
**ORDINARY MEETING
OF
REGULATORY PROCESSES COMMITTEE
AGENDA**

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

MEMBERSHIP

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

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions, including responsibility for:

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

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

Quorum: 3 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 11 November 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 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

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:
 - New Zealand Cycle Classic Sunday 17th January 2021 Midnight to 7.00 pm
 - St Anthony's Bazaar Saturday 20th February 2021 10.00 am to 4.00 pm
 - Alexandra Road Sealed Hill Climb Sunday 14th March 2021 7.00 am to 6.00 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. **New Zealand Cycle Race Sunday 17th January 2021 Midnight to 7.00pm**
 - Lambton Quay (Whitmore Street to Brandon Street)
 - Ballance Street (Lambton Quay to Stout Street)
 - Stout Street (Lambton Quay to Ballance Street)
 - Waring Taylor Street (Lambton Quay to Maginnity)
 - Johnston Street (Lambton Quay to Featherston Street)
 - Brandon Street (Lambton Quay to Featherston Street)
 - Woodward Street (Pedestrian Access only)
 - Farmers Lane (Pedestrian access only)
 - b. **St Anthony's Bazaar Saturday 20 February 2021 10.00am to 4.00pm**
 - Ludlam Street (Ferry Street to Falkirk Avenue)
 - c. **Alexandra Road Sealed Hillclimb Sunday 14 March 2021 7.00am to 6.00pm**
 - Alexandra Road (Constable Street to Lookout Road)
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 request 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.
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 intentions to close the road in the public notice column of the Dominion Post 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 propose 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 organiser 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. NZ Cycle Race and Alexandra Road Sealed Hillclimb event organisers apply for permission to close roads every year, with St Anthony's applying occasionally.

Attachments

Attachment 1.	NZ Cycle Race Impact 	Page 11
Attachment 2.	NZ Cycle Race Advert 	Page 14
Attachment 3.	NZ Cycle Race Map 	Page 15
Attachment 4.	St Anthony's Impact 	Page 16
Attachment 5.	St Anthony's Advert 	Page 19
Attachment 6.	St Anthony's Map 	Page 20
Attachment 7.	Alexandra Road Sealed Hillclimb Impact 	Page 21
Attachment 8.	Alexandra Road Sealed Hillclimb Advert 	Page 24
Attachment 9.	Alexandra Road Sealed Hillclimb Map 	Page 25

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager Tom Williams, 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 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

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 officer 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

N/A

Communications Plan

Resident and Retailers affected by the Road Closures will be notified by letter drops 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 as associated road closures are managed safely.

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

NEW ZEALAND CYCLE CLASSIC
SUNDAY 17TH JANUARY 2021 MIDNIGHT TO 7.00 PM

1. Description of Event

Sandoval promotions will stage a top cycling event, The New Zealand Cycle Classic, emphasising the Wellington as the top sport event destination.

The one-day event is planned for Sunday 17th January 2021 in Downtown Wellington – bottom of Lambton Quay area on a completely closed circuit. This event has been done a few times in Wellington and has been very well supported by participants and members of the public.

This New Zealand Cycle Classic will be designed and programmed to provide the highest possible levels of economic impact and media exposure for the Capital. The event will feature races for men, women, children both local and potentially national clubs. The event will finish in the CBD with the final stage of the 2021 New Zealand Cycle Classic including Olympic, Commonwealth and New Zealand World Champions. All the events are free to spectators.

The proposed road closures to vehicles and cyclists, are as follows: New Zealand Cycle Classic Sunday 17th January 2021 Midnight to 7.00 pm

- **Lambton Quay** (Whitmore Street to Brandon Street)
- **Ballance Street** (Lambton Quay to Stout Street)
- **Stout Street** (Lambton Quay to Ballance Street)
- **Waring Taylor Street** (Lambton Quay to Maginnity Street)
- **Johnston Street** (Lambton Quay to Featherston Street)
- **Brandon Street** (Lambton Quay to Featherston Street)
- **Woodward Street** (Pedestrian access only)
- **Farmers Lane** (Pedestrian access only)

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

3. Proposal Notice and Consultation

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

- Dominion Post, 14 November 2020
- Social Media, 17 November 2020
- Twitter, 17 November 2020
- Facebook, 17 November 2020
- Have your say, 17 November 2020

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 organiser has advised the New Zealand Police and the Ministry of Transport.

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 (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from Midnight to 7.00 pm on Sunday 17th January 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.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the 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 must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.

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- 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.
- 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 9 December 2020 to consider the following temporary road closures for events.

St Anthony's Bazaar Saturday 20 February 2021

10.00am to 4.00pm

Ludlam Street (Ferry Street to Falkirk Avenue)

New Zealand Cycle Classic

Sunday 17th January Midnight to 7.00pm

Lambton Quay (Whitmore Street to Brandon Street)

Ballance Street (Lambton Quay to Stout Street)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (Lambton Quay to Maginnity Street)

Johnston Street (Lambton Quay to Featherston Street)

Brandon Street (Lambton Quay to Featherston Street)

Woodward Street (Pedestrian access only)

Farmers Lane (Pedestrian access only)

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 27 November 2020**. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

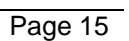
Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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Social
Media
17/11/2021

The Dominion Post 14 Nov 2020



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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ST ANTHONY'S BAZAAR
SATURDAY 20 FEBRUARY 2021 10.00 AM TO 4.00 PM

1. Description of Event

The Organiser of St Anthony's Bazaar has applied for a road closure to enable them to hold their event. The school has very small grounds and wants to use the extra space in Ludlam Street for entertainment stalls and activities. Organisers have run these over the year's, but they are not held every year. The proposed closure is from 10.00 am to 4.00 pm on Saturday 20 February 2021.

The proposed road closures to vehicles and cyclists, are as follows St Anthony's Bazaar:
Saturday 20 February 2021 10.00am to 4.00pm.

- **Ludlam Street** (Ferry Street to Falkirk Avenue)

Please refer to the map attachment for further detail.

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

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, 14 November 2020
- Social Media, 17 November 2020
- Twitter, 17 November 2020
- Facebook, 17 November 2020
- Have your say, 17 November 2020

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 organiser has advised the New Zealand Police and the Ministry of Transport.

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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 (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 10.00am to 4.00pm on Saturday 20 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.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the 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 must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- 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

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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 9 December 2020 to consider the following temporary road closures for events.

St Anthony's Bazaar Saturday 20 February 2021

10.00am to 4.00pm

Ludlam Street (Ferry Street to Falkirk Avenue)

New Zealand Cycle Classic

Sunday 17th January Midnight to 7.00pm

Lambton Quay (Whitmore Street to Brandon Street)

Ballance Street (Lambton Quay to Stout Street)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (Lambton Quay to Maginnity Street)

Johnston Street (Lambton Quay to Featherston Street)

Brandon Street (Lambton Quay to Featherston Street)

Woodward Street (Pedestrian access only)

Farmers Lane (Pedestrian access only)

Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 27 November 2020**. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

This proposed road closure is subject to the Government Covid-19 guidelines 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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Social
Media
17/11/2020

The Dominion Post 14 Nov 2020



Event Name: St Anthony's Bazaar

From: 20/02/2021 10:00:00 am

Until: 20/02/2021 4:00:00 pm

Event Type: Road Closure

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WELLINGTON CAR CLUB – ALEXANDRA ROAD HILL CLIMB
SUNDAY 14 MARCH 2021 7.00 AM TO 6.00 PM

1. Description of Event

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

The proposed road closures to vehicles and cyclists, are as follows: Alexandra Road Hill Climb: Sunday 14 March 2021 7.00 am to 6.00pm.

- Alexandra Road (Constable Street to Lookout Road)

Please refer to the map attachment for further detail.

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

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, 21 November 2020
- Social Media, 26 November 2020
- Twitter, 26 November 2020
- Facebook, 26 November 2020
- Have your say, 26 November 2020

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 organiser has advised the New Zealand Police and the Ministry of Transport.

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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 (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions: The Alexandra Road Hill Climb road closure is valid from 7.00 am to 6.00 pm on Sunday 14th March 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.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the 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 must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- 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

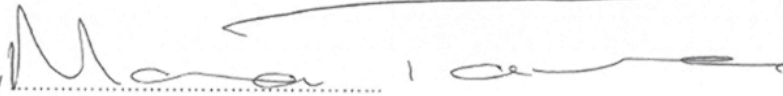
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processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

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 9 December 2020 to consider the following temporary road closures for events.

Pride Parade Saturday 27 March 2021

Road Closed 7.00am to 8.00pm

Tennyson Street (Tory Street to Cambridge Terrace).

Rolling Lane closure Parade starts 5.00pm (Tory Street to Cambridge Terrace to Courtenay Place to Taranaki Street onto Taranaki Street Wharf).

Alexandra Road Sealed Hillclimb Sunday 14 March 2021

7.00am to 6.00pm

Road Closure

Alexandra Road (from Constable Street to Lookout Road)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 4 December 2020. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

This proposed road closure is subject to the Government Covid-19 guidelines 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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The Dominion Post | 21 Nov 2020



Event Name: Alexander Rd Hill Climb

From: 14/03/2021 7:00:00 am

Until: 14/03/2021 6:00:00 pm

Event Type: Road Closure

TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider six 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 eight proposed resolutions were issued for consultation between 27 October 2020 and 10 November 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. After reviewing the feedback from the consultation, six are being recommended for approval (refer to table below).
5. The following two traffic resolutions were deferred after the consultation period:
 - TR151-20 Adelaide Road – removal of P30 parking restriction, is on hold pending further investigation.
 - TR152-20 Adelaide Road – removal of P30 parking restriction, is on hold pending further investigation.
6. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of road safety, accessibility, efficiency and sustainability.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:
 - a. TR115-20 (Part of) Courtenay Place - No Stopping At All Time
 - b. TR148-20 (Part of) Hadfield Terrace - removal of residents parking space
 - c. TR149-20 (Part of) Adelaide Road - No Stopping At All times
 - d. TR150-20 (Part of) School Road - No Stopping At All Times
 - e. TR166-20 (Part of) Ellice Street - residents parking
 - f. TR168-20 (Part of) Luxford Street - P10 Time restricted parking space

Background

7. Eight proposed traffic resolutions were publicly advertised in the Dominion Post on 27 October 2020. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.

Discussion

8. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
- the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - all feedback received, and
 - where appropriate, Council officers' responses to the feedback.









Options

9. The attached 'Traffic Resolutions Summary Table RPC 9 December 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.

Next Actions

10. If approved, the proposals will be installed within the following three months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 9 December 2020 ↓	Page 31
Attachment 2.	 Table of Traffic Resolutions Legal Description RPC 9 December 2020 ↓ 	Page 33
Attachment 3.	TR115-20 Courtenay Place - No Stopping At All Times ↓ 	Page 35
Attachment 4.	TR148-20 Hadfield Terrace - removal of residents parking space ↓ 	Page 40
Attachment 5.	TR149-20 Adelaide Road - No Stopping At All times ↓ 	Page 48
Attachment 6.	TR150-20 School Road - No Stopping At All Times ↓ 	Page 57
Attachment 7.	TR166-20 Ellice Street - residents parking ↓ 	Page 62
Attachment 8.	TR168-20 Luxford Street - P10 Time restricted parking space ↓ 	Page 66

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Tom Williams, Chief Infrastructure Officer

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 9 December 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
TR115-20	Courtenay Place, Te Aro	Metered Parking	Metered Parking/No Stopping At All Times	Safety	Parking services	-2 unrestricted parking spaces	N/A	8,468	N/A	positive	This proposal is to extend broken yellow lines outside no.2 Courtenay Place. The space outside no.2 Courtenay Place is currently occupied by parked vehicles. These vehicles limit the forward visibility for drivers approaching and turning left to the crossing, raising safety concerns for pedestrians crossing at the zebra crossing. These spaces are not designed nor are suitable for vehicle parking.	Yes = 15 No = 0 Not stated = 0
TR148-20	Hadfield Terrace, Kelburn	No Stopping At All Times	No Stopping At All Times	Safety/ Accessibility	Resident	-1 residents parking space	N/A	N/A	N/A	positive	This proposal is for the removal of one resident only parking space along the eastern side of Hadfield Terrace and installation of 5.5metres of broken yellow lines along the eastern side of Hadfield Terrace. We have received accessibility concerns from a resident about accessing their property at no.5 Hadfield Terrace. The current residents parking space extends over the stair entranceway for the property restricting and blocking access for residents.	Yes = 4 No = 3 Not stated = 0
TR149-20	Adelaide Road, Berhampore	Unrestricted	No Stopping At All Times	Safety/ Accessibility	Residents	-2 unrestricted parking spaces	N/A	12,121	N/A	no change	This proposal is to install 12 metres of broken yellow lines. We have received feedback from local residents who submitted on TR121-20 requesting for an extension of broken yellow lines due to the bicycle pinch point outside no.570 Adelaide Road. With the north bound lane measuring 3.1 metres in width there is limited room for vehicles to safely pass cyclists in this location.	Yes = 42 No = 0 Not stated = 0
TR150-20	School Road, Kaiwharawhara	Unrestricted	No Stopping At All Times	Safety/ Accessibility	Business	-5 unrestricted parking spaces	N/A	N/A	N/A	positive	This proposal is to install 30 metres of broken yellow lines along the northern side of School Road extending in a westerly direction from the intersection of Hutt Road and install 16 metres of broken yellow lines along the northern side of School Road opposite no.5. We have received accessibility and safety concerns from a local business owner about vehicles parking along the northern side of School road restricting and blocking access for larger commercial vehicles who regularly use this road to service the businesses. The road width is approximately 3.3 metres outside no.5 School Road and does not allow enough room for vehicles to park on either side of the road and restricts vehicles from safely being able to manoeuvre and pass through. The road width is approximately 5.5 metres in the southern section of School Road and with vehicles parking on one side of the road, the road is reduced to a single	Yes = 2 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 9 December 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											lane. Due to this being close to the intersection, vehicles are not able to safely pull over to allow opposing vehicles to pass. This is especially important close to the busy intersection with Hutt Road where access and egress must be provided for the safe and efficient movement of traffic.	
TR166-20	Ellice Street, Mt Victoria	Unrestricted	Residents parking	Accessibility	Council	+ 2 residents parking spaces	N/A	1,194	N/A	no change	This proposal is for the addition of two residents parking spaces on the northern side of Ellice Street. In the August Regulatory Process Committee, Councillors approved TR87-20 adjusting the bus stop time restriction on Ellice Street to start at an earlier time in the morning and afternoon. There were also changes to the bus stops on Austin Street. In addition, Councillors recommended that Council officers identify further resident parking options for Ellice Street residents affected by the bus stop earlier start. It is proposed to install two additional residents parking spaces on Ellice Street to provide the residents in the immediate neighbourhood more parking opportunities.	Yes = 0 No = 3 Not stated = 0
TR168-20	Luxford Street, Berhampore	Unrestricted	Time Restricted	Safety/ Accessibility	Resident	+1 P10 time restricted parking space	N/A	7,867	N/A	positive	This proposal is for the addition of one P10 time restricted parking space Monday – Friday 8am-6pm outside the Berhampore public toilet. We have received safety and accessibility concerns from the building manager of Luxford Villas (A multi-unit residential complex) about vehicles blocking the driveway access to no. 29 Luxford Street while the public park to use the Berhampore public toilet. The proposed P10 provides short-term parking in this location, where parking is often not available within a short walk. The proposed P10 parking will reduce the occurrence of the driveway being blocked. Currently time unrestricted parking is taking place in this location.	Yes = 5 No = 0 Not stated = 0

Table of Traffic Resolutions Legal Description RPC 9 December 2020

a.	Courtenay Place, Te Aro (TR115-20) No Stopping At All Times		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	North side, following the kerbline 15 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 36.5 metres. (12 angle carparks)
	<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	North side, following the kerb line 15 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 27 metres. (8 angle carparks)
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	No Stopping At All Times	North side, following the kerb line 46.5 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 15 metres.
b.	Hadfield Terrace, Kelburn (TR148-20) removal of residents parking		
	<i>Delete from Schedule E (Restricted Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Hadfield Terrace	No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00am - 6:00pm	East side, commencing 40 metres south of its intersection with Kelburn Parade and extending in a southerly direction following the eastern kerbline for 63 metres.
	<i>Add to Schedule E (Restricted Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Hadfield Terrace	No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00am - 6:00pm	East side, commencing at its intersection with Kelburn Parade (Grid coordinates X= 1,747,611.25m y= 5,427,470.02m) and extending in a southerly direction following the eastern kerb line for 31 metres.
	Hadfield Terrace	No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00am - 6:00pm	East side, commencing 44 metres south from its intersection with Kelburn Parade (Grid coordinates X= 1,747,611.25m y= 5,427,470.02m) and extending in a southerly direction following the eastern kerb line for 62 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 9 December 2020

	Hadfield Terrace	No Stopping, At All Times	East side, commencing 31 metres south of its intersection with Kelburn Parade (Grid coordinates X= 1,747,611.25m y= 5,427,470.02m) and extending in a southerly direction following the eastern kerb line for 3 metres.
c.	Adelaide Road, Berhampore (TR 149-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Adelaide Road	No Stopping, At All Times	West side, commencing 122 metres north of its intersection with Dee Street (Grid coordinates x=1,748,445.19m, y=4,423,187.68m) and extending in a northerly direction following the western kerb line for 12 metres.
d.	School Road, Kaiwharawhara (TR150-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	School Road	No Stopping, At All Times	North side, commencing at its intersection with Hutt Road (Grid coordinates X=1,749,884.33m Y=5,430,783.89m) and extending in an westerly direction following the northern kerb line for 30 metres.
	School Road	No Stopping, At All Times	North side, commencing 82 metres west of its intersection with Hutt Road (Grid coordinates X=1,749,884.33m Y=5,430,783.89m) and extending in an westerly direction following the northern kerb line for 16 metres.
e.	Ellice Street, Mt Victoria (TR166-20) residents parking		
	<i>Add to Schedule E (Residents Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Ellice Street	Residents parking, At All Times	North side, commencing 6 metres east of its intersection with Austin street (Grid coordinates X=1,749,502.84m Y=5,426,277.53) and extending in an easterly direction following the northern kerb line for 11 metres.
f.	Luxford Street, Berhampore (TR168-20) P10 time restricted parking space		
	<i>Add to Schedule E (Time restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Luxford Street	P10, Monday- Friday 8am-6pm	South side, commencing 161 metres west of its intersection with Rintoul street (Grid coordinates X=1,748,791,711.62m Y=5,424,200.97m) and extending in an westerly direction following the southern kerb line for 6 metres.

We are proposing a change in your area

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Kia ora,

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

Proposal:

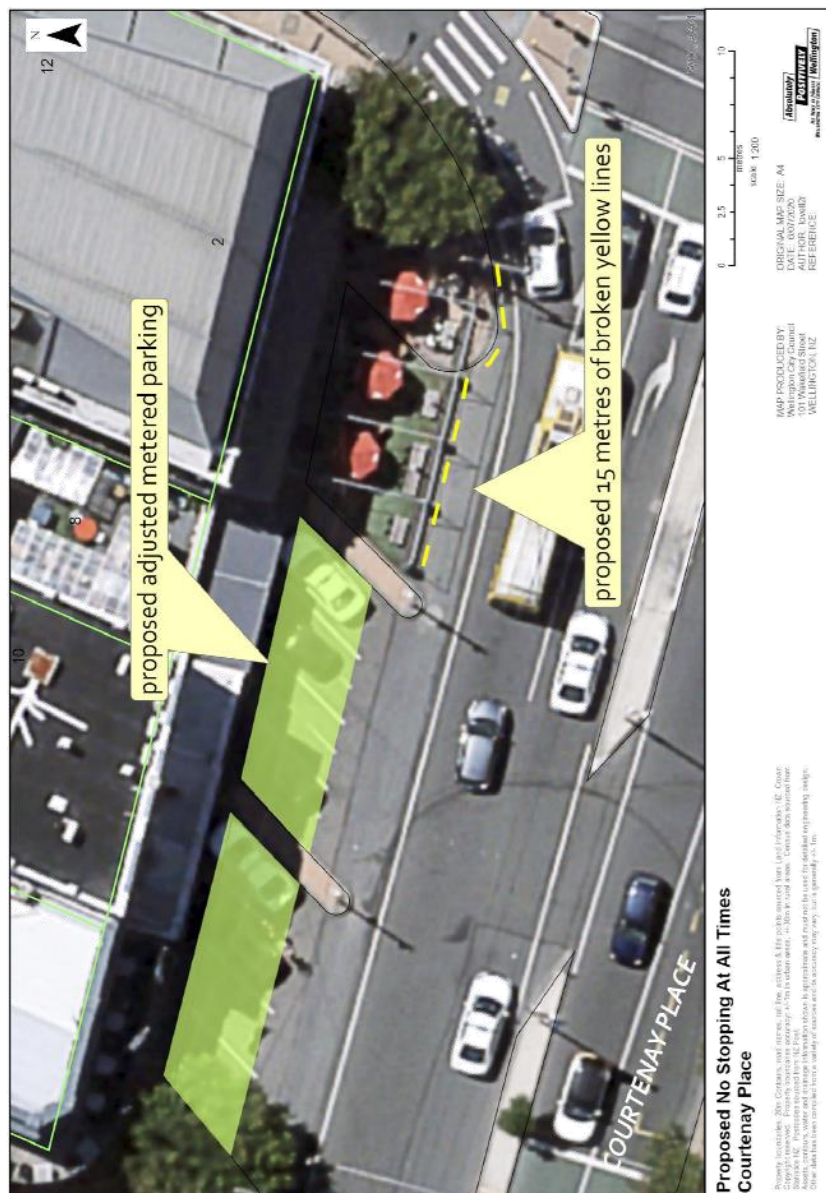
Reference	<ul style="list-style-type: none"> TR115-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Extend broken yellow lines outside no.2 Courtenay Place.
Why we are proposing the change	<ul style="list-style-type: none"> The space outside no.2 Courtenay Place is currently occupied by parked vehicles. These vehicles limit the forward visibility for drivers approaching and turning left to the crossing, raising safety concerns for pedestrians crossing at the zebra crossing. These spaces are not designed nor are suitable for vehicle parking.
Location – where we propose to make the change	<ul style="list-style-type: none"> Courtenay Place, Te Aro – outside no.2
Impact	<ul style="list-style-type: none"> Improves public safety and visibility for drivers to pedestrians at the zebra crossing. Net parking impact - removal of two unrestricted parking spaces.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 8,468. Pedestrian impact – improved visibility for pedestrians when crossing at the zebra crossing. Improved safety for cyclists 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 27 October 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 27 October 2020 and finishes 5.00pm Tuesday 10 November 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 11 November 2020. The proposal will go to Regulatory Processes Committee on Wednesday 9 December 2020.

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3. If approved, the proposal will be installed within the following 3 months.

Traffic Resolution Plan: TR115-20 Courtenay Place, Te Aro –No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Courtenay Place	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	North side, following the kerbline 15 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 36.5 metres. (12 angle carparks)

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

Column One	Column Two	Column Three
Courtenay Place	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	North side, following the kerb line 15 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 27 metres. (8 angle carparks)

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

Column One	Column Two	Column Three
Courtenay Place	No Stopping At All Times	North side, following the kerb line 46.5 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 15 metres.

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

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 24/11/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: peterr
Suburb: Petone
Agree: Yes

This will improve the safety and prevent dangerous ad hoc stopping that conflicts with other traffic and pedestrian movements.

Name: jcrossland
Suburb: Mount Cook
Agree: Yes

Yes, please improve pedestrian safety by extending no stopping area.

Name: timo
Suburb: Karori
Agree: Yes

Making this no stopping at all time will make it safer for people using the crossing and a more pleasant environment for people using the adjacent outdoor dining.

Name: Scop
Suburb: Island Bay
Agree: Yes

This will remove a dangerous pinch point for people on bikes

Name: Arrjay
Suburb: Kilbirnie
Agree: Yes

Preventing stopping here will improve safety for other traffic.

Name: Flavia
Suburb: Island Bay
Agree: Yes

Those car parks obstruct the visibility

Name: chris_wlg
Suburb: Mount Victoria
Agree: Yes

I support the extension of broken yellow lines and the removal of car parks on Courtenay PI as proposed in TR115-20.

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Name: patrick
Suburb: Ngaio
Agree: Yes

Agree

Name: jmar
Suburb: Newtown
Agree: Yes

Will improve safety for pedestrians and cyclists

Name: Geoff Ardell
Suburb: Kelburn
Agree: Yes

I Support this proposed change.

Name: Geoff Ardell
Suburb: Kelburn
Agree: Yes

I Support this proposed change.

Name: j0n00
Suburb: Te Aro
Agree: Yes

I support this although I don't think the addition of yellow lines will be sufficient to prevent vehicles from parking or loitering here.

Name: Ellen
Suburb: Mount Victoria
Agree: Yes

This will provide an improvement for pedestrians on Courtenay Place and removes an anomaly.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Support as it would make this area safer for pedestrians.

Name: Erica
Suburb: Berhampore
Agree: Yes

I think this would make it a safer area particularly for cyclists during peak hours.

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Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none">• TR148-20 – removal of residents parking
What we'd like to do	<ul style="list-style-type: none">• Removal of one resident only parking space along the eastern side of Hadfield Terrace.• Install 5.5metres of broken yellow lines along the eastern side of Hadfield Terrace.
Why we are proposing the change	<ul style="list-style-type: none">• We have received accessibility concerns from a resident about accessing their property at no.5 Hadfield Terrace.• The current residents parking space extends over the stair entranceway for the property restricting and blocking access for residents.
Location – where we propose to make the change	<ul style="list-style-type: none">• Hadfield Terrace, Kelburn – outside no.5
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for residents at no. 5 Hadfield Terrace.• Net parking impact - removal of one residents parking space.• Pedestrian impact - improved access to the property.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – no data for this street• 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 27 October 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 27 October 2020 and finishes 5.00pm Tuesday 10 November 2020.</p>

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Next Steps

1. Feedback collated by Wednesday 11 November 2020.
2. The proposal will go to Regulatory Processes Committee on Wednesday 9 December 2020.
3. If approved, the proposal will be installed within the following 3 months.

Traffic Resolution Plan: TR148-20 Hadfield Terrace, Kelburn – Removal of residents parking space



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Post consultation Plan: Amended TR148-20 Hadfield Terrace, Kelburn – Removal of residents parking space



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Legal Description:

Delete from Schedule E (Restricted Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Hadfield Terrace	No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00am - 6:00pm	East side, commencing 40 metres south of its intersection with Kelburn Parade and extending in a southerly direction following the eastern kerbline for 63 metres.

Add to Schedule E (Restricted Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Hadfield Terrace	No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00am - 6:00pm	East side, commencing at its intersection with Kelburn Parade (Grid coordinates X= 1,747,611.25m y= 5,427,470.02m) and extending in a southerly direction following the eastern kerb line for 31 metres.
Hadfield Terrace	No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00am - 6:00pm	East side, commencing 44 metres south from its intersection with Kelburn Parade (Grid coordinates X= 1,747,611.25m y= 5,427,470.02m) and extending in a southerly direction following the eastern kerb line for 62 metres.

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

Column One	Column Two	Column Three
Hadfield Terrace	No Stopping, At All Times	East side, commencing 31 meters south of its intersection with Kelburn Parade (Grid coordinates X= 1,747,611.25m y= 5,427,470.02m) and extending in a southerly direction following the eastern kerb line for 3 metres.

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 24/11/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Tom Chambers
Suburb: Kelburn
Agree: No

We object to removal of this parking space. We live at no.12 and we often have to park on Kelburn Parade, St Michaels and Grove Road because there are no parks on Hadfield Terrace. The problem of blocking access to no.5 is caused by the recent shortening of the parking space which means no. 5 access gets blocked. This shortening should be reversed, and the park restored to its original length. There is another short park (4m) outside no.15 that works perfectly well. I would argue that another park should be created outside no 10 by adding 2 or 3 meters. Also, a motorbike park could also be created outside nos.10 or 8. WCC should be looking to create extra parks, not remove them.

Officers response:

Thank you for taking the time to provide feedback on this traffic resolution. I acknowledge the difficulty you are experiencing in finding a carpark near your property; however, safety and accessibility are two of the Council's key transport priorities. The existing car park outside no.5 Hadfield Terrace is positioned 1 metre back from the driveway access. Parking within one metre of a vehicle crossing or driveway is illegal, which is clearly stated in the New Zealand Road Code. Ensuring accessibility to the access path to no.5 Hadfield Terrace would result in a 3.7 metre gap remaining which is not long enough for a parking space and could result in vehicles obstructing the properties car pad entrance. However, following the feedback received we have reduced the length of no stopping proposed to leave a 3.7m area unrestricted to facilitate use by motorbikes. This is indicated on the post consultation plan.

The road width outside no.8 -10 Hadfield Terrace measures approximately 5.6 metres this does not allow enough room for parking on both sides of the road, leaving only a 1.6 metre wide carriage way which would severely restrict accessibility for emergency vehicles and also residents travelling down the street.

Name: Fergus Wilkes
Suburb: Kelburn
Agree: No

I do not agree with the proposed changes. At most times between 5pm-8am all of the carparks on Hadfield Terrace are occupied. This suggests to me that the current level of carparks cannot be lower than it is now. If the proposed changes went ahead then there would be even less parking when Hadfield Terrace would seem to require more.

Officers response:

Thank you for taking the time to provide feedback on this traffic resolution. I acknowledge the difficulty you are experiencing in finding a carpark near your property; however, safety and accessibility are two of the Council's key transport priorities. In this case property access is important. However, following the feedback received we have reduced the length of no stopping

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proposed to leave a 3.7m area unrestricted to facilitate use by motorbikes. This is indicated on the post consultation plan.

Name: Scop
Suburb: Island Bay
Agree: Yes

No comment.

Name: patrick
Suburb: Ngaio
Agree: Yes

Agree

Name: Geoff Ardell
Suburb: Kelburn
Agree: Yes

I am a current resident at the address in question and support this proposal. I would be very happy to have this park removed, because of numerous access issues that come from vehicles being parked across the accessway to the stairs. I'd like to record my gratitude that this is being addressed. However, I suggest a modification to the proposed solution that can keep access to the property clear but still offer some parking ability. Larger vehicles are the problem here, as they do not fit the space. However, I believe that one moped/motorcycle (or perhaps two) could fit here. I therefore propose removing the current car/vehicle parking space, but then re-designating this park with a diagonal moped/motorcycle park, so long as this is clearly marked in such a way that the motorcycle would not block access to the property.

If there was judged to be sufficient space, this could perhaps be two such motorcycle/moped spaces. Either way - whether the proposed solution is adhered to or my suggestion is acted upon - I would greatly appreciate yellow no parking lines being marked in the space directly in front of the stairway access to 5 Hadfield, to maintain clear access at all times. Many thanks .

Officers response:

Thank you for providing feedback to this traffic resolution. We have altered the traffic resolution proposing 3 metres of broken yellow lines over the accessway, leaving the rest of the area unrestricted so that it may be used by motorbikes.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

I support removal of the carpark. Allowing safe pedestrian movements, including to properties, is more important. With all these sorts of situations, there should be consideration of using some of the space for other purposes that would improve the street.

FEEDBACK RECEIVED

Absolutely Positively
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That might include motorbike or cycle parking (to discourage use of the footpath for that, although that is not relevant in this case as there is no footpath), amenity (e.g. a seat and small garden), a designated place for rubbish bags and recycling bins, etc. A problem with the traffic resolution process is that it looks at a street as just an engineered and regulated place for transport, not as a place that people live in.

Officers response:

Thank you for providing feedback to this traffic resolution. We have altered the traffic resolution proposing 3 metres of broken yellow lines over the accessway, leaving the rest of the area unrestricted so that it may be used by motorbikes.

Name: Jonathan Leach
Suburb: Kelburn
Agree: No

We have resided in Hadfield Tce for the past ten years and would like to note real concern at the proposed loss of one resident carpark outside No. 5 Hadfield Tce. While we appreciate and respect the noted pedestrian access issue to No. 5 over this past ten year period the demand on the very limited available resident carparking in the street has significantly increased (presumably by an increase in cars per household?) and the loss of one carpark will have a very real detrimental effect. Already there are a number of residents having to regularly park some distance away in adjacent streets and on some occasions parking illegally on Hadfield Tce on the yellow lines etc.

However, appreciating the pedestrian access issue to No. 5 as noted we would ask that an alternative solution be considered being just the addition of a narrow width (say 500-700mm) of yellow cross hatching to provide a modest but unimpeded walking accessway to No. 5 This would still leave the proposed resident carpark in place albeit it would be of a modest length but still suitable for most vehicles.

While on the subject of resident vehicle carparking on Hadfield Tce can you please clarify the policy on motorcycle/scooter carparking on designated resident carparking spaces? Are scooters/motorcycles required to have a resident parking permit to park on the designated resident parking zones? We presume not? At present on Hadfield Tce there are a number of people often parking their motorcycles/scooters on resident carparking zones either taking vehicle spaces outright or at least creating real challenges in parking when there is a motorcycle/scooter in the vicinity. We appreciate the need for scooters/motorcycles requiring the need for somewhere to park on the street and would ask if a modest designated "scoter/motorcycle only" area be considered

Officers response:

Thank you for taking the time to provide feedback on TR148-20 regarding Hadfield Terrace. I acknowledge the difficulty you experience in finding a car park near your property, however as you have noted safety and accessibility is the council's main priority.

Although only 3 metre of broken yellow lines would be required over the property access path to ensure safety and accessibility, by removing the parking over the property access this only leaves 3.7 metres gap before the car pad vehicle crossing for no.5 Hadfield Terrace.

FEEDBACK RECEIVED

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This gap does not allow sufficient space for parking in this location with the minimum parking space being 5 metres. Alongside this, parking within one metre of a vehicle crossing or driveway is illegal, and this is clearly stated in the New Zealand Road Code. Therefore, if the carpark was not removed, it would, in turn result in further obstruction issues for this property. Based on the feedback received, we have amended the traffic resolution proposing now just 3 metres of broken yellow lines over the accessway, leaving the rest of the area unrestricted so that it may be used by motorbikes.

Regarding your questions on motorbikes and scooter parking, they do not require a permit however our recommendation is for these 'vehicles' to be parked in coupon parking areas and not in residents parking spaces. We also recommend that motorbikes/scooters should park in a courteous way and park as close to the end of the marked parking areas as possible rather than in the middle of a marked coupon zone.

If you are concerned about the way in which a scooter/motorbike is parked, we do encourage you to call our contact centre on 04 499 4444 and a parking officer can be dispatched to investigate.

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:

Reference Number	<ul style="list-style-type: none">TR 149-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">Install 12 metres of broken yellow lines.
Why we are proposing the change	<ul style="list-style-type: none">We have received feedback from local residents who submitted on TR121-20 requesting for an extension of broken yellow lines due to the bicycle pinch point outside no.570 Adelaide Road. With the north bound lane measuring 3.1 metres in width there is limited room for vehicles to safely pass cyclists in this location.
Location – where we propose to make the change	<ul style="list-style-type: none">Adelaide Road, Berhampore - no.570
Impact	<ul style="list-style-type: none">Improves safety and accessibility for cyclists and vehicles traveling on Adelaide Road.Pedestrian impact – no change.Net parking impact - removal of two unrestricted parking spaces.
Additional Information	<ul style="list-style-type: none">Average daily traffic volume – 12,121.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 27 October 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 27 October 2020 and finishes 5.00pm Tuesday 10 November 2020.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Wednesday 11 November 2020.The proposal will go to Regulatory Processes Committee on Wednesday 9 December 2020.If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR 149-20 Adelaide Road, Berhampore – 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
Adelaide Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 122 metres north of its intersection with Dee Street (Grid coordinates x=1,748,445.19m, y=4,423,187.68m) and extending in a northerly direction following the western kerb line for 12 metres.</i>

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

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

Date: 24/11/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Name: Liz Springford
Suburb: Houghton Bay
Agree: Yes

As a cyclist and driver, I am very strongly in support of this change! 1. PERSONAL SAFE CYCLING EXPERIENCE: My main route for reaching the CBD from our new home in Houghton Valley, is via Island Bay cycleway. The Berhampore stretch is almost always the most stressful. When cycling, I don't want to be passed by cars, trucks and buses with less than 1.5m clearance between me and a solid metal 1+ tonne vehicle moving at 50kph. I also bike 1m away from parked cars - avoiding the dangerous "door zone". These are the safe cycling/driving practices outlined in NZ's Road Code. The pinch points created by randomly parked cars and the pedestrian safety areas (previously submitted on this) along this stretch of Adelaide Road, mean that when cycling here, I "take the lane". Unless there's a long stretch of extra space created by empty parking spaces, there's not enough time for a driver to pass me safely, before the yellow lines make passing illegal, and the 30kph zone matches my e-bike speed anyway. So I take the lane, biking in the middle of the lane, mostly from the first pedestrian pinch point (south end) through to the end of 30kph zone in Luxford Street. 2. SLOW DRIVING SPEEDS or UNSAFE CYCLING PRACTICE: Having guaranteed safe passing space by removing these car parks, would remove the psychological pressure of having a trail of cars, trucks and buses driving slowly behind cyclists (who are applying NZ Road Code safe practice guidelines). I have seen drivers ignore the yellow lines and pass illegally. An e-bike can manage 25-30kph up this 50kph zone, but pushbikes could be as slow as 5kph cycling up this stretch of Adelaide Road - which is a frustrating speed for people driving, especially on the way to work and school. This also makes it harder for cyclists on pushbikes to protect themselves and take the lane, knowing they'll reduce motorised traffic to as slow as 5kph. I have noticed that the majority of cyclists travelling along Adelaide Road put themselves at risk by biking inside the dangerous door zone of parked cars. 3. INTERIM STEPS WHILE WAITING FOR OVERDUE BERHAMPORE SAFE CYCLEWAY: There have been calls for safe separated cycleways through Berhampore for over a decade (which is very do-able - there is enough space even through the western shopping area), which has been repeatedly blocked by a very vocal minority group mostly in Island Bay. With 30 years as a Berhampore resident, and now as a Houghton Bay resident cycling via Berhampore, I have been personally advocating for much safer cycling for more than a decade. 4. SAFE CYCLING PROTECTS CLIMATE, HEALTH & HOUSEHOLD BUDGETS: Meanwhile the costs to our climate, health, household budgets and personal safety risks grow. 5. SAFETY ESPECIALLY FOR CHILDREN: Recently, I noticed around 40 bicycles parked at Island Bay School on an ordinary school day - surely these students deserve safer cycling, health and independence, as they move onto the local intermediate in Berhampore? 6. ACCELERATE CAR SHARE TO REDUCE PARKING DEMAND & FREE UP MUCH MORE SAFE CYCLING SPACE: Let's move beyond removing these few parking spaces in Adelaide Road, to clearing much more space for safe active travel. Wellington city clearly already has more privately owned cars, than capacity to safely park without blocking roads and footpaths, and our population and housing density continues to grow, increasing these obstructions. Well done WCC increasing car share parks - but please consider much more active partnering with car share companies to accelerate Wellingtonians' uptake of car share around our suburbs. Of course, car share isn't for everyone, but we all gain by accelerating car share uptake. Every car share vehicle takes around 10 privately owned cars out of moving traffic, and out of road space that would be much more efficiently and economically used for safe separated "all age all ability" cycleways.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

There's a greater than \$20 return on every dollar invested in building separated cycleways. As NZ's capital city, let's lead the way first to Net Zero emissions, and creating a healthier, happier, connected city on the way. Thanks for reading this submission.

Officers response:

Thank you for taking the time to provide such detailed feedback on this traffic resolution. I appreciate the information you have provided regarding the benefits of cycleways and increasing active modes of transport which aligns with the WCC's new parking policy.

As part of the greater Lets Get Wellington Moving project investigations into improving cycle facilities and routes will be investigated. For more information please go through the link below <https://lgwm.nz/our-plan/our-projects/bus-bike-and-walking-connections/>

Name: peterr
Suburb: Petone
Agree: Yes

Adelaide road features numerous dangerous pinch points caused by roadside parking. The database dangerspace.nz identifies this location in particular as a place of heightened risk due to the current parking spaces. Dangerspace.nz features at least seven near misses involving bicycles at this point alone recorded since 2019, the highest concentration of near misses on Adelaide Road. The status quo is not acceptable. The proposed change goes some way to addressing one of the many dangerous sections of Adelaide Road, and should be agreed.

Name: timo
Suburb: Karori
Agree: Yes

The obstruction caused by parked cars and poor driving by people who insist on overtaking here make it a particularly nasty pinch point for people riding bikes. I fully support removal of these parking spaces.

Name: Arrjay
Suburb: Kilbirnie
Agree: Yes

This area is very hazardous for bikes due to the pinch point and lack of visibility, and by extension to traffic in the opposite direction due to people passing unsafely.

Name: Flavia
Suburb: Island Bay
Agree: Yes

Those car parks are really unsafe for cyclists and drivers, there is not enough space to overtake a cyclist without going through the yellow line and no visibility of incoming traffic, while lots of drivers wait until safe to overtake my experience is that is not always and when it happens it's super scary. There is lots of options for locals to park around, if people leaving around think can be hard to get a park why not make some off parking around residents only

FEEDBACK RECEIVED

Absolutely Positively
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Name: mt
Suburb: Island Bay
Agree: Yes

It increases the space available for cyclists at a very narrow stretch of road at the crest of a hill and a slight bend. It will also increase the visibility for cars entering & exiting the adjacent car park on the west side of the road. There are a large number of cyclists who use the route daily (both commuters and SWIS students) without a reasonably safe route and this will help relieve one of the more dangerous stretches along Adelaide Road for them.

Name: jmar
Suburb: Newtown
Agree: Yes

This will widen the pinch point here for cyclists and motorists, resulting in fewer dangerous overtaking manoeuvres and improve the overall safety of cycling through this point.

Name: ReganDooley
Suburb: Island Bay
Agree: Yes

Thank you for listening to the feedback you have already received on this; which I hope you will include in your report to councillors

Name: Jason
Suburb: Island Bay
Agree: Yes

This is an incredibly dangerous stretch of roads for cyclist, particularly during morning commute with many Metlink buses and recycling trucks. I cycle on the pavement here every day for safety reasons.

Name: j0n00
Suburb: Te Aro
Agree: Yes

I strongly support this. Please see my submission on the previous traffic resolution.

Name: Pablo
Suburb: Island Bay
Agree: Yes

I am a cycling commuter and have been dangerously passed by motorists frequently on that spot. It is a very small price for people's safety, including children cycling from Island Bay to South Wellington Intermediate School.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

I support this, as it would make cycling safer. Impacts on parking can be mitigated by making more car parks for limited periods. In my submission on the parking policy I proposed that in all areas drop-off stops be provided, that anyone can use for a short period and disabled people for any period. And that there be some spaces that can be booked by local residents. There are many ways to ensure that there is far better accessibility with fewer actual car parks.

FEEDBACK RECEIVED

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Name: Erica
Suburb: Berhampore
Agree: Yes

This would a difference to cyclists, including myself.

Name: Patrick Morgan on behalf of CAN
Suburb: Wellington
Agree: Yes

On behalf of people who ride bikes, CAN supports this resolution on Adelaide Rd. Removing this pinch point aligns with many WCC policies, such as traffic safety, transport mode shift, and Te Atakura carbon reduction plans. See the video at <https://twitter.com/i/status/1125504667801214976> for a recent crash. Thank you for making our streets safe and attractive for people who ride bikes.

Name: Peter
Suburb: Unknown
Agree: Yes

I supported TR121-20 and extend my support to TR149-20. It's very important that there is space for cyclists on hills because there are a lot of very aggressive car drivers out there who can get very bothered by the fact that a cyclist has power over them when they take the lane. Personally, I have had some horrible experiences with entitled, aggressive car drivers on stretches of road like this. The worst occasion was when I was heading South on Adelaide Road near Countdown going up the hill. I was on my e-bike going about 25-30kmh uphill. I took the whole lane because there was oncoming traffic and cars parked to the left of me. There was no room for a car to safely overtake me. However, the man in the car behind me started tooting and yelling at me. I ignored him because I didn't want him to put me in danger by overtaking me too close or causing a head on crash with oncoming traffic. At the lights at the top of the hill he got out of his car and came over to me and started to try and fight me. I fled on my bike and then he started driving after me. I hid in an alley way just opposite the hospital beside the motor lodge and waited 5 minutes, when I came out he was driving past and he stopped and turned around and drove his car straight at me, trying to run me over and kill me. I had much more agility on my bike luckily and crossed the street to the hospital car park. I then walked my bike through the hospital and went out the other side to the top of Newtown. It was an extremely horrible experience, the entitlement that some car drivers have is disgusting. Please also consider removing car parking on Adelaide Road so that there is room for cyclists going uphill so more people don't have to suffer the horrible abuse that I went through that day.

Name: Sarah Hewitt
Suburb: Berhampore
Agree: Yes

I support the removal of car parks on Adelaide Road as proposed in TR149-20. As someone who drives this route regularly, it would be much safer for the cyclists who use this route.

Name: chris_wlg
Suburb: Mt Victoria
Agree: Yes

I supported TR121-20 and extend my support to TR149-20. I support the removal of car parks on Adelaide Road as proposed in TR149-20.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: jcrossland
Suburb: Mount Cook
Agree: Yes

Yes, this area is very dangerous for cyclists. Please help improve road safety

Name: Scop
Suburb: Island Bay
Agree: Yes

This will remove a dangerous pinch point for cyclists

Name: Salpage
Suburb: Island Bay
Agree: Yes

This is a pinch point for cyclists and is scary and dangerous. The less cars parked along Adelaide road the better.

Name: Alex Dyer
Suburb: Not known
Agree: Yes

I would like to express my strong support of the traffic resolution to add broken yellow lines in the location specified in TR149-20 on Adelaide Road. I am grateful to WCC for listening to feedback on the original TR for this location and enlarging the amount of space being repurposed to enhance the space to make this location safer.

Name: James Burgess
Suburb: Not known
Agree: Yes

I support the removal of car parks on Adelaide Road as proposed in TR149-20. The car parks create a pinch point where cyclists are slow as they climb the hill. I've experienced a number of close passes by drivers at this location. Removing those parks will make my journey safer and more comfortable. I'd like to add my voice to the calls for faster action on the Southern Connections too! This road really needs a bike lane.

Name: Hinrich Schaefer
Suburb: Not known
Agree: Yes

I support the removal of car parks on Adelaide Road as proposed in TR149-20. This will make the road a lot safer for cycling and also for car traffic, because people exiting the car park between sports fields and golf course have extremely limited visibility of oncoming traffic as they have to pull out onto Adelaide Road.

Name: Mark
Suburb: Not known
Agree: Yes

I supported TR121-20 and extend my support to TR149-20 which will extend the no stopping lines making this pinch point safer for people on bikes.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I would like to see the Council consider similar Traffic Resolutions to make the stretch of Adelaide Road to the north of this point safer too.

It is currently very uncomfortable to ride. If removal of parking poses a problem, I suggest the vacant lot at 500 Adelaide could be repurposed for parking such that some may be removed from the roadway in this area.

Name: Andrew
Suburb: Not known
Agree: Yes

I supported TR121-20 and extend my support to TR149-20. Thanks so much for considering my feedback on this pinch point, this will be a useful improvement!

Name: Antony Foster
Suburb: Not known
Agree: Yes

I supported TR121-20 and extend my support to TR149-20. Removing the two additional spaces will make this stretch of road much safer for those using a bicycle as their means of transportation.

In support of; suburb unknown:

Name: Janet - I supported TR121-20 and extend my support to TR149-20

Name: Daryl - I supported TR121-20 and extend my support to TR149-20

Name: Rhedyn - I support the removal of car parks on Adelaide Road as proposed in TR149-20

Name: Sally - I support the removal of car parks on Adelaide Road as proposed in TR149-20

Name: Daniel - I support the removal of car parks on Adelaide Road as proposed in TR149-20

Name: Martin Hefford - I supported TR121-20 and extend my support to TR149-20

Name: Carl Howarth - I supported TR121-20 and extend my support to TR149-20

Name: Jude Douglas - I supported TR121-20 and extend my support to TR149-21

Name: Arthur Price - I supported TR121-20 and extend my support to TR149-20

Name: Ingo Schommer - I supported TR121-20 and extend my support to TR149-21

Name: Andrew Roxburgh - I supported TR121-20 and extend my support to TR149-20

Name: barbara wheeler - I supported TR121-20 and extend my support to TR149-20

Name: Grant - I supported TR121-20 and extend my support to TR149-20

Name: Patrick - I supported TR121-20 and extend my support to TR149-20

Name: Graham Joe - I support the removal of car parks on Adelaide Road as proposed in TR149-20

Name: Linda Beatson - I support the removal of car parks on Adelaide Road as proposed in TR149-20

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:

Reference	<ul style="list-style-type: none">• TR150-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 30 metres of broken yellow lines along the northern side of School Road extending in a westerly direction from the intersection of Hutt Road.• Install 16 metres of broken yellow lines along the northern side of School Road opposite no.5.
Why we are proposing the change	<ul style="list-style-type: none">• We have received accessibility and safety concerns from a local business owner about vehicles parking along the northern side of School road restricting and blocking access for larger commercial vehicles who regularly use this road to service the businesses.• The road width is approximately 3.3 metres outside no.5 School Road and does not allow enough room for vehicles to park on either side of the road and restricts vehicles from safely being able to manoeuvre and pass through.• The road width is approximately 5.5 metres in the southern section of School Road and with vehicles parking on one side of the road, the road is reduced to a single lane. Due to this being close to the intersection, vehicles are not able to safely pull over to allow opposing vehicles to pass. This is especially important close to the busy intersection with Hutt Road where access and egress must be provided for the safe and efficient movement of traffic.
Location – where we propose to make the change	<ul style="list-style-type: none">• School Road, Kaiwharawhara – outside no.5 and extending from the intersection with Hutt Road
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for vehicles (heavy trucks) travelling on School Road.• Removal of 5 unrestricted parking spaces.• Pedestrian impact - Increased safety for pedestrians as they are more visible and have more space to ensure a safe separated distance between moving vehicles.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Additional Information	<ul style="list-style-type: none">Average daily traffic count – no data for this cul-de-sac. <p>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 27 October 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Wednesday 11 November 2020.The proposal will go to Regulatory Processes Committee on Wednesday 9 December 2020.If approved, the proposal will be installed within the following 3 months.

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

Proposed broken yellow lines extending 16 metres

3.3m

New Development

School Road

Kaiwharawhara Road

Proposed broken yellow lines extending 30 metres

Existing broken yellow lines

5m

Hutt Road

0 5 10 15 20 25 30

SCALE 1:500 ORIGINAL SIZE

Drawn: Renee Goleti Designer: Renee Goleti Projects:
 Drawing Check: Design Check:
 Project Check:
 Scale: (At 1:250)

School Road, Kaiwharawhara
 Proposed Broken Yellow Lines

Drawing Ref: DIV

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
School Road	<i>No Stopping, At All Times</i>	<i>North side, commencing at its intersection with Hutt Road (Grid coordinates X=1,749,884.33m Y=5,430,783.89m) and extending in an westerly direction following the northern kerb line for 30 metres.</i>
School Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 82 metres west of its intersection with Hutt Road (Grid coordinates X=1,749,884.33m Y=5,430,783.89m) and extending in an westerly direction following the northern kerb line for 16 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 24/11/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: patrick
Suburb: Ngaio
Agree: Yes

Agree

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

I support this, as it is important that commercial vehicles can safely operate in these sorts of areas. The opportunity could be taken to put a seat at the edge of the stream for workers to use in their breaks. My charitable trust would gladly support improving the area for workers.

Officers response:

Thank your taking the time to provide feedback on this traffic resolution. Thank you also for the suggestion for a seat in this area, I will pass on your details to the relevant department to discuss this further.

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:

Reference	<ul style="list-style-type: none"> TR166-20 – residents parking
What we'd like to do	<ul style="list-style-type: none"> Addition of two residents parking spaces on the northern side of Ellice Street.
Why we are proposing the change	<ul style="list-style-type: none"> In the August Regulatory Process Committee, Councillors approved TR87-20 adjusting the bus stop time restriction on Ellice Street to start at an earlier time in the morning and afternoon. There were also changes to the bus stops on Austin Street. In addition, Councillors recommended that Council officers identify further resident parking options for Ellice Street residents affected by the bus stop earlier start. It is proposed to install two additional residents parking spaces on Ellice Street to provide the residents in the immediate neighbourhood more parking opportunities.
Location – where we propose to make the change	<ul style="list-style-type: none"> Ellice Street, Mt Victoria - outside no.115
Impact	<ul style="list-style-type: none"> Improves parking availability and accessibility for residents on Ellice Street. Net parking impact - add two residents parking spaces. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,194. 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 27 October 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 27 October 2020 and finishes 5.00pm Tuesday 10 November 2020.</p>

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

1. Feedback collated by Wednesday 11 November 2020.
2. The proposal will go to Regulatory Processes Committee on Wednesday 9 December 2020.
3. If approved, the proposal will be installed within the following 3 months.

Proposed two residents parking spaces at all times

11m

113

115

90

Austin Street

Ellice Street

0 2,5 5 7,5 10 12,5 15

SCALE 1:250 ORIGINAL SIZE

Although the information displayed has been prepared with care and to good effect, this map is designed to be illustrative only. The council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundaries and other displays may not be 100% accurate, and can only be verified by a registered surveyor.

This map is shown in the New Zealand Geographic Information System, using New Zealand Geospatial Data 2008. Copyright information is available from Land Information New Zealand. Credit: Copyright Reserved.

Map of the City of Mt. Victoria, New Zealand, 2008. Copyright Reserved.

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Drawn: Ramesh Gokul	Designer: Ramesh Gokul	Project: -
Drafting: Ramesh Gokul	Design: Ramesh Gokul	
Checked: Ramesh Gokul	Checked: Ramesh Gokul	
Scale: (A4 1:250)		

Ellice Street, Mt Victoria

Proposed Residents Parking spaces

A4 **Drawing Ref DV**

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule E (Residents Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Ellice Street	<i>Residents parking, At All Times</i>	<i>North side, commencing 6 metres east of its intersection with Austin street (Grid coordinates X=1,749,502.84m Y=5,426,277.53) and extending in an easterly direction following the northern kerb line for 11 metres.</i>

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

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

Date: 24/11/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: KG
Suburb: Mount Victoria
Agree: No

Fewer cars in the neighbourhood would be better, not more.

Name: Paula Warren
Suburb: Kelburn
Agree: No

I would like to see this deferred until there has been consideration of all the options for providing fair use of the space in this area. In general, I don't believe that traditional residents parking zones are a good idea. In my neighbourhood they just mean that some neighbours store their cars permanently out there, and there is nowhere for tradespeople, jumbo bins, visitors, etc. So the footpath gets used for all those other uses.

Name: Erica
Suburb: Berhampore
Agree: No

I'm not sure why we are encouraging and pandering to on-street parking. People living so close to the town don't all need cars.

Officers response to all submitters:

Thank you for providing feedback for this traffic resolution. An updated parking scheme is currently being developed under the new WCC parking policy, however while the detail of how this is to be implemented, we are proposing to install residents parking spaces to address the current concerns of residents in this area effected by the changes at the nearby bus stop(s).

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:

Reference	<ul style="list-style-type: none"> TR168-20 – P10 time restricted parking space
What we'd like to do	<ul style="list-style-type: none"> Addition of one P10 time restricted parking space Monday – Friday 8am-6pm outside the Berhampore public toilet.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from the building manager of Luxford Villas (A multi-unit residential complex) about vehicles blocking the driveway access to no. 29 Luxford Street while the public park to use the Berhampore public toilet. The proposed P10 provides short-term parking in this location, where parking is often not available within a short walk. The proposed P10 parking will reduce the occurrence of the driveway being blocked. Currently time unrestricted parking is taking place in this location.
Location – where we propose to make the change	<ul style="list-style-type: none"> Luxford Street, Berhampore – outside no.33
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for residents at no. 29 Luxford Street and members of the public using the Berhampore public toilet. Net parking impact - addition of one P10 time restricted parking space. Pedestrian impact - improved pedestrian safety as cars will be less likely to park over the footpath.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 7,867. 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 27 October 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 27</p>

We are proposing a change in your area

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	October 2020 and finishes 5.00pm Tuesday 10 November 2020
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 11 November 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 9 December 2020. 3. If approved, the proposal will be installed within the following 3 months.

Traffic Resolution Plan: TR168-20 Luxford Street, Berhampore– P10 Time restricted parking space



We are proposing a change in your area

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Legal Description:

Add to Schedule E (Time restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Luxford Street	<i>P10, Monday- Friday 8am-6pm</i>	<i>South side, commencing 161 metres west of its intersection with Rintoul street (Grid coordinates X=1,748,791,711.62m Y=5,424,200.97m) and extending in an westerly direction following the southern kerb line for 6 metres.</i>

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

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

Date: 24/11/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: jcrossland
Suburb: Mount Cook
Agree: Yes

this is a sensible change

Name: j0n00
Suburb: Te Aro
Agree: Yes

I support this change as vehicles parked in this location make it difficult when driving a bus to pull into the bus stop immediately after. This should have been noted in the "impact" section of the traffic resolution. The traffic resolution should go further and remove the car park completely as this will have the greatest positive impact for the issues noted and the ease of access for buses to the bus stop. A significant amount of free, unrestricted parking is available within 100m of the public toilets, so this specific park is unnecessary.

Officers response:

Thank you for taking the time to provide feedback on this traffic resolution.
Thank you for acknowledging the impact this may have on buses. At this stage we are not looking to remove the car park. This is not a bus stop that has been brought to our attention by the Greater Wellington Regional Authority.

Name: Pablo
Suburb: Island Bay
Agree: Yes

It seems like a very sensible idea.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

I strongly support this. This is a good illustration of the problems created by not having these sorts of short term car parking options for people wanting to do things like going to the toilet, picking someone up, etc. We need a lot more of these sorts of spaces to keep cars off the footpath, combined with better enforcement of illegal footpath parking. I used to live almost opposite those toilets, and they were used a lot by people in cars, as well as walkers. And while I'm on the subject, we don't have nearly enough public toilets in our suburbs. It's a long walk from there to the next ones in either direction.

FEEDBACK RECEIVED

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Officers response:

Thank you for taking the time to provide feedback on this traffic resolution. I will pass on your request for more public toilets in this area.

Name: Erica
Suburb: Berhampore
Agree: Yes

Makes sense.