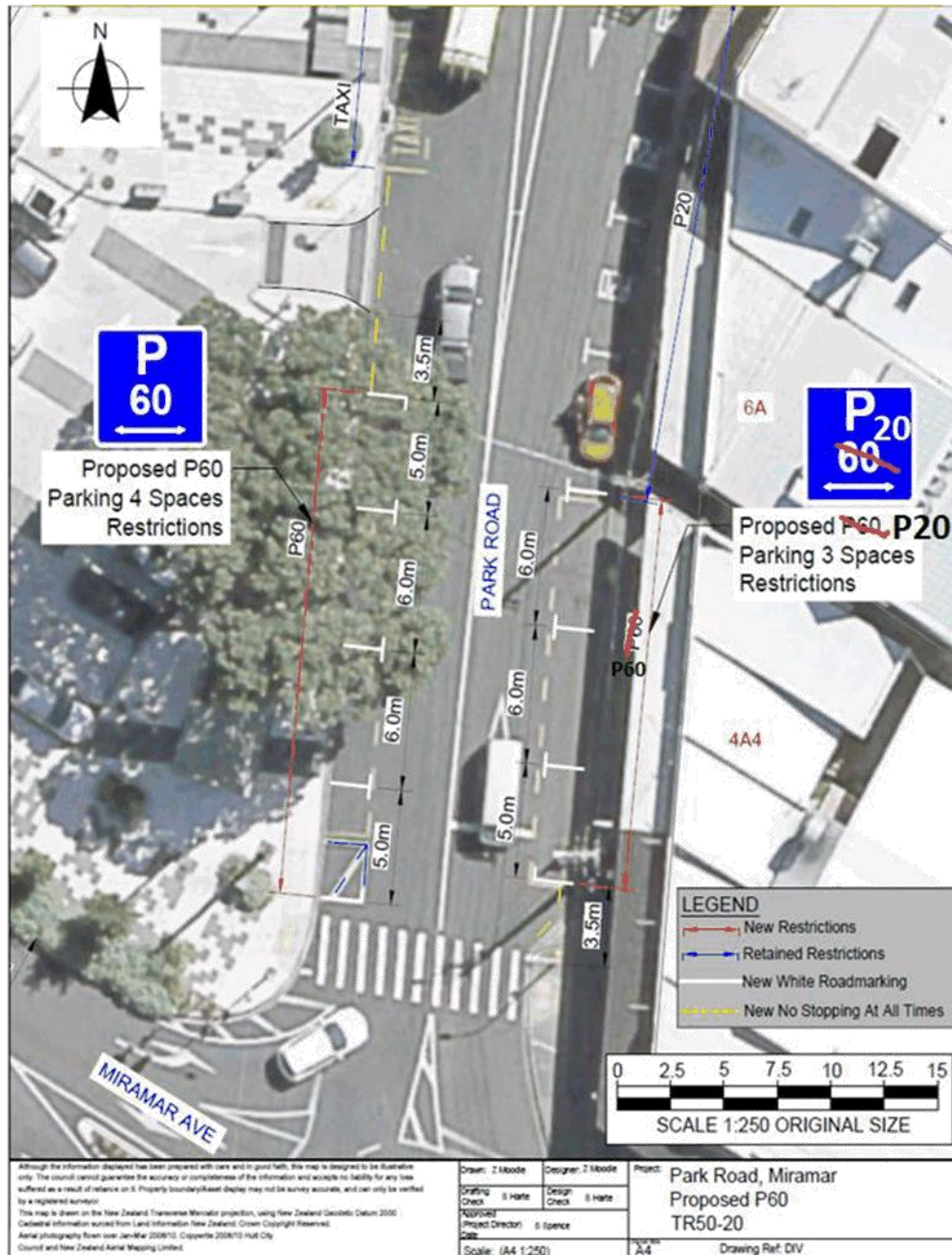
Proposal:

What we'd like to do	<ul style="list-style-type: none"> To provide parking spaces on Park Road, Miramar following the removal of bus stops.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility to parking for businesses in key suburban centres to support retail activity.
Location – where we propose to make the change	<ul style="list-style-type: none"> Park Road, Miramar.
Impact	<ul style="list-style-type: none"> Provides seven additional P60 spaces in the Miramar Suburban Centre to support businesses. Eliminates all day parking in an area of high parking demand following the decommissioning of two bus stops in the area.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR50-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR50-20 Park Road, Miramar – Time Limited Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Park Road	P60	West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates $x= 1,752,039.6$ m $y=5,424,534.4$ m), and extending in a northerly direction following the western kerbline for 22 metres.
Park Road	P20	East side, commencing 15 metres north of its intersection with Miramar Avenue (Grid co-ordinates $x= 1,752,051.4$ m $y=5,424,527.2$ m), and extending in a northerly direction following the eastern kerbline for 17 metres

Prepared By:

Stephen Harte

**(Transport and Place Planning
Project Manager)**

Approved By:

Charles Kingsford

(Principal Transport Engineer)

Date:

17/02/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Graeme Buchanan
Suburb: Karaka Bays
Agree: No

Yes and no, actually. If it's the bus stops that were in the heart of the shops then yes they should be time limited, but no, it should not be all 60 minutes. These parks (at least on the east side) are in the middle of a whole bunch of P20 parks and there is no rational reason to make them out of step with the others. They should have time limits that match those around them
I actually raised this issue with Council at the end of 2018 and a simple issue like this should not have taken 18 months since the introduction of the new bus regime.

The related issue are the 2 15 minute parks on road reserve that disappeared at the hands of the new business owner of what was the Miramar TAB just round the corner on Miramar Ave. Your response to that was to write to the owner asking them to remove the NP signs— which they didn't do.

Officer's response:

Having spoken with Enterprise Miramar on the submitter suggestion of applying P20 consistently outside the shops (East Side of Park Road) there is support for altering the proposal to P20 in preference to P60. This will also increase turnover and support the businesses activities along this street frontage. The proposed P60 restriction will remain unchanged on the West side.

Name: Robin Boldarin - Miramar/Maupuia Progressive Assn.
Suburb: Miramar
Agree: Not Stated

We have no concerns.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Convert Mobility Park to Resident Park.
Why we are proposing the change	<ul style="list-style-type: none"> Mobility Park is no longer required.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hanson Street, Newtown - west side outside no.122 – near Hall Street.
Impact	<ul style="list-style-type: none"> Improved parking accessibility for residents in the area.
Additional Information	<ul style="list-style-type: none"> Council officer was advised by resident that the person who requested the mobility park no longer requires the park. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> TR 51-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations, or by emailing us on trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by 10 February 2020, The proposal will go to Regulatory Processes Committee on 4 March 2020, If approved, the proposal will be installed within the next 3 months.

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Traffic Resolution Plan: TR 51-20 Hanson Street, Newtown - Residents Parking



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Legal Description:

Delete from Schedule E (Residents Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hanson Street	Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorized resident's vehicle parking permit.	West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres. (2 carparks)

Delete from Schedule B (Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hanson Street	No Stopping Except for Vehicles Displaying an Operation Mobility Permit	West side, commencing 6 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 7.5 metres.

Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hanson Street	No Stopping, except for vehicles displaying an authorized resident's vehicle parking permit, Monday to Friday 8:00am – 6:00pm	West side, commencing 6.0 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 20.0 metres. (3 carparks)

Prepared By: Orencio Gueco (Transport Engineer)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 17/02/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Jules van der Voorn
Suburb: Newtown
Agree: Yes

I recently received a notification about the plan to convert a mobility car park to a resident's park outside no. 122 Hanson Street, Newtown (Ref# TR 51-20). I am fully supportive of this plan but would like to add an additional request.

We live at 116 Hanson St and the residence parking stops before our house (outside 118), despite us being closer to the city. On most weekdays the entire street is full as people park here and walk into the city.

Can I request you extend the resident car parking towards the city by 2 or more car parks?

I have attached a photo I took at 8.55am on Tuesday.



Officer's response:

Thank you for supporting the removal of the mobility park outside 122 Hanson Street. We will proceed to convert this park into an additional residents' park.

FEEDBACK RECEIVED**Absolutely Positively
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Your request for further residents parking in the vicinity will be reviewed separately by our Transport Engineering team. This will be ranked and prioritised with all the other requests received by the team.
Thank you.

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Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> • Install P120 Time Limited parking.
Why we are proposing the change	<ul style="list-style-type: none"> • To improve parking turnover for the local businesses and their customers.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Park Road, Miramar - west side outside no.91 – Near Rotherham Terrace.
Impact	<ul style="list-style-type: none"> • Increase parking availability for the local businesses.
Additional Information	<ul style="list-style-type: none"> • Short term parking has been requested to support the local businesses and provide parking turnover for customers, • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 24 January 2020 at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or you can call (04) 499 4444 and we will send one out to you.
Reference Number	<ul style="list-style-type: none"> • TR 52-20
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form at http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations , or by emailing us on trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by 10 February 2020, 2. The proposal will go to Regulatory Processes Committee on 4 March 2020, 3. If approved, the proposal will be installed within the next 3 months.

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Legal Description:

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

Column One	Column Two	Column Three
Park Road	P120, Tuesday to Saturday, 9am-4pm	West side, following the kerb line 30.0 metres south of its intersection with Rotherham Terrace (Grid Coordinates X= 1,752,331.55m, Y= 5,425,065.13m) and extending in a south-westerly direction for 15.0 metres. (5 angle parks)

Prepared By:

Orencio Gueco

(Transport Engineer)

Approved By:

Charles Kingsford

(Principal Transport Engineer)

Date:

17/02/2020

We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Robin Boldarin - Miramar/Maupuia Progressive Assn.
Suburb: Miramar
Agree: Not Stated

We have no concerns.

PROPOSED ROAD STOPPING AND LAND EXCHANGE - 5 TAWA TERRACE, TAWA

Purpose

1. This report asks the Regulatory Processes Committee to recommend to Council that it:
 - a. Stops and sells approximately 12.5m² (subject to survey) of unformed legal road in Tawa Terrace, adjoining 5 Tawa Terrace, Tawa, Wellington. Refer to Attachment 1 for Location Plan.
 - b. In exchange, acquires approximately 15m² (subject to survey) of land from the owners of 5 Tawa Terrace to vest as road in order to legalise the public pedestrian footpath.

Summary

2. The owners of 5 Tawa Terrace have applied to purchase unformed legal road land adjoining the front boundary of their property.
3. The approximately 12.5m² of unformed legal road to be stopped and sold (the Land) is shown outlined red in two areas on the plan in Attachment 2.
4. In exchange, Council will acquire approximately 15m² of land from the owners of 5 Tawa Terrace to vest as road, which will legalise the existing pedestrian footpath currently encroaching into 5 Tawa Terrace. This is shown coloured green on Attachment 3.
5. Utility providers and relevant Council business units have been consulted. All supported the proposal, subject to conditions (where relevant).
6. If the Council agrees with the recommendations of the Regulatory Processes Committee, this road stopping will then be completed under the Public Works Act 1981 (PWA).
7. The only immediately adjoining owner, at 3 Tawa Terrace, has provided signed consent to Council in order to satisfy requirements of the Public Works Act 1981 (PWA).
8. Endorsement was sought from and granted by the Tawa Community Board on Thursday 13 February 2020.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Recommend to the Council that it:
 - a. Declare that approximately 12.5m² (subject to survey) of unformed legal road land in Tawa Terrace, Tawa, shown outlined red in Attachment 2 (the Land), and adjoining 5 Tawa Terrace (being Lot 2 DP 31661 ROT WN8C/1000) is not required for a public work and is surplus to Council requirements.
 - b. Agree to dispose of the Land.

- c. Agree to acquire, in exchange, approximately 15m² of land, shown coloured green on Attachment 3, and vest it as road pursuant to Section 114 of the Public Works Act.
 - d. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land and the vesting of the new road, including all legislative matters, declaring the road stopped, negotiating the terms of sale or exchange, imposing and reasonable covenants, and anything else necessary.
3. Note that:
- a. This land exchange will be cost neutral to Council borrowings.
 - b. The Council legal costs associated with this project will be covered in full by Council and the cost of survey will be paid for solely by the owner of 5 Tawa Terrace.
 - c. The land exchange will provide a better alignment of Tawa Terrace and allow Council to legalise the pedestrian footpath where it encroaches into 5 Tawa Terrace.

Background

9. 5 Tawa Terrace is an irregular shaped lot with frontage on Tawa Terrace. The property is currently undergoing a subdivision into three lots with new dwellings to be built on each new lot.
10. There are currently two areas where the public pedestrian footpath encroaches into front boundary of 5 Tawa Terrace. As part of the subdivision proceedings the owners have chosen to survey these areas off (approximately 15m²) in order for them to be vested as legal road under s114 of the PWA.
11. The areas to be stopped are currently used by the owner of 5 Tawa Terrace under encroachment licences for car parking and a retaining wall.
12. Should the road stopping proposal be successful the Land would be amalgamated with 5 Tawa Terrace prior to the completion of the subdivision consent.
13. The applicant is interested in purchasing the Land in order to create a more regular shaped front boundary and to secure ownership of the encroachment areas.

Discussion

14. Road stopping is provided for under Sections 116 and 117 of the Public Works Act 1981(PWA).
15. The Council, under Section 40 of the PWA, 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work.
16. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal.
17. Relevant Council business units have been consulted and none wish to retain the Land.

18. If Council approves the above, officers, will establish whether any offerback obligations under Section 40 PWA exist.


Options

19. The alternative is to continue with the current situation and manage any needs through Council encroachment licence and procedures.

Next Actions

20. Conclude an investigation in accordance with s40 PWA.
21. Prepare a Survey Office plan (to be done by the applicant).
22. Prepare a Land Exchange Agreement.
23. Settlement and Transfer subject to Council approving this land exchange.

Attachments

Attachment 1.	Location Plan ↓ 	Page 196
Attachment 2.	Road Stopping Areas Plan ↓ 	Page 197
Attachment 3.	Plan of Land to Vest as Road ↓ 	Page 198

Author	Sarah-Jane Still, Property Advisor
Authoriser	Leah Hearn, Manager Property Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Community

Written consent has been obtained from the only affected adjoining owner, 3 Tawa Terrace. No other consultation is required under the PWA. Additionally, the Tawa Community Board was briefed on Thursday 13 February 2020 and have endorsed the proposal.

Utility Provider and Council Business Units

All relevant utility providers and Council business units have been consulted, none have objected to the road stopping. Any assets in the Land have been provided for by the owner's contractors; these will be given easements or be reinstated within road land.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The Land is not located in an area identified as significant to Māori. The Land is not being disposed of on the open market, and will not become a standalone allotment (amalgamation is proposed) on completion of the road stopping.

Financial implications

There are no significant financial considerations related to this recommendation. Given the exchange proposal, Council have agreed to pay our own legal costs in return for the owner paying survey costs.

In August 2011 a new cost sharing incentive for road stoppings was approved by the Council. The rebate amount is a percentage of the sale price, so it is determined at the end of the road stopping process, when all of the costs are known. This does not apply in the case of a land exchange.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council; the road stopping is also being undertaken in accordance with legislative requirements.

This is not a significant decision. This report sets out the Council's options under the 2011 Road Encroachment and Sale Policy.

This proposed road stopping has no significant impact on the Long term Plan.

Risks / legal

The road stopping process is consistent with legislative, and the Council's, requirements.

Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications arising from this road stopping.

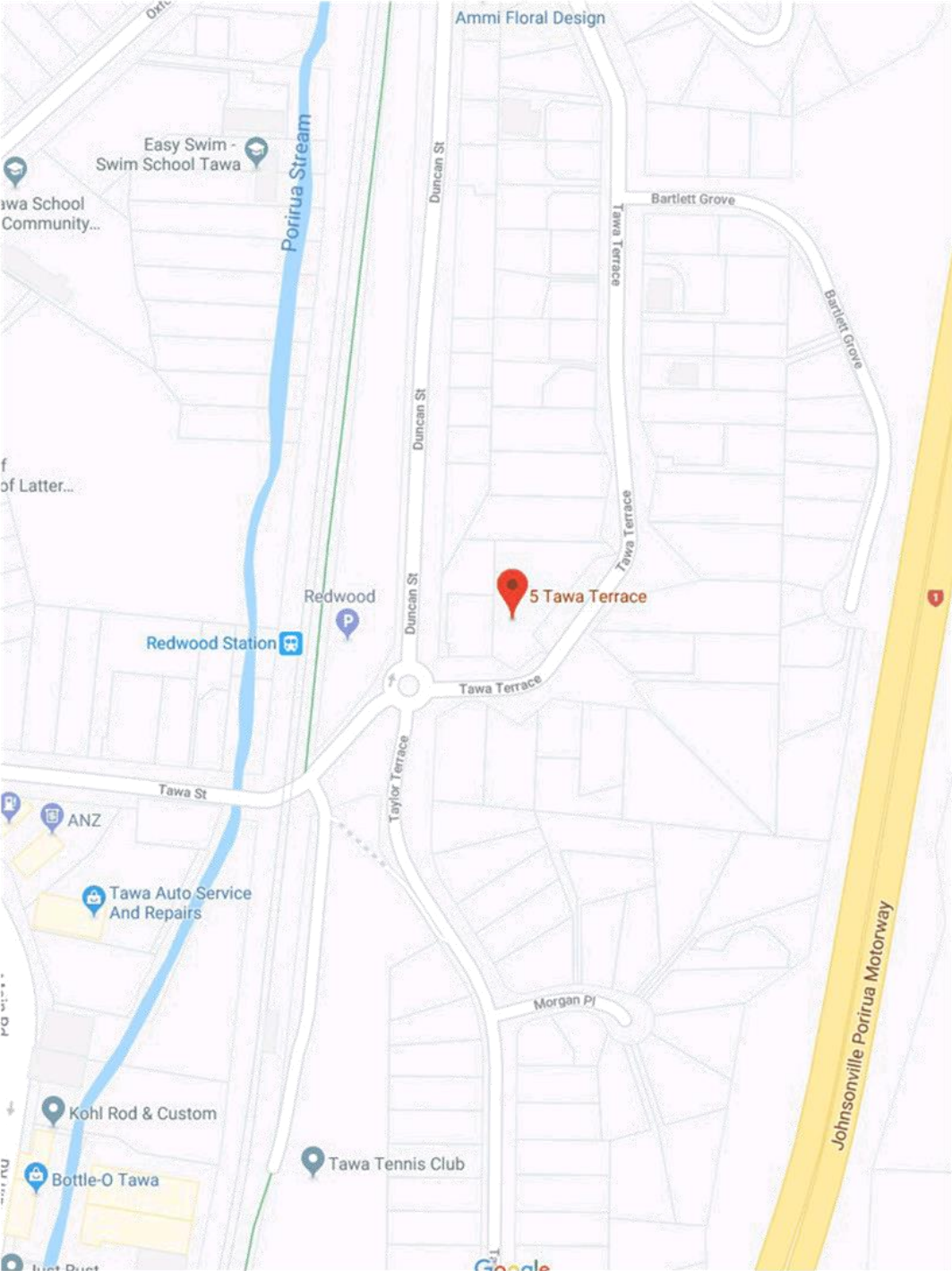
Communications Plan

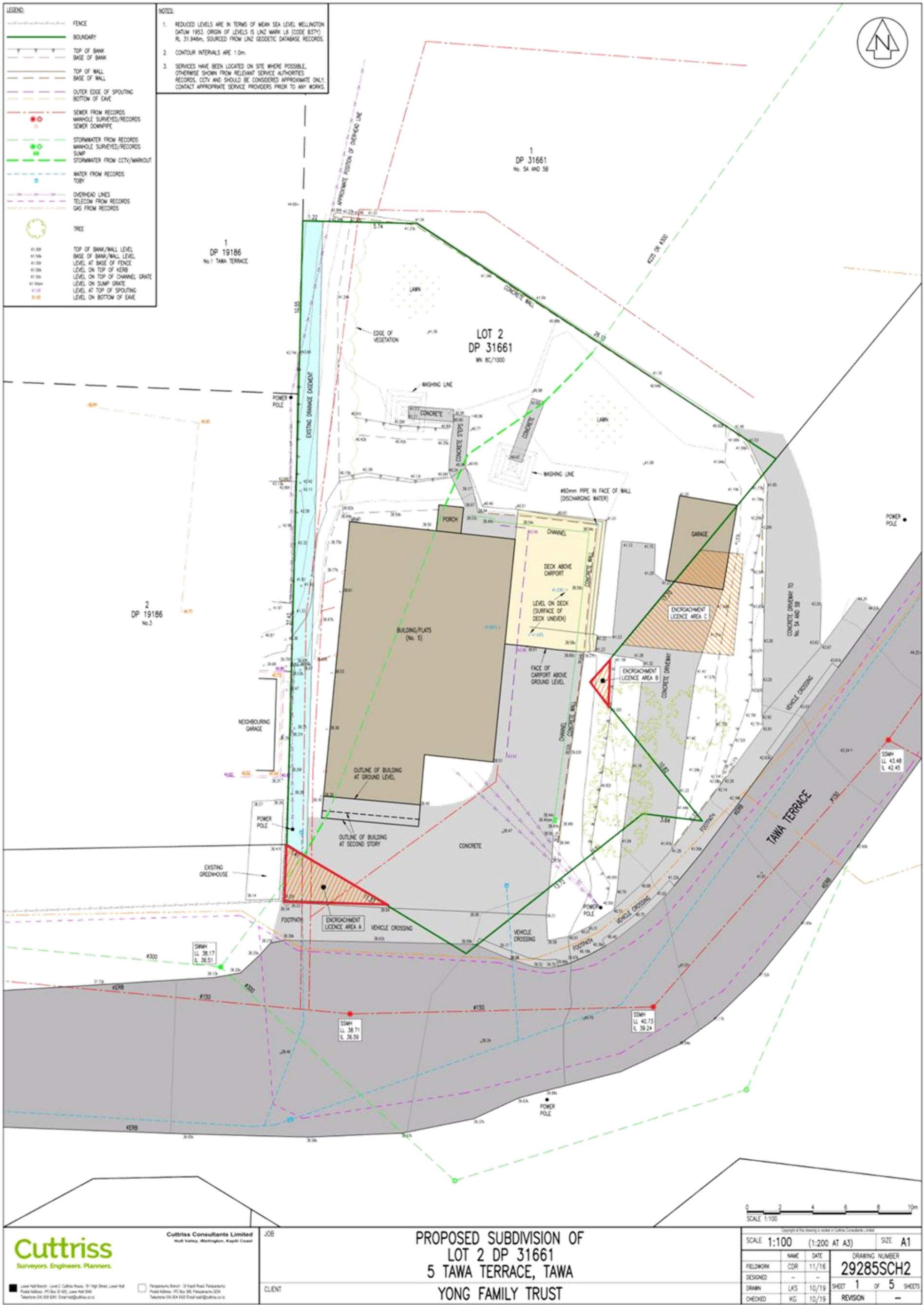
No public consultation is required under the Public Works Act 1981, however written consent has been obtained from affected adjoining properties as per Section 116(2)(b) of the PWA.

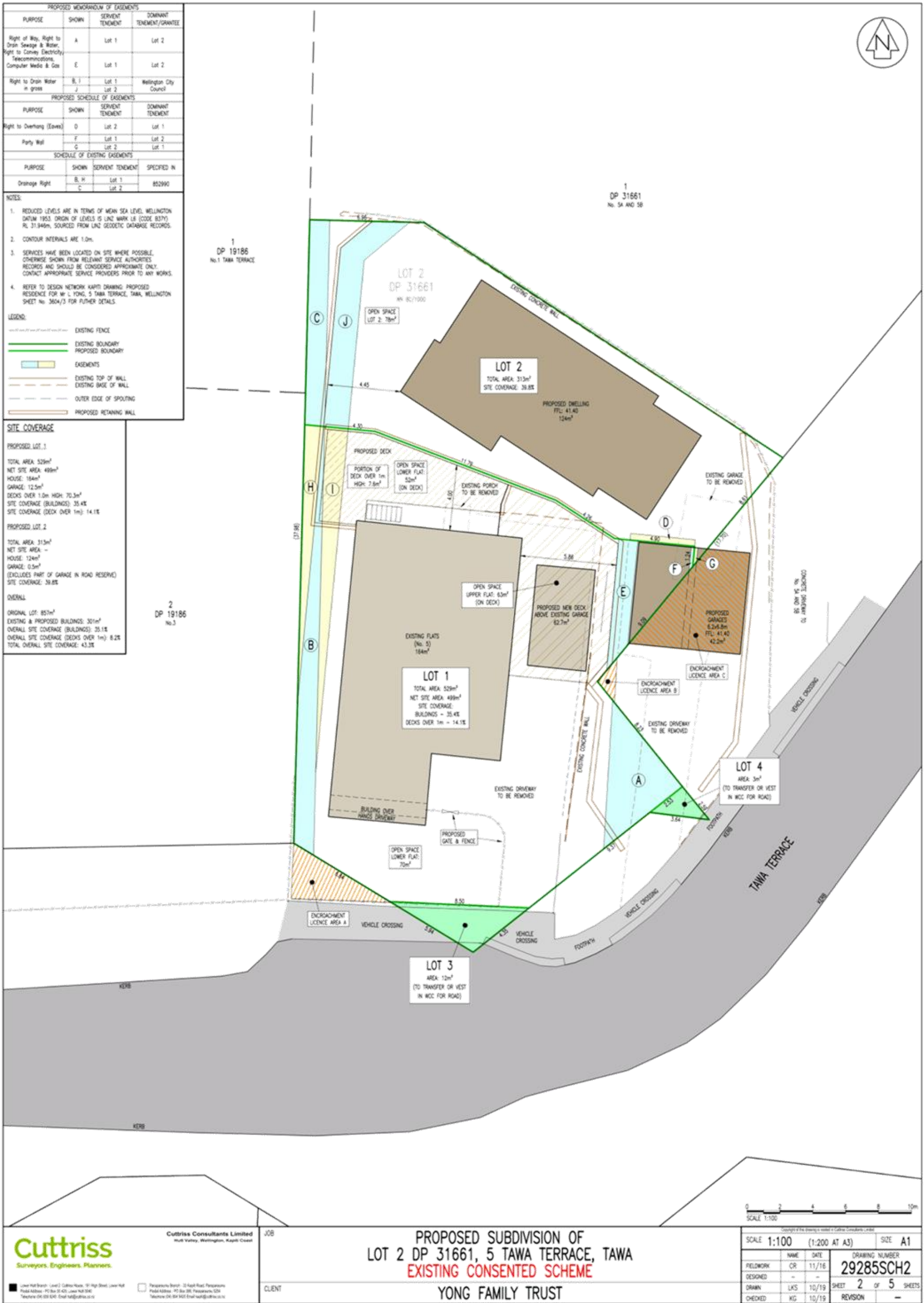
Health and Safety Impact considered

Officers are not aware of any negative health and safety impacts relating to this proposal.

Location Plan







3. Public Excluded

Recommendation

That the Regulatory Processes Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3.1 Proposed Road Stopping - Rongotai	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.