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**ORDINARY MEETING**

**OF**

**REGULATORY PROCESSES COMMITTEE**

**AGENDA**

**Time:** 9:30am  
**Date:** Wednesday, 12 August 2020  
**Venue:** Ngake (16.09)  
Level 16, Tahiwi  
113 The Terrace  
Wellington

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**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](mailto: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.*

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## **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](https://wellington.govt.nz/meetings).

**Quorum:** 3 members



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## 1. Meeting Conduct

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### 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 10 June 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](mailto: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.

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## **2. General Business**

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### **POSTPONEMENT OF DEVELOPMENT CONTRIBUTIONS FOR 15 ALEXANDRA ROAD (SR359815)**

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#### **Purpose**

1. This report asks the Regulatory Processes Committee to postpone the payment of development contributions relating to service request 359815 for 15 Alexandra Road, Roseneath.

#### **Summary**

2. In 2016 Gregarious Properties Ltd applied for a building consent to convert the existing lower floor of his house into a self-contained studio flat.
3. The development was assessed for development contributions which amount to \$5,494.94 (0.7 EHUs) under the 2015-2016 Development Contributions Policy ("The Policy").
4. The applicant applied for the Code of Compliance Certificate in January 2020, this triggered the invoice for development contributions.
5. The Policy states that development contributions must be paid prior to the Code of Compliance Certificate being released.
6. The Policy provides for the Council to consider a request for postponement of payment.
7. Officers recommend approval of the postponement request.

#### **Recommendation/s**

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to postpone development contributions for 12 months, as allowed for in section 2.6 of the 2015-2016 Development Contributions Policy, allowing for the release of the Code of Compliance Certificate for service request number 359815 prior to development contributions being paid.
3. Agree to this postponement and release of the Code of Compliance Certificate on the understanding that if development contributions are not paid within 12 months, Council Officers will endeavour to secure an encumbrance registered on the relevant title.

#### **Background**

8. In 2016 Gregarious Properties Ltd applied for a building consent to convert the existing lower floor of his house into a self-contained studio flat.
9. The development was assessed for development contributions which amount to \$5,494.94 (0.7 EHUs) under the 2015-2016 Development Contributions Policy.

## REGULATORY PROCESSES COMMITTEE

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10. The applicant applied for the Code of Compliance Certificate in January 2020, this triggered the invoice for development contributions.
11. The applicant has since contacted Council Officers to determine if there was a way to waive the development contributions fees as his business had been severely impacted by Covid-19 and he could no longer afford to pay the fee.
12. After discussing the issue with the applicant, he decided to apply for a postponement of payment rather than applying for a remission.

### Discussion

13. Section 3.2.10 of The Policy states that development contributions must be paid prior to the Code of Compliance Certificate being released.
14. However, post Covid-19 the applicant can longer afford to pay the development contributions as his business has been severely impacted.
15. The applicant expects that within 12 months his business should recover to some degree and that he will be able to afford the development contributions.
16. In the meantime, he states that the insurance on his building is compromised until he can present the Code of Compliance Certificate to his insurance company.
17. Council officers therefore believe it is in the applicant's best interest to release the Code of Compliance Certificate and postpone the payment by 12 months.
18. However, to protect Council's interests, we retain the right to register an encumbrance on the relevant titles if these fees are not paid after 12 months.

### Options

19. The Policy enables the postponement of payment at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
20. The Committee can choose to postpone the development contributions payment and release the Code of Compliance Certificate prior to payment of development contributions for 15 Alexander Road SR359815 or not. The applicant will be liable for the full amount of \$5,494.95 either way.

### Next Actions

21. Council Officers will release the Code of Compliance Certificate either immediately or once payment has been made, depending on the Committee's decision.
22. If the Committee decides to postpone the payment and release the Code of Compliance Certificate and the applicant does not pay within 12 months, Council Officers will use its best endeavours to secure this agreement by an encumbrance registered on the relevant title.

### Attachments

Nil

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Mark Pattemore, Manager City Consenting and Compliance Moana Mackey, Acting Chief Planning Officer



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**SUPPORTING INFORMATION****Engagement and Consultation**

Not Applicable

**Treaty of Waitangi considerations**

Not Applicable

**Financial implications**

The applicant will still be liable to pay the development contributions, Council will just get the amount later than expected.

**Policy and legislative implications**

Not Applicable

**Risks / legal**

If applicant does not pay, we may need to secure an encumbrance registered on the relevant title, at the moment all we would do is not issue the Code of Compliance Certificate.

**Climate Change impact and considerations**

Not Applicable

**Communications Plan**

Not Applicable

**Health and Safety Impact considered**

Not Applicable



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## **DEVELOPMENT CONTRIBUTIONS REMISSION FOR 11 GRENADA DRIVE**

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### **Purpose**

1. This report asks the Regulatory Processes Committee to grant a remission on the water supply component of the development contributions for 11 Granada Drive, Grenada Village, service request 291245.

### **Summary**

2. The Piringa Development Trust ("The Trust") applied for a building consent to build a new church hall with associated car parking and landscaping.
3. The development was assessed for development contributions which amount to \$285,817.73 (29.13 EHUs) under the 2013-2014 Development Contributions Policy ("The Policy").
4. The Trust disagreed with the assessment. After numerous discussions with Council to find a way forward, The Trust have agreed to reduce the water connection to the size of a domestic water connection and to install a domestic water meter and back flow preventer, which prevents drawn water/stored water (in the church) to flow back into public water network.
5. Council's water specialist has determined that these changes will reduce the demand on Council's water supply network and as such we should reduce the water supply component of the development contributions from \$136,744.96 to \$4,694.30.
6. As this new assessment falls outside of our standard self-assessment / special assessment process, this needs to be assessed under the remission and postponement section of The Policy (Section 2.6).
7. As per section 2.6.1 of The Policy, applications made under this section will be considered on their own merits and any previous decision of the Council will not be regarded as creating precedent or expectations, therefore there is no risk or legal implications for this decision.

### **Recommendation/s**

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to accept the development contributions remission of \$132,050.66 for water supply on the condition the water connection is reduced to a 50mm connection, a meter and back flow preventer are installed and confirm the development contribution of \$153,767.08 (GST inclusive) is payable by the owner.

### **Background**

8. The Trust applied for a building consent to build a new church hall with associated car parking and landscaping in 2013.

9. The development was assessed for development contributions which amounted to \$285,817.73 (29.13 EHUs) under the 2013-2014 Development Contributions Policy.
10. The Trust then applied for a self-assessment disputing the reserves, roading, water supply and waste water component of the development contributions.
11. Council officers and The Trust met a few times during the self-assessment process and it was decided the best way forward would be to apply for a remission based on a smaller water connection, installation of a water meter and back flow preventer.

## Discussion

12. When assessing non-residential development contributions council officers need to assess developments on its most intensive potential use over the next 10 years, not its current use.
13. As the church hall is a large building it has the potential to place a high demand on our infrastructure.
14. Council has a legal obligation to provide the Church with enough water to service the development. The only way Council can limit the potential water use is to limit the amount of water supply to the development by reducing the size of the water connection to a standard domestic water connection.
15. With a smaller water connection, the demand on Council's water network will decrease and therefore a remission on the water supply component of the development contributions is appropriate.
16. The Trust will store the water flow through the domestic connection in a tank and use that water to feed the water use fixtures in the development, as such the waste water development contributions levy is assessed as per the policy.

## Options

17. The Policy enables remissions of development contributions to be granted in exceptional circumstances at the Council's discretion and states that these decisions will not be regarded as creating precedent or expectations.
18. The Committee can choose to remit the development contributions for 11 Grenada Drive by \$132,050.66 or reject the remission application and the applicant will be liable for the full amount of \$284,817.73 (GST inclusive)

## Next Actions

19. Council officers will invoice the development contributions for 11 Grenada Drive; the amount will be dependent on the Committee's decision.

## Attachments

 Attachment 1. Development Contributions Summary [↓](#)

Page 14

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Moana Mackey, Acting Chief Planning Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Not Applicable

### **Treaty of Waitangi considerations**

Not Applicable

### **Financial implications**

The financial implications of Council granting the remission will result in Council collecting less money to fund the growth portion of our infrastructure. However council officers believe that the remission in development contributions reflects the reduced demand placed on our infrastructure.

### **Policy and legislative implications**

Not Applicable

### **Risks / legal**

As per section 2.6.1 of The Policy, applications made under this section will be considered on their own merits and any previous decision of the Council will not be regarded as creating precedent or expectations, therefore there is no risk or legal implications for this decision.

### **Climate Change impact and considerations**

Not Applicable

### **Communications Plan**

Not Applicable

### **Health and Safety Impact considered**

Not Applicable

## Development Contribution Summary *(cont.)*

### Property

WUFI: 1915351  
 Address: 35 Aruba Grove  
 Legal Description: LOT 1 DP 487107

Property Type: Survey  
 Status: Current

### Service Requests with Development Contribution Items

SR Code: 291245 SR Type: aBLDG CONSENT Staged Over  
 SR Item Description: 2.3 - Commercial - New Church Hall building with associated car parking and landscaping.

DC Attribute Type	Actual Value	Calculation Value	Calculation Value Change Reason
Year	2013-2014	2013-2014	
Base SR Number	291245	291245	
Base Assessment	Yes	Yes	
No. of Existing Dwellings	0	0	
Final No. of Dwellings	0	0	
No. of Existing Lots	0	0	
Final No. of Lots	0	0	
No. of Existing Units	0	0	
Final No. of Units	0	0	
Existing Square Metres	55	55	DC credit for existing lot
Final Total Square metres	1657.2	1657.2	
Max EHU per Level	29.13	29.13	
Zone (Locality)	J - Grenada-Lincolnshire	J - Grenad	
Development Contribution	285817.73	285817.73	
Equivalent Household Unit	29.13	29.13	
Equivalent Household Unit - Residential	0.00	0.00	
EquivHousehold Unit - Non Residential	29.13	29.13	

### Development Contribution Fees Breakdown

Type	Rate (GST Inclusive)	EHU	Total Fee (GST Exclusive)	Gst	Total Fee (GST Inclusive)
ZoneJ Dev Contr City - Reserves	780.85	29.13	19779.27	2966.89	22746.16
ZoneJ Dev Contr City - Roading	1253.50	29.13	31751.70	4762.75	36514.46
ZoneJ Dev Contr City - StormWater	215.05	29.13	5447.31	817.10	6264.41
ZoneJ Dev Contr City - WasteWater	336.95	29.13	8535.09	1280.26	9815.35
ZoneJ Dev Contr City - WaterSupply	0	29.13	0.00	0.00	0.00
ZoneJ Dev Contr - Reserves	339.25	29.13	8593.35	1289.00	9882.35
ZoneJ Dev Contr - Roading	1361.60	29.13	34489.92	5173.49	39663.41
ZoneJ Dev Contr - WasteWater	830.30	29.13	21031.86	3154.78	24186.64
ZoneJ Dev Contr - WaterSupply	4694.30	29.13	118908.66	17836.30	136744.96
ZoneJ Dev Contr City - Com_Infra_Str	1706.60	0	0.00	0.00	0.00
ZoneJ Dev Contr City - Com_OpenSpace	195.50	0	0.00	0.00	0.00
<b>Total:</b>					285817.73

Assessment updated date: 29/10/2018 11:42:08

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## **TRAFFIC RESOLUTIONS**

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### **Purpose**

1. This report asks the Regulatory Processes Committee to consider 17 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 18 proposed resolutions were issued for consultation between 30 June 2020 and 14 July 2020.
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. 17 are being recommended for approval (refer to table below)  
After reviewing the feedback:
  - Two TRs were deferred:
    - TR77-20 Harrold Street - further investigation is required.
    - TR105-20 Clifford Road - further consultation is required.
  - Two TRs were amended:
    - TR80-20 Tauhinu Road – following feedback we have reconsidered the proposals consulted on and are now proposing five rather than 10 x P120 parking spaces.
    - TR82-20 Fernhill Terrace - following feedback we have reconsidered the proposals consulted on and are now proposing 4 metres of broken yellow lines outside no. 21 and the removal of 3 metres of broken yellow lines on Fernhill Terrace opposite no.22A. This will result in 10 metres of kerb space available for the parking of two vehicles. 'L' bars will be placed to indicate the extent of the parking spaces. Following the feedback the removal of 5 metres of broken yellow lines on Fernhill Terrace opposite no.32 rather than the 7 metres consulted on.
  - One TR was added:
    - TR14-20 Guadeloupe Crescent – consultation was undertaken between 24 January 2020 and 7 February 2020 and was deferred due to feedback received. A decision was made to amend proposal. We are now recommending that a Stop Control is implemented.
5. We are confident that these 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 provisions of the Wellington City Council Consolidated Bylaw 2008:

- a. TR14-20 Guadeloupe Crescent - Give Way and Stop Control
- b. TR74-20 Highbury Road - No Stopping At All Times
- c. TR75-20 Landfill Road - No Stopping At All Times
- d. TR78-20 Cameron Street - No Stopping At All Times
- e. TR80-20 Tauhinu Road - P120 Parking Restriction & No Stopping Restrictions
- f. TR81-20 Belfast Street - No Stopping At All Times
- g. TR82-20 Fernhill Terrace - No Stopping At All Times (Various)
- h. TR83-20 Raine Street - Extend Loading Zone, Removal of Mobility Park & No Stopping Restriction
- i. TR85-20 Adelaide Road - Confirmation of P60 Time Restricted Parking; Proposed Emergency Vehicle Stop
- j. TR86-20 Colway Street - P60 Time Limited Parking Restriction
- k. TR87-20 Austin & Ellice Street - Bus Stop Time Restrictions
- l. TR88-20 Kent Terrace - Various Parking Changes
- m. TR89-20 Park Road - P10 Loading Zone and P120 Parking Restrictions
- n. TR90-20 Thatcher Crescent - No Stopping At All Times
- o. TR91-20 Ellice Street - Resident Parking At All Times
- p. TR106-20 Agra Crescent - Removal of Mobility Park Restriction
- q. TR107-20 Batchelor Street - Time limited and No Stopping At All Times

## Background

6. Eighteen proposed traffic resolutions were publicly advertised in the Dominion Post on 30 June 2020. Copies were also 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. 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

8. The attached 'Traffic Resolutions Summary Table RPC 12 August 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 12 RPC August 2020 <a href="#">↓</a>	Page 19
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 12 August 2020 <a href="#">↓</a>	Page 23
Attachment 3.	TR14-20 Guadeloupe Crescent - Give Way and Stop Control <a href="#">↓</a>	Page 34

Attachment 4.	TR74-20 Highbury Road - No Stopping At All Times <a href="#">↓</a>	Page 41
Attachment 5.	TR75-20 Landfill Road - No Stopping At All Times <a href="#">↓</a>	Page 45
Attachment 6.	TR78-20 Cameron Street - No Stopping At All Times <a href="#">↓</a>	Page 49
Attachment 7.	TR80-20 Tauhinu Road - P120 Parking Restriction & No Stopping Restrictions <a href="#">↓</a>	Page 54
Attachment 8.	TR81-20 Belfast Street - No Stopping At All Times <a href="#">↓</a>	Page 60
Attachment 9.	TR82-20 Fernhill Terrace - No Stopping At All Times (Various) <a href="#">↓</a>	Page 63
Attachment 10.	TR83-20 Raine Street - Extend Loading Zone, Removal of Mobility Park & No Stopping Restriction <a href="#">↓</a>	Page 73
Attachment 11.	TR85-20 Adelaide Road - Confirmation of P60 Time Restricted Parking; Proposed Emergency Vehicle Stop <a href="#">↓</a>	Page 84
Attachment 12.	TR86-20 Colway Street - P60 Time Limited Parking Restriction <a href="#">↓</a>	Page 89
Attachment 13.	TR87-20 Austin & Ellice Street - Bus Stop Time Restrictions <a href="#">↓</a>	Page 94
Attachment 14.	TR88-20 Kent Terrace - Various Parking Changes <a href="#">↓</a>	Page 101
Attachment 15.	TR89-20 Park Road - P10 Loading Zone and P120 Parking Restrictions <a href="#">↓</a>	Page 108
Attachment 16.	TR90-20 Thatcher Crescent - No Stopping At All Times <a href="#">↓</a>	Page 112
Attachment 17.	TR91-20 Ellice Street - Resident Parking At All Times <a href="#">↓</a>	Page 116
Attachment 18.	TR106-20 Agra Crescent - Removal of Mobility Park Restriction <a href="#">↓</a>	Page 120
Attachment 19.	TR107-20 Batchelor Street - Time limited and No Stopping At All Times <a href="#">↓</a>	Page 124

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Mike Mendonca, Acting Chief Infrastructure Officer Siobhan Procter, Manager, Transport and Infrastructure



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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 12 August 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)		
TR14-20	Guadeloupe Crescent	Uncontrolled Intersection	Give Way and Stop controls	Safety	Resident	N/A	Guadeloupe Crescent 334, Mark Avenue 1,906	N/A	no change	This proposal is to install Give Way and Stop controls. This is to improve public safety with safer turning for vehicles travelling along Mark Avenue, Guadeloupe Crescent and Trinidad Crescent. This proposal was consulted on at the beginning of the year and was deferred for further investigation. Give Way controls at both intersections were consulted on between 24 January 2020 and 7 February 2020. Following the feedback received further site visits were undertaken. Officers are now recommending a Stop Control is implemented on Trinidad Crescent to address the limited sightlines when exiting Trinidad Crescent.	Yes = 4 No = 1 Not stated = 0
TR74-20	Highbury Road	Unrestricted Parking	No Stopping At All Times	Accessibility	Metlink	-5	330	N/A	no change	This proposal is to install 33 metres of broken yellow lines in the bus turning area at the top of Highbury Road. We received a request from Metlink for a No Stopping Restriction to be installed due to buses on the no.25 Bus route finding it hard to manoeuvre around parked vehicles when turning around at the top of Highbury Road.	Yes = 1 No = 0 Not stated = 1
TR75-20	Landfill Road	Unrestricted Parking	No Stopping At All Times	Safety/ Accessibility	Business	-7	2,290	N/A	no change	This proposal is to install 38 metres of broken yellow lines opposite 30 Landfill Road. This is to improve the safe accessibility for articulated trucks entering and exiting businesses on Landfill Road. A request was received by a local Business owner.	Yes = 0 No = 0 Not stated = 1
TR78-20	Cameron Street	Unrestricted Parking	No Stopping At All Times	Safety/ Accessibility	Resident	-5	460	N/A	no change	This proposal is to install 31 metres of broken yellow lines along the northern side of Cameron Street. We received a request from a local resident concerned about vehicles parking on both sides of Cameron Street opposite numbers 36-38 restricting access for road users. This is to improve safety and accessibility for vehicles on Cameron Street. A small change to the plan and legal description has been made to reflect the 31 metres proposed (38 metres was consulted on)	Yes = 3 No = 0 Not stated = 0
TR80-20	Tauhinu Road	Unrestricted Parking	Time Limited/ No Stopping At All Times	Efficiency	Business	N/A	8,020	N/A	no change	(Amended) This proposal is to install five P120 time limited parking. A request for time restricted parking was received by the Miramar Business Association from businesses and directly affected residents via a petition with 19 signatures. This is to increase parking availability and improved parking turnover for the local businesses and their customers by removing long term parking. Following feedback officers have reconsidered the proposals consulted on and are now proposing five rather than the 10 x P120 that were consulted on.	Yes = 1 No = 2 Not stated = 1
TR81-20	Belfast Street	Unrestricted Parking	No Stopping At All Times	Safety/ Accessibility	Resident	-1	550	N/A	no change	This proposal is to install 7 metres of broken yellow lines along the western side of Belfast Street. We received a request from a local resident concerned about their ability to safely access Belfast Street from Rugby Street. The current parking situation does not allow cars to queue to exit Belfast Street. This in turn restricts access for vehicles turning into Belfast Street.	Yes = 0 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 12 August 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)		
TR82-20	Fernhill Terrace	No Stopping At All Times	No Stopping At All Times	Safety/ Accessibility	Residents	+1	210	N/A	no change	(Amended) This proposal is to add 4 metres of broken yellow lines on Fernhill Terrace outside no. 21, Remove 3 metres of broken yellow lines on Fernhill Terrace opposite no.22A, and remove 5 metres of broken yellow lines on Fernhill Terrace opposite no.32. Council officers received a petition from residents on Fernhill Terrace to address parking obstructing a vehicle access. We are now proposing 4 metres of broken yellow lines outside no. 21 and the removal of 3 metres of broken yellow lines on Fernhill Terrace opposite no.22A. This will result in 10 metres of kerb space available for the parking of two vehicles. 'L' bars will be placed to indicate the extent of the parking spaces. Following feedback the removal of 5 metres of broken yellow lines on Fernhill Terrace opposite no.32 rather than the 7 metres consulted on. This proposal has been confirmed on-site for manoeuvring from the driveway of no.22a using a small car.	Yes = 2 No = 3 Not stated = 1
TR83-20	Raine Street	Class Restricted/ No Stopping At All Times	Class Restricted/ No Stopping At All Times	Safety/ Accessibility	Residents/Business	-1	1,410	N/A	+ve	This proposal is to extend an existing loading zone. This is to allow for additional queuing of trucks while the service lane is in use. Requests were made by a local business who regularly uses the loading zone and local residents who are concerned about the double parking by trucks queuing to make deliveries. Foodstuffs, the owner of Countdown, are considering relocating the mobility park to their private property to mitigate the loss and the mall has prepared an action plan to improve arrival of goods which includes the loading zone extension on Raine Street. Council officers will monitor the use of the new loading zone adjacent to where the kerb is currently recessed (for the mobility park), and will adjust the kerb line if required.	Yes = 2 No = 6 Not stated = 1
TR85-20	Adelaide Road	Time Limited	Class Restricted	Safety/ Accessibility	Businesses	-1 P60/ +1 emergency stop	24,512	N/A	+ve	This proposal is to convert one restricted P60 parking space to an emergency vehicle stop. Ambulance emergency vehicles are currently parking on the live lane to drop and pick up patients from the Accident & Urgent Medical Centre due to lack of provision for emergency vehicles only car park. This is posing a safety risk for ambulance staff. A Request for Action Form was signed by 5 businesses in support of this proposal.	Yes = 1 No = 0 Not stated = 0
TR86-20	Colway Street	Unrestricted	Time Limited	Accessibility	Public Feedback	N/A	660	N/A	+ve	This proposal is to add two P60 time limited parking spaces. We are proposing converting two unrestricted car parks on the southern side of Colway Street to compensate for the removal of two time restricted parking spaces on the other side of the street which were removed to make room for new vehicle crossings. This follows on from the March TR where time restricted parking was approved on the northern side of Colway Street. Our recommendation at the time was to investigate time restricted parking on the southern side. The P60's recommended is based on the earlier feedback received.	Yes = 0 No = 2 Not stated = 0

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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)		
TR87-20	Austin Street & Ellice Street	Restricted Parking	Restricted Parking	Safety/ Efficiency/ Accessibility	GWRC/WCC Parking Services	N/A	Ellice Street 1,180, Austin Street 1,060	N/A	no change	This proposal is to adjust bus stop time restriction times on Ellice and Austin Street to start at an earlier time in the morning and afternoon. Greater Wellington Regional Council (GWRC) and Wellington City Council's (WCC) Parking Services have approached us requesting a change to the parking restriction time of three bus stops on Austin and Ellice Streets to accommodate the school bus services and allow for parking services to tow offending vehicles within the time limit of the bus stop operating. This will improve safety for bus users, accessibility of buses at bus stops and efficiency and safety of all vehicle movement in the area during school peak times.	Yes = 1 No = 2 Not stated = 0
TR88-20	Kent Terrace	Restricted Parking/Metered Parking	Restricted Parking/Metered Parking	Safety/ Efficiency	GWRC/WCC Parking Services	-4	11,780	N/A	no change	This proposal is to convert six of the nine metered parking spaces for 'layover' school bus parking from Mon to Fri 2:00pm-3:15pm. The three parks that remain will be metered parks Mon to Thu 8:00am-2:00pm, 3:15pm-6:00pm and Friday 8:00am-2:00pm, 3:15pm-8:00pm. There will be minor reconfiguration of the motorcycle parks (currently two separate parks) and relocation of the loading zone as there is an opportunity to utilise the unused on-street no parking restriction outside of 12 Kent Terrace. This will allow delivery vehicles to make use of the dropdown kerb that is in place to assist with their deliveries.	Yes = 1 No = 1 Not stated = 0
TR89-20	Park Road	Unrestricted Parking	Loading Zone/ P120 Parking	Efficiency	Miramar Business association/ Businesses	N/A	3,380	N/A	no change	This proposal is to install P10 loading zone and P120 parking restrictions. A loading zone and P120 parking has been requested by the Miramar Business Association to support the local businesses and to provide parking turnover for customers. This will increase parking availability for the local businesses by removing long term parking and improve parking turnover for the local businesses and their customers.	Yes = 0 No = 1 Not stated = 0
TR90-20	Thatcher Crescent	Unrestricted Parking	No stopping At All times	Safety/ Accessibility	Residents	-1	350	N/A	no change	This proposal is to install 8 metres of broken yellow lines on Thatcher Crescent. Council Officers received a petition from five residents, from Chevalier Way concerned about accessibility to and from their street caused by parked vehicles on Thatcher Crescent. This will improve safety and accessibility of vehicles entering and leaving Thatcher Crescent from and to Chevalier Way.	Yes = 1 No = 0 Not stated = 0
TR91-20	Ellice Street	Coupon Parking	Resident Parking	Accessibility	Residents	N/A	1,180	N/A	no change	This proposal is to convert three coupon parks to resident parks, at all times. At a meeting between Council officers, residents and Parking Services and including an individual request from a resident there was a recommendation to convert in order to address limited parking for residents on the street. During bus stop times, residents on Ellice Street have difficulty finding parking nearby due to the occupied coupon parks.	Yes = 0 No = 1 Not stated = 0
TR106-20	Agra Crescent	Class restricted	Unrestricted Parking	Efficiency	Residents	N/A	1,826	N/A	no change	This proposal is to remove one mobility car park on the south side of Agra Crescent. This is to respond to a request that we remove the mobility car park on Agra Crescent on the basis that there is no longer the need for it and the need to confirm that the mobility car park is no longer required.	Yes = 0 No = 2 Not stated = 0

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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)		
TR107-20	Batchelor Street	No Stopping / Time Limited	No Stopping / Time Limited		Residents/Business	-3	1,501	N/A	no change	This proposal is to change the P120 time restricted parking (29 metres) along the east side to the hours Monday to Friday 8am-6pm and install an additional 17 metres of broken yellow lines. We propose to add an additional 4 metres along the western side of Batchelor Street near the intersection with Stewart Drive, and to remove the parking clearway on the eastern side. This will respond to requests from local residents and the Medical Centre for the widening of the road corridor to facilitate two-way traffic flows and address the potential road safety issues. This has resulted from additional traffic flow from a new multi-unit residential development on Batchelor Street.	Yes = 0 No = 0 Not stated = 0



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<b>a.</b>	<b>Guadeloupe Crescent, Grenada Village (TR14-20) Give Way and Stop controls</b>		
	<i>Add to Schedule G (Give way and Stop) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Guadeloupe Crescent</b>	<i>Give Way</i>	<i>Guadeloupe Crescent at its north bound approach to its intersection with Mark Avenue.</i>
	<b>Trinidad Crescent</b>	<i>Stop</i>	<i>Trinidad Crescent at its south bound approach to its intersection with Mark Avenue.</i>
<b>b.</b>	<b>Highbury Road, Highbury (TR74-20) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Highbury Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 270 metres west of its intersection with Disley Street (Grid Coordinates X=1,746,946.51 Y=5,427,300.18m) and extending in a southerly and easterly direction, following the western kerbline of Highbury Road for 33 metres.</i>
<b>c.</b>	<b>Landfill Road, Owhiro Bay (TR75-20) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Landfill Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 512 metres west of its intersection with Happy Valley Road (Grid Coordinates X=1,747,027.35m Y=5,422,940.3m) and extending in a westerly direction, following the southern kerbline for 38 metres.</i>
<b>d.</b>	<b>Cameron Street, Kaiwharawhara (TR78-120) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Cameron Street</b>	<i>No stopping, at all times.</i>	<i>North Side, commencing 43 metres east of its intersection with Marsh Way (Grid coordinates x=1750011.04 y=5431057.11) and extending in an easterly direction following the northern kerb line for 31 metres.</i>
<b>e.</b>	<b>Tauhinu Road, Miramar (TR80-20) P120 Parking Restriction &amp; No Stopping Restrictions</b>		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Tauhinu Road</b>	<i>P120, Mon-Sun, 8am-6pm</i>	<i>East side, following the kerb line 34.2 metres north of its intersection with Tahi Street (Grid Coordinates X=</i>

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			1,751,861.23m, Y= 5,424,784.91) and extending in a south-westerly direction for 30 metres. (5x parallel P120 parks)
	<u>Add to Schedule D (No stopping) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	<b>Tauhinu Road</b>	No Stopping At All times	East side, following the kerb line 64.1 metres north of its intersection with Tahi Street (Grid Coordinates X= 1,751,861.23m, Y= 5,424,784.91) and extending in a south-westerly direction for 9.3 metres.
<b>f.</b>	<b>Belfast Street, Mount Cook (TR81-20) No Stopping At All Times</b>		
	<u>Add to Schedule D (No stopping) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	<b>Belfast Street</b>	No Stopping At All times	West side, commencing 13.5 metres south of its intersection with Rugby Street (Grid coordinates x=1748938.84m, y=5426307.85m) and extending in a southerly direction following the western kerb line for 7 metres.
<b>g.</b>	<b>Fernhill Terrace, Wadestown (TR82-20) No Stopping At All Times (Various).</b>		
	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Fernhill Terrace</b>	No Stopping At All Times	North side, commencing 23.5 metres north of its intersection with Pitt Street and extending in a westerly direction following the northern kerbline for 42 metres.
	<b>Fernhill Terrace</b>	No Stopping At All Times	East side, commencing 78.5 metres north of its intersection with Pitt Street (Grid Coordinates: X = 1,748,721.5 m, Y = 5,430,781.4 m) and extending in a northerly direction following the eastern kerbline for 3 metres.
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Fernhill Terrace</b>	No Stopping At All Times	North side, commencing 28.5 metres west of its intersection with Pitt Street (Grid Coordinates: X = 1,748,764.3 m, Y = 5,430,740.5 m) and extending in a westerly direction following the northern and eastern kerbline for 37 metres.

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	<b>Fernhill Terrace</b>	No Stopping At All Times	East side, commencing 81 metres west and north of its intersection with Pitt Street (Grid Coordinates: X = 1,748,764.3 m, Y = 5,430,740.5 m) and extending in a northerly direction following the eastern kerbline for 4 metres.
<b>h.</b>	<b>Raine Street, Karori (TR83-20) Extend Loading Zone, Removal of Mobility Park &amp; No Stopping Restriction</b>		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	<b>Raine Street</b>	Loading zone, P30, Goods Vehicles Only Monday to Sunday, 8:00am - 6:00pm	West side, commencing 42.5 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 16.5 metres.
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Raine Street</b>	No stopping except for vehicles displaying an operation mobility card	West side, commencing 31.5 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 11.2 metres.
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Raine Street</b>	No Stopping, At All Times	West side, commencing 59 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 12.5 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Raine Street</b>	Loading zone, P30, Goods Vehicles Only Monday to Sunday, 8:00am - 6:00pm	West side, commencing 31.5 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 35metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three

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	<b>Raine Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 66.4 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 5.1 metres.</i>
<b>i.</b>	<b>Adelaide Road, Mount Cook (TR85-20) Confirmation of P60 Time Restricted Parking; Proposed Emergency Vehicle Stop.</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Adelaide Road</b>	<i>P60</i>	<i>East side, commencing 26.5 metres north of its intersection with Girton Terrace (Grid coordinates x= 1748979.5 m, y= 5426156.9 m), and extending in a northerly direction following eastern kerbline for 20 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Adelaide Road</b>	<i>Emergency Vehicles Only</i>	<i>East side, commencing 39.9 metres north of its intersection with Girton Terrace (Grid coordinates x= 1,748,981.3 m, y= 5,426,164.5 m), and extending in a northerly direction following eastern kerbline for 6.9 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Adelaide Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 46.8 metres north of its intersection with Girton Terrace (Grid coordinates x= 1,748,981.3 m, y= 5,426,164.5 m), and extending in a northerly direction following eastern kerbline for 2.7 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	<b>Adelaide Road</b>	<i>P60, At All Times</i>	<i>East side, commencing 2.8 metres north of its intersection with Girton Terrace (Grid coordinates x= 1,748,981.3 m, y= 5,426,164.5 m), and extending in a northerly direction following eastern kerbline for 37.1 metres.</i>
<b>j.</b>	<b>Colway Street, Ngaio (TR86-20) P60 Time Limited Parking Restriction.</b>		



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<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	<b>Colway Street</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Khandallah Road and extending in an easterly direction following the southern kerblne for 38.5 metres.</i>
	<b>Colway Street</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Ottawa Road and extending in an easterly direction following the southern kerblne for 12.5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	<b>Colway Street</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Ottawa Road (Grid coordinates x=1,748,713.3m, y=5,432,247.8m) and extending in an easterly direction following the southern kerblne for 36 metres.</i>
<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	<b>Colway Street</b>	<i>P60,Monday to Friday, 8:00am - 6:00pm</i>	<i>South side, commencing 36 metres east of its intersection with Ottawa Road (Grid coordinates x=1,748,713.3m, y=5,432,247.8m) and extending in an easterly direction following the southern kerblne for 10 metres.</i>
<b>k.</b>	<b>Austin &amp; Ellice Street, Mount Victoria (TR 87-20) Bus Stop Time Restrictions</b>		
<i>Delete from Schedule B (Restricted Parking) of the Traffic Resolution Schedule</i>			
	Column One	Column Two	Column Three
	<b>Austin Street</b>	<i>Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:00pm – 3:30pm</i>	<i>East side, commencing 52 metres north of its intersection with Scarborough Terrace South and extending in a northerly direction following the eastern kerblne for 28 metres.</i>
	<b>Austin Street</b>	<i>Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:15pm – 3:45pm</i>	<i>East side, commencing 6 metres north of its intersection with Ellice Street and extending in a northerly direction following the eastern kerb line for 24 metres.</i>
	<b>Austin Street</b>	<i>Bus stop, During School Term Monday to Friday,</i>	<i>East side, commencing 7.5 metres south of its intersection with the southern kerb alignment of Derby</i>

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		3:00pm – 3:45pm	Street and extending in a southerly direction following the eastern kerb line for 27 metres.
	<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 3:00pm – 3:45pm	East side, commencing from 7.2 metres south of its intersection with the northern kerb alignment of Ellice Street and extending in a northerly direction following the eastern kerb line for 24.8 metres
	<b>Ellice Street</b>	Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:15pm – 3:45pm	South side, commencing 6.5 metres west of its intersection with Austin Street (grid coordinates x=1749489.8 m, y=5426273.3m), and extending in a westerly direction following the southern kerblines for 61 metres.
	<b>Ellice Street</b>	Bus stop, During School Term Monday to Friday, 8:00am – 8:45am, 3:15pm – 3:45pm	South side, commencing 6.8 metres west of its intersection with the western kerb alignment of Austin Street and extending in a westerly direction following the southern kerb line for 59 metres.
	<b>Ellice Street</b>	Bus stop, During School Term Monday to Friday, 3:00pm – 3:30pm	South side, commencing 140 metres from its intersection with Brougham Street and extending in an easterly direction for 61.5 metres.
	<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:00pm – 3:30pm	East side, commencing 52 metres north of its intersection with Scarborough Terrace South and extending in a northerly direction following the eastern kerblines for 28 metres.
	<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:15pm – 3:45pm	East side, commencing 6 metres north of its intersection with Ellice Street and extending in a northerly direction following the eastern kerb line for 24 metres.
	<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 3:00pm – 3:45pm	East side, commencing 7.5 metres south of its intersection with the southern kerb alignment of Derby Street and extending in a southerly direction following the eastern kerb line for 27 metres.
<b>Add to Schedule B (Restricted Parking) of the Traffic Resolution Schedule</b>			
	Column One		Column One
	<b>Austin Street</b>	Bus stop, During School Terms Mon, Tue, Thu, Fri 3:00pm – 3:45pm and Wed 2:00pm – 3:45pm	East side, commencing 7.5 metres south of its intersection with Derby Street (Grid coordinates x=1,749,558.78m, y=5,426,403.59m), and extending in a southerly direction following the eastern kerb line for 27

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			metres.
	<b>Austin Street</b>	Bus stop, During School Terms Mon, Tue, Thu, Fri 3:00pm – 3:45pm and Wed 2:00pm – 3:45pm	East side, commencing 14.0 metres south of the southern intersection with Scarborough Terrace (Grid coordinates x= 1,749,521.24m, y= 5,426,319.73m), and extending in a southerly direction following the eastern kerb line for 24.5 metres.
	<b>Ellice Street</b>	Bus stop, During School Terms Mon to Fri 7:30am – 8:45am, Mon, Tue, Thu, Fri 3:00pm – 3:45pm and Wed 2:00pm – 3:45pm	South side, commencing 6.5 metres west of its intersection with Austin Street (Grid coordinates x=1,749,489.1251m, y=5,426,273.0356m), and extending in a westerly direction following the southern kerbline for 61 metres.
<b>I.</b>	<b>Kent Terrace, Mount Victoria (TR88-20) Various Parking Changes</b>		
	<u>Delete from Schedule B (Restricted Parking) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	<b>Kent Terrace</b>	Motorcycle parking, at all times	East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid Coordinates x=2656399.005683m, y=5988773.985475m) and extending in a southerly direction for 6 metres.
	<b>Kent Terrace</b>	Motorcycle parking, at all times	East side, following the kerbline 48.5 metres south of its intersection with Majoribanks Street (Grid Coordinates x=2656399.005683m, y=5988773.985475m) and extending in a southerly direction for 7 metres.
	<b>Kent Terrace</b>	Loading zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am-6:00pm	East side, following the kerbline 55.5 metres south of its intersection with Majoribanks Street (Grid Coordinates x=2656399.005683m, y=5988773.985475m) and extending in a southerly direction for 12 metres.
	<u>Delete from Schedule F (Metered Parking) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	<b>Kent Terrace</b>	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, following the kerbline 67.5 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 52.5 metres.
	<u>Add to Schedule B (Restricted Parking) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three

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	<b>Kent Terrace</b>	Motorcycle parking, at all times	East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1749377.0 m, y= 5427061.8 m) and extending in a southerly direction for 10 metres.
	<b>Kent Terrace</b>	Loading zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am-6:00pm	East side, following the kerbline 43 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1749377.0 m, y= 5427061.8 m) and extending in a southerly direction for 12 metres.
<u>Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule</u>			
	Column One	Column Two	Column Three
	<b>Kent Terrace</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerbline 55.0 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 30 metres.(5 parallel parks)
	<b>Kent Terrace</b>	Metered parking, P120 maximum, Monday to Thursday 8:00am-2:00pm, 3:15pm-6:00pm, Friday 8:00am-2:00pm, 3:15pm-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, following the kerbline 85.0 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 30 metres.(6 parallel parks)
<u>Add to Schedule B (Restricted Parking) of the Traffic Resolution Schedule</u>			
	Column One	Column Two	Column Three
	<b>Kent Terrace</b>	School bus park, Monday to Friday 2:00pm – 3:15pm	East side, following the kerbline 85.0 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 35 metres.
<b>m.</b>	<b>Park Road, Miramar (TR89-20) P10 Loading Zone and P120 Parking Restrictions</b>		
<u>Add to Schedule A (Time Limited) of the Traffic Resolution Schedule</u>			
	Column One	Column Two	Column Three
	<b>Park Road</b>	P120, Mon-Sun, 8am-6pm	West side, following the kerb line 43.2 metres north of its intersection with Miramar N Rd (Grid Coordinates X= 1,752,429.00m, Y= 5,425,214.22) and extending in a northern direction for 27 metres. (5x P120 parallel parks)
<u>Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule</u>			

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	Column One	Column Two	Column Three
	<b>Park Road</b>	Loading zone, P10, Goods Vehicles and Authorised Vehicles Only Mon-Sun, 8:00am - 6:00pm	East side, following the kerb line 60.1 metres north of its intersection with Miramar N Rd (Grid Coordinates X= 1,752,429.00m, Y= 5,425,214.22) and extending in a northern direction for 8.2 metres.
<b>n.</b>	<b>Thatcher Crescent, Crofton Downs (TR90-20) No Stopping At All Times</b>		
	<u>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Thatcher Crescent</b>	No stopping, at all times	West side 122.0 metres from the Silverstream Road and Thatcher Crescent intersection (grid coordinates x= 1747946.51686 m, y= 5431513.57414m), and extending for 8 metres in a northerly direction.
<b>o.</b>	<b>Ellice Street, Mount Victoria (TR91-20) Resident Parking At All Times</b>		
	<u>Add to Schedule E (Resident Parking) of the Traffic Resolution Schedule</u>		
	Column One	Column Two	Column Three
	<b>Ellice Street</b>	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	North side, commencing 41.0 metres east of its intersection with Porritt Avenue (Grid coordinates (X=1,749,435.25m Y=5,426,307.82) extending in an easterly direction following the northern kerblane for 16 metres (3 parallel parks)
<b>p.</b>	<b>Agra Crescent, Khandallah (TR106-20) Removal of Mobility Park Restriction</b>		
	<u>Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Agra Crescent</b>	Mobility Park, At All Times	South side, commencing 50.5 metres southwest of its intersection with Lochiel Road (Grid coordinates, x= 1,750,158.70m and y= 5,432,403.38 m) extending in a south-westerly direction following the southern kerblane for 6.5 metres.
<b>r.</b>	<b>Batchelor Street, Newlands (TR107-20) Time Limited parking and No Stopping At All Times</b>		
	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Batchelor Street</b>	Clearway, Monday to Sunday 7am-10:30am	East side, commencing 51 metres south of its intersection with Stewart Drive (Grid coordinates x= 1752718.2 m, y= 5434968.6 m), and extending in a south-westerly



**Table of Traffic Resolutions Legal Description RPC 12 August 2020**

			direction following the kerbline for 42 metres.
	<b>Batchelor Street</b>	Clearway, Monday to Sunday 7am-10:30am	West side, commencing 46 metres northeast of its intersection with Gahagan Way (Grid coordinates x= 1752634.2 m, y= 5434856.8 m), and extending in a north-easterly direction following the northern kerbline for 30 metres.
	<b>Batchelor Street</b>	At All Times	East side, commencing from its intersection with Stewart Drive (Grid coordinates x= 1752718.0 m, y= 5434968.9 m), and extending in a southerly direction following the southern kerbline for 11 metres.
	<b>Batchelor Street</b>	At All Times	West side, commencing from its intersection with Stewart Drive (Grid coordinates x= 1752710.3 m, y= 5434971.5 m), and extending in a southerly direction following the western kerbline for 12 metres.
<u>Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	<b>Batchelor Street</b>	P120, Monday to Friday 10:30am-6pm	East side, commencing 64 metres south of its intersection with Stewart Drive (Grid coordinates x= 1,752,718.2 m, y= 5,434,968.6 m), and extending in a south-westerly direction following the kerbline for 29 metres.
<u>Add to Schedule A (Time limited) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	<b>Batchelor Street</b>	P120, Monday to Friday 8am-6pm	East Side, commencing 60 metres south of its intersection with Stewart Drive (Grid coordinates x= 1,752,718.2 m, y= 5,434,968.6 m), and extending in a south-westerly direction following the kerbline for 29 metres.
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	<b>Batchelor Street</b>	At All Times	East side, commencing at its intersection with Stewart Drive (Grid coordinates x= 1,752,718.2m, y= 5,434,968.6m), and extending in a southerly direction following the eastern kerbline for 28 metres.

Table of Traffic Resolutions Legal Description RPC 12 August 2020

	<i>Batchelor Street</i>	<i>At All Times</i>	<i>West side, commencing from its intersection with Stewart Drive (Grid coordinates x= 1752710.3 m, y= 5434971.5 m), and extending in a southerly direction following the western kerbline for 16 metres.</i>
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## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

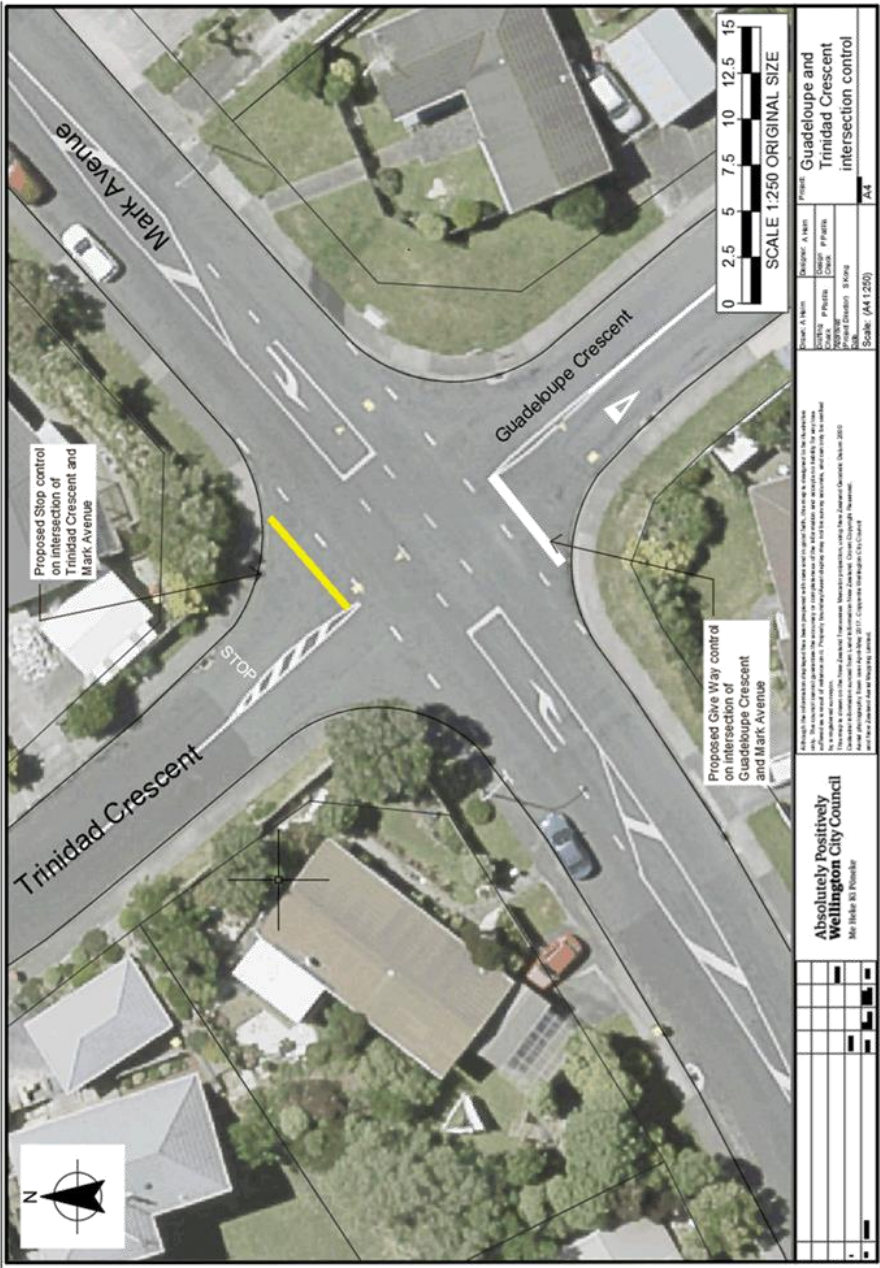
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install Give Way and Stop controls</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• To improve public safety for vehicles travelling along Mark Avenue, Guadeloupe Crescent and Trinidad Crescent.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>• Intersection of Mark Avenue, Guadeloupe Crescent and Trinidad Crescent, Grenada Village.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Safer turning for vehicles at this intersection</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Give Way controls at both intersections were consulted on between 24 January 2020 and 7 February 2020. Following the feedback received further site visits were undertaken. Officers are now recommending a Stop Control is implemented on Trinidad Crescent to address the limited sightlines when exiting Trinidad Crescent. This proposal will now be presented to the Regulatory Processes Committee on 12 August 2020.</li> <li>• 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 <a href="http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations">http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference Number</b>	<ul style="list-style-type: none"> <li>• TR14-20 - Give Way and Stop controls</li> </ul>
<b>Feedback</b>	<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 <a href="http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations">http://wellington.govt.nz/have-your-say/public-input/consultations/open-consultations</a>, or by emailing us on <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens 9.00am 24 January 2020 and finishes 5.00pm Friday 7 February 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Feedback collated by 10 February 2020.</li> <li>2. The proposal will now go to the Regulatory Processes Committee on 12 August 2020.</li> <li>3. If approved, the proposal will be installed within the next 3 months.</li> </ol>



We are proposing a change in your area

Absolutely Positively  
**Wellington City Council**  
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Traffic Resolution Plan: TR14-20 Mark Avenue, Guadeloupe Crescent and Trinidad Crescent, Grenada Village – Give Way



**We are proposing a change in your area**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule G (Give way and Stop) of the Traffic Resolution Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b><i>Guadeloupe Crescent</i></b>	<i>Give Way</i>	<i>Guadeloupe Crescent at its north bound approach to its intersection with Mark Avenue.</i>
<b><i>Trinidad Crescent</i></b>	<i>Stop</i>	<i>Trinidad Crescent at its south bound approach to its intersection with Mark Avenue.</i>

**Prepared By:** Alastair Helm **(Transport Engineering Team)**

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

**Date:** 22/07/2020

## FEEDBACK RECEIVED

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

### Feedback Received: For the period 24 January to 7 February 2020

**Name:** Dave Bootsma  
**Suburb:** Grenada Village  
**Agree:** Yes

Can you also consider adding yellow lines along Mark Avenue by this intersection? Cars sometimes park close to the intersection which obstructs the views for people coming out of Trinidad Crescent.

**Name:** Nicola Jones  
**Suburb:** Grenada Village  
**Agree:** Yes

We live on the corner of Guadeloupe and Mark Ave and think this is an excellent idea. We have been here for 8 years and seen many near misses so the addition of give way signs both on Guadeloupe and Trinidad Cres will be of great significance to the area. Great plan!

**Name:** Viv Tippett and Jenny Nicol  
**Suburb:** Grenada Village  
**Agree:** Yes

I am a resident of Trinidad Crescent and we are fully supportive of the proposal to install Give-Way signs.

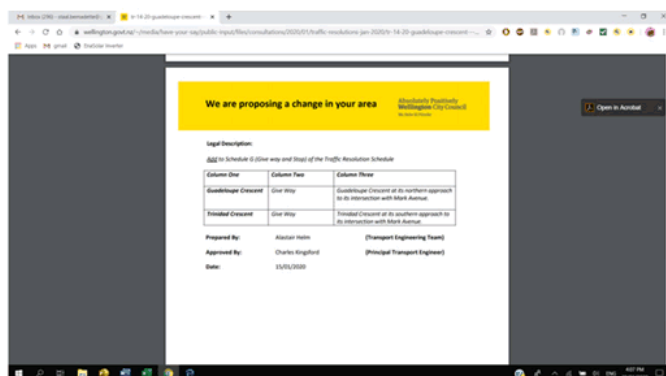
Could you please also consider in tandem with the Give Way signs that some yellow no – stopping road markings are added to Mark Avenue on the left hand corner where we exit from Trinidad Crescent. This is because sometimes we need to get further onto the road (past where Give Way signs are proposed) in order to see what traffic is coming down Mark Avenue before we turn right out of Trinidad Crescent.

The hazard of having our view blocked when exiting Trinidad Crescent and turning right in to Mark Avenue has worsened with the recent addition of a new bus stop on the right hand side of Mark Avenue if heading up the hill (bus stop No:3448, near 164 Mark Avenue). Sometimes there are extra cars now blocking the view due to people parking nearer the corner of Trinidad Crescent on the left hand side of Mark Avenue, I suspect to get the bus.

**Name:** Bernadette Staal  
**Suburb:** Grenada Village  
**Agree:** No

I would like to provide feedback on the notice that I received in my letter box on Saturday, with regards to the proposed Give Way lines to be painted on the road - one being outside my house 2 Trinidad Cres, Grenada Village.

Before I write my feedback, today I noticed that your information as displayed on your web site is not accurate. Below is a screen dump taken. This shows that your Engineering team do not know their north from their south. The proposed marking next to my house, on Trinidad Cres is north of the proposed marking, on southern Guadeloupe Cres marking. This is opposite of what is documented.

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


Since receiving your notice, I have discussed the proposed Give Way markings with my immediate neighbours and we all agree on one thing and that is the Trinidad Cres to Mark Avenue exit is basically a "blind corner". We / I am concerned that there is "anyone" not giving way and we support your desire to make the corner a safer zone, as we have always had concerns that we cannot see vehicles coming from the south on Mark Avenue when we pull up to the intersection.

**Why can we not see south:**

- \* The property 151 Mark Avenue, often has cars parked on the road. The photo you displayed in your notice is obviously an old aerial view and it clearly shows the previous owners blue car outside their home and their red car parked in their short drive way space. I understand the new owners have rented out the property and their tenants also park in similar locations.
- \* Property 151 Mark Avenue has a daisy bush on their grass verge that blocks our vision. I used to ask the previous owner to prune the bush, so that we could see and when they moved out and left the property empty for many months, I pruned the bush myself.
- \* On the corner of property 151 Mark Avenue their fence blocks views and the mature Pohutukawa tree could be pruned to allow additional line of site. We also have a lamp post / street light and a street sign pole.
- \* The slope of Mark Avenue drops away and curves slightly away from Trinidad Cres, which sits at the crest of the hill. Speeding vehicles are also a general issue on Mark Ave so our ability to make a call on when it is safe or unsafe to pull out with no vision is obviously one we make with extreme care but to do so means we often take a risk and / or have a need to pull out into the lane to allow line of sight.

I have lived at my current address for many years and I have attended several accidents at the intersections of Trinidad Cres, Guadeloupe Cres and Mark Ave. I have worked with the victims and the police on such occasions and it was at my request, to the council, that the pull in lanes were installed - these work very well - however there has been at least one accident since their installation. The result of the last accident I attended was due to two people from out of our region, travelling at night and not realising that they were heading into an intersection. One car travelling up (heading north) on Mark Ave and one travelling (west) on Guadeloupe drove through the intersection with no knowledge it was even there. The fault being with the car coming through from Guadeloupe Cres.



## FEEDBACK RECEIVED

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**Wellington City Council**  
Me Heke Ki Pōneke

The most recent event to my knowledge had nothing to do with our intersection. It was due to boy races losing control and crossing the centre lane, while they headed south on Mark Ave. Their accident was due to speed and losing control. Thankfully for me they smashed into the Chorus Box on my Mark Ave boundary. Had they not done that they would have smashed through my fence, possibly flown through the air and landed in my back yard. They took off as soon as they managed to untangle their car from the box, so we did not catch them.

So there is most certainly safety concerns in relation to the intersection and all my neighbours (that I communicate with) support the need for safety. What we do not agree with is the proposed placement of the Giveaway White Line as displayed on the notice we were provided as; the position is too far back from our line of visibility. One of my neighbours and I tested the positioning site, soon after we received the notice and I had highlighted my concerns to them. If you place your bonnet at that position the proposed line is drawn, we can see NOTHING coming from the SOUTH, hence we believe the line marking (if adhered to) will cause more accidents rather than reduce accidents or safety issues.

We would however like to work with the council to make this corner safer for everyone exiting Trinidad Cres and for vehicles travelling north on Mark Avenue. My suggestions are:

- \* Reduction of speed on Mark Ave via way of speed humps - similar to those used in Aotea (by the Police College) - as I have suggested previously at every opportunity.
- \* The introduction of a Speed Camera. I have suggested and offered my corner as an ideal location for this to be positioned, in the past.
- \* The pruning of the Pohutukawa Tree and the removal of all plants outside the address of 151 Mark Avenue.
- \* Re-positioning the proposed Give Way line marking to bring it closer in line with the current foot path and broken white lines displayed on the newsletter.
- \* Signage south of Trinidad Cres, on Mark Ave alerting vehicles to merging traffic.

So to complete my feedback at this time. I disagree with the proposed placement of the Giveaway Line marking on the intersection of Mark Avenue and Trinidad Cres, as there are bigger safety issues that need to be addressed. I cannot see any issue with the placement of the placement of the same markings on Guadeloupe Cres as they have a much wider view of traffic from all directions.

Please consider the safety issues associated to Trinidad Cres prior to making your final decision, as simply formalising what we do already, that being "Giving Way" is not solving the actual problems we are experiencing.

**Name:** Jan Powell  
**Suburb:** Grenada Village  
**Agree:** Yes

I'd like to give feedback on the proposed Give Way signage on the intersections of Guadeloupe Crescent and Trinidad Crescent with Mark Avenue.

I agree with the proposed Give Way signs; HOWEVER, I'd like to suggest some amendments that I believe are equally relevant:

## FEEDBACK RECEIVED

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

- At present there's turning lanes for traffic turning from Mark Avenue on to each of the side streets. They are often blocked in terms of their being usable because of traffic blocking access by parking beside the kerbs, and in terms of visibility, again caused by parked cars. You can see what the situation is, on the photograph you sent to our households.
  - I attach a photo of my suggested improvements, viz no parking lines (broken yellow lines) on both sides of the road, parallel to and as long as the turning bays and their entrances.
- The pohutukawa tree on the corner of Trinidad Crescent is lovely but it needs to be limbed-up to make the street sign visible, and to increase visibility for vehicles exiting Trinidad Crescent.
- There's a daisy bush planted beside the kerb on Mark Avenue, on the south side of Trinidad Crescent. It needs to be removed as it blocks visibility for vehicles exiting Trinidad Crescent.
- The speed limit on Mark Avenue needs to be reduced. At present cars travel at more than the regulated 50km/hr on Mark Avenue.
  - I realise this is (possibly outside your remit, but perhaps you could action this with the appropriate people/organisation).

I thank you for the opportunity to make this submission.

### Officer's response to all submitters:

Thank you for your response to the proposed intersection controls at the intersections of Trinidad Crescent and Guadeloupe Crescent with Mark Avenue

We can respond to the concerns raised as follows:

- We will investigate the trimming of the shrubs and trees on both corners of Trinidad Crescent and Mark Avenue.
- The earlier recommended Give Way control on Trinidad Crescent will be replaced with a Stop Control to address the limited sightlines when exiting Trinidad Crescent.
- Further investigations for the addition of no-stopping restrictions on Mark Avenue, adjacent to the intersection with Trinidad Crescent will be undertaken.
- The holding lines for the Give Way and Stop controls will be located at the required regulatory distance from the travel lane.
- We will consider an advance intersection warning sign on Mark Avenue for northeast bound vehicles in advance of Trinidad Crescent.
- Speeding and non-compliance with the speed limit is an enforcement issue and is best addressed by the Police Road controlling officer(s) for the area.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

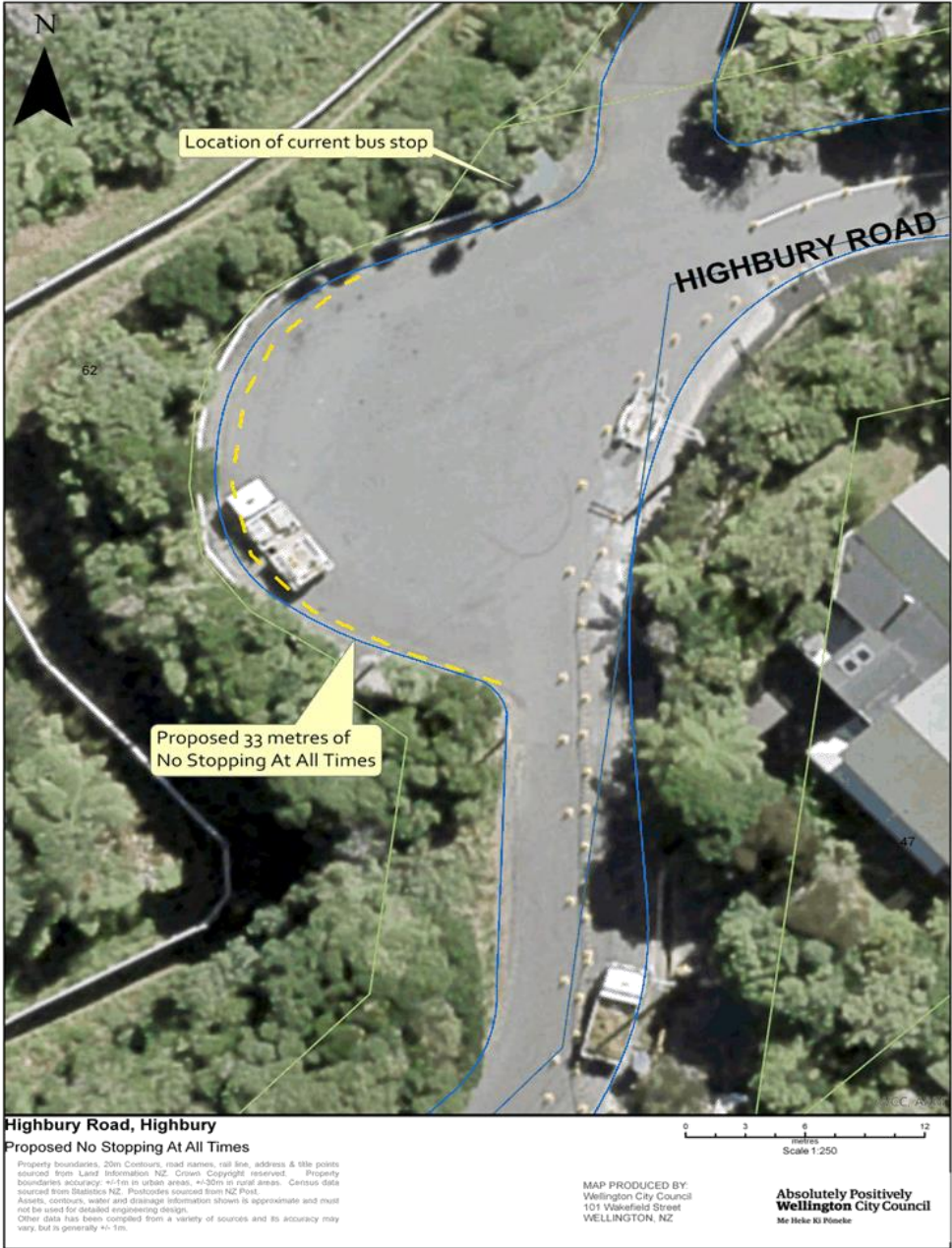
### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 33 metres of broken yellow lines in the bus turning area at the top of Highbury Road.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• Buses on the no.25 Bus route are finding it hard to manoeuvre around parked vehicles when turning around at the top of Highbury Road.</li><li>• Council officers received a request from Metlink for a No Stopping Restriction to be installed.</li></ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"><li>• Highbury Road, Highbury - bus turning area at the top of Highbury Road.</li></ul>
<b>Impact</b>	<ul style="list-style-type: none"><li>• Removal of 5 Parking spaces.</li><li>• Improved accessibility for Metlink Buses</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• 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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Reference</b>	<ul style="list-style-type: none"><li>• TR74-20 Highbury Road - No Stopping At All Times</li></ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by 15 July 2020,</li><li>2. The proposal will go to Regulatory Processes Committee on 12 August 2020,</li><li>3. If approved, the proposal will be installed within the next 3 months.</li></ol>

We are proposing a change in your area

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

Traffic Resolution Plan: TR 74-20 Highbury Road, Highbury – 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
<b>Highbury Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 270 metres west of its intersection with Disley Street (Grid Coordinates X=1,746,946.51 Y=5,427,300.18m) and extending in a southerly and easterly direction, following the western kerbline of Highbury Road for 33 metres.</i>

**Prepared By:** Alastair Helm (Transport Engineering Assistant)  
**Approved By:** Charles Kingsford (Principal Transport Engineer)  
**Date:** 27/07/2020

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki PōnekeFeedback Received:

**Name:** Highbury resident  
**Suburb:** Highbury  
**Agree:** Yes

From my home I overlook the bus turning circle and can watch the buses turning. While I have no objection to your proposal I don't think it will address the drivers' concerns. There used to be a sign advising people that parking is not permitted which has been removed. Parking on the area you have identified very rarely takes place. The area that causes difficulties for bus drivers is on the eastern kerblane as the buses enter the turning circle. Vehicles parked here force the bus into the middle of the turning circle. I therefore suggest if you have an interest in solving the problem that you address the parking on the eastern side of the turning circle as your first priority - and continue with your proposal just for good completeness.

Officer's Response:

Thank you for your feedback regarding TR74-20, as part of our investigation into this proposal we have run vehicle tracking for a bus turning in this area, this tracking showed that the implementation of No Stopping At All Times within the turning circle would allow a bus to complete a turn whilst still maintaining parking for residents. We have also been in contact with Metlink regarding this proposal and they have advised that this proposal will satisfy their requirements.

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington Central  
**Agree:** Not Stated

We note there is little information provided with most of these TRs on the impact on pedestrians. Many of these roads are crowded with car parking which can result in increased footpath parking. One issue we know that has an impact on pedestrians is that broken yellow lines often lead to parking on footpaths, so that car drivers do not park over the lines! Bus turning area broken yellow lines. We assume there is sufficient space for the bus to park legally.

Officer's Response:

Thank you for your feedback. It is noted that there is no footpath on the roadside where this restriction is being proposed. This proposal leaves approximately 12 metres of space for a bus to legally park.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

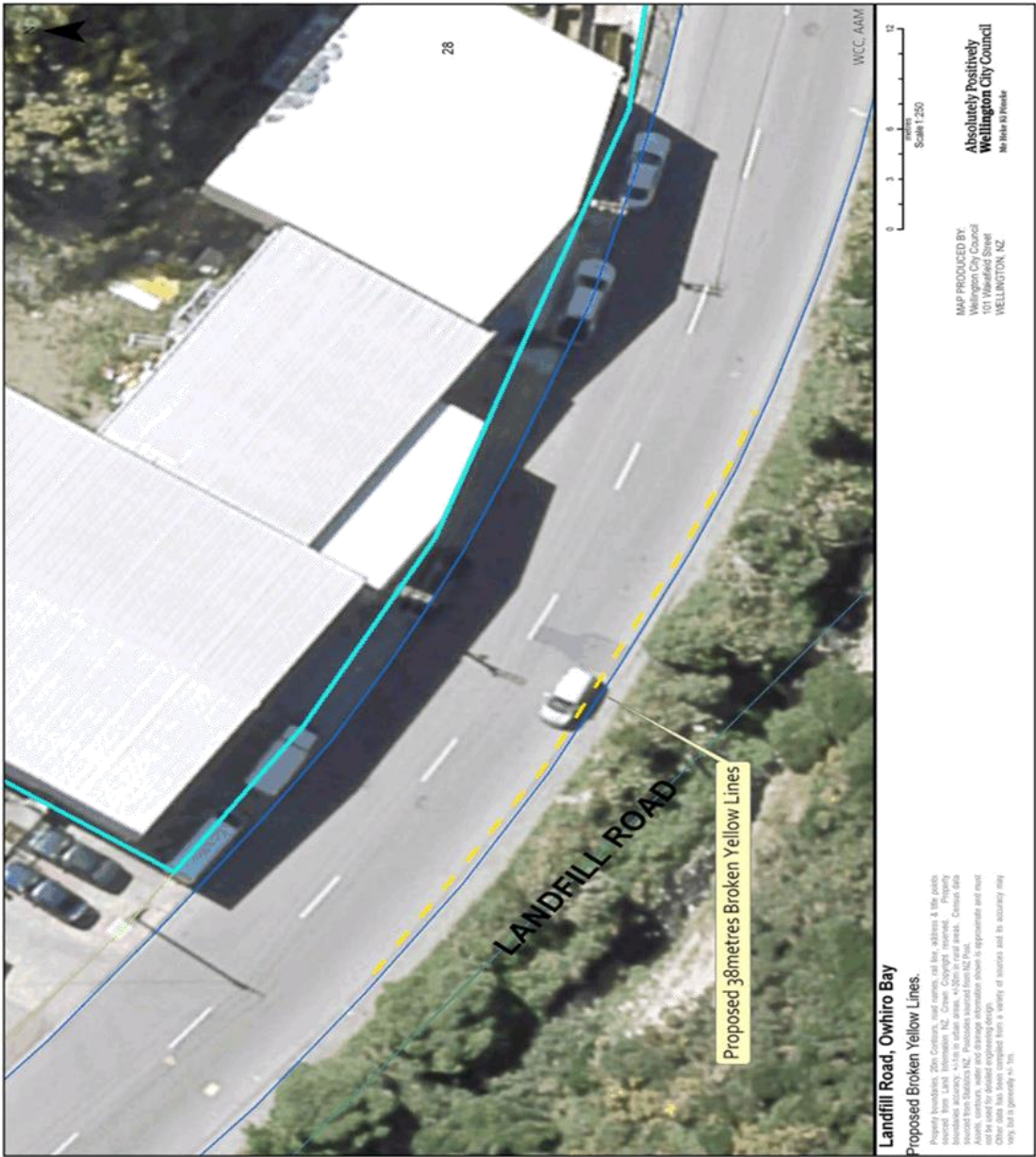
### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 38 metres of broken yellow lines opposite 30 Landfill Road.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>To improve the safe accessibility for articulated trucks entering and exiting businesses on Landfill Road.</li> <li>A local business operator has made a request for this No Stopping restriction.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Landfill Road, Owhiro Bay - opposite no.30.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved safety and accessibility for articulated trucks on Landfill Road.</li> <li>Removal of 7 parking spaces.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume - 2,290 vehicles</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR75-20 Landfill Road - No Stopping At All Times</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>

We are proposing a change in your area

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

Traffic Resolution Plan: TR 75-20 Landfill Road, Owhiro Bay – 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
<b>Landfill Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 512 metres west of its intersection with Happy Valley Road (Grid Coordinates X=1,747,027.35m Y=5,422,940.3m) and extending in a westerly direction, following the southern kerbline for 38 metres.</i>

Prepared By: Alastair Helm (Transport Engineering Assistant)  
Approved By: Charles Kingsford (Principal Transport Engineer)  
Date: 27/07/2020

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki PōnekeFeedback Received:

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington Central  
**Agree:** Not stated

We note there is little information provided with most of these TRs on the impact on pedestrians. Many of these roads are crowded with car parking which can result in increased footpath parking. One issue we know that has an impact on pedestrians is that broken yellow lines often lead to parking on footpaths, so that car drivers do not park over the lines! Broken yellow lines – vehicles park on this side verge up to the landfill where the lines are proposed. Will foot access be retained and protected? Will parking on the grass verge be permitted?

Officer's Response:

Thank you for your feedback. The purpose of the Traffic Resolution is to stop vehicles parking on the verge. If vehicles park on the footpath on the opposite side of the road our Parking Services team will be able to attend.



## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

What we'd like to do	<ul style="list-style-type: none"><li>• Install 31 metres of broken yellow lines along the northern side of Cameron Street.</li></ul>
Why we are proposing the change	<ul style="list-style-type: none"><li>• Council officers have received a request from a local resident concerned about vehicles parking on both sides of Cameron Street opposite numbers 36-38 restricting access for road users.</li></ul>
Location – where we propose to make the change	<ul style="list-style-type: none"><li>• Cameron Street, Kaiwharawhara – between no. 36 and no. 38</li></ul>
Impact	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles on Cameron Street.</li><li>• Removal of 5 parking spaces</li></ul>
Additional Information	<ul style="list-style-type: none"><li>• A small change to the plan and legal description has been made to reflect the 31 metres proposed (38 metres was consulted on)</li><li>• Average weekday traffic volume – 460 vehicles</li><li>• 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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
Reference	<ul style="list-style-type: none"><li>• TR78-20 Cameron Street- No Stopping At All Times</li></ul>
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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
Next Steps	<ol style="list-style-type: none"><li>1. Feedback collated by 15 July 2020,</li><li>2. The proposal will go to Regulatory Processes Committee on 12 August 2020,</li><li>3. If approved, the proposal will be installed within the next 3 months.</li></ol>

**We are proposing a change in your area**

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

Traffic Resolution Plan: TR 78-20 Cameron Street, Kaiwharawhara – 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
<b>Cameron Street</b>	<i>No stopping, at all times.</i>	<i>North Side, commencing 43 metres east of its intersection with Marsh Way (Grid coordinates x=1750011.04 y=5431057.11) and extending in an easterly direction following the northern kerb line for 31 metres.</i>

**Prepared By:** Renee Corlett (Transport Engineer Assistant)  
**Approved By:** Charles Kingsford (Principal Transport Engineer)  
**Date:** 27/07/2020

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki PōnekeFeedback Received:

**Name:** Murray & Susan Coppersmith  
**Suburb:** Kaiwharawhara  
**Agree:** Yes

We are in receipt of the advice regarding the proposal to install 31 metres of broken yellow lines along the northern side of Cameron St. We are the residents at 36 Cameron St. We support this proposal.

**Name:** Mike O'Leary and Jayne Sorenson  
**Suburb:** Kaiwharawhara  
**Agree:** Yes

We are residents in Cameron Street and are wholly supportive of this proposal. If it were to stay as parking on both sides this would mean that there was only room for one lane of traffic. The congestion to traffic up and down and the inconvenience of being able to get out of our homes will be greatly improved. Please feel free to contact us if you have any queries.

**Name:** Libby Carson  
**Suburb:** Kaiwharawhara  
**Agree:** Yes

I write as the resident and owner of number 40 Cameron Street, Kaiwharawhara, Wellington 6035 regarding the proposal to install 31 metres of broken yellow lines along the northern side of Cameron Street. We applaud this decision and are writing to respectfully request that this project be extended from 36-38 Cameron to run from 36-52 Cameron Street. As you will note on the image below, the road between 36 and 52 Cameron Street is narrow and runs around a blind bend. If vehicles are parked on both sides of the street, it is difficult for the trucks, vans, and cars to get past safely and creates an issue for residents reversing out of their driveways. With increased traffic in this area, particularly with non-residents choosing to park here all day as they head into the city for work, the risk to our vehicles, children and pets is a genuine concern. There have been multiple occasions when there have been near misses with cars parked on both sides of the road, our reversing out of our driveway and nearly being collected by a vehicle squeezing up Cameron Street. We thank you for your attention to this matter and very much look forward to receiving your reply.

## FEEDBACK RECEIVED

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



### Officer's Response to all submitters:

Thank you for your feedback. The request for extra broken yellow lines is outside of the scope for this Traffic Resolution. However, we will monitor parking in this street and consider any further restrictions as needed.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

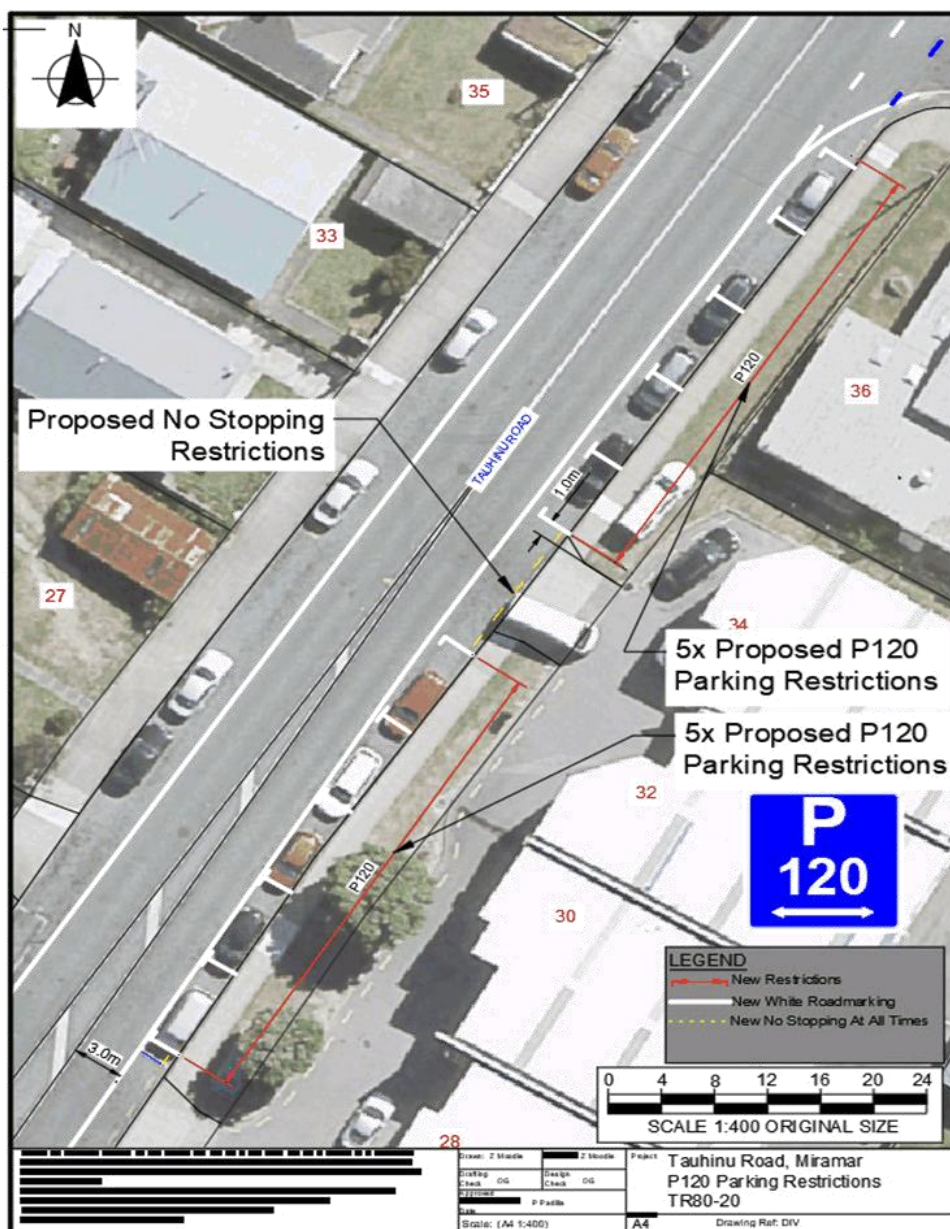
### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install five P120 time limited parking.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>A request for time restricted parking was received by the Miramar Business Association from businesses and directly affected residents via a petition with 19 signatures.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Tauhinu Road, Miramar - east side between no.28-36</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Increase parking availability for the local businesses by removing long term parking.</li> <li>Improved parking turnover for the local businesses and their customers.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Following feedback officers have reconsidered the proposals consulted on and are now proposing five rather than the 10 x P120 that were consulted on.</li> <li>Average weekday traffic volume – 8,020 vehicles</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR80-20 Tauhinu Road – P120 Parking Restriction &amp; No Stopping Restrictions.</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>

**We are proposing a change in your area**

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

CONSULTATION PLAN: TR 80-20 Tauhinu Road – P120 Parking Restriction & No Stopping Restrictions.



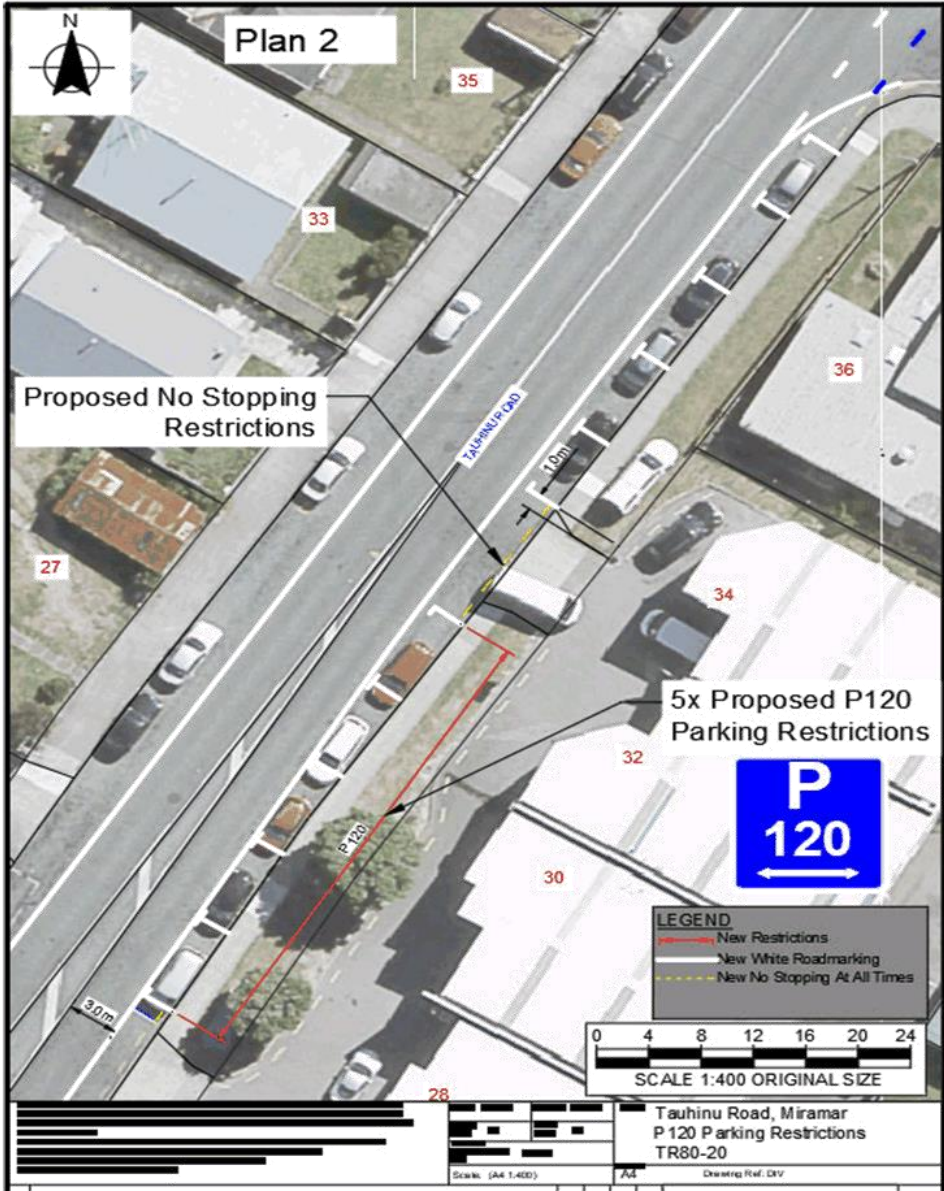


We are proposing a change in your area

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke

FOLLOWING FEEDBACK – PROPOSED TRAFFIC RESOLUTION PLAN



## 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
<b>Tauhinu Road</b>	P120, Mon-Sun, 8am-6pm	East side, following the kerb line 34.2 metres north of its intersection with Tahi Street (Grid Coordinates X= 1,751,861.23m, Y= 5,424,784.91) and extending in a south-westerly direction for 30 metres. (5x parallel P120 parks)

*Add to Schedule D (No stopping) of the Traffic Resolution Schedule*

Column One	Column Two	Column Three
<b>Tauhinu Road</b>	No Stopping At All times	East side, following the kerb line 64.1 metres north of its intersection with Tahi Street (Grid Coordinates X= 1,751,861.23m, Y= 5,424,784.91) and extending in a south-westerly direction for 9.3 metres.

**Prepared By:** Zackary Moodie (Transport Engineer)  
**Approved By:** Charles Kingsford (Principal Transport Engineer)  
**Date:** 24/07/2020

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

**Feedback Received:**

**Name:** Dean Chamberlain  
**Suburb:** Miramar  
**Agree:** No

As an employee at Moana Clothing for the last 15 years I have enjoyed the ability to park all day outside my place of work (30 Tauhinu Road). I strongly disagree with the proposed change to 120 minutes maximum parking from no 28-36. In my opinion this change will disadvantage all of the workers employed in our light industrial block of units. The only business that stands to benefit is our neighbouring business "The Souvenir Factory Shop" as they are a retail based business. Typically they have two employees on site at any given time, however the businesses on either side have a total of 22-28 employees onsite during the day. The proposed change will mean all of the affected employees will now have to park away from their place of work. This will adversely impact parking on Tahi and Byron streets (both high density Residential). Both of these streets are often full of cars parked all day (park and ride) with people catching the buses into the city. There is already 50+ 120 minute parking spaces available at Miramar Metro which is a retail area. There are also 200+ short term retail parking spaces in and around George Bolt drive and the Lyall Bay retail park. I suggest rather than changing the parking in front of our place of work "The Souvenir Factory Shop" would be better to relocate. Both of the areas I have mentioned are designed for, as such better suited to a high traffic retail operation.

**Name:** Paul Frampton  
**Suburb:** Miramar  
**Agree:** No

I am writing to give feedback on the proposed P120 Parking Restriction outside numbers 28 to 36 Tauhinu Road. My business occupies 30 Tauhinu Road and will be adversely affected if the parking restrictions are implemented. Therefore, I strongly oppose the proposed creation of the parking restrictions. 30 Tauhinu Road is the middle of six light industrial units that were built in the 1990s. I operate a wholesale clothing business from the warehouse with offices above. My business depends on having good truck and courier access to my building with adequate parking for my staff. Things currently work quite well. The only issue I have is with taxis, mini vans, coaches and buses visiting the souvenir shop at 32 Tauhinu Road which at times block access to my warehouse. I believe the owner of this business is the advocate of the proposed parking restrictions. The proposed restrictions could indeed benefit the souvenir shop but disadvantage me and the other neighbouring businesses. One positive outcome of covid 19 is the lack of international tourists to Wellington which means there are currently no taxis, mini vans, coaches and buses visiting the souvenir shop and blocking access to my warehouse. In fact, there are very few customers at all at the moment. (With this in mind, I do wonder about the ongoing viability of the souvenir shop). I believe the solution to any parking problems that might be experienced by the souvenir shop at 32 Tauhinu Road would be for that retail shop to relocate to an appropriate retail shopping site (such as the Airport Retail Park at Lyall Bay) that offers plenty of parking for cars, mini vans, coaches and buses. After all, the light industrial units at 24 to 34 Tauhinu Road were never intended to be retail shops.



## FEEDBACK RECEIVED

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

### Officer's Response to above submitters:

The proposed P120 is to encourage customer parking turnover for this area. We have considered the concerns raised and are now proposing five P120 spaces. The parking will be monitored and reassessed as required.

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington Central  
**Agree:** Not stated

We note there is little information provided with most of these TRs on the impact on pedestrians. Many of these roads are crowded with car parking which can result in increased footpath parking. One issue we know that has an impact on pedestrians is that broken yellow lines often lead to parking on footpaths, so that car drivers do not park over the lines!  
P120 parking – will this get vehicles off the footpath?

### Officer's Response:

The parking will be monitored and reassessed as required. Illegal parking on the footpath can be reported to our Parking Services team on 044994444 or [info@wcc.govt.nz](mailto:info@wcc.govt.nz).

**Name:** Robin Boldarin on behalf of Miramar/Maupuia Progressive Association  
**Suburb:** Miramar  
**Agree:** Yes

We support the Tauhinu Road proposal.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

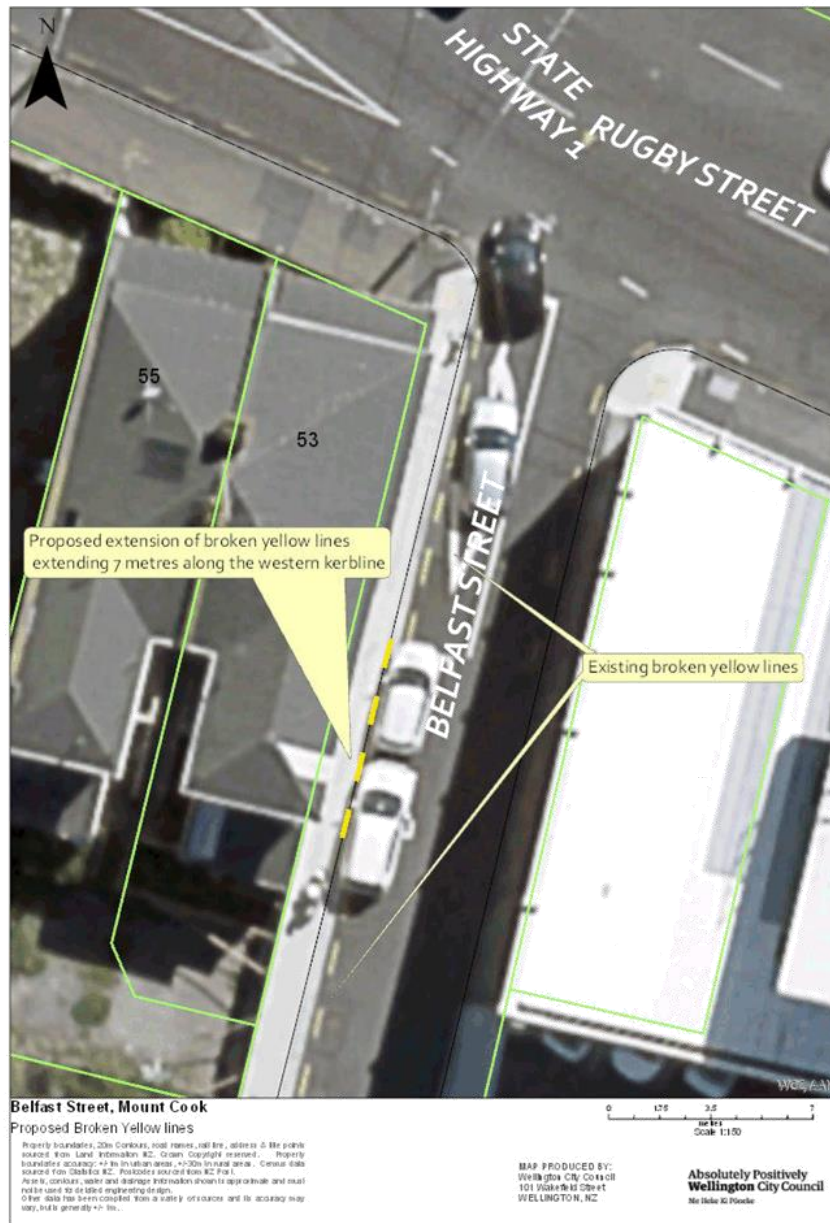
### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 7 metres of broken yellow lines along the western side of Belfast Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council officers have received a request from a local resident concerned about their ability to safely access Belfast Street from Rugby Street. The current parking situation does not allow cars to queue to exit Belfast Street. This in turn restricts access for vehicles turning into Belfast Street. The recommendation to install broken yellow lines will improve safety and accessibility for vehicles on Belfast Street at the intersection with Rugby Street.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Belfast Street, Mount Cook – intersection of Rugby Street, Mount Cook</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles on Belfast Street.</li> <li>Removal of 1 parking space</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 550 vehicles</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference Number</b>	<ul style="list-style-type: none"> <li>TR81-20 Belfast Street - No Stopping At All Times</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>

**We are proposing a change in your area**

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

Traffic Resolution Plan: TR 81-20 Belfast Street, Mount Cook – No Stopping At All Times



## FEEDBACK RECEIVED

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
<b>Belfast Street</b>	<i>No Stopping At All times</i>	<i>West side, commencing 13.5 metres south of its intersection with Rugby Street (Grid coordinates x=1748938.84m, y=5426307.85m) and extending in a southerly direction following the western kerb line for 7 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 27/07/2020

No Feedback received.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Add 4 metres of broken yellow lines on Fernhill Terrace outside no. 21.</li> <li>Remove 3 metres of broken yellow lines on Fernhill Terrace opposite no.22A.</li> <li>Remove 5 metres of broken yellow lines on Fernhill Terrace opposite no.32.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council officers received a petition from residents on Fernhill Terrace to address parking obstructing a vehicle access.</li> <li>Following feedback from the consultation period we have reviewed the earlier proposal. We are now proposing 4 metres of broken yellow lines outside no. 21 and the removal of 3 metres of broken yellow lines on Fernhill Terrace opposite no.22A. This will result in 10 metres of kerb space available for the parking of two vehicles. 'L' bars will be placed to indicate the extent of the parking spaces.</li> <li>Following feedback the removal of 5 metres of broken yellow lines on Fernhill Terrace opposite no.32 rather than the 7 metres consulted on.</li> <li>This proposal has been confirmed on-site for manoeuvring from the driveway of no.22a using a small car.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Fernhill Terrace, Wadestown - between no. 21 and no. 23 and outside no. 31.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improve safety and accessibility for vehicles Fernhill Terrace</li> <li>Installation of one parking space opposite no. 32 Fernhill Terrace.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 210 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR82-20 Fernhill Terrace - No Stopping At All Times (Various).</li> </ul>

**We are proposing a change in your area**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

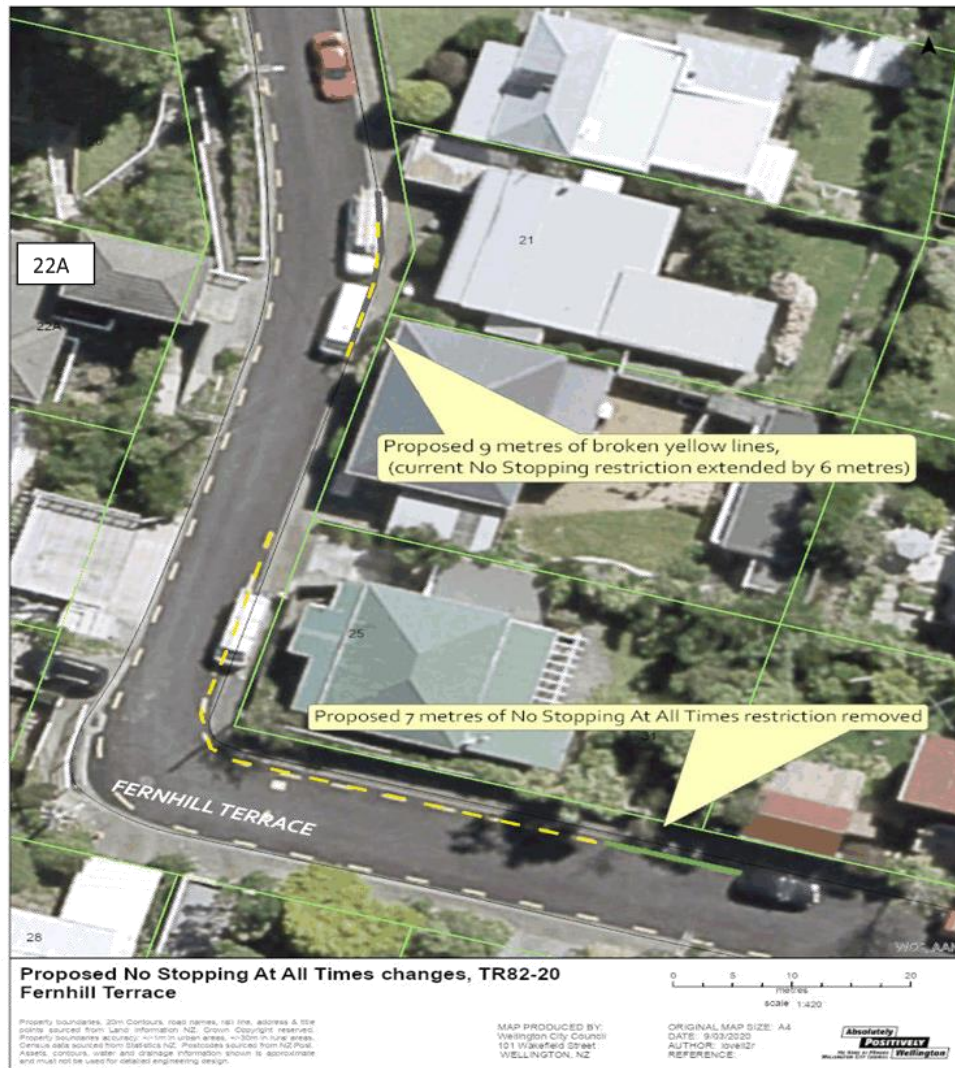
<b>Feedback</b>	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by 15 July 2020,</li><li>2. The proposal will go to Regulatory Processes Committee on 12 August 2020,</li><li>3. If approved, the proposal will be installed within the next 3 months.</li></ol>



We are proposing a change in your area

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

CONSULTATION PLAN: TR82-20 Fernhill Terrace, Wadestown– No Stopping At All Times

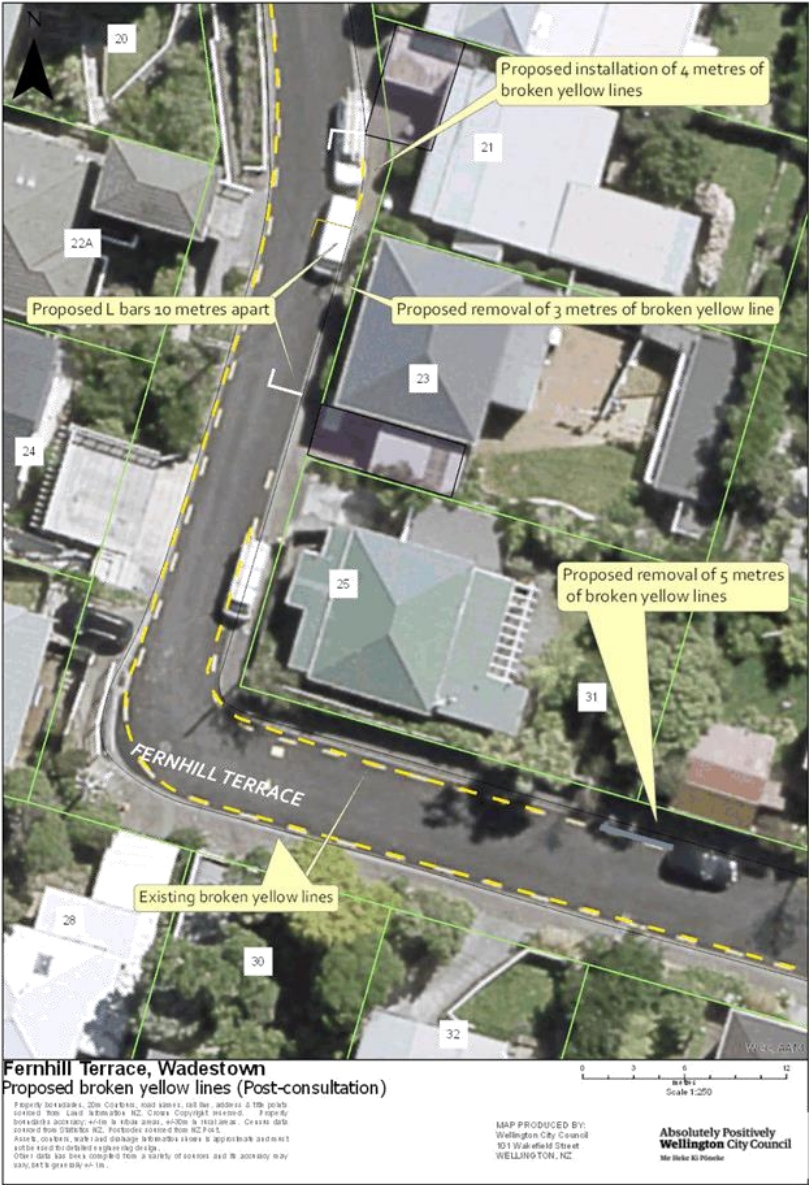




We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

FOLLOWING FEEDBACK – PROPOSED TRAFFIC RESOLUTION PLAN



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Fernhill Terrace</b>	No Stopping At All Times	North side, commencing 23.5 metres north of its intersection with Pitt Street and extending in a westerly direction following the northern kerbline for 42 metres.
<b>Fernhill Terrace</b>	No Stopping At All Times	East side, commencing 78.5 metres north of its intersection with Pitt Street (Grid Coordinates: X = 1,748,721.5 m, Y = 5,430,781.4 m) and extending in a northerly direction following the eastern kerbline for 3 metres.

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

Column One	Column Two	Column Three
<b>Fernhill Terrace</b>	No Stopping At All Times	North side, commencing 28.5 metres west of its intersection with Pitt Street (Grid Coordinates: X = 1,748,764.3 m, Y = 5,430,740.5 m) and extending in a westerly direction following the northern and eastern kerbline for 37 metres.
<b>Fernhill Terrace</b>	No Stopping At All Times	East side, commencing 81 metres west and north of its intersection with Pitt Street (Grid Coordinates: X = 1,748,764.3 m, Y = 5,430,740.5 m) and extending in a northerly direction following the eastern kerbline for 4 metres.

Prepared By: Reuben Lovell-Smith (Transport Engineer Assistant)  
Approved By: Charles Kingsford (Principal Transport Engineer)  
Date: 27/07/2020

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki PōnekeFeedback Received:

Name: Peter Gordon  
Suburb: Wadestown  
Agree: Yes/No

As the deadline is approaching for feedback on the proposed change: **TR82-20 Fernhill Terrace** and a few emails have passed between us, I thought I should summarize my objections to the proposal:

- The design of the garage and its entranceway should be changed, rather than extending the existing no parking area opposite 22A to cover 9 metres, thereby removing another parking space.
- I agree with the proposed removal of 7 metres of the No Parking restriction opposite 31 Fernhill Terrace. However, this area is currently often used for parking overnight, despite the current restriction, so this change will result in a de facto net loss of parking.
- There is currently no issue for the car in the attached photos to park in front of the garage at 22A. This car constantly parks here day and night and does not have any problems with the current arrangement.
- The garage has been in place for 50 years and previous residents have not needed to remove two parking spaces. It has not been explained why the current residents of 22A need this additional change, especially when they are currently successfully parking in front of the garage.
- Finally, the residents of the lower part of Weld Street, all park their cars in Fernhill Terrace. That's 10 to 15 cars. They have not been communicated with directly about this, or the previous change. They were totally unaware of the proposal and have not had an opportunity to provide feedback. I copied the proposal and dropped these in their mailboxes this morning. I request that Council extend the feedback period and communicate directly with all residents of Fernhill Terrace and Weld Street again, to allow everybody affected by the proposed change to have the opportunity to provide feedback.





## FEEDBACK RECEIVED

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



### Officer's Response:

The road width outside 22A Fernhill Terrace is 5 metres wide, with vehicles parked on the opposite side of the road this reduces the lane width to 3 metres wide which the resident has indicated restricts access to enter and exit their driveway safely.

The Land Transport (Road User) Rule 2004 clause 6.9 - *Obstructing vehicle entrances and exits (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.*

In accordance with this legislation Council officers have attended the site and can confirm that there are accessibility constraints with the current arrangements. Council officers have therefore proposed the installation of broken yellow lines to increase accessibility for residents at 22A Fernhill Terrace. However upon reviewing the feedback received we have altered the plan to ensure that two car parks outside 21-23 Fernhill Terrace are retained. Instead the current broken yellow lines will be relocated to the end of the current car parks to allow room for vehicles to safely manoeuvre into 22A Fernhill Terrace.

In regards to the lack of consultation for residents in Weld Street, our standard practice is to only letter drop the consultation to properties within a 50 metre radius of the proposed change, with the ability for any residents to still provide feedback through the WCC website. However we will take this feedback on board and ensure that residents within Weld Street are included in the letter drop for future consultations that may occur on Fernhill Terrace.

**Name:** Virginia Gyson  
**Suburb:** Wadestown  
**Agree:** Yes

I live at 28 Fernhill, thrilled to have more carparks available as we are being ticketed for parking on yellow lines. Wadestown tends to fill up with week day workers parking their vehicles, which in turn makes it very hard to find a space.

Wellington City Council | 7 of 10

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Could you also please remove the yellow lines in front of our car port, as I get ticketed when unloading. I have had the woman standing opposite me while unloading my car and telling me I have a couple of minutes before she will ticket me. Fernhill is not a thoroughfare, so I do not understand why we are targeted by parking enforcers. Lennel Road is much more hazardous and very busy with week day parkers and yet they are not targeted?? Please please have my yellow lines removed.

**Officer's Response:**

Thank you for your feedback, please log a new request with our contact centre regarding broken yellow lines outside your carport and this will be investigated separately.

**Name:** Rupert Barber  
**Suburb:** Wadestown  
**Agree:** No

My comment is on the proposed removal of 7 metres of No Stopping At All Times restriction outside 31 Fernhill Terrace. This is directly opposite my property at 32 Fernhill Terrace and vehicles parked on the other side of the road prevent me from being able to back into or turn directly out of my driveway. My driveway is on an angle and the proposed extension of parking space is directly opposite the angle of the driveway. When cars are parked here illegally now I need to drive further down Fernhill Terrace to turn around. This causes congestion further down, it is hard to turn anywhere and is particularly problematic at rush hour. In addition, I have future plans to add garaging closer to the footpath on my property on a straight angle (uphill to the current driveway), without the yellow lines opposite it will be near impossible to turn into the proposed garage. This proposal will also be for 2 vehicles which would eventually add extra parking to the street. So this proposal does not work now or in the future. Thank you.

**Officer's Response:**

Thank you for your feedback, after reviewing the feedback received we have reduced the amount of broken yellow lines we propose to remove to 5 metres opposite 32 Fernhill Terrace. This ensures that vehicles will be parked in a way that allows continued accessibility to your property while also gaining an extra car parking space. Your concerns regarding future plans for your property can be addressed as a separate enquiry after construction.

**Name:** DAH88  
**Suburb:** Wadestown  
**Agree:** Yes

What would be more beneficial to the street is if the majority of the pavement was removed where the removal of 7 metres of broken yellow lines is removed in its entirety. This would enable an inset for vehicles to be parked to enable another approximately three vehicles to park without obscuring the road. Fernhill Terrace is used as street parking for the majority of houses on Weld Street which has pedestrian only access which exacerbates the parking problem that exists.

**Officer's Response:**

Thank you for your feedback, removal of pavement is not in the scope of this proposal.

## FEEDBACK RECEIVED

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

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington Central  
**Agree:** No

There are cars parked on the footpath in the photo and no indication if this proposal will help that situation. This is a short dead-end road (although with pedestrian through access) with footpath on one side only in parts. Was consideration given to a slow speed (10km/h) shared zone?

### Officer's Response:

Thank you for your feedback, the purpose of this Traffic Resolution is to prevent cars from obstructing the access to 22A Fernhill Terrace. Vehicles should not park on the footpath. Our Parking Services team are able to attend to resolve these issues. A slow speed (10km/h) shared zone is not in the scope of this Traffic Resolution.

**Name:** Hugh & Lea Robertson  
**Suburb:** Wadestown  
**Agree:** No

We object to the proposed reduction in parking in lower Fernhill Terrace opposite 22A, and we would like you to even re-visit the recent loss of a park directly opposite 22A Fernhill Terrace to accommodate the interests of one resident, especially when that park has been in existence without problems to previous residents of 22A Fernhill Terrace for at least the 21 years we have lived here. As residents of Weld Street we were not consulted about this or the current proposal, yet all of those who live at 2-14 Weld Street attempt to park on Fernhill Terrace, and should have been treated as being affected ratepayers. We only heard of your plans last night and didn't see the details until late today. Opening up an extra parking space in upper Fernhill Terrace is to be applauded even though it will be over 200 m away from our houses, That extra park near 31 Fernhill Terrace would definitely be an improvement on the status quo, but it could be extended further downhill to create 2-3 extra parks, and save residents of Weld Street and Fernhill Terrace from parking on Pitt Street or further afield. The parking situation on Fernhill Terrace is very poor, and exacerbated by non-resident commuters parking in Upper Fernhill Terrace or in Pitt Street to walk or catch the bus into town, or to attend functions at the St Luke's Church hall. The majority of the parking in Fernhill Terrace should be made "residents only", so we don't have to walk 300m or more to reach our cars in Pitt Street or upper Wadestown Road opposite David's hairdressers.

### Officer's Response:

The road width outside 22A Fernhill Terrace is 5 metres wide, with vehicles parked on the opposite side of the road this reduces the lane width to 3 metres which the resident has indicated restricts access to enter and exit their driveway safely.

The Land Transport (Road User) Rule 2004 clause 6.9 - *Obstructing vehicle entrances and exits (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.*



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

In accordance with this legislation Council officers have attended the site and can confirm that there are accessibility constraints with the current arrangements. Council officers have therefore proposed the installation of broken yellow lines to increase accessibility for residents at 22A Fernhill Terrace. However upon reviewing the feedback received we have altered the plan to ensure that two car parks outside 21-23 Fernhill Terrace remain. Instead the current broken yellow lines are removed and relocated to the end of the current car parks to allow room for vehicles to safely manoeuvre into and out of 22A Fernhill Terrace.

In regards to the lack of consultation for residents in Weld Street, our standard practice is to only letter drop the consultation to properties within a 50 metre radius of the proposed change, with the ability for any residents to still provide feedback through the WCC website. However we will take this feedback on board and ensure that residents within Weld Street are included in the letter drop for future consultations that may occur on Fernhill Terrace.

In regards to your request for residents parking this is something that is being looked at in the Parking Policy. The proposed draft Parking Policy has recently closed for public consultation and will go to Council for a decision in the coming months. The policy proposes a new design for resident parking schemes but doesn't detail where a resident's scheme would be put in place or when, as it is a high-level document to inform future decision-making. You can read more about the parking policy review here: <https://www.letstalk.wellington.govt.nz/managecityparking>

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Extend existing loading zone.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>To allow for additional queuing of trucks while the service lane is in use.</li><li>A request was made to extend the existing loading zone by a local business that regularly uses the loading zone.</li><li>Local residents are concerned about the double parking in Raine Street by trucks queuing to make deliveries.</li></ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"><li>Raine Street, Karori - opposite no.6</li></ul>
<b>Impact</b>	<ul style="list-style-type: none"><li>A longer loading zone restriction will provide better servicing for local businesses.</li><li>Removal of one on-street mobility car park.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Foodstuffs, the owner of Countdown, are considering relocating the mobility park to their private property to mitigate the loss.</li><li>The mall has prepared an action plan to improve arrival of goods which includes the loading zone extension on Raine Street.</li><li>Council Traffic Engineers will monitor the use of the new loading zone adjacent to where the kerb is currently recessed (for the mobility park), and will adjust the kerb line if required.</li><li>Average weekday traffic volume – 1,410 vehicles.</li><li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Reference</b>	<ul style="list-style-type: none"><li>TR83-20 Raine Street - Extend Loading Zone, Removal of Mobility Park &amp; No Stopping Restriction.</li></ul>

**We are proposing a change in your area**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by 15 July 2020,</li><li>2. The proposal will go to Regulatory Processes Committee on 12 August 2020,</li><li>3. If approved, the proposal will be installed within the next 3 months.</li></ol>

We are proposing a change in your area

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

Traffic Resolution Plan: TR 83-20 Raine Street Karori – Extend Loading Zone



## 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
<b>Raine Street</b>	Loading zone, P30, Goods Vehicles Only Monday to Sunday, 8:00am - 6:00pm	West side, commencing 42.5 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 16.5 metres.

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

Column One	Column Two	Column Three
<b>Raine Street</b>	No stopping except for vehicles displaying an operation mobility card	West side, commencing 31.5 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 11.2 metres.

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

Column One	Column Two	Column Three
<b>Raine Street</b>	No Stopping, At All Times	West side, commencing 59 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 12.5 metres.

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

Column One	Column Two	Column Three
<b>Raine Street</b>	Loading zone, P30, Goods Vehicles Only Monday to Sunday, 8:00am - 6:00pm	West side, commencing 31.5 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 35metres.

## We are proposing a change in your area

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

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

Column One	Column Two	Column Three
<b>Raine Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 66.4 metres north of its intersection with Karori Road (Grid coordinates x= 1,745,585.4m y= 5,428,217.8m), and extending in a northerly direction following the western kerb line for 5.1 metres.</i>

**Prepared By:** Zackary Moodie **(Transport Engineer)**  
**Approved By:** Charles Kingsford **(Principal Transport Engineer)**  
**Date:** 27/07/2020



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

**Feedback Received:**

**Name:** RWG  
**Suburb:** Brooklyn  
**Agree:** No

Mobility parks should never be sacrificed.

**Name:** Jane & Barney Campbell  
**Suburb:** Karori  
**Agree:** No

We are opposed to this disabled car park being removed. It is used by the disabled to access other businesses and services outside the Mall (for example the Blood Test Centre) and is the only car park on public land in this area available for this use. The Mall is private land and does not permit parking on their property for those who are not using their shops. There is no contractual undertaking that the Mall will in fact provide additional disabled parking – merely a vague statement which is certainly insufficient to support the proposed change and abdication of Council/public responsibility to provide appropriate disabled parking. There are no figures adduced to support the proposal (except for a total traffic volume): for example use figures for the current disabled carpark and double-parking occurrences. There is no evidence that freight operators will any more than now comply to reduce their current double-parking just because there would be some additional queuing space.

**Name:** Jill Glover  
**Suburb:** Karori  
**Agree:** Not Stated

I would like to provide some comments in relation to the proposed changes to the zoning/parking in Raine Street, Karori. I have lived at 8 Raine Street for 30+ years and have seen the changes in the way deliveries are being made to the two supermarkets at Karori Mall. You mention in the submission that local businesses have requested extending the existing loading zone. You will notice that half of the ramp way for deliveries has recycling bins, rubbish and pallets down one side of the ramp way. It used to be that this was clear and two trucks were able to reverse down the ramp way for deliveries. If the supermarkets tidied up the ramp way they could go back to this previous practice, which would lessen the number of trucks parking in the street. A lot of the parking issues is because of the large articulated trucks that deliver to Countdown. I'm not sure that widening the loading zone will change this. If you observe these trucks, they park across the ramp way on Raine Street (going as far forward as parking on the yellow lines next to #13 Raine Street driveway – see photos 1 & 2) and block the footpath so the forklift can unload the goods. These trucks are so large they would not be able to park up in the proposed loading zone and then manoeuvre out to park further along the street so the forklift can unload from the trailers (pic 3). I believe if Countdown went back to their usual size trucks this will make a big improvement on the truck parking issue. The congestion is normally only between 7am-8.30am. If the proposed widening of the loading zone decreases the footpath width, will the trees be removed? If the trees stay, they will be a hindrance for people especially those with prams, or mobility scooters to maneuver along. I presume if there are any changes to the zoning, this will not affect the delivery times to the Karori supermarkets?

## FEEDBACK RECEIVED

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

At present they can only deliver between hours of 7am-8pm, as there are residential houses around the Mall and the trucks are not quiet in their deliveries. We had to fight hard to get these delivery times and would not wish to see this changed. Many thanks and hope you consider all options especially asking the mall supermarkets to tidy up the ramp way to allow two trucks to delivery at once. This should reduce the trucks parking in the street by half and will save on the cost of ratepayers meeting any proposed costs in changing the zones, when in fact the supermarkets could step up and make changes themselves to improve the parking problem.



**FEEDBACK RECEIVED**

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


**Name:** Raine Street Dental  
**Suburb:** Karori  
**Agree:** Yes

The proposed plan as above appears very beneficial for the disabled that their park will be moved off Raine Street and into the shopping centre park and as per your photograph proposal much easier access for them to the Mall entrance.

**Name:** Allan Frazer  
**Suburb:** Unknown  
**Agree:** No

I object to the removal of the 2 disabled parking places without any proposal to relocate them on a public street. While agreeing we need more room for trucks we need disabled parks on a public street. I don't consider a Mall location is appropriate. Lots of non disabled stickered cars already park in the Mall disabled spaces. Also I know of some disabled people who find it difficult to navigate the mall car park. I suggest 2 parks outside the Raine St Dental clinic car park be designated as disabled parks.

**Name:** Graham Glover  
**Suburb:** Unknown  
**Agree:** No

The main issue I see is the large trucks that service the Karori mall. I estimate them to be 18 to 22 meters in length, and sometimes they come with a trailer that makes them longer. When one of these trucks unloads, no other truck can make a delivery and the turnaround time between deliveries is extended out. These trucks are cumbersome and unwieldy and there is no way they could reverse down the service lane, so they require unique space for making their deliveries (on the road).



## FEEDBACK RECEIVED

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

Sometimes the two trailer version is parked at an angle to the footpath so the back of the front trailer can be accessed. Countdown obviously sees this unloading as a hazard as they cordon off the footpath to pedestrians whilst a forklift unloads. This forces pedestrians onto the road, and I wonder who would be responsible if a pedestrian (small child, mum with pram, or elderly person) was hit by one of the 1,410 vehicles that use the road weekly? Countdown doesn't seem to care and let the pedestrians cross the road at the back of the large truck. Countdown and New World should demand trucks that are fit for reversing down the service lane so there is no unloading on the street. To do this, they would have to clear the service lane of all the clutter. This would give multiple benefits. There are two photos attached that show the clutter escaping from the service lane. With the service lane clear, two trucks could park down the service lane and increase the turnaround time for drivers making their deliveries. The pedestrians would be safe using the footpath and there would be no need to perform costly alterations to mobility parks and loading zones. After making their deliveries, the large articulated trucks have to then drive down Raine Street, turn right into Friend Street, and then right into Reading Street. That's not really road user friendly, or for other road users. Perhaps the supermarkets / mall owners need to look at their own backyard and a tidy up of the service lane would be productive in deliveries. Also if Countdown reverted back to a one unit truck, they would also be able to use the service lane and not block the road/footpath to do a delivery.



**Name:** Raewyn Hailes on behalf of CCS Disability Action (Central Region)  
**Suburb:** Central Region  
**Agree:** No

The removal of and relocation of a mobility car park into a privately owned park is opposed as there is no legislation requiring enforcement of mobility car parks on private property. It is well documented that supermarkets have the highest reported abuse, and this disadvantages people with impairments. There are currently 297 mobility parking permit holders with a Karori address, making it one of the highest suburb numbers in Wellington City.

Recommendation: That the mobility car park be kept on road in place of a regular park.

### About us.

CCS Disability Action is a community organisation that has since 1935, supported disabled people and advocated for their inclusion in the community. We currently provide support to around 5,000 children, young people and adults through our 17 branches, which operate from Northland to Invercargill. Our support focuses on breaking down barriers to participation. We receive a mixture of government and private funding. Access is a major focus for our organisation. CCS Disability Action runs the Mobility Parking Scheme. We have a nationwide network of access coordinators who work with local governments as well as the building and transport industries. We developed an accessibility app called Access Aware. We are a member of the Access Alliance, which is pushing for a new Access Law.

**FEEDBACK RECEIVED**

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

We manage Lifemark, which certifies and promotes universal design standards for houses. We have developed ways to collect data on access, including the Measuring Accessible Journeys project and the Street Accessibility Audits.

**Conclusion.**

Wellington City Council controls or influences how accessible our compact vibrant city becomes. Council has a vital role in ensuring the growing number of people with access needs can participate, contribute and be included in their communities. Unless council proactively ensures the accessibility of the community, we risk cutting more and more people off from their community and the services they require to live their daily lives.

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington Central  
**Agree:** No

We recommend retaining an on-street disability park which can be enforced by parking wardens.

**Name:** Jody Keown Countdown Safety, Health & Wellbeing Team  
**Suburb:** Christchurch  
**Agree:** Yes

As a business this is a top priority for us as we have identified the unloading and movement of heavy vehicles as a critical risk, and we are working hard with the other stakeholders to improve these processes collectively for the Karori store and their local community.

To give you some further clarity, the request that is the basis of the proposal to remove the accessible car park and extend the loading zone is part of the wider plan to improve the sites Traffic Management Plan and therefore the overall safety for our contractors, team and the public. With this change, it would allow larger trucks to park in this zone reducing the need to double park or block driveways.

As you will be aware we are also working with the Council on implementing a Non-Excavation Corridor Access Request (NECAR) for the site, to help make the process of unloading heavy vehicles safe, and in accordance with Council requirements.

A part of this means having our team trained in STMS and TC2 which will add to the safety management of the processes occurring in the street and requires us to have a spotter in place when unloading is underway. This is an important part of our traffic management plan as the spotter will be present during the unloading of the vehicles and means the process of unloading vehicles should be ceased when a pedestrian is present and access to the footpath is required.

We understand there is a risk of pedestrians going around the trucks and into the path of oncoming vehicles and this is a key step in our risk control plan to reduce the overall risk for the site.

In response to some of the local residents' feedback, I'd like to give feedback on a few items, as follows:

**Smaller trucks delivering to Countdown**

We have reviewed the option of smaller trucks delivering to Countdown Karori, however this adds to the number of trucks on the road and delivering to the store.



## FEEDBACK RECEIVED

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

This means for the environment, road congestion and cost it makes it an ineffective option. To add to that our transport providers do not currently have a fleet of smaller articulated vehicles that could currently complete this work.

### **Congestion on the loading dock**

If the congestion on the loading dock was reduced this may allow for two trucks. To give some background to this, the dock is shared with New World and the common area holds the bins and balers for all stores in the mall. These items are critical to the operation of the mall, and if we don't have the equipment and items on the dock they need to go into another location, which causes hazards and risk in those areas. A site hazard & risk review has found this is the safest location available, given how small the shared 'back of house' work areas are for the mall.

### **Bridge weight restrictions**

Structural Engineers have provided a weight restriction for the safe working limit for the bridge that the dock is on. This combined with the need to have pedestrian exclusion zones in place when operating moving vehicles means having two trucks on the bridge at one time is unsafe.

We have reached out to New World to review all of our combined truck deliveries to ensure truck times overlapping is minimised as much as possible. We are hopeful this combined with the extended dock will minimise the potential negative impacts to those that live in or use the local streets.

### **Officer's Response to all submitters:**

Thank you for your feedback.

We are addressing the current safety concerns with the proposed traffic resolution. From the feedback received we will promote an additional mobility parking space on the eastern side of Raine Street in the very near future.

The Countdown Safety, Health & Wellbeing Team have provided feedback (see above) on how they intend to manage the safety concerns and Council officers are working with them on a temporary traffic management plan to safeguard vehicle and pedestrian movements along Raine Street.

We will also promote with Countdown/Mall an additional mobility space as shown on the traffic resolution plan.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Convert one restricted P60 parking space to an emergency vehicle stop.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Ambulance emergency vehicles are currently parking on the live lane to drop and pick up patients from the Accident &amp; Urgent Medical Centre due to lack of provision for emergency vehicles only car park.</li> <li>This is posing a safety risk for ambulance staff.</li> <li>A Request for Action Form was signed by 5 businesses in support of this proposal.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>17 Adelaide Road, Mount Cook.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improve safety and accessibility for emergency vehicles and staff.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 24,512 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference Number</b>	<ul style="list-style-type: none"> <li>TR85-20 Adelaide Road – Confirmation of P60 Time Restricted Parking; Proposed Emergency Vehicle Stop.</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>

We are proposing a change in your area

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

Traffic Resolution Plan: TR 85-20 Adelaide Road, Newtown – Confirmation of P60 Time Restricted Parking; Proposed Emergency Vehicle Stop.



## 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) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<b>Adelaide Road</b>	P60	East side, commencing 26.5 metres north of its intersection with Girton Terrace (Grid coordinates x= 1748979.5 m, y= 5426156.9 m), and extending in a northerly direction following eastern kerbline for 20 metres.

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	Emergency Vehicles Only	East side, commencing 39.9 metres north of its intersection with Girton Terrace (Grid coordinates x= 1,748,981.3 m, y= 5,426,164.5 m), and extending in a northerly direction following eastern kerbline for 6.9 metres.

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	No Stopping At All Times	East side, commencing 46.8 metres north of its intersection with Girton Terrace (Grid coordinates x= 1,748,981.3 m, y= 5,426,164.5 m), and extending in a northerly direction following eastern kerbline for 2.7 metres.

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	P60, At All Times	East side, commencing 2.8 metres north of its intersection with Girton Terrace (Grid coordinates x= 1,748,981.3 m, y= 5,426,164.5 m), and extending in a northerly direction following eastern kerbline for 37.1 metres.

**We are proposing a change in your area**

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

<b>Prepared By:</b>	Amin Shahin	<b>(Intermediate Traffic Engineer)</b>
<b>Approved By:</b>	Charles Kingsford	<b>(Principal Transport Engineer)</b>
<b>Date:</b>	27/07/2020	



**FEEDBACK RECEIVED**

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

Feedback Received:

Name: Ellen Blake on behalf of Living Streets Aotearoa  
Suburb: Wellington Central  
Agree: Yes

Living Streets supports the space for emergency vehicle parking.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Add two P60 time limited parking spaces</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We are proposing converting two unrestricted car parks on the southern side of Colway Street to compensate for the removal of two time restricted parking spaces on the other side of the street which were removed to make room for new vehicle crossings</li></ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"><li>• Colway Street, Ngaio – Southern side between no. 4 and no. 6</li></ul>
<b>Impact</b>	<ul style="list-style-type: none"><li>• Two new P60, Monday to Friday 8:00am - 6:00pm parking spaces</li><li>• Continued turnover of parking for local businesses.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• This follows on from the March TR where time restricted parking was approved on the northern side of Colway Street. Officer's recommendation at the time was to investigate time restricted parking on the southern side. The P60's recommended is based on the earlier feedback received.</li><li>• Average weekday traffic volume – 660 vehicles.</li><li>• 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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Reference</b>	<ul style="list-style-type: none"><li>• TR86-20 Colway Street - P60 Time Limited Parking Restriction.</li></ul>

**We are proposing a change in your area**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by 15 July 2020,</li><li>2. The proposal will go to Regulatory Processes Committee on 12 August 2020,</li><li>3. If approved, the proposal will be installed within the next 3 months.</li></ol>

[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 Resolutions Schedule*

Column One	Column Two	Column Three
<b>Colway Street</b>	No Stopping At All Times	South side, commencing at its intersection with Khandallah Road and extending in an easterly direction following the southern kerbline for 38.5 metres.
<b>Colway Street</b>	No Stopping At All Times	South side, commencing at its intersection with Ottawa Road and extending in an easterly direction following the southern kerbline for 12.5 metres.

*Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule*

Column One	Column Two	Column Three
<b>Colway Street</b>	No Stopping At All Times	South side, commencing at its intersection with Ottawa Road (Grid coordinates x=1,748,713.3m, y=5,432,247.8m) and extending in an easterly direction following the southern kerbline for 36 metres.

*Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule*

Column One	Column Two	Column Three
<b>Colway Street</b>	P60, Monday to Friday, 8:00am - 6:00pm	South side, commencing 36 metres east of its intersection with Ottawa Road (Grid coordinates x=1,748,713.3m, y=5,432,247.8m) and extending in an easterly direction following the southern kerbline for 10 metres.

**Prepared By:** Reuben Lovell-Smith **(Transport Engineer Assistant)**

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

**Date:** 27/07/2020



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Lorraine Phillips  
**Suburb:** Ngaio  
**Agree:** No

Great to have 2 more time limited parking spaces, but, rather than the proposed P60 can we please have them P15, and have them include Saturday as well. My business, Chiropractic Care, is just around the corner in Khandallah Road, and my clients like to park in Colway Street. However, we only require P15. My business is open on Saturdays, and as parking is in high demand in this area, I would like to have the time limited parking to include Saturday as well (it is proposed Monday-Friday 8.00am-6pm)

**Name:** Alan Fisher  
**Suburb:** Ngaio  
**Agree:** No

I am submitting my feedback on the above proposal as an impacted resident of Colway St, Ngaio.

The 5 parks identified in this proposal are heavily used during normal business hours for the purposes of short term parking whilst either accessing the nearby shops or parents dropping off or picking up their children from Ngaio School. All 5 car parks are used for a similar purpose from my observation since moving into the area in March 2020.

My proposal is that all 5 parks are reclassified as P15, Monday to Friday 7am-5pm. It would be unusual for these parks to be used for other purposes where the additional 45 minutes proposed would be of value.

By reducing the restriction to the above hours and days you are enabling residents in the area to use the parks during the off peak times (evenings & weekends).

### Officer's Response to all submitters:

Thank you for your feedback.

The proposed P60 parking is to balance the loss of parking and parking changes on the northern side of Colway Street approved in March 2020. Earlier feedback indicated a need for medium term parking as well as short term parking. There currently exists two P15 and one P60 space opposite on the northern side of Colway Street; two P10 and three P5 parking spaces around the corner on Khandallah Road. The proposed P60 parks will provide a balance of short term and medium term parking in the area.

The proposed P60 parking restriction is from Monday to Friday, 8:00am - 6:00pm and will be unrestricted outside the above times.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Adjust bus stop time restriction times on Ellice Street to start at an earlier time in the morning and afternoon as follows: Ellice Street - Mon, Tue, Thu, Fri 7:30am-8:45am &amp; 3:00pm-3:45pm; Wed 7:30am-8:45am &amp; 2:00pm-3:45pm.</li> <li>Adjust bus stop time restrictions on Austin Street to start at an earlier time in the afternoon as follows: Austin Street – Mon Tue, Thu, Fri 3:00pm-3:45pm; Wed 2:00pm-3:45pm</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Greater Wellington Regional Council (GWRC) and Wellington City Council's (WCC) Parking Services have approached Council officers requesting a change to the parking restriction time of three bus stops on Austin and Ellice Streets to accommodate the school bus services and allow for parking services to tow offending vehicles within the time limit of the bus stop operating. This is especially the case for the morning drop off of students and for the afternoon coupon parking that occurs in two of the school bus stops.</li> <li>The earlier time schedule will allow buses to park within the designated bus stops without interference from cars parking illegally.</li> <li>It is important to that the no stopping lines and intersection of Austin and Ellice are clear during the morning drop-off and the afternoon pick-up times</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Austin Street, Mount Victoria – near no. 91</li> <li>Austin Street, Mount Victoria – between no.111 and no.115</li> <li>Ellice Street, Mount Victoria – near no.72 to no.86</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved safety for bus users.</li> <li>Improved accessibility of buses at bus stops.</li> <li>Improved efficiency and safety of all vehicle movement in the area during school peak times.</li> </ul>

## We are proposing a change in your area

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

<b>Additional Information</b>	<ul style="list-style-type: none"> <li>GWRC, WCC traffic engineers and Parking Services officers have had a number of on - site meeting(s) with Councillor Pannett, residents of Ellice Street and the Deputy Principal of Wellington East Girls College following earlier consultation in 2019.</li> <li>Traffic Resolution <i>TR88-20 Kent Terrace – Various Parking Changes</i> proposes to provide a part time 'layover' bus park from 2:00pm-3:15pm Monday to Friday. This is to facilitate school buses a layover location en-route to Wellington East Girls College. This provides school buses an allocated bus park (two parks) on Kent Terrace rather than parking on Ellice Street leading up to the afternoon school pick-up time.</li> <li>Traffic Resolution <i>TR91-20 Ellice Street – Resident Parking At All Times</i> proposes to introduce three resident parks opposite the bus stop to assist residents in the area.</li> <li>Both TR88-20 and TR91-20 will be consulted on at the same time and will be presented to Council to complement this proposal for bus stop changes on Ellice Street and Austin Street.</li> <li>Average weekday traffic volume – Ellice Street, 1,180 vehicles and Austin Street, 1,060 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR 87-20 Austin &amp; Ellice Street - Bus Stop Time Restrictions</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>



We are proposing a change in your area

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke

Traffic Resolution Plan: TR 87-20 Austin Street & Ellice Street, Mount Victoria – Bus Stop Time Restrictions



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:00pm – 3:30pm	East side, commencing 52 metres north of its intersection with Scarborough Terrace South and extending in a northerly direction following the eastern kerbline for 28 metres.
<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:15pm – 3:45pm	East side, commencing 6 metres north of its intersection with Ellice Street and extending in a northerly direction following the eastern kerb line for 24 metres.
<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 3:00pm – 3:45pm	East side, commencing 7.5 metres south of its intersection with the southern kerb alignment of Derby Street and extending in a southerly direction following the eastern kerb line for 27 metres.
<b>Austin Street</b>	Bus stop, During School Term Monday to Friday, 3:00pm – 3:45pm	East side, commencing from 7.2 metres south of its intersection with the northern kerb alignment of Ellice Street and extending in a northerly direction following the eastern kerb line for 24.8 metres
<b>Ellice Street</b>	Bus stop, During School Term Monday to Friday, 8:30am – 9:00am, 3:15pm – 3:45pm	South side, commencing 6.5 metres west of its intersection with Austin Street (grid coordinates x=1749489.8 m, y=5426273.3m), and extending in a westerly direction following the southern kerbline for 61 metres.
<b>Ellice Street</b>	Bus stop, During School Term Monday to Friday, 8:00am – 8:45am, 3:15pm – 3:45pm	South side, commencing 6.8 metres west of its intersection with the western kerb alignment of Austin Street and extending in a westerly direction following the southern kerb line for 59 metres.
<b>Ellice Street</b>	Bus stop, During School Term Monday to Friday, 3:00pm – 3:30pm	South side, commencing 140 metres from its intersection with Brougham Street and extending in an easterly direction for 61.5 metres.



**We are proposing a change in your area**

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

*Add to Schedule B (Restricted Parking) of the Traffic Resolution Schedule*

Column One	Column Two	Column Three
<b>Austin Street</b>	Bus stop, During School Terms Mon, Tue, Thu, Fri 3:00pm – 3:45pm and Wed 2:00pm – 3:45pm	East side, commencing 7.5 metres south of its intersection with Derby Street (Grid coordinates x=1,749,558.78m, y=5,426,403.59m), and extending in a southerly direction following the eastern kerb line for 27 metres.
<b>Austin Street</b>	Bus stop, During School Terms Mon, Tue, Thu, Fri 3:00pm – 3:45pm and Wed 2:00pm – 3:45pm	East side, commencing 14.0 metres south of the southern intersection with Scarborough Terrace (Grid coordinates x= 1,749,521.24m, y= 5,426,319.73m), and extending in a southerly direction following the eastern kerb line for 24.5 metres.
<b>Ellice Street</b>	Bus stop, During School Terms Mon to Fri 7:30am – 8:45am, Mon, Tue, Thu, Fri 3:00pm – 3:45pm and Wed 2:00pm – 3:45pm	South side, commencing 6.5 metres west of its intersection with Austin Street (Grid coordinates x=1,749,489.1251m, y=5,426,273.0356m), and extending in a westerly direction following the southern kerbline for 61 metres.

**Prepared By:** Orencio Gueco **(Transport Engineer)**  
**Approved By:** Charles Kingsford **(Principal Transport Engineer)**  
**Date:** 27/07/2020

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** RWG  
**Suburb:** Brooklyn  
**Agree:** No

P60 Parking is relevant 100% of the time. Emergency Vehicle parking is a small fraction of usage. If it's truly an emergency, there will always be temporary parking possibilities.

**Name:** Angela Rothwell on behalf of Mt Victoria Residents Association  
**Suburb:** Mt Victoria  
**Agree:** Yes

We support the following resolutions that will improve bus access to Wellington East Girls School. We would like to see a programme that encourages students to use the bus or walk to school. We are aware that this area becomes quite congested at school times with parents driving in this area. There will need to be regular enforcement to work to support these changes.

Support change to bus stop operation to support school access.

### Late Submission (received 19 July 2020)

**Name:** Peter Cohen  
**Suburb:** Mt Victoria  
**Agree:** No

Yesterday I learnt from a neighbour that the Bus Stop time restrictions are increasing for the bus stop outside 91 to 99 Austin Street, Mt Victoria.

I am the owner of 99 Austin Street and I have received no correspondence or consultation on the proposed change. Upon checking the WCC website today, I found that a consultation period of only 2 weeks closed last Tuesday 14 July.

I am dismayed at this change, as I have ongoing problems accessing the vehicle crossing onto my property, due to the Bus Stop being in front of my property. On 17 June 2020 I was ticketed at 3.06pm for parking briefly on the bus stop while unlocking and accessing my garage. There were no buses on the Bus Stop at the time. It is very disappointing.

I object in the strongest possible terms to the extension of the time restrictions. Where a property owner has a legal road crossing for vehicular access to their property, I believe placing a bus stop to block this access is unlawful. Parking is difficult in the area and having drive on access is important for residents and has been encouraged by the Wellington City Council over the years. Placement of a bus stop/s would be more appropriate where there are no vehicle crossing to properties.

Your consultation process, advertising of the changes and the time frame has been inadequate.

**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Officer's Response:**

Thank you for your feedback. We can respond as follows:

Consultation letters were hand delivered to all affected residents on the 30<sup>th</sup> of June.

There are locations in the Wellington City Council area where bus stops are located across vehicle kerb crossings. This is especially the case in areas where there is limited kerb space available and Mount Victoria is a prime example. The bus stops are legalised by the traffic resolution process including formal consultation and approval by Council.

The school bus stop outside of your property has been in existence for several years. It is a short duration bus stop in the afternoon and only during school terms. The proposal recommends a start at the earlier time of 2.00pm on a Wednesday and a finish time of 3.45pm Monday to Friday.

Concurrently, there is a traffic resolution TR88-20 on Kent Terrace proposing a part time 'layover' school bus park for two buses in the afternoon peak, Mon-Fri 2.00pm-3.15pm to facilitate school buses a short term park en-route to Wellington East Girls College. Should these additional 'lay-over' bus parks prove to be successful, we may consider reducing the length of the bus stop outside of your property to provide access to your garage at all times.

**Additional Information:**

Prior to the beginning of the consultation period, officers responded to questions from several residents of Ellice Street regarding the start times and location of the bus stop. Officers did not receive further queries or objections during the formal consultation period.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Convert six of the nine metered parking spaces for 'layover' school bus parking from Mon to Fri 2:00pm-3:15pm. The three parks that remain will be metered parks Mon to Thu 8:00am-2:00pm, 3:15pm-6:00pm and Friday 8:00am-2:00pm, 3:15pm-8:00pm</li><li>• Minor reconfiguration of the motorcycle parks (currently two separate parks) and relocation of the loading zone that will create two metered parks.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• Greater Wellington Regional Council and Wellington City Council's Parking Services have requested a bus park 'layover' area to minimise buses arriving early at the Ellice Street bus stop (Wellington East Girls College). This will mitigate extended bus parking across driveways on Ellice Street.</li><li>• There is opportunity to utilise the unused on-street no parking restriction outside of 12 Kent Terrace by combining the motorcycle parks and relocating the loading zone. This will allow delivery vehicles to make use of the dropdown kerb that is in place to assist with their deliveries.</li></ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"><li>• Kent Terrace, Mount Victoria on the eastern side between Majoribanks Street and Edge Hill.</li></ul>
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improved bus park 'layover' opportunities for school buses en route to the Wellington East Girls College bus stop on Ellice Street. This will provide school buses an allocated bus park (two parks) on Kent Terrace rather than parking on Ellice Street (across residential driveways) leading up to the afternoon school pick-up time.</li><li>• Improved efficiency and safety of vehicle movements along and at the intersection of Austin and Ellice Streets during school peak times.</li><li>• Removal of four metered parking spaces; installation of two bus parks</li></ul>

**We are proposing a change in your area**

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

<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Traffic Resolution <i>TR-87-20 Austin Street &amp; Ellice Street – Bus Stop Time Restrictions</i> will be presented to Council to complement this proposal.</li> <li>Nine buses arrive near the school on Ellice Street within a 5 minute span to pick-up students in the afternoon. Kent Terrace was identified where a part-time layover school bus park can be installed.</li> <li>Average weekday traffic volume – 11,780 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference Number</b>	<ul style="list-style-type: none"> <li>TR88-20 Kent Terrace - Various Parking Changes.</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>



We are proposing a change in your area

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

Traffic Resolution Plan: TR 88-20 Kent Terrace, Mount Victoria –Various Parking Changes



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	Motorcycle parking, at all times	East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid Coordinates x=2656399.005683m, y=5988773.985475m) and extending in a southerly direction for 6 metres.
<b>Kent Terrace</b>	Motorcycle parking, at all times	East side, following the kerbline 48.5 metres south of its intersection with Majoribanks Street (Grid Coordinates x=2656399.005683m, y=5988773.985475m) and extending in a southerly direction for 7 metres.
<b>Kent Terrace</b>	Loading zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am-6:00pm	East side, following the kerbline 55.5 metres south of its intersection with Majoribanks Street (Grid Coordinates x=2656399.005683m, y=5988773.985475m) and extending in a southerly direction for 12 metres.

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, following the kerbline 67.5 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 52.5 metres.

## We are proposing a change in your area

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

### Add to Schedule B (Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<b>Kent Terrace</b>	Motorcycle parking, at all times	East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1749377.0 m, y= 5427061.8 m) and extending in a southerly direction for 10 metres.
<b>Kent Terrace</b>	Loading zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am-6:00pm	East side, following the kerbline 43 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1749377.0 m, y= 5427061.8 m) and extending in a southerly direction for 12 metres.

### Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<b>Kent Terrace</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerbline 55.0 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 30 metres.(5 parallel parks)
<b>Kent Terrace</b>	Metered parking, P120 maximum, Monday to Thursday 8:00am-2:00pm, 3:15pm-6:00pm, Friday 8:00am-2:00pm, 3:15pm-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, following the kerbline 85.0 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 30 metres.(6 parallel parks)

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	School bus park, Monday to Friday 2:00pm – 3:15pm	East side, following the kerbline 85.0 metres south of its intersection with Majoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 35 metres.

Prepared By: Orencio Gueco (Transport Engineer)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 27/07/2020

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** RWG  
**Suburb:** Brooklyn  
**Agree:** No

Car parking space is tough down there at the best of times. There's a bus park right opposite.

### Officer's Response:

Thank you for your feedback.

This proposal is created specifically for school buses and aims to assist the drivers to find a temporary layover park prior to student pick up in the afternoons.

The proposed school bus parking restriction is for 75 minutes Mon to Fri. These parks can still be used by the public as metered parking for the remainder of the day.

**Name:** Angela Rothwell on behalf of Mt Victoria Residents Association  
**Suburb:** Mt Victoria  
**Agree:** Yes

Support change to intermittent bus parking, motorbike parking and loading zone.



## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

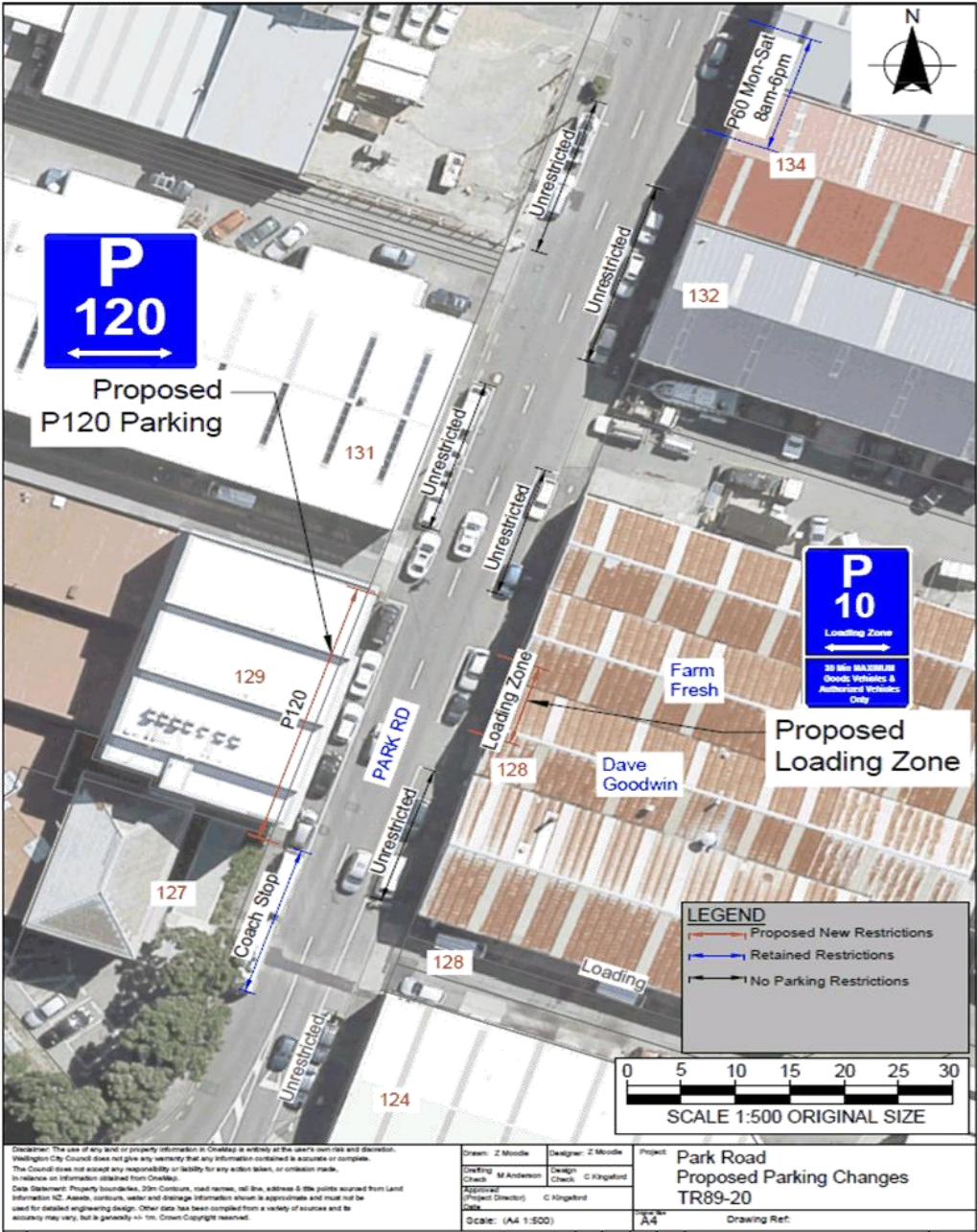
### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install P10 loading zone and P120 parking restrictions.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>A loading zone and P120 parking has been requested by the Miramar Business Association to support the local businesses and to provide parking turnover for customers.</li> <li>To improve parking turnover and delivery of goods for the local businesses and their customers.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Park Road, Miramar - outside No.128-129.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Increase parking availability for the local businesses by removing long term parking.</li> <li>Improved parking turnover for the local businesses and their customers.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 3,380 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference Number</b>	<ul style="list-style-type: none"> <li>TR89-20 Park Road – P10 Loading Zone and P120 Parking Restrictions.</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months</li> </ol>

We are proposing a change in your area

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

Traffic Resolution Plan: TR 89-20 Park Road, Miramar – P10 Loading Zone and P120 Parking Restrictions



## 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
<b>Park Road</b>	P120, Mon-Sun, 8am-6pm	West side, following the kerb line 43.2 metres north of its intersection with Miramar N Rd (Grid Coordinates X= 1,752,429.00m, Y= 5,425,214.22) and extending in a northern direction for 27 metres. (5x P120 parallel parks)

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

Column One	Column Two	Column Three
<b>Park Road</b>	Loading zone, P10, Goods Vehicles and Authorised Vehicles Only Mon-Sun, 8:00am - 6:00pm	East side, following the kerb line 60.1 metres north of its intersection with Miramar N Rd (Grid Coordinates X= 1,752,429.00m, Y= 5,425,214.22) and extending in a northern direction for 8.2 metres.

**Prepared By:** Zackary Moodie **(Transport Engineer)**  
**Approved By:** Charles Kingsford **(Principal Transport Engineer)**  
**Date:** 27/07/2020

## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Robin Boldarin on behalf of Miramar/Maupuia Progressive Association  
**Suburb:** Miramar  
**Agree:** No

We suggest a relook at the Park Road proposal i.e. changes outside 129/129 and 128. Having checked with businesses on the eastern side (i.e. 128 Park Road) addresses we suggest that the status quo be maintained. We are not sure if the individual addresses had been approached about this proposal, certainly our feedback is that they do not want change.

### Officer's Response:

Consultation documents were delivered to the affected addresses in the area. The Miramar Business Association in conjunction with the directly affected also supports the proposal.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 8 metres of broken yellow lines on Thatcher Crescent.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council Officers received a petition from five residents, from Chevalier Way concerned about accessibility to and from their street caused by parked vehicles on Thatcher Crescent.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Thatcher Crescent, Crofton Downs – between Chevalier Way and the driveway of No. 9 Thatcher Crescent.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility of vehicles entering and leaving Thatcher Crescent from and to Chevalier Way.</li> <li>Removal of 1 parking space on Thatcher Crescent.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 350 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR90-20 Thatcher Crescent - No Stopping At All Times</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>



**Thatcher Crescent, Crofton Downs  
No Stopping At All Times**

Install No Stopping At All Times road marking on Thatcher Crescent between Chevalier Way and 9 Thatcher Crescent's driveway

PROPERTY BOUNDARIES: 2015 Crofton, used aerial, cell free, address & title plans received from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy +/- 1m in urban areas, +/- 20m in rural areas. Crown data sourced from LINZ. All other data is the property of the author. All other data is the property of the author. All other data is the property of the author.

PROPERTY BOUNDARIES	2015 Crofton	used aerial	cell free	address & title plans received from Land Information NZ
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PROPERTY BOUNDARIES	2015 Crofton	used aerial	cell free	address & title plans received from Land Information NZ

Map produced by:  
Wellington City Council  
101 Taranaki Street  
WELLINGTON, NZ

DESIGNER: MAP SIZE: A4  
DATE: 10/05/2020  
AUTHOR: dnamazh  
REFERENCE:

Scale: 1:670  
0 5 10 20  
meters

**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 Resolutions Schedule*

Column One	Column Two	Column Three
<b>Thatcher Crescent</b>	<i>No stopping, at all times</i>	<i>West side 122.0 metres from the Silverstream Road and Thatcher Crescent intersection (grid coordinates x= 1747946.51686 m, y= 5431513.57414m), and extending for 8 metres in a northerly direction.</i>

**Prepared By:**

Neha Sharma

**(Intermediate Transport Engineer)****Approved By:**

Charles Kingsford

**(Principal Transport Engineer)****Date:**

27/07/2020

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Rose Rigarlsford  
**Suburb:** Crofton Downs  
**Agree:** Yes

Regarding the proposed traffic resolution to install additional 8 metres of broken yellow lines between Chevalier Way and 9 Thatcher Cres, whilst this will resolve accessibility for residents in Chevalier Way, it will just serve to move the problem further up the street for residents who are experiencing difficulty leaving and entering their own driveway because cars park so close to residents' driveway that there is insufficient room, either leaving or returning to the property, to turn. The issue of access and egress from driveways is a problem for all residents in Thatcher Crescent when cars are so closely parked both sides close to driveways that it is difficult to manoeuvre your vehicle. The legal requirement of parking 1 metre from a driveway is not always being observed. When there are vehicles also parked on the opposite side of the road, the situation is impossible. Ideally, broken yellow lines should be extended to ensure that parking is allowed on ONE side of Thatcher Crescent only. The road safety aspect of the bend around 7 to 11 Thatcher Crescent currently is an issue. At present with cars parked on both sides of Thatcher Crescent, thoroughfare is restricted at that point and it is one-way only. There is nowhere to allow an approaching vehicle to pass by. It is obvious with new residential development increasing the number of commuters and residents parking from the adjacent townhouses, the number of vehicles parked on the street has and will continue to cause traffic issues. The solution is broken yellow no stopping lines are extended on one side of the street along the full extent of Thatcher Crescent. This will ensure road safety and visibility is optimal for all traffic using Thatcher Crescent and residents have manageable access to their own driveways. Please amend the proposed Traffic Resolution TR90-20 to extend broken yellow no parking lines throughout the length of Thatcher Crescent, so that parking is restricted to one side of Thatcher Crescent only.

### Officer's Response:

Thank you for your submission. We can investigate individual concerns on request and look to install painted white 'L' Bars to clearly indicate the legal parking distance from a driveway. Your request for additional no stopping lines throughout the length one side of Thatcher Crescent is outside the scope of this traffic resolution.

It is noted however that short lengths of broken yellow lines do create informal passing places on a street.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Convert three coupon parks to resident parks, at all times.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council officers, in their meeting with the residents and Parking Services, recommended converting three coupon parks to Residents Parks to address limited parking for residents on the street.</li> <li>Officers have also received a recent request from a resident on Ellice Street.</li> <li>During bus stop times, residents on Ellice Street have difficulty finding parking nearby due to occupied coupon parks.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Ellice Street, Mount Victoria on the northern side between Porritt Avenue and Austin Street</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved parking accessibility for affected residents.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Traffic Resolution <i>TR-87-20 Austin Street &amp; Ellice Street – Bus Stop Time Restrictions</i> will be presented to Council to complement this proposal.</li> <li>Average weekday traffic volume – 1,180 vehicles.</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR91-20 Ellice Street - Resident Parking At All Times</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020,</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020,</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>







**We are proposing a change in your area**Absolutely 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
<b>Ellice Street</b>	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>North side, commencing 41.0 metres east of its intersection with Porritt Avenue (Grid coordinates (X=1,749,435.25m Y=5,426,307.82) extending in an easterly direction following the northern kerbline for 16 metres (3 parallel parks)</i>

**Prepared By:** Orencio Gueco **(Transport Engineer)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 27/07/2020

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Charlotte Pizer  
**Suburb:** Mount Victoria  
**Agree:** No

I understand the concerns regarding the lack of parking during bus operation times. However, I feel the real issue is not the busses occupying those spaces but the students that attend the school parking in the coupon parks on the opposite side to the bus bay. It has also come to our attention on numerous occasions that the driving of said students is less than considerate given the residential nature of the street. Nevertheless I feel this is a separate issue and I do not support the proposed changes to the current coupon parking spaces opposite the bus bay. I agree that during school hours parking is limited and I have had to park elsewhere multiple times, however this hasn't been an issue as there are plenty of spaces on nearby Porritt and Austin. Further to this, when the school traffic has eased I believe 8/10 times I have been able park in the coupon spaces no issue. If those spaces were converted to residents parking spaces they would most likely sit empty all day, which seems pointless and suggests the proposal is merely a ploy for increased parking permit charges for residents, rather than any sort of relief.

### Officer's Response:

Thank you for your feedback.

Previous meetings with residents affected by the bus park on Ellice Street resulted in their request for more residents parks. This is to address limited parking for residents on this section of Ellice Street due to the proposed earlier start of the bus stop restriction on the southern side. We will monitor the use of these resident carparks.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Remove one mobility car park on the south side of Agra Crescent</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>A resident has requested that we remove the mobility car park on Agra Crescent on the basis that there is no longer the need for it.</li> <li>This consultation seeks to confirm that the mobility car park is no longer required.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>29 Agra Crescent, Khandallah</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Addition of 1 on street unrestricted car park.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 1,826</li> <li>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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Reference</b>	<ul style="list-style-type: none"> <li>TR106-20 Agra Crescent - Removal of Mobility Park Restriction</li> </ul>
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or by emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by 15 July 2020.</li> <li>The proposal will go to Regulatory Processes Committee on 12 August 2020.</li> <li>If approved, the proposal will be installed within the next 3 months.</li> </ol>

4A

AGRA CRESCENT

Proposed removal of Mobility Parking space

29

0 1.5 3.0 300  
Scale 1:100

MAP PRODUCED BY:  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

Absolutely Positively  
Wellington City Council  
Mac Urban 10 Planner

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**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 Restrictions Schedule*

Column One	Column Two	Column Three
<b>Agra Crescent</b>	<i>Mobility Park, At All Times</i>	<i>South side, commencing 50.5 metres southwest of its intersection with Lochiel Road (Grid coordinates, x= 1,750,158.70m and y= 5,432,403.38 m) extending in a south-westerly direction following the southern kerbline for 6.5 metres.</i>

**Prepared By:** Renee Corlett (Transport Engineer Assistant)

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

**Date:** 27/07/2020



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** RWG  
**Suburb:** Brooklyn  
**Agree:** No

Mobility parking should never be removed unless there's a good reason for it. Even if it's only scantily used.

**Name:** Raewyn Hailes on behalf of CCS Disability Action (Central Region)  
**Suburb:** Central Region  
**Agree:** No

The removal of this park is opposed as it is at the request on one person. There are currently 6 permit holders with an address of Agra Cres, and a total of 160 permit holders in Khandallah. Recommendation: That this mobility car park be retained.

### **About us.**

CCS Disability Action is a community organisation that has since 1935, supported disabled people and advocated for their inclusion in the community. We currently provide support to around 5,000 children, young people and adults through our 17 branches, which operate from Northland to Invercargill. Our support focuses on breaking down barriers to participation. We receive a mixture of government and private funding. Access is a major focus for our organisation. CCS Disability Action runs the Mobility Parking Scheme. We have a nationwide network of access coordinators who work with local governments as well as the building and transport industries. We developed an accessibility app called Access Aware. We are a member of the Access Alliance, which is pushing for a new Access Law. We manage Lifemark, which certifies and promotes universal design standards for houses. We have developed ways to collect data on access, including the Measuring Accessible Journeys project and the Street Accessibility Audits.

### **Conclusion.**

Wellington City Council controls or influences how accessible our compact vibrant city becomes. Council has a vital role in ensuring the growing number of people with access needs can participate, contribute and be included in their communities. Unless council proactively ensures the accessibility of the community, we risk cutting more and more people off from their community and the services they require to live their daily lives.

### Officer's Response to all submitters:

While we appreciate that there are other Mobility permit holders on this street, this Mobility Park was installed at the request of the resident at 29 Agra Crescent who no longer lives at this address and therefore this park is no longer needed. It is understood that the mobility park provided for the resident(s) of this property, the location being directly outside this address. If other mobility users on this street request a Mobility Park to be installed near their property, we recommend an application is made so we can investigate a suitable location.

Please note that there are two mobility parks on Ganges Road centrally located in the shopping centre, providing mobility users close and good access to all the amenities.

## We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

### Proposal:

<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Change the P120 time restricted parking (29 metres) along the east side of Batchelor Street to the hours Monday to Friday 8am-6pm.</li> <li>• Install an additional 17 metres of broken yellow lines on the eastern side of Batchelor Street and an additional 4 metres along the western side of Batchelor Street near the intersection with Stewart Drive.</li> <li>• Remove the parking clearway on the eastern side of Batchelor Street</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We have received requests from local residents and the Medical Centre for the widening of the road corridor to facilitate two way traffic flow. The proposed layby parking addresses the current two-way along a one lane operation and the associated road safety concerns on this part of the road network adjacent to the intersection with Bracken Road.</li> <li>• There is a new multi-unit residential development on Batchelor Street and if we need to address the potential road safety issues with the additional traffic flow.</li> <li>• The layby parking, which is currently in high demand from residents, the community centre, medical centre and shoppers/staff, will facilitate safer 2-way travel on this section of the road.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>• Batchelor Street, Newlands – From the intersection of Stewart Drive to the access road between The Newlands Arms and Newlands Community Centre.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Additional 5 P120 parking between the hours of 7am-10:30am Monday to Sunday</li> <li>• Improved accessibility and safety</li> <li>• Removal of 3 parking spaces on the western side of Batchelor Street near the intersection of Stewart Drive to improve vehicle manoeuvring and safety</li> </ul>

**We are proposing a change in your area**

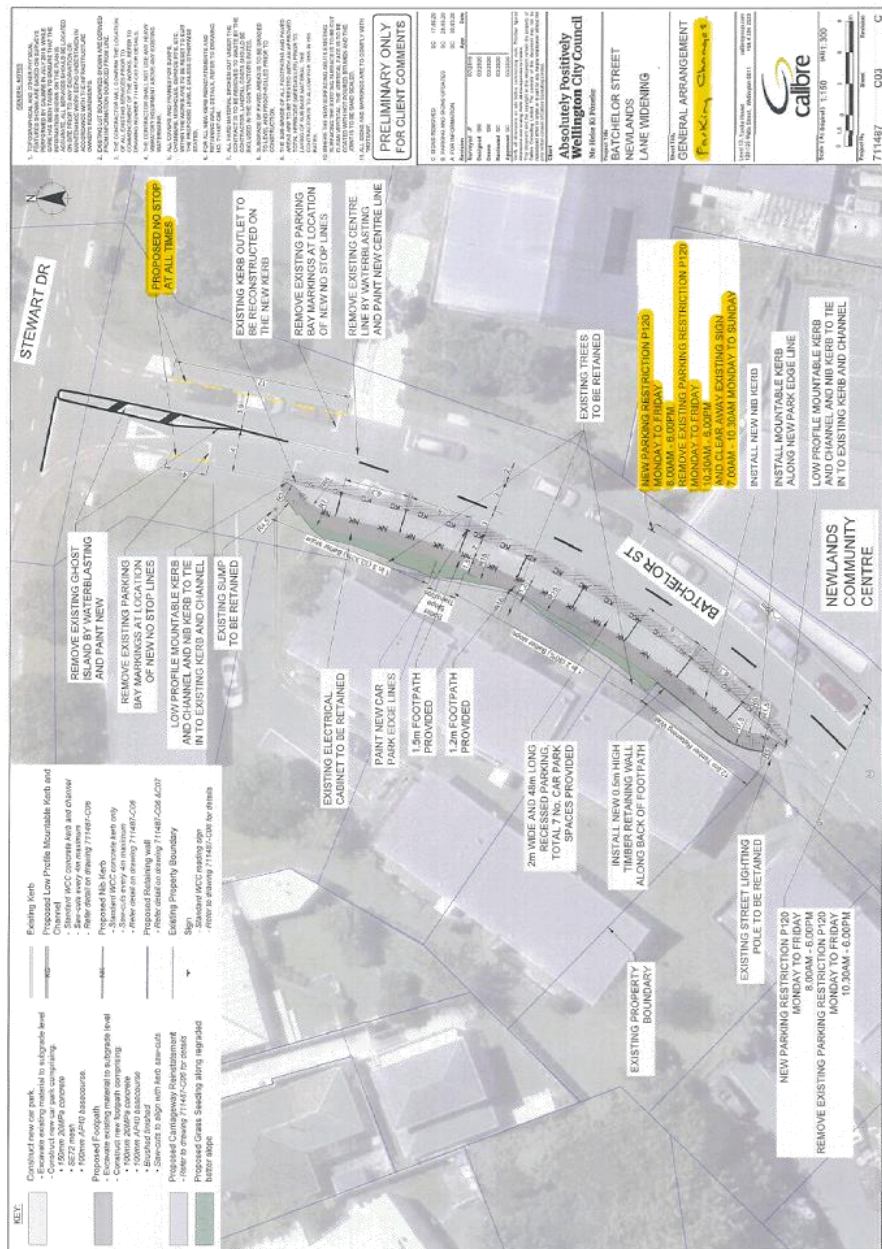
Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average weekday traffic volume – 1,501</li><li>• 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 Tuesday 30 June 2020 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Reference</b>	TR107-20 - Time Limited parking and No Stopping At All Times
<b>Feedback</b>	<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 on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 30 June 2020 and finishes 5.00pm Tuesday 14 July 2020.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by 15 July 2020.</li><li>2. The proposal will go to Regulatory Processes Committee on 12 August 2020.</li><li>3. If approved, the proposal will be installed within the next 3 months.</li></ol>

## We are proposing a change in your area

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

**Traffic Resolution Plan: TR107-20 Batchelor Street, Newlands– Time Limited Parking and No Stopping At All Times**





## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Batchelor Street</b>	Clearway, Monday to Sunday 7am-10:30am	East side, commencing 51 metres south of its intersection with Stewart Drive (Grid coordinates x= 1752718.2 m, y= 5434968.6 m), and extending in a south-westerly direction following the kerbline for 42 metres.
<b>Batchelor Street</b>	Clearway, Monday to Sunday 7am-10:30am	West side, commencing 46 metres northeast of its intersection with Gahagan Way (Grid coordinates x= 1752634.2 m, y= 5434856.8 m), and extending in a north-easterly direction following the northern kerbline for 30 metres.
<b>Batchelor Street</b>	At All Times	East side, commencing from its intersection with Stewart Drive (Grid coordinates x= 1752718.0 m, y= 5434968.9 m), and extending in a southerly direction following the southern kerbline for 11 metres.
<b>Batchelor Street</b>	At All Times	West side, commencing from its intersection with Stewart Drive (Grid coordinates x= 1752710.3 m, y= 5434971.5 m), and extending in a southerly direction following the western kerbline for 12 metres.

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

Column One	Column Two	Column Three
<b>Batchelor Street</b>	P120, Monday to Friday 10:30am-6pm	East side, commencing 64 metres south of its intersection with Stewart Drive (Grid coordinates x= 1,752,718.2 m, y= 5,434,968.6 m), and extending in a south-westerly direction following the kerbline for 29 metres.



**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 Restrictions Schedule

Column One	Column Two	Column Three
<b>Batchelor Street</b>	<i>P120, Monday to Friday 8am-6pm</i>	<i>East Side, commencing 60 metres south of its intersection with Stewart Drive (Grid coordinates x= 1,752,718.2 m, y= 5,434,968.6 m), and extending in a south-westerly direction following the kerbline for 29 metres.</i>

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

Column One	Column Two	Column Three
<b>Batchelor Street</b>	<i>At All Times</i>	<i>East side, commencing at its intersection with Stewart Drive (Grid coordinates x= 1,752,718.2m, y= 5,434,968.6m), and extending in a southerly direction following the eastern kerbline for 28 metres.</i>
<b>Batchelor Street</b>	<i>At All Times</i>	<i>West side, commencing from its intersection with Stewart Drive (Grid coordinates x= 1752710.3 m, y= 5434971.5 m), and extending in a southerly direction following the western kerbline for 16 metres.</i>

**Prepared By:** Renee Corlett **(Transport Engineer Assistant)**

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

**Date:** 27/07/2020

**No Feedback Received.**

## **PROPOSED ROAD CLOSURES**

### **Purpose**

1. This report asks the Regulatory Processes Committee to approve the temporary closure of roads to enable events to take place.

### **Summary**

2. Applications have been made to temporarily close roads for the following events:
  - Shelly Bay Sealed Sprint Sunday 4 October 2020 7.00 am to 6.00 pm
  - Johnsonville Lions Christmas Parade Saturday 5 December 2020 6.00 am to 2.00 pm
  - Thorndon Fair Sunday 6 December 2020 6.00 am to 6.00 pm
  - Capital City Triathlon Sunday 13 December 2020 7.00 am to 12.00 pm
  - Round the Bays Sunday 21 February 2021 6.30 am to 1.00 pm

### **Recommendation/s**

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following roads and sections of the roads for the events (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports:
  - a. Shelly Bay Sealed Sprint Sunday 4 October 2020 7.00 am to 6.00 pm
    - i. Massey Road (Scorching Bay Reserve to northern entrance to the former Shelly Bay Defence Base) Start line located at point Gordon.
  - b. Johnsonville Lions Christmas Parade Saturday 5 December 2020 6.00 am to 2.00 pm
    - i. Wanaka Street (6.00 am to 4.00 pm)
    - ii. Dr Taylor Terrace (6.00 am to 1.30 pm)
    - iii. Moorefield Road (between Haumia Street and Johnsonville Road roundabouts – 10.45 am to 12.00 pm)
    - iv. Moorefield Road (between Johnsonville Road and Middleton Road roundabouts – 11.00 am to 12.30 pm)
    - v. Rotoiti Street (closed to through traffic – 11.00 am to 12.30 pm)
    - vi. Broderick Road (Phillip Street to Johnsonville Road – 11.00 am to 12.30 pm)
    - vii. Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout – 11.00 am to 12.30 pm)
    - viii. Frankmoore Avenue (between Earp Street and Moorefield Road – 11.00 am to 12.30 pm)
    - ix. Moorefield Road (western side from Wanaka Street to Frankmoore Avenue). No Parking 6.30 am to 3.00 pm
    - x. No Parking 7.00 am to 1.00 pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.
    - xi. Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road.

- 
- xii. Other roads that may be affected - Phillip Street, Earp Street, Ironside Road, Middleton Road and State Highway 1.
    - c. Thorndon Fair Sunday 6 December 2020 6.00 am to 6.00 pm
      - i. Tinakori Road (between Bowen Street and Harriett Street)
      - ii. Hill Street (between Tinakori Road and Selwyn Terrace)
    - d. Capital City Triathlon Sunday 13 December 2020 7.00 am to 12.00 pm
      - i. Massey Road (Scorching Bay to Shelly Bay Base northern entrance)
    - e. Round the Bays Sunday 21 February 2021 6.30 am to 1.00 pm
      - i. Customhouse Quay (southbound lanes, from Whitmore to Jervois Quay) from 6.30 am and 11.00 am.
      - ii. Jervois Quay (southbound lanes from Customhouse Quay to Cable Street) from 6.30 am and 11.00 am.
      - iii. Cable Street (between Jervois Quay and Oriental Parade – with the exception of the right-hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00 am to 11.00 am. The right-hand lane is to remain open allowing traffic from Chaffers New World to turn right into Kent Terrace.
      - iv. Oriental Parade (all of Oriental Parade) from 7.15 am to 11.00 am.
      - v. Oriental Parade and all joining roads (Herd St / Fryberg Pool carpark, Oriental Terrace, Hay Street)
      - vi. Grass Terrace, closed to Carlton Gore Road 7.15 am to 11.00 am.
      - vii. Evans Bay Parade (between Oriental Parade and Cobham Drive) 7.15 am to 12.00 noon.
      - viii. Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15 am to 1.00 pm.
      - ix. Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15 am to 12.00 pm.
      - x. Shelly Bay Road (all of Shelly Bay Road) 7.30 am to 12.00 noon.
      - xi. Massey Road (between Shelly Bay Road and approximately Point Gordon) from 7.30 am to 12.00 noon.
      - xii. Kilbirnie Crescent / Hamilton Road / Wellington Road intersection to Evans Bay Parade.
      - xiii. Wellington Road intersection, northbound lane closure from 7.15 am to 12.30 pm southbound lane closure 7.15 am to 11.30 pm.
      - xiv. Cobham Drive / Wellington Road intersection. From this intersection to Troy Street roundabout. Full closure from 7.15 am till 11.30 am. This stretch of SH will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.
      - xv. Hataitai – Taurima St and Goa Street. No entry into Hataitai from 7.15 am to 11.30 am. Traffic can exit from Hataitai.
      - xvi. Wellington Road, east lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15 am to 12.00 noon.
      - xvii. Shelly Bay Road, closed between Miramar Ave and Massey Road – detour in place from 7.30 am to 12.00 noon.
  - 3. Note that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.

## **Background**

3. The Council receives numerous requests throughout the year for public roads to be closed for public and private events. In order for the closures to have an effect, under Schedule 10 of the Local Government Act 1974, council approval is required.

## **Discussion**

4. The authority to approve requests for road closures is made under Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport (vehicular Traffic Road Closure) Regulations 1965. This authority is delegated to the Regulatory Processes Committee.

## **Options**

5. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:
- An event organiser applies for a road closure where proposed events require one.
  - Council officers receive the proposal and assess the merits and need for a road closure.
  - The council advertised its intention to close the road in the public notice column of the local newspaper and on social media.
  - Together with the event organiser. Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated.
  - Any Objections are followed up and resolved as far as practical.
  - The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for the Committee.
  - Council officers recommend any conditions that should apply to the approval.
  - The Committee deliberates on the proposed road closure.
  - A Council officer notifies the event organiser of the Committee's decision.
  - If the proposed closure is approved, Council officers ensure the event organisers follow the agreed communications plan including notifying the public and affected parties. The event is also monitored to ensure the traffic management plan is adhered to and any associated conditions are followed to keep the public safe and to avoid any unreasonable impact on traffic.

## **Next Actions**

6. These events are held annually, and the event organisers apply for permission every year.

## **Attachments**

Attachment 1.	Shelly Bay Sealed Sprint Impact <a href="#">↓</a>	Page 134
Attachment 2.	Shelly Bay Sealed Sprint Map <a href="#">↓</a>	Page 138
Attachment 3.	Johnsonville Christmas Parade Impact <a href="#">↓</a>	Page 139
Attachment 4.	Johnsonville Christmas Parade Map <a href="#">↓</a>	Page 143
Attachment 5.	Thorndon Fair Impact <a href="#">↓</a>	Page 144
Attachment 6.	Thorndon Fair Map <a href="#">↓</a>	Page 148
Attachment 7.	Capital City Triathlon Impact <a href="#">↓</a>	Page 149
Attachment 8.	Capital City Triathlon Map <a href="#">↓</a>	Page 153

Attachment 9. Round the Bays Impact [↓](#)

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Attachment 10. Round the Bays map [↓](#)

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Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager, Transport Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer

## SUPPORTING INFORMATION

### Engagement and Consultation

Council intention to consider the proposed temporary road closures was notified through an advertisement in the Dominion Post, Facebook, Twitter and Have Your Say. These advertisements invited the public to make submissions on the proposed road closures.

Event organisers have also consulted the following government agencies and associated organisations:

New Zealand Police

NZTA

Fire and Emergency New Zealand

Wellington Free Ambulance

Public Transport Operators

Relevant Council Business units, e.g. Roading, Communications, WREDA

Any correspondence received in response to the proposed closures has been included in the attached impact reports.

The City Events Team has assessed the proposed events with regard to their contribution towards Council strategies and policies. The proposed events support the Council's strategy of being the "Events Capital" and will contribute to the economic success of the city.

### Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

### Financial implications

The ADMINISTRATION OF EVENTS IS MANAGED UNDER Project C481. There are no unforeseen costs associated with these events.

### Policy and legislative implications

A council Traffic engineer has assessed the proposed road closures with regard to the expected impact on traffic. This information is part of the impact reports

### Risks / legal

Nil

### Climate Change impact and considerations



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N/A

**Communications Plan**

Resident and Retailers affected by the Road Closures will be notified by letter drop or contacted by the event organiser.

**Health and Safety Impact considered**

Health and Safety is covered by the event management plan submitted to Council for approval prior to the event. This is assessed together with the traffic management plan to ensure the event and associated road closures are managed safely.

**REGULATORY PROCESSES COMMITTEE**

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

**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

***SHELLY BAY SEALED SPRINT***  
***SUNDAY 4 OCTOBER 2020 7.00 AM TO 6.00 PM***

**1. Description of Event**

The Wellington Car Club wish to run a Motorsport New Zealand sanctioned race, under their approval by way of an Event Organisers Permit. The regulations and other relevant documentation are endorsed by the Motorsport New Zealand Area Steward. This event has been held for a number of years on the Shelly Bay course, which is approximately 2.6 km long.

The proposed road closures to vehicles and cyclists are as follows: Shelly Bay Sealed Sprint: Sunday 4 October 2020 7.00 am to 6.00 pm.

- **Massey Road** (Scorching Bay Reserve to northern entrance to the former Shelly Bay Defence Base) Start line located at point Gordon.

Please refer to the map attachment for further detail.

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

**2. Events Directorate Support**

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

**3. Proposal Notice and Consultation**

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

- Dominion Post, Saturday 26 June 2020
- Social Media, Thursday 9<sup>th</sup> July 2020
- Twitter, Thursday 9<sup>th</sup> July 2020
- Facebook, Thursday 9<sup>th</sup> July 2020
- Have your say, Thursday 9<sup>th</sup> July 2020

This is a regular annual event and in 2019 there were no issues.

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

## **REGULATORY PROCESSES COMMITTEE**

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**Wellington City Council**  
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### **4. Objections**

The Event Organisers has advised the New Zealand Police and the Ministry of Transport, no objections have been received.

There have been no objections to this closure request.

### **5. Traffic Impact Assessment**

#### **Prior Closures**

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

#### **Traffic Impact**

Council officers consider that the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.

#### **Conditions:**

- The road closure is valid from 7.00 am to 6.00 pm on Sunday 4 October 2020.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the Traffic Management Plan (TMP) includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to Council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

**Attachments**

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

Prepared By .....

Maria Taumaa

Street Activities Coordinator

Approved By .....

Jacqui Austin

Team Leader Street Activities and Audit Coordination



## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 12 August 2020 to consider the following temporary road closures for events.

### **Shelly Bay Seal Sprint 4 October 2020 7.00am to 6.00pm**

Massey Road from North end of Scorching Bay reserve to the northern entrance of Shelly Bay

### **Johnsonville Lions Christmas Parade 5 December 2020 6am to 2pm**

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts - 11am to 12:30pm)

Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm)

No Parking 6.30am to 3pm - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue).

No Parking 7am to 1pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1

### **Thorndon Fair Sunday 6 December 2020 6.00am to 6.00pm**

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

### **Capital City Triathlon Sunday 13 December 2020 7.00am to 12.00pm**

Massey Road (Northern gate of Shelly Bay to Scorching Bay)

### **Round the Bays Sunday 21 February 2021 6.30am to 1.00pm**

Customhouse Quay (southbound lanes, from Whitmore to Jervois Quay) from 6.30am and 11.00am.

Jervois Quay (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.

Cable Street (between Jervois Quay and Oriental Parade - with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am.

The Right hand lane is to remain open allowing traffic from Chaffers New World to turn Right into Kent Terrace.

Oriental Parade (all of Oriental Parade) from 7.15am to 11.00am.

Oriental Parade and all joining roads (Herd St/Freyberg Pool Carpark/Oriental Terrace/Hay Street/Grass Terrace) Closed to Carlton Gore Road 7.15am to 11.00am

Evans Bay Parade (between Oriental Parade and Cobham Drive) from 7.15 am to 12 noon.

Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 1.00pm.

Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm

Shelly Bay Road (all of Shelly Bay Road) from 7.30am to 12noon.

Massey Road (between Shelly Bay Road and approximately Point Gordon), from 7.30am to 12noon.

Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade

Wellington Road intersection, northbound lane closure from 7.15am to 12.30pm. Southbound lane closure 7.15am to 11.30pm.

Cobham Drive/Wellington Rd/Wellington Road intersection. From this intersection to Troy Street roundabout. Full closure from 7.15am till 11.30am. This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.

Hataitai - Taurima St and Goa St. No entry into Hataitai from 7.15am till 11.30am. Traffic can exit from Hataitai.

Wellington Road, East lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15am to 12.00noon.

Shelly Bay Road, closed between Miramar Ave and Massey Road - detour in place from 7.30am to 12noon

Massey Road, Closed (Between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12noon.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm 10 July 2020. Please email [maria.taumaa@wcc.govt.nz](mailto:maria.taumaa@wcc.govt.nz)

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

Wellington City Council  
PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

Absolutely Positively  
Wellington City Council  
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| The Dominion Post | 27 Jun 2020





## REGULATORY PROCESSES COMMITTEE

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**Wellington** City Council  
Me Heke Ki Pōneke

### PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

**JOHNSONVILLE LIONS CHRISTMAS PARADE SATURDAY 5 DECEMBER 2020**  
**6.00 AM TO 2.00 PM**

#### 1. Description of Event

The Johnsonville Community Christmas parade organised by the Lions club of Johnsonville, has been organising this parade every year over 15 years. There is an estimated 10,000 spectators that enjoy the parade and Christmas celebrations. The event is well supported by the community, including local businesses and the local Police. The Johnsonville Lions Club has a core of very dedicated members, organisers and marshals who put large amount of un-paid time and effort into this event.

**The proposed road closures to vehicles and cyclists are as follows:** Johnsonville Lions Christmas Parade: Saturday 5 December 2020 6.00 am to 2.00 pm

- **Wanaka Street** (6 am to 4 pm)
- **Dr Taylor Terrace** (6 am to 1:30 pm)
- **Moorefield Road** (between Haumia Street and Johnsonville Road roundabouts – 10.45 am to 12:00 pm)
- **Moorefield Road** (between Johnsonville Road and Middleton Road roundabouts – 11 am to 12:30 pm)
- **Rotoiti Street** (closed to through traffic – 11 am to 12:30 pm)
- **Broderick Road** (Phillip Street to Johnsonville Road – 11 am to 12:30 pm)
- **Johnsonville Road** (from Fraser Avenue intersection to Moorefield Road roundabout – 11 am to 12:30 pm)
- **Frankmoore Avenue** (between Earp Street and Moorefield Road – 11 am to 12:30 pm).
- **Moorefield Road** (western side from Wanaka Street to Frankmoore Avenue). No Parking 6.30 am to 3 pm
- **No Parking 7 am to 1 pm** - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.
- **Detour Route** - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road.
- **Other roads that may be affected** - Phillip Street, Earp Street, Ironside Road, Middleton Road and State Highway 1.

Please refer to the map attachment for further detail.

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

#### 2. Events Directorate Support

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



## REGULATORY PROCESSES COMMITTEE

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### 3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 27 June 2020
- Social Media, Thursday 9 July 2020
- Twitter, Thursday 9 July 2020
- Facebook, Thursday 9 July 2020
- Have your say, Thursday 9 July 2020

This is a regular annual event that has no issues; in 2019 the event was cancelled due to bad weather.

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

### 4. Objections

The Event Organisers has advised the New Zealand Police and the Ministry of Transport, no objections have been received.

There have been no objections to this closure request.

### 5. Traffic Impact Assessment

#### Prior Closures

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

#### Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.

#### Conditions:

- The road closure is valid from 6.00 am to 2.00 pm on Saturday 5 December 2020.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the Traffic Management Plan (TMP) includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.

## REGULATORY PROCESSES COMMITTEE

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- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to Council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

### Attachments

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

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 12 August 2020 to consider the following temporary road closures for events.

**Shelly Bay Seal Sprint 4 October 2020 7.00am to 6.00pm**  
Massey Road from North end of Scorching Bay reserve to the northern entrance of Shelly Bay

**Johnsonville Lions Christmas Parade 5 December 2020 6am to 2pm**

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts - 11am to 12:30pm)

Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm).

**No Parking 6.30am to 3pm** - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue).

**No Parking 7am to 1pm** - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

**Detour Route** - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1

**Thorndon Fair Sunday 6 December 2020 6.00am to 6.00pm**

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

**Capital City Triathlon Sunday 13 December 2020 7.00am to 12.00pm**

Massey Road (Northern gate of Shelly Bay to Scorching Bay)

**Round the Bays Sunday 21 February 2021 6.30am to 1.00pm**

Customhouse Quay (southbound lanes, from Whitmore to Jervois Quay) from 6.30am and 11.00am.

Jervois Quay (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.

Cable Street (between Jervois Quay and Oriental Parade - with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am.

The Right hand lane is to remain open allowing traffic from Chaffers New World to turn Right into Kent Terrace.

**Oriental Parade** (all of Oriental Parade) from 7.15am to 11.00am.

**Oriental Parade and all joining roads** (Herd St/Freyberg Pool Carpark/Oriental Terrace/Hay Street/Grass Terrace) Closed to Carlton Gore Road 7.15am to 11.00am

**Evans Bay Parade** (between Oriental Parade and Cobham Drive) from 7.15 am to 12 noon.

**Evans Bay Parade** (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 1.00pm.

**Wellington Road** (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm

**Shelly Bay Road** (all of Shelly Bay Road) from 7.30am to 12noon.

**Massey Road** (between Shelly Bay Road and approximately Point Gordon), from 7.30am to 12noon.

Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade

Wellington Road intersection, northbound lane closure from 7.15am to 12.30pm. Southbound lane closure 7.15am to 11.30pm.

Cobham Drive/Wellington Rd/Wellington Road intersection. From this intersection to Troy Street roundabout. Full closure from 7.15am till 11.30am. This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.

Hataitai - Taurima St and Goa St. No entry into Hataitai from 7.15am till 11.30am. Traffic can exit from Hataitai.

Wellington Road, East lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15am to 12.00noon.

Shelly Bay Road, closed between Miramar Ave and Massey Road - detour in place from 7.30am to 12noon

Massey Road, Closed (Between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12noon.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm 10 July 2020. Please email [maria.taumaa@wcc.govt.nz](mailto:maria.taumaa@wcc.govt.nz)

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

Wellington City Council  
PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

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**REGULATORY PROCESSES COMMITTEE**

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**Wellington City Council**  
 Me Heke Ki Pōneke

**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**
**THORDON FAIR**  
**SUNDAY 6 DECEMBER 2020 6.00 AM TO 6.00 PM**
**1. Description of Event**

Thorndon fair is an iconic event held yearly in the capital. Thorndon School have organised this popular event with stallholders, shopkeepers, arts and craft enthusiasts and entertainers for over 25 years. This fair is the major fundraiser for the school and is held each year on the first Sunday in December.

**The proposed road closures to vehicles and cyclists are as follows:** Thorndon Fair: Sunday 6<sup>th</sup> December 2020 6.00 am to 6.00 pm.

- **Tinakori Road** (between Bowen Street and Harriett Street)
- **Hill Street** (between Tinakori Road and Selwyn Terrace)

Please refer to the map attachment for further detail.

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

**2. Events Directorate Support**

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

**3. Proposal Notice and Consultation**

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

- Dominion Post, Saturday 27 June 2020
- Social Media, Thursday 9 July 2020
- Twitter, Thursday 9 July 2020
- Facebook, Thursday 9 July 2020
- Have your say, Thursday 9 July 2020

This is a regular annual event and in 2019 there were no issues.

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

## **REGULATORY PROCESSES COMMITTEE**

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

### **4. Objections**

The event organiser has advised the New Zealand Police and the Ministry of Transport, no objections have been received.

There have been no objections to this road closure request.

### **5. Traffic Impact Assessment**

#### **Prior Closures**

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

#### **Traffic Impact**

Council officers consider that the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.

#### **Conditions:**

- The road closure is valid from 6.00 am to 6.00 pm Sunday 6 December 2020.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the Traffic Management Plan (TMP) includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The land owner agrees to alcohol at the Thorndon Fair on Sunday 6 December 2020, 6.00 am to 6.00 pm subject to the Alcohol licence being obtained.

**REGULATORY PROCESSES COMMITTEE****Absolutely Positively  
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- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

**Attachments**

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

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

Approved By .....  
Jacqui Austin  
Team Leader Street Activities and Audit Coordination



## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 12 August 2020 to consider the following temporary road closures for events.

**Shelly Bay Seal Sprint 4 October 2020 7.00am to 6.00pm**  
Massey Road from North end of Scorching Bay reserve to the northern entrance of Shelly Bay

**Johnsonville Lions Christmas Parade 5 December 2020 6am to 2pm**

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts - 11am to 12:30pm)

Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to

Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm).

**No Parking 6.30am to 3pm** - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue).

**No Parking 7am to 1pm** - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

**Detour Route** - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1

**Thorndon Fair Sunday 6 December 2020 6.00am to 6.00pm**

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

**Capital City Triathlon Sunday 13 December 2020 7.00am to 12.00pm**

Massey Road (Northern gate of Shelly Bay to Scorching Bay)

**Round the Bays Sunday 21 February 2021 6.30am to 1.00pm**

Customhouse Quay (southbound lanes, from Whitmore to Jervois Quay) from 6.30am and 11.00am.

Jervois Quay (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.

Cable Street (between Jervois Quay and Oriental Parade - with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am.

The Right hand lane is to remain open allowing traffic from Chaffers New World to turn Right into Kent Terrace.

**Oriental Parade** (all of Oriental Parade) from 7.15am to 11.00am.

**Oriental Parade** and all joining roads (Herd St/Freyberg Pool Carpark/Oriental Terrace/Hay Street/Grass Terrace) Closed to Carlton Gore Road 7.15am to 11.00am

**Evans Bay Parade** (between Oriental Parade and Cobham Drive) from 7.15 am to 12 noon.

**Evans Bay Parade** (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 1.00pm.

**Wellington Road** (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm

**Shelly Bay Road** (all of Shelly Bay Road) from 7.30am to 12noon.

**Massey Road** (between Shelly Bay Road and approximately Point Gordon), from 7.30am to 12noon.

Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade

Wellington Road intersection, northbound lane closure from 7.15am to 12.30pm. Southbound lane closure 7.15am to 11.30pm.

Cobham Drive/Wellington Rd/Wellington Road intersection. From this intersection to Troy Street roundabout. Full closure from 7.15am till 11.30am. This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.

Hataitai - Taurima St and Goa St. No entry into Hataitai from 7.15am till 11.30am. Traffic can exit from Hataitai.

Wellington Road, East lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15am to 12.00noon.

Shelly Bay Road, closed between Miramar Ave and Massey

Road - detour in place from 7.30am to 12noon

Massey Road, Closed (Between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12noon.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm 10 July 2020. Please email [maria.taumaa@wcc.govt.nz](mailto:maria.taumaa@wcc.govt.nz)

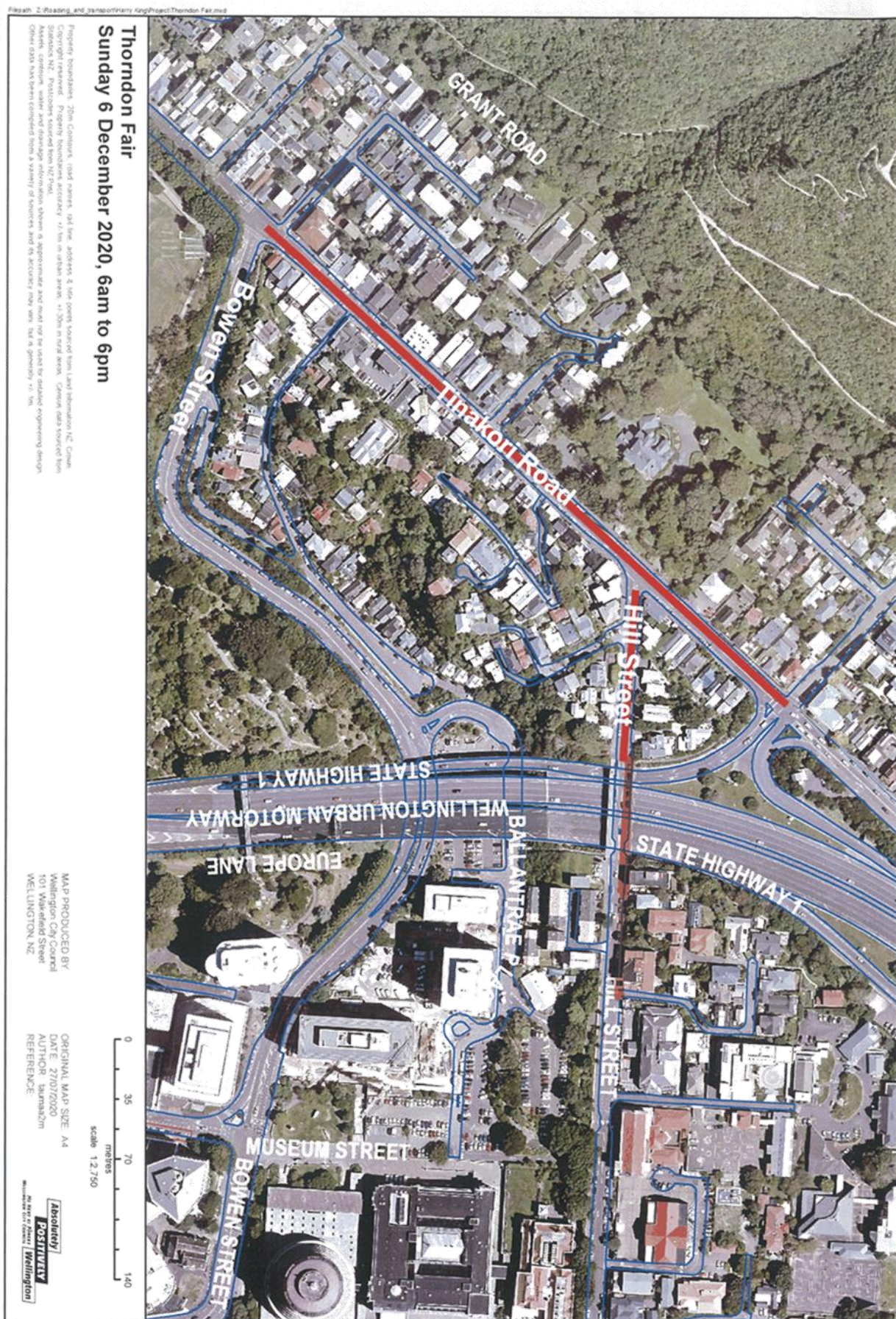
This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

Wellington City Council  
PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

| The Dominion Post | 27 Jun 2020







**REGULATORY PROCESSES COMMITTEE**

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Wellington City Council**  
Me Heke Ki Pōneke

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**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

***CAPITAL CITY TRIATHLON  
SUNDAY 13 DECEMBER 2020 7.00 AM TO 12.00 PM***

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**1. Description of Event**

Capital City Triathlon was formed in 2017, to carry on duathlon and triathlon events run in association with the Wellington Triathlon Club to ensure that Wellington triathletes have access to local races. The events are designed to be low key and informal to ensure that new and or nervous athletes can participate in a relaxed, unthreatening and friendly environment. They cater for all abilities with the aim to encourage more people to participate, as well as allowing those with a triathlon on their "bucket -list" to take part.

It is a repeat event that happens every year, and to date there has been no issues.

**The proposed road closures to vehicles and cyclists are as follows: Capital City Triathlon:  
Sunday 13 December 2020 7.00 am to 12.00 pm.**

- **Massey Road** (Scorching Bay to Shelly Bay Base northern entrance)

Please refer to the map attachment for further detail.

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

**2. Events Directorate Support**

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

**3. Proposal Notice and Consultation**

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

- Dominion Post, Saturday 27 June 2020
- Social Media, Thursday 9 July 2020
- Twitter, Thursday 9 July 2020
- Facebook, Thursday 9 July 2020
- Have your say, Thursday 9 July 2020

This is a regular annual event and in 2019 there were no issues.

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

## REGULATORY PROCESSES COMMITTEE

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Wellington City Council**  
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### 4. Objections

The Event Organisers has advised the New Zealand Police and the Ministry of Transport, no objections have been received.

There have been no objections to this closure request.

### 5. Traffic Impact Assessment

#### Prior Closures

The road closure is proposed under the powers provided to council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

#### Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.

#### Conditions:

- The road closure is valid from 7.00 am to 12.00 pm on Sunday 13 December 2020.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the Traffic Management Plan (TMP) includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

## REGULATORY PROCESSES COMMITTEE

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- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

### Attachments

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

Prepared By .....

Maria Taumaa

Street Activities Coordinator

Approved By .....

Jacqui Austin

Team Leader Street Activities and Audit Coordination



## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 12 August 2020 to consider the following temporary road closures for events.

### **Shelly Bay Seal Sprint 4 October 2020 7.00am to 6.00pm**

Massey Road from North end of Scorching Bay reserve to the northern entrance of Shelly Bay

### **Johnsonville Lions Christmas Parade 5 December 2020 6am to 2pm**

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts - 11am to 12:30pm)

Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm)

No Parking 6.30am to 3pm - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue).

No Parking 7am to 1pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1

### **Thorndon Fair Sunday 6 December 2020 6.00am to 6.00pm**

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

### **Capital City Triathlon Sunday 13 December 2020 7.00am to 12.00pm**

Massey Road (Northern gate of Shelly Bay to Scorching Bay)

### **Round the Bays Sunday 21 February 2021 6.30am to 1.00pm**

Customhouse Quay (southbound lanes, from Whitmore to Jervois Quay) from 6.30am and 11.00am.

Jervois Quay (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.

Cable Street (between Jervois Quay and Oriental Parade - with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am. The Right hand lane is to remain open allowing traffic from Chaffers New World to turn Right into Kent Terrace.

Oriental Parade (all of Oriental Parade) from 7.15am to 11.00am.

Oriental Parade and all joining roads (Herd St/Freyberg Pool Carpark/Oriental Terrace/Hay Street/Grass Terrace) Closed to Carlton Gore Road 7.15am to 11.00am

Evans Bay Parade (between Oriental Parade and Cobham Drive) from 7.15 am to 12 noon.

Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 1.00pm.

Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm

Shelly Bay Road (all of Shelly Bay Road) from 7.30am to 12noon.

Massey Road (between Shelly Bay Road and approximately Point Gordon), from 7.30am to 12noon.

Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade

Wellington Road intersection, northbound lane closure from 7.15am to 12.30pm. Southbound lane closure 7.15am to 11.30pm.

Cobham Drive/Wellington Rd/Wellington Road intersection. From this intersection to Troy Street roundabout. Full closure from 7.15am till 11.30am. This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.

Hataitai - Taurima St and Goa St. No entry into Hataitai from 7.15am till 11.30am. Traffic can exit from Hataitai.

Wellington Road, East lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15am to 12.00noon.

Shelly Bay Road, closed between Miramar Ave and Massey Road - detour in place from 7.30am to 12noon

Massey Road, Closed (Between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12noon.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm 10 July 2020.

Please email [maria.taumaa@wcc.govt.nz](mailto:maria.taumaa@wcc.govt.nz)

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

Wellington City Council  
 PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

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







**REGULATORY PROCESSES COMMITTEE**

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

**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**
**ROUND THE BAYS**  
**SUNDAY 21 FEBRUARY 2021 6.30 AM TO 1.00 PM**
**1. Description of Event**

Sport Wellington has applied to hold the annual Wellington Round the Bays Fun Run and Half Marathon. The proposed event is the same as the 2019 event – starting at Frank Kitts Park and finishing at Kilbirnie Park. It also includes, for the seventh time, a half-marathon event to Scorching Bay, which then returns to finish in Kilbirnie Park. The whole event is strongly supported by in excess of 10,000 people each year, with a broad cross section of the community running and walking the course.

**The proposed road closures to vehicles and cyclists are as follows:** Round the Bays: Sunday 21 February 2021 6.30 am to 1.00 pm

- **Customhouse Quay** (southbound lanes, from Whitmore to Jervois Quay) from 6.30 am and 11.00 am.
- **Jervois Quay** (southbound lanes from Customhouse Quay to Cable Street) from 6.30 am and 11.00 am.
- **Cable Street** (between Jervois Quay and Oriental Parade – with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00 am to 11.00 am. The right hand lane is to remain open allowing traffic from Chaffers New World to turn right into Kent Terrace.
- **Oriental Parade** (all of Oriental Parade) from 7.15 am to 11.00 am.
- **Oriental Parade** and all joining roads (Herd St / Fryberg Pool carpark, Oriental Tce, Hay St, Grass Tce, closed to Carlton Gore Road 7.15 am to 11.00 am.
- **Evans Bay Parade** (between Oriental Parade and Cobham Drive) 7.15 am to 12 noon.
- **Evans Bay Parade** (between Cobham Drive and Kilbirnie Crescent) from 7.15 am to 1.00 pm.
- **Wellington Road** (one way east between Crawford Road and Ruahine Street) from 7.15 am to 12.00 pm.
- **Shelly Bay Road** (all of Shelly Bay Road) 7.30 am to 12 noon.
- **Massey Road** (between Shelly Bay Road and approximately Point Gordon) from 7.30 am to 12 noon.
- **Kilbirnie Crescent / Hamilton Road / Wellington Road intersection to Evans Bay Parade.**
- **Wellington Road** intersection, northbound lane closure from 7.15 am to 12.30 pm southbound lane closure 7.15 am to 11.30 pm.
- **Cobham Drive / Wellington Road intersection. From this intersection to Troy Street roundabout.** Full closure from 7.15 am till 11.30 am. This stretch of SH will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.
- **Hataitai – Taurima St and Goa Street.** No entry into Hataitai from 7.15 am to 11.30 am. Traffic can exit from Hataitai.
- **Wellington Road**, east lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15 am to 12.00 noon.
- **Shelly Bay Road**, closed between Miramar Ave and Massey Road – detour in place from 7.30 am to 12 noon.

## **REGULATORY PROCESSES COMMITTEE**

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Me Heke Ki Pōneke

- **Massey Road, closed** (between Shelly Bay Road and approximately Point Gordon) from 7.30 am to 12 noon.

Please refer to the map attachment for further detail.

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

### **2. Events Directorate Support**

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

### **3. Proposal Notice and Consultation**

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

- Dominion Post, Saturday 27 June 2020
- Social Media, Thursday 9 July 2020
- Twitter, Thursday 9 July 2020
- Facebook, Thursday 9 July 2020
- Have your say, Thursday 9 July 2020

This is a regular annual event and in 2020 there were no issues.

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

### **4. Objections**

The Event Organisers has advised the New Zealand Police and the Ministry of Transport, no objections have been received.

There have been no objections to this closure request.

### **5. Traffic Impact Assessment**

#### **Prior Closures**

The road closure is proposed under the powers provided to council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

#### **Traffic Impact**

Council officers consider that the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.

#### **Conditions:**

**REGULATORY PROCESSES COMMITTEE**

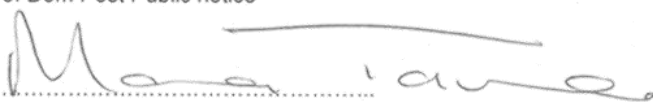
 Absolutely Positively  
**Wellington City Council**  
 Me Heke Ki Pōneke

- The road closure is valid from 6.30 am to 1.00 pm on Sunday 21 February 2021.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
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However, the council reserves the right to modify this opinion at any time. If, in the opinion of the council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified council officer in charge of traffic.

**Attachments**

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

Prepared By   
 Maria Taumaa  
 Street Activities Coordinator

Approved By   
 Jacqui Austin  
 Team Leader Street Activities and Audit Coordination



## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 12 August 2020 to consider the following temporary road closures for events.

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Massey Road from North end of Scorching Bay reserve to the northern entrance of Shelly Bay

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Hill Street (between Tinakori Road and Selwyn Terrace)

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Massey Road (Northern gate of Shelly Bay to Scorching Bay)

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Jervois Quay (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.

Cable Street (between Jervois Quay and Oriental Parade - with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am.

The Right hand lane is to remain open allowing traffic from Chaffers New World to turn Right into Kent Terrace.

Oriental Parade (all of Oriental Parade) from 7.15am to 11.00am.

Oriental Parade and all joining roads (Herd St/Freyberg Pool Carpark/Oriental Terrace/Hay Street/Grass Terrace) Closed to Carlton Gore Road 7.15am to 11.00am

Evans Bay Parade (between Oriental Parade and Cobham Drive) from 7.15 am to 12 noon.

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Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm

Shelly Bay Road (all of Shelly Bay Road) from 7.30am to 12noon.

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Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade

Wellington Road intersection, northbound lane closure from 7.15am to 12.30pm. Southbound lane closure 7.15am to 11.30pm.

Cobham Drive/Wellington Rd/Wellington Road intersection. From this intersection to Troy Street roundabout. Full closure from 7.15am till 11.30am. This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.

Hataitai - Taurima St and Goa St. No entry into Hataitai from 7.15am till 11.30am. Traffic can exit from Hataitai.

Wellington Road, East lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15am to 12.00noon.

Shelly Bay Road, closed between Miramar Ave and Massey Road - detour in place from 7.30am to 12noon

Massey Road, Closed (Between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12noon.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm 10 July 2020. Please email [maria.taumaa@wcc.govt.nz](mailto:maria.taumaa@wcc.govt.nz)

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

Wellington City Council  
PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

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| The Dominion Post | 27 Jun 2020





## NEW LICENCES FOR ONSLOW CRICKET CLUB AND NEWTOWN FESTIVAL TRUST: NEW LICENSEES

### Purpose

1. This report asks the Regulatory Processes Committee to approve one new occupation licence for Onslow Cricket Club and one new community garden licence for Newtown Festival Trust 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 *Wellington City Council Guidelines for Community Gardens* (available at <https://wellington.govt.nz/~media/recreation/gardens/files/guidelines-community-gardens.pdf>) sets out the Council's role in community gardens.
5. The Onslow Cricket Club (the Club) has been using the storeroom at Nairnville Recreation Centre since 1969. The Club have proposed to fund some works to convert the storeroom into a cricket viewing room.
6. Officers have assessed their proposal and recommend that under the Reserves Act, an occupation licence is granted to the Club following the completion of the works. This approval is provided that the Club fully fund the works and is not in breach of any of the provisions in the Memorandum of Understanding between Council and the Club. Officers recommend an occupation licence term of ten years with one right of renewal of ten years for the storage room at Nairnville Recreation Centre.
7. The Newtown Festival Trust (the Trust) was formed by the Newtown Residents' Association (the Association), the former garden licence holder for Carrara Park. The Association have requested that the Trust be allowed to continue the garden licence as the Association will no longer have public liability insurance.
8. The proposed garden licence is a continuation of an existing use.
9. Based on Officers' assessment, it is recommended that under the Reserves Act that a community garden licence is granted to the Trust for 5 years with one right of renewal of 5 years on land at Carrara Park.

### Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to grant one occupation licence for a ten-year term with one renewal term of ten



years to Onslow Cricket Club for part of the building known as the Nairnville Recreation Centre on the recreation reserve and legally described as Part Section 4A Harbour District.

3. Note that the licence for the Onslow Cricket Club will include the following Special Provisions:
  - a. The parties acknowledge that the Licensee has contributed to the improvement of the licensed area.
  - b. The Licensee acknowledges that the licence is for non-exclusive use of the space.
  - c. Licensed use will be during the summer season based on the current use by the Club.
  - d. Additional use will be determined annually at the start of each season and will be agreed by both parties.
  - e. A site-specific Health & Safety Plan must be prepared by the Licensee.
4. Agree to grant one garden licence for a five-year term with one right of renewal of five years to Newtown Festival Trust for the land at Carrara Park, Newtown that is legally described as Lot 1 DP 75223.
5. Note that the licence for the Newtown Festival Trust will include the following Special Provisions:
  - a. A site-specific Health & Safety Plan must be prepared by the Licensee.
  - b. The parties acknowledge that there is no water source for the garden at the park, however if one is installed, Council will pay the first \$300 (plus GST, if any) per annum of any water usage costs incurred in relation to the Licensed Use.
  - c. The licensee shall obtain Council approval before putting any new structures on site.
  - d. The parties agree that the licence is not a replacement for any approval or consents needed by the Trust to hold events not related to gardening.
6. Note that approval to grant licences on Reserve Land is conditional on:
  - a. Appropriate iwi consultation
  - b. Public notification as required under sections 119 and 120 of the Reserves Act
  - c. No sustained objections resulting from the above notification
  - d. Legal and advertising costs met by the licensee

## **Background**

### **Onslow Cricket Club**

10. The Council owns and manages Nairnville Park and Nairnville Recreation Centre. The park is held as a recreation reserve under the Reserves Act 1977.
11. The building at Nairnville Park was erected in 1969 with Onslow Rugby Football Club (Onslow RFC) and Council as the majority financial contributor. Onslow Cricket Club, among other clubs, have also contributed to the building.
12. Onslow RFC maintained the building up until around 1983. Onslow RFC went through amalgamation and this move prompted the sale of the building to Council.
13. In 1989, Council redeveloped the building that is now known as the Nairnville Recreation Centre (NRC).



14. Throughout this, Onslow Cricket Club (the Club) have continuously used the storeroom and a clubroom space upstairs in the Nairnville Recreation Centre during the summer seasons.
15. In 2019, the Club approached Council and proposed to fund redevelopment works to the storeroom so that it can be used as a viewing room during cricket games. Other cricket clubs in the city have similar viewing areas which provide shelter for players during cricket games. Cricket Wellington supports the development of sheltered viewing areas.
16. Council officers have reviewed the Club's proposal and find that it has potential to be beneficial to the wider community and not just the Club.
17. A storage container has been installed at Nairnville Park near the cricket nets, on the western side of the park, to accommodate the displaced equipment that was stored at Nairnville Recreation Centre.
18. Council will contribute to the soft fittings to ensure that this space can cater to other users.
19. Council officers recommend that the Club be given a non-exclusive occupation licence on a peppercorn rent once the works are done in recognition of their contribution to the works for the room in NRC. The room will be 46.5 sqm approximately (see attachment 1).
20. The Club will use the viewing room during the cricket season between October and March.
21. Officers' assessment of the Club's licence application is that it meets the criteria in the Leases Policy. Accordingly, this paper recommends that the Committee approves a licence for the premises to the Club for a ten year term with one renewal term of ten years.

#### **Newtown Festival Trust**

22. The Newtown Residents' Association (NRA) has occupied the community garden at Carrara Park under a Community Garden Licence that expired in November 2018. The licence was for 5 years from 2013. The land is part of Carrara Park and is legally described as Lot 1 Deposited Plan 75223.
23. In July 2017, the NRA established the Newtown Festival Trust (the Trust). In 2019 the NRA ceased to carry public liability insurance. It is a requirement for any licensee of Council to hold relevant public liability insurance.
24. In May 2020, Newtown Festival Trust (the Trust) submitted an application form to continue the garden licence on behalf of NRA. It is noted that the NRA has endorsed this application.
25. The Trust has requested to expand the community garden area and the proposed licensed area is now approximately 683 sqm (see attachment 2). The expired licence was for an area that is 432 sqm.
26. The Trust has also requested to expand to the other side of the footpath - however, officers' have declined this request. Based on the the public consultation for the playground, the large grassed area of open space is very important to the users of Carrara Park. There is no other flat grassy space anywhere in Newtown (other than school land) which is available for informal play.

27. 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. for a peppercorn rental as per the *Council's Guidelines for Community Gardens*.

## Discussion

28. Under the Leases Policy, new leases and licences are considered against seven criteria
- Strategic fit;
  - Group's Organisation Structure
  - Membership sustainability;
  - Financial and maintenance obligation;
  - Optimal use of resources;
  - Environmental impact; and
  - Demonstrated need from the community

### Onslow Cricket Club ('the Club')

**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.*

29. The Club was established in the 1930s and has been based at Nairnville Park since then. It welcomes all members and offers both recreational and social activities to its members.
30. Throughout the years the Club has had international recognition from both men and women players with names like, John Morrison, Jeremy Coney, Gaven Larsen, Maia Lewis, Sophie Devine, Trish McKelvey, Nancy Williams and Karen Musson.

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

31. The Club was incorporated in 1973.
32. It has an active committee for both the senior and junior club that meet monthly to ensure the smooth running and development of the Club.

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

33. The club has a stable membership. It has seen a period of growth over the last few seasons with the addition of two new teams.
34. The club has an open membership and anyone is free to join. The club caters particularly to anyone with interests in playing or watching cricket.
35. They work with schools and children in the local community to make them aware of what the club has to offer.

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

36. Apart from their initial investment, the licence will be a peppercorn rent and will not add additional financial burden to the club.

37. There will be no additional maintenance obligation as the space is within the existing footprint of the building.
- E. Optimal use of resources** - *The land and/or buildings must be utilised to the fullest extent practicable.*
38. The proposed works will add value to the space and make it usable for the wider community. The proposed licence for the club will be non-exclusive and will be for the times that the club currently use the building. The licence will give the club the security in recognition of their financial contribution without restricting the ability of others to utilise the space.
- F. Environmental impact** – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*
39. The proposal does not increase the footprint of the building. The viewing room will complement the recreational use of the park.
- G. Demonstrated need from the community** – *There must be demonstrated support and need within the community for the activity.*
40. The club has been playing cricket at Nairnville Park since 1931.
41. The continued stable membership has shown that the community supports Onslow Cricket as an activity and as a club.

**Newtown Festival 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.*
42. The garden offers the community a place to congregate and work together toward the same goal.
43. Gardening as an activity contributes to the overall health of the gardeners.
- B. Group’s Organisation Structure** – *The group must be an incorporated society or Trust*
44. The ten year old garden collective is a grass roots group whose make up has changed over time. Their umbrella support from the Newtown Residents’ Association and more recently the Newtown Festival Trust, provides an anchor point for the initiative.
45. In this licence transfer the operational functionality of the garden group is not changing – i.e. it is a change of the philanthropic umbrella organisation named in the official licence to occupy the gardening zone area of Carrara Park.
- C. Membership sustainability** – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease/licence.*
46. Over the years the garden group activity has varied. There has been a burst of activity when keen community minded local tenants join the garden collective while they flat in Newtown.
47. The group has had a history of involving refugee and migrant groups, tenants of Council housing, church groups and periodically classrooms of pupils from Newtown School. The Carrara Park gardening group has had support from the Salvation Army work skills programme.
48. Park neighbours are involved, and at times wider groups of neighbours and Residents’ Association members have collaborated on working bees. At one stage, for 8 months the Trust helped out by administering a WINZ funded position of part time garden coordinator.

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

49. The proposed licence is for a peppercorn rent.

50. In terms of maintenance, the park will still be mowed by Council and the Trust will be in charge of its own structures and equipment.

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

51. The proposed area covers the west side of the footpath and although the Trust has requested to extend beyond the footpath, we have recommended that this area is to be kept clear.

52. During the public consultation for the playground, the request from the Newtown Residents' Association and the community was to keep the large open area clear for the children to play as "there is no other flat grassy space anywhere in Newtown and the surrounding suburbs which is available for informal play and community events".

53. Officers believe that the proposed licensed area will optimise the use for Carrara Park as there will be something for everyone.

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

54. The garden is an existing site with no buildings and no further development proposed. As such it has minimal effects on the surrounding Reserve.

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

55. The Newtown Residents' Association and the Newtown community support gardening at the park. The garden collective has been productive and is well supported by the community.

## Next Actions

56. If the recommendations in this report are accepted the following will occur:

- Public notification of the proposed licences, in line with the Reserves Act 1977
- The outcome of submissions will be reported back to Committee, if necessary.
- Officers will negotiate and sign the licence documentation for Newtown Festival Trust and Onslow Cricket Club (once works are completed).

## Attachments

Attachment 1. Onslow Cricket Club - Proposed Licence Area [↓](#)

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Attachment 2. Newtown Festival Trust - Proposed Licensed area [↓](#)

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Authors	Fel Go, Community Recreation Leases Advisor Kobie Child, Community Recreation Leases Advisor Glenn McGovern, Sports & Club Partnership Leader
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Manager Parks, Sports & Rec Claire Richardson, Chief Operations Officer



## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Public notification will be undertaken on both the proposed Onslow Cricket Club occupation licence and the Newtown Festival Trust garden licence as required under sections 119 and 120 of the *Reserves Act 1977* and section 6 of the *Leases Policy for Community and Recreation Groups*.

A Public Notice will be put in the Dominion Post and full details regarding the leases will be included in the “Have Your Say” section of the Council website. A 30-day consultation will be carried out with Te Runanga o Toa Tangatira, Port Nicholson Block Settlement Trust, and the Resident Associations.

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*.

### **Risks / legal**

The proposal will be subject to the *Reserves Act 1977*.

### **Climate Change impact and considerations**

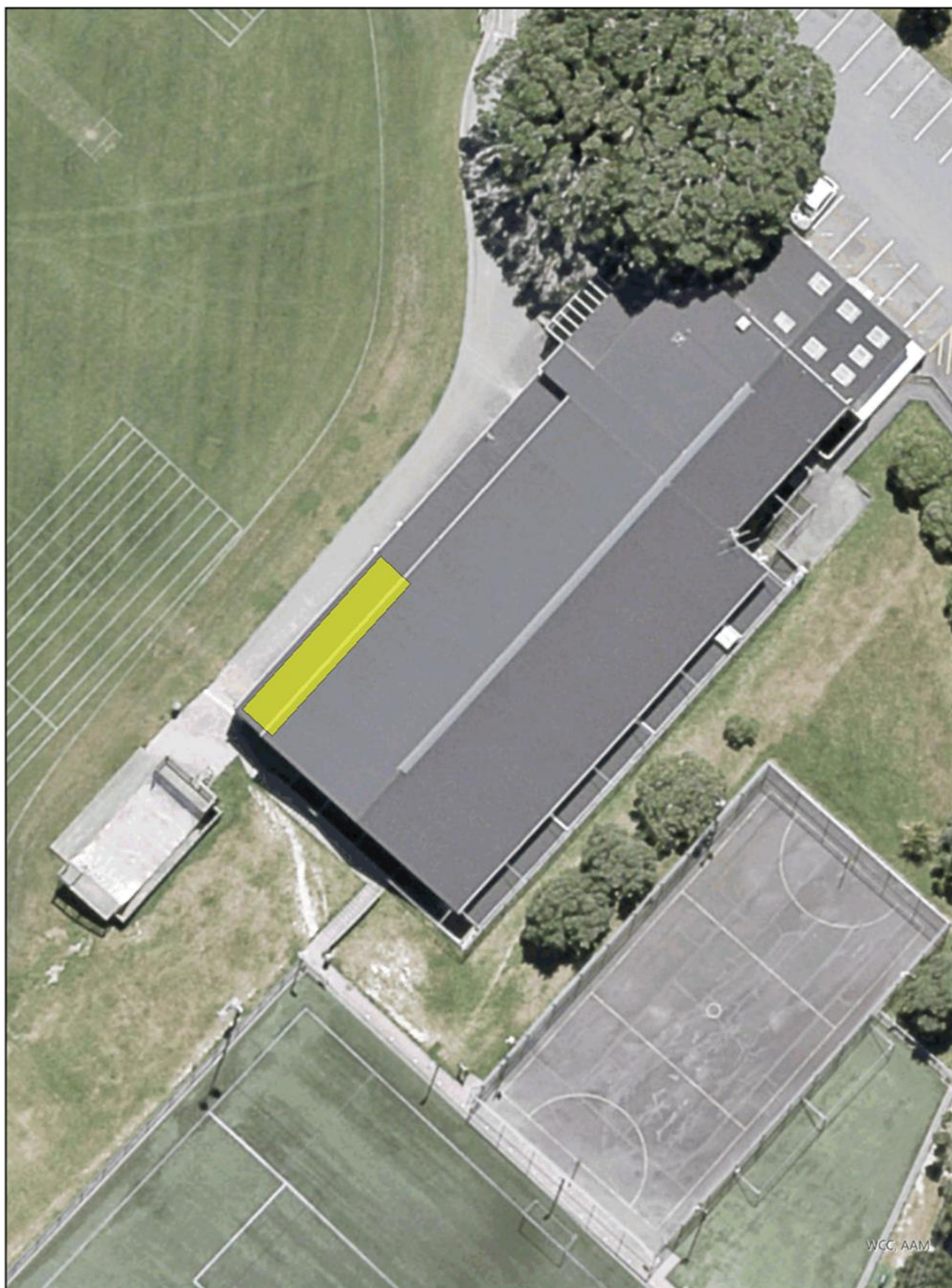
There are no specific climate change impacts and considerations.

### **Communications Plan**

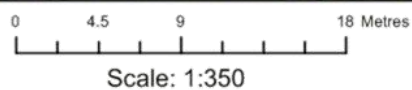
Not applicable.

### **Health and Safety Impact considered**

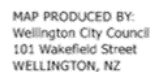
Onslow Cricket Club and Newtown Festival Trust must provide suitable health and safety policies and procedures for members and users of the building before either licence is executed.



Proposed licensed area in Nairnville Recreation Centre











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## **PROPOSED ROAD STOPPING - LAND ADJOINING 2 AND 4 RANGIORA AVENUE, KAIWHARAWHARA, AND SALE OF LAND UNDER THE LOCAL GOVERNMENT (2002) RATING ACT.**

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### **Purpose**

1. To obtain Council approval to initiate the debt recovery and sale process of an adjoining approximately 202m<sup>2</sup> strip of privately owned abandoned land at 4D Rangiora Avenue under the Local Government (Rating) Act 2002 (LGRA); and
2. Stop and sell approximately 559m<sup>2</sup> (subject to survey) of unformed legal road adjoining 2 and 4 Rangiora Avenue, Kaiwharawhara. Refer to Attachment 1 for Location Plan.

### **Summary**

3. The owner of 2 and 4 Rangiora Avenue, Kaiwharawhara has applied to purchase the area of legal road land outlined in red in Attachment 2 (the Land).
4. The road stopping proposal has highlighted an adjoining strip of land at 4D Rangiora Avenue which is in rates arrears, outlined blue in Attachment 3 (Estate Land).
5. Before the road stopping proposal can be progressed officers need to first initiate and conclude the LGRA debt recovery and sale process relating to the Estate land, otherwise that land would become landlocked, and create issues relating to proposed easements.
6. The area of Land proposed to be stopped is critical for the applicant's plans to secure their access after their driveway was damaged in the November 2016 Kaikoura earthquake. A key part of that being building a new retaining wall.
7. Utility providers and the Council's internal business units have been consulted. All support the road stopping proposal subject to standard conditions where applicable.

### **Recommendation/s**

That the Regulatory Processes Committee:

1. Receive the information.
2. Recommend that the Council:
  - a) Declare that approximately 559m<sup>2</sup> (subject to survey) of unformed legal road land in Rangiora Avenue, Kaiwharawhara, Wellington, shown outlined red on Attachment 2 (the Land), and adjoining 2 and 4 Rangiora Avenue (being Lot 1 DP 484403 held on ROT 686286, and Lot 2 DP 484403 held on ROT 686287) is not required for a public work and is surplus to Council requirements.
  - b) Agree for an application to be made to the Wellington District Court pursuant to sections 77 – 83 of the Local Government (Rating) Act 2002 for an order to declare the land at 4D Rangiora Avenue, Kaiwharawhara, Wellington, shown outlined blue on Attachment 3 (Estate land), (being Lot 1 DP 343158 held on ROT 177124) abandoned and authorising Council to sell it.
  - c) Agree to stop and dispose of the Land and dispose the Estate Land referred to above.
  - d) Delegate to the Chief Executive Officer the power to conclude all matters in relation to the Local Government (Rating) Act 2002 process and the road stopping and disposal,

- including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, impose any reasonable covenants, and anything else necessary.
- e) Note that if objections are received to the road stopping, and the applicant wishes to continue, a further report will be presented to the Regulatory Processes Committee for consideration.
  - f) Note the Estate Land's sale is dependent on the Court's decision.

## **Background**

8. The road stopping applicant owns or co-owns several properties in Rangiora Avenue, accessed by an approximately 38m long private driveway.
9. There are other parties whose properties also depend on the driveway for their access. In total six properties use the driveway, three having vehicular access and three with only walk on.
10. The applicant currently has encroachment licences to use three areas of nearby road land for parking/garage. There was a fourth licence for a cardeck, now cancelled after the cardeck was demolished due to earthquake damage.
11. The applicant is interested in acquiring the road land after their driveway was damaged in the earthquake, obtaining ownership would assist financing and insuring planned works to repair and improve it.
12. Once the applicant's proposed driveway works were completed, they plan to build two or three garages within the land they are purchasing.
13. The subject road land falls steeply down from the formed carriageway, and aside from the applicants driveway mainly contains vegetation and trees. Refer to Attachment 4 for views at street level.
14. The initial steps of the road stopping process highlighted the estate land as an issue needing to be addressed.
15. The estate land is a 101m by 2m strip being held on ROT 177124, the registered proprietor is Johan Martin.
16. Investigations found Mr Martin has not signed any documentation relating to the estate land since 1904. Births Deaths and Marriages have neither birth or death certificates for him, so he neither was born or passed away in New Zealand.
17. It would therefore be reasonable to assume that Mr Martin was now deceased.
18. Minimal annual rates are payable on the estate land. Current total rates arrears up to 30 June 2020 are \$743.23.
19. The Estate land was originally set aside as a private right of way but the transaction was never completed.
20. The Estate land contains public sewer and water mains, and assets belonging to several service authorities serving adjoining privately owned properties without any easements.
21. If the road stopping and LGRA application proposals are successful, it is intended that all parties who currently use both areas of land would have their interests preserved or legalised by way of new registered easements.

22. Should the road stopping proposal be successful a small area of the stopped road land would be amalgamated with 2 Rangiora Avenue, with the majority amalgamated with 4 Rangiora Avenue.
23. The applicant is meeting all expected costs for both the road stopping and LGRA application. Should the LGRA application be successful it is intended to sell them the estate land, dependent on the Courts decision.

## **Discussion**

24. Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
25. The Council, under section 40 of the Public Works Act 1981 (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 other public work. Section 345(1)(a)(i) of the Local Government Act 1974 provides council with the statutory power to dispose of stopped road.
26. Advisors from Council's Transport and Infrastructure unit have confirmed the Land is not required for future road widening or public access purposes. The Transport unit are currently completing footpath upgrade works in this section of Rangiora Ave.
27. A lot of the time elapsed since the earthquake has been due to considering various proposals. It was eventually agreed to stop and sell approximately 559m<sup>2</sup> area, key measurements being retaining 6m from the kerb line on the applicant's side of Rangiora Avenue, and one new legal boundary being 5m from the edge of the existing driveway.
28. Relevant Council business units have been consulted and none wish to retain the Land.
29. In addition to Transport Planning and Infrastructure's requirements previously set out in this report, the Resource Consents, Parks, Sport and Recreation, and Vehicle Access units also had specific conditions. These are outlined in full in the supporting information.
30. As is normal practise in the early stages of the road stopping process officers have written to the owners of six neighbouring properties notifying them that Council had received the road stopping application. At the time of preparing this report no response had been received. All of these owners and any occupiers will be consulted again when the formal public consultation is carried out later in the road stopping process.
31. If Council approves the above, officers will establish whether any offer back obligations under section 40 of the Public Works Act 1981 exist.

## **Options**

32. The alternative to undertaking the road stopping is to retain the Land as legal road. In the long term this will incur maintenance and retention costs on land that Council no longer requires, and which serves no public benefit.
33. If the statuo quo was to remain, then the estate land rates arrears would continue to accumulate.

## **Next Actions**

34. Instruct Council's lawyers to lodge a LGRA at the Wellington District Court in relation to the estate land.

## REGULATORY PROCESSES COMMITTEE

12 AUGUST 2020

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35. Once the LGRA process is complete, assuming the Court decision supports transfer of the estate land to the Council, and progress the road stopping process.
36. Conclude an investigation in accordance with s40 PWA.
37. Prepare a survey plan and Sale and Purchase contract.
38. Initiate the public notification process.
39. Register easements as required.
40. Arrange settlement and transfer.

### Attachments

Attachment 1.	Location Plan <a href="#">↓</a>	Page 175
Attachment 2.	Aerial <a href="#">↓</a>	Page 176
Attachment 3.	Estate Land <a href="#">↓</a>	Page 177
Attachment 4.	View from street <a href="#">↓</a>	Page 178

Author	Paul Davidson, Property Advisor
Authoriser	Leah Hearn, Manager Property Siobhan Procter, Manager, Transport and Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer



## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

In July 2020 letters were sent to six immediate neighbours of the land proposed to be stopped. At the time of preparing this report no responses had been received.

All of these owners will be consulted again when the formal public consultation is carried out later in the road stopping process.

B4UDIG records indicate that Chorus, PowerCo, Wellington Electricity Lines Limited, and WCC Public Drainage all have assets in both the road land proposed to be stopped, and the estate land.

All of these service authorities will be consulted to confirm they support the proposals, and arrange easements to be registered where appropriate.

Several relevant Council business units were consulted in addition to the Transport and Infrastructure unit i.e. Parks, Sport and Recreation, Resource Consents, City Design and Place Planning, Urban Design, and Vehicle Access.

None objected to the road stopping. The ones listed below having specific conditions:

### **Parks, Sport and Recreation**

- Mitigation riparian planting with eighty appropriate ecosource natives around the stream to compensate for the impact of the expansion of impervious surface in the area.
- The salvage of any lizards if they are found during the clearing and building activities.
- Wherever possible apply principles of Water Sensitive Urban Design according to WCC guidelines.

### **Resource Consents**

- The 559m<sup>2</sup> parcel to be road stopped, which abuts 2 and 4 Rangiora Ave, is to be amalgamated with these properties.
- Consult with 14 and 16 Rangiora Ave given their frontage rights loss as result of the stopping.
- Consultation to be undertaken with the owners/occupiers of 6, 6A, 6B and 8 Rangiora Ave as the physical, but not legal, access to Rangiora Ave is affected by the proposed road stopping.
- Consultation to be undertaken with the owners/occupiers of 52 Rangiora Ave as the front yard setback rule changes as a result of the road stopping. (Note 52 Rangiora Ave is currently showing as 3 Rangiora Ave in OneMap)
- A right of way (easement) to secure access to those properties that use the driveway is to be created

### **Vehicle Access**

- Three existing encroachment licences fall within the proposed road stopping area, that would need to either be amended or cancelled.
- A right of way (easement) to secure access to those properties that use the driveway is to be created

### **Treaty of Waitangi considerations**

Iwi groups have not been consulted. The land is not located in a Māori Precinct, or other area identified as significant to Māori. The land is not being disposed on the open market, and will not become a standalone allotment (amalgamation is proposed).

**Financial implications**

As is normal process any costs incurred by the road stopping proposal will be met by the applicant. In August 2011 a new cost sharing incentives for road stoppings were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

The applicant has also agreed to meet all costs incurred to lodge the Local Government (Rating) Act application.

**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.

The LGRA process will be undertaken in conjunction with Bell Gully acting for Council.

**Climate Change impact and considerations**

There are no climate change implications for this road stopping.

**Communications Plan**

Public consultation in accordance with Council's road stopping policy and the Tenth Schedule of the LGA.

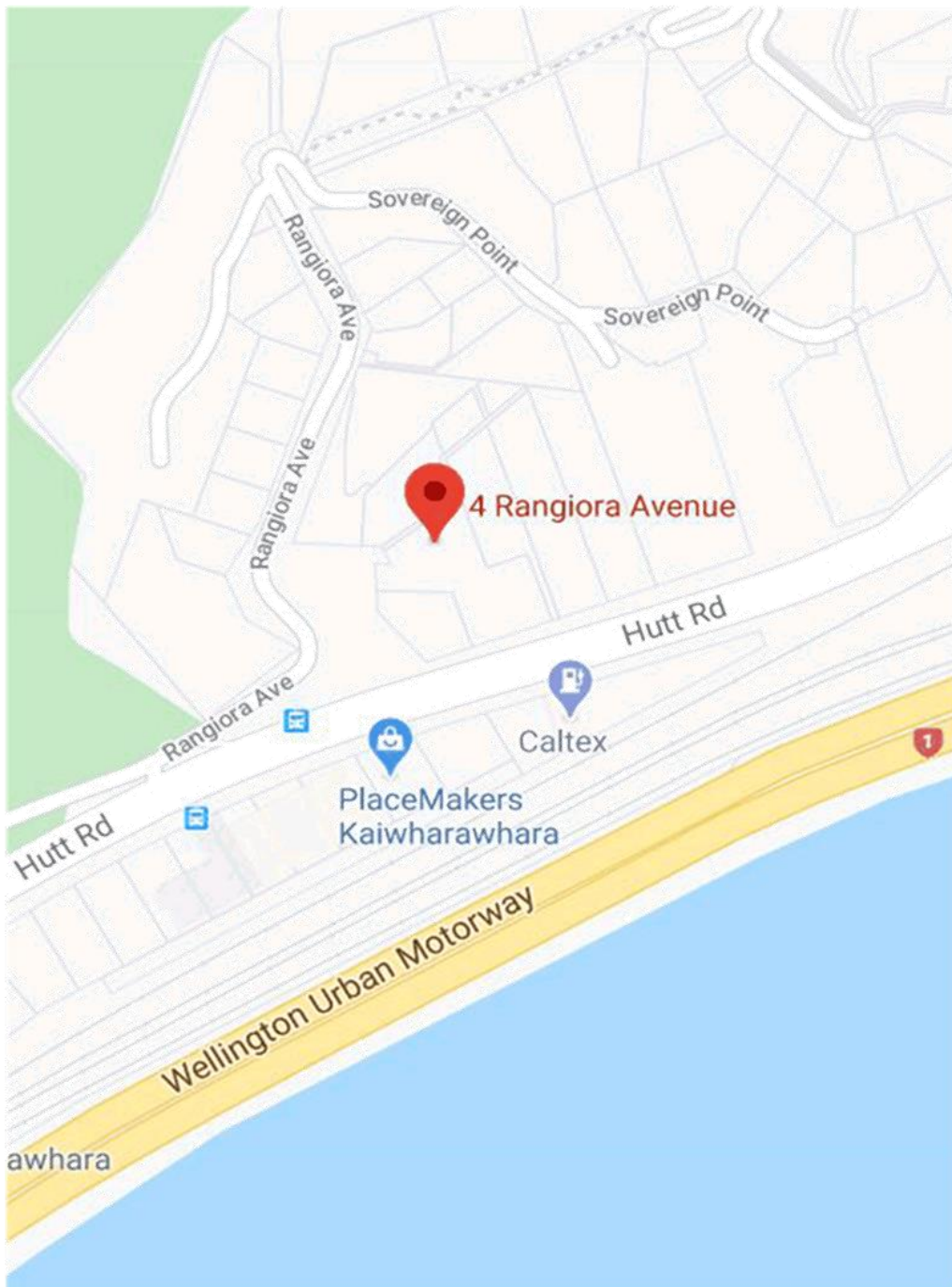
Public notice for the LGRA application will be carried out in accordance with s77 Local Government (Rating) Act 2002.

**Health and Safety Impact considered**

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

If the proposals outlined in this report and successful the shared driveway in Rangiora Avenue will be strengthened, lessening the risk of failure.

## Location Plan





Aerial





Estate Land



View from street

