
**ORDINARY MEETING
OF
REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Wednesday, 3 February 2021
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Condie
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 9 December 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

NAME FOR PRIVATE RIGHT-OF-WAY IN ISLAND BAY

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for a private right-of-way in Island Bay, as shown on F Plan 3119 (Attachment 1 refers).

Summary

2. A new private right-of-way is to be formed leading off Freeling and Rhine Streets in Island Bay. It now needs to be named to allow addresses to be assigned. Addresses enable property owners to construct dwellings and arrange service connections. They also enable wayfinding. The name **Ara Paekawakawa** has been proposed. This name fits the provisions of the Council's Naming Policy: Te Māpihi Maurea.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to approve the name Ara Paekawakawa for the new private right-of-way shown on F Plan 3119.

Background

3. A new private right-of-way, giving access to thirty-five new lots, is to be formed off Freeling and Rhine Streets in Island Bay. It now needs to be named in accord with the Addressing Standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea which guide that right-of-ways should be named when more than five properties will be accessed from that right-of-way, whether public or private. Addresses enable property owners to construct dwellings and arrange service connections. They also enable wayfinding.

Discussion

4. The name **Ara Paekawakawa** has been proposed for the private right-of-way shown on F Plan 3119. This name meets criteria under all three priority levels listed in the Council's Policy. This was the only name proposed during consultation with the developer, the Island Bay Residents' Association, and mana whenua via the Council's Tira Poutama, Iwi Partnerships Team.
5. According to a cultural impact report prepared for Massey University by Raukura Consultants, in association with Wellington Tenth's Trust and Port Nicholson Block Settlement Trust (*Puke Ahu*, n.d.), Island Bay was the site of one of several "coastal settlements" occupied by "Te Atiawa hapū" and known as Paekawakawa.

6. The name 'Paekawakawa' is a reference to the kawakawa which were presumably found in abundance in the Island Bay area at the time it was occupied by mana whenua (Nature Space, n.d., <https://www.naturespace.org.nz/history/history-paekawakawa-reserve>). A small tree or large shrub, the Herb Federation of New Zealand (2021, <https://herbs.org.nz/kawakawa-fact-sheet/>) notes the kawakawa was valued for its medicinal and insect repelling qualities, and this use continues today. Since the seeds are enjoyed by birds, the shrub must also have been useful as a drawcard for them; the birds would have been a potential source of food and feathers.
7. Located in Island Bay, Paekawakawa Stream is now largely piped but still has an outlet to the sea at Island Bay. Eels are known to swim up the stream (within the pipe) as they return from the sea just as they would have done during pre-colonial times (source: Radio New Zealand, 30 May 2019, *The streams beneath the streets*, <https://www.rnz.co.nz/national/programmes/ourchangingworld/audio/2018697287/the-streams-beneath-the-streets>). Paekawakawa Stream would presumably therefore have been a source of fresh water and food for the settlement.
8. As the name given to the area encompassing the new right-of-way, that was occupied by a settlement, and reflecting the natural resources found in the area, Paekawakawa is a te reo name that is appropriate for this right-of-way. Endorsed as appropriate by Council's Tira Poutama, Iwi Partnerships Team, the name **Ara Paekawakawa** thereby satisfies the criteria for a first-priority name (the Policy, p. 8).
9. The Tira Poutama, Iwi Partnerships Team has observed that the name 'Paekawakawa' accords somewhat with the naming theme in Island Bay of European rivers (the Policy, p. 17). As the name of a local waterway, the name 'Paekawakawa' can be said to also meet the criteria required for a name to meet a second-priority name: "where a specific theme is associated with the location..." (the Policy, p. 8), but with a perspective applied to this theme that lends it relevance in Aotearoa New Zealand today.
10. Being both the name of the stream in this area and reflective of the historical nature of the area as having abundant kawakawa, 'Paekawakawa' also meets both criteria of names that merit a third-order priority standing. It "reflects the local landscape, topographical features (e.g. streams), or flora or fauna [and is an] appropriate te reo" (p. 8) name.
11. As well, the name 'Paekawakawa' is closely aligned to the alternative criteria that confers a third-order priority. Although the private right-of-way for which the name 'Ara Paekawakawa' is proposed doesn't lead to the nearby Paekawakawa Reserve to directly meet the alternative criteria of a third-order priority name, noted in the Policy on page 8, the proposed lots 20 to 25 (inclusive) directly abut the reserve. The location of the reserve is indicated on F Plan 3119. Paekawakawa Reserve is administered by a trust, and there is an "Open Space Covenant with the Queen Elizabeth II National Trust" over it (Nature Space, n.d., <https://www.naturespace.org.nz/history/history-paekawakawa-reserve>).
12. Finally, in summary of the criteria conferring priority in the Policy: a name can be awarded primary priority when it is "an appropriate te reo name where the site is important to mana whenua" (p. 8). To be considered to have secondary priority, a name may be one that tells a story (with te reo names preferred where appropriate) or accords with a theme that is already evident and still relevant. Meeting the third-ranked priority order are names which reflect either/or/both natural and physical characteristics of a site. Appropriate te reo names are preferred. Finally, names that

reflect “adjacent street/suburb/open space names, e.g. naming a new reserve the same as a nearby road” (the Policy, p. 8) also achieve tertiary priority.

13. The developer of the site, the Island Bay Residents’ Association, and the Council’s Tira Poutama, Iwi Partnerships Team have all endorsed the proposed name. The developer has advised that many of the lots in this subdivision have already been purchased but has also advised the proposed name to the new owners and confirmed there is no opposition to the name ‘Paekawakawa’. Tira Poutama has advised the road name type of ‘Ara’ is appropriate for use with this name. The recommended name is therefore **Ara Paekawakawa**.


Options

14. The following options have been identified:
- the Regulatory Processes Committee (the Committee) can either approve or reject the recommendation of this report. Should the recommendation be rejected, the consultation process will recommence;
 - the Committee can amend the road name type from ‘Ara’ to ‘Way’. This would mean it would need to approve the name ‘Paekawakawa Way’ instead of the recommended name of ‘Ara Paekawakawa’.

Next Actions

15. Should the Committee endorse the recommendations of this report, addresses will be allocated to the proposed lots. This will enable completion of the subdivision and the building of housing on the lots. The developer will be asked to display the appropriate signage indicating the name of this private right-of-way. Relevant parties to whom the name will be notified include Land Information New Zealand, Fire and Emergency New Zealand, and New Zealand Post.
16. If the Committee rejects this report’s recommendations, then consultation will recommence as appropriate.

Attachments

Attachment 1. F Plan 3119 [↓](#) 

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Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

The Council's Tira Poutama, Iwi Partnerships' Team, the Island Bay Residents' Association, and the developer have been consulted. Purchasers of lots in the subdivision to date have been consulted by the developer.

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

Treaty of Waitangi considerations

The Council's Tira Poutama, Iwi Partnerships' Team has endorsed the recommended name as appropriate for use for this new private right-of-way in Island Bay. The name recommended by Council officers provides links with past and current use of this site.

Financial implications

Not applicable.

Policy and legislative implications

The provisions of the Council's Naming Policy: Te Māpihi Maurea have been applied to the consideration of the proposed name.

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

Risks / legal

Naming roads permits the allocation of addresses according to the Local Government Act 1974 (s319(b)) and the Addressing Standard AS/NZS 4819:2011. Addresses facilitate way-finding for visitors to an area. To the extent that this enables the well-being of communities by reducing the possibility of a fatal delay in attending an emergency event, the timely naming of roads meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Assigning addresses to the newly created lots created as a result of this subdivision is also necessary to enable purchasers to obtain the necessary consents to construct dwellings and arrange service connections

Climate Change impact and considerations

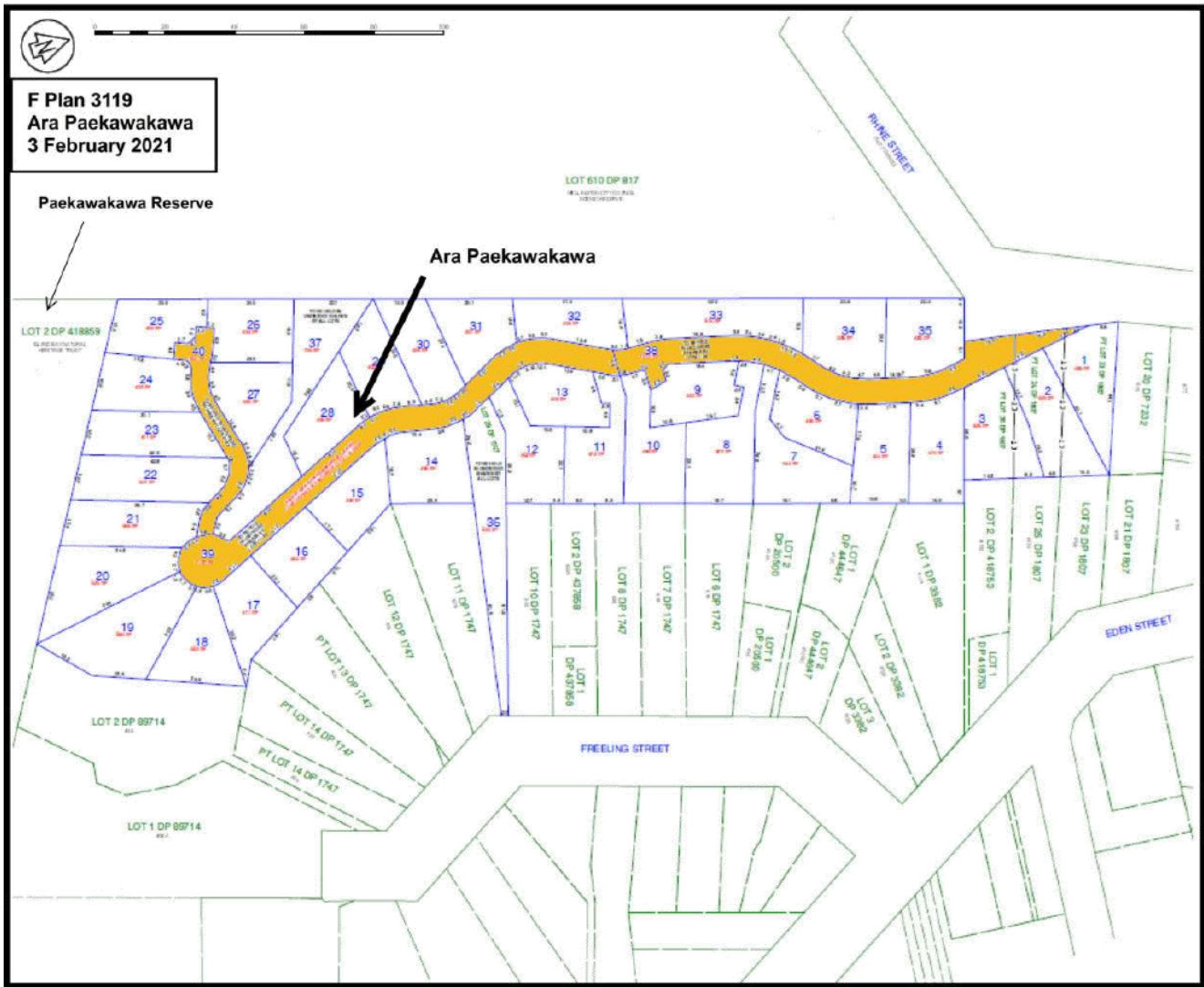
Not applicable.

Communications Plan

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

Health and Safety Impact considered

Health and safety for residents and the general public will be facilitated by naming this private right-of-way. Visitors to the area, including emergency services, will be able to more easily locate their destination.



MINOR AMENDMENT OF SUBURB BOUNDARY: GLENDSIDE/CHURTON PARK

Purpose

1. This report asks the Regulatory Processes Committee to approve a minor amendment of the suburb boundary between Glenside and Churton Park, as shown on F Plan 3116A (Attachment 1 refers).

Summary

2. A minor amendment of the suburb boundary between Glenside and Churton Park is proposed. The effect of the amendment will be to move the suburb boundary to follow the borders of nine new allotments to be created as a result of subdivision in the area. Issues that are anticipated to otherwise occur will thereby be avoided.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the suburb boundary amendment between Glenside and Churton Park shown on F Plan 3116A.

Background

3. Council resolution 2.3.3 of 30 May 2018 delegates the authority to approve minor uncontentious changes to suburb boundaries to the Chair of the Regulatory Processes Committee and a senior Council officer who has been approved to do so by the Chief Executive. This delegation is continued for the current triennium under the *Terms of Reference and Delegations of Wellington City Council 2019-2022*, item 3.3.4.
4. In this instance, the suburb boundary adjustment is contested, and therefore the proposed amendment has been referred to the Regulatory Processes Committee to consider.
5. A previous suburb boundary amendment, shown on F Plan 3116 (Attachment 2 refers), was proposed but rejected at the meeting of the Council's Regulatory Processes Committee on 14 October 2020
6. At the meeting of 14 October 2020, the Council's Regulatory Processes Committee instead directed "officers to investigate how the suburb boundary [between Glenside and Churton Park] might be improved by minor technical adjustment" under resolution 2.1.3 (The Committee, 14 October 2020, p. 7). This report is the outcome of that investigation.

Discussion

7. Ongoing greenfield development straddling the suburbs of Glenside and Churton Park will create new lots in this area. Some of the new lots to be created as part of the most

recent subdivision will be bisected by the current suburb boundary line between Glenside and Churton Park. Should the boundary line remain as is, it is likely the residents of the nine properties bisected by the suburb boundary will be affected by confusion as to their location. A suburb name forms part of an address, however in this case the relevant suburb will be unclear for the affected properties since they straddle two suburbs. Along with other visitors to the area, postal and emergency services may struggle to find these properties.

8. Rejecting a previous proposal for a suburb boundary amendment, shown on F Plan 3116 (Attachment 2), resolution 2.1.3 of the Regulatory Processes Committee meeting of 14 October 2020 directed Council officers to investigate how the suburb boundary between Churton Park and Glenside could be amended to improve addressing and wayfinding with regards to alignment of the suburb boundary with properties. This investigation has identified an amendment that is proposed as a minimum to assist wayfinding in this area. This amendment is shown on F Plan 3116A (Attachment 1). The location of the proposed new boundary is delineated in red. Where the location of the proposed boundary differs from the current boundary, the current boundary is shown in blue.
9. At the meeting of the Council's Regulatory Processes Committee on 14 October 2020, resolution 2.1.5 was also passed. It directed officers to "discuss with the developer the need to bring forward the completion of the road connecting the subdivision to Westchester Drive to allow for better access for emergency services" (Minutes, 14 October 2020, p. 8). Officers in the Council's 'Networks' business unit have accordingly raised the question of the time-to-completion of the planned road between Farnworth Terrace and Westchester Drive with the developer. The developer has advised the work required to ensure services and infrastructure is in place to enable the construction of homes, and the staged nature of the development process, precludes early connection of the road with Westchester Drive. The developer has advised the final stage of the development will be the connection of the new road with Westchester Drive in about five years' time. The developer has also noted the construction of the road is a condition of the resource consent for this subdivision.
10. The Glenside Progressive Association Inc. and the Churton Park Residents' Association Inc. have both been consulted. The former has endorsed the proposed suburb boundary amendment shown on F Plan 3116A as making "sense" (The Chair, by email, 24 Nov 2020). The Churton Park Residents' Association (CPRA) has expressed no opinion with regards to the proposed amendment shown on F Plan 3116A. The former is opposed to a larger-scale amendment, as shown on F Plan 3116, while the latter supports the amendment shown on F Plan 3116.
11. Since emergency services are likely to be affected by any confusion over the location of a property in this area, the views of Fire and Emergency New Zealand (FENZ) were sought during the consultation process. FENZ has advised a preference for the suburb boundary to be moved to more broadly reflect the primary access route to all the new lots to be created in this planned development, as per F Plan 3116. Nevertheless, FENZ has endorsed the proposed minor amendment shown on F Plan 3116A.
12. The developer's agent has emphasised the developer's view that the suburb boundary should be moved to encompass the whole of the proposed development, as per F Plan 3116. The developer is the owner of the affected site.

13. Amending the suburb boundary to follow either of the amendments shown on F Plan 3116A and F Plan 3116 will minimise potential delays when emergency services attend callouts to the area. It will also facilitate the delivery of postal services and the ability of visitors to the location to find destination points. Residents of the affected properties will be able to avoid potential and ongoing inconvenience associated with confusion over their addresses.
14. Amendment of the suburb boundary between Glenside and Churton Park, as shown on F Plan 3116A, is recommended as a minimum. Stakeholders are divided as to the extent of any amendment to the suburb boundary between Glenside and Churton Park. Endorsement of the suburb boundary amendment shown on F Plan 3116A will mean the potential for issues with regards to addressing and wayfinding will be reduced for the nine properties which would otherwise be bisected by the suburb boundary. The suburb boundary amendment shown on F Plan 3116 is the more extensive of the two, providing for the access route to the new lots to be reflected in the addresses of those lots until the road link with Westchester Drive is completed. Any suburb boundary amendment at this stage can be further amended at a later date as the need arises.



Options

15. The following options have been identified:
 - Do nothing, meaning the status quo is retained;
 - Authorise amendment of the suburb boundary as shown on F Plan 3116A;
 - Authorise amendment of the suburb boundary as shown on F Plan 3116; or
 - Defer any decision on amendment of the suburb boundary for 6 months. This will permit progression of the development to inform any future decision.

Next Actions

16. Should the Regulatory Processes Committee authorise amendment of the suburb boundary according to either F Plan 3116A or 3116, the appropriate notifications and updates will be made by officers. These include updates to the spatial information meaning the Council maps will display the amended boundary.

Attachments

Attachment 1.	F Plan 3116A Proposed Minor Amendment of Suburb Boundary ↓ 	Page 18
Attachment 2.	F Plan 3116 Larger-Scale Amendment of Suburb Boundary ↓ 	Page 19

Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with the two community associations affected by the proposed suburb boundary amendment, namely the Glenside Progressive Association Inc. and the Churton Park Residents' Association Inc.

The owner of the affected site has advised they would prefer a larger-scale amendment to the boundary, as shown on F Plan 3116. The owner is also the site's developer.

Fire and Emergency New Zealand (FENZ) favour a suburb boundary amendment as shown on F Plan 3116. Nevertheless, they have endorsed the amendment as proposed on F Plan 3116A.

Treaty of Waitangi considerations

No considerations in relation to Te Tiriti o Waitangi have been identified.

Financial implications

Not applicable.

Policy and legislative implications

Section 319B of the Local Government Act 1974 directs that the allocation of addresses is the responsibility of the Council. Since the suburb name forms part of an address, Council has the mandate to consider suburb boundaries. Various aspects of the Council's Naming Policy: Te Māpihi Maurea apply, for example, with respect to consultation and the assignation of addresses.

Risks / legal

Council is required by legislation to assign addresses to properties within its authority. As well as Section 319B of the Local Government Act 1974, Section 14(c) of the Local Government Act 2002 requires Council to "take account of ... (ii) the interests of future as well as current communities; and (iii) the likely impact of any decision on the interests [of the community]". Addresses need to be such that undue delays for emergency services trying to locate a specific property are avoided. Such delays have the potential for tragic consequences. Under the relevant legislation noted, Council is obligated to minimise this potential as far as possible.

The ability of owners to construct new dwellings is negatively impacted when addresses are not assigned in a timely manner. Addresses enable the necessary consents to be issued, such as resource and building consents. Addresses also facilitate the connection of relevant services to new properties.

Climate Change impact and considerations

No relevant climate change impacts or considerations have been identified.

Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post, and Fire and Emergency New Zealand.

Health and Safety Impact considered

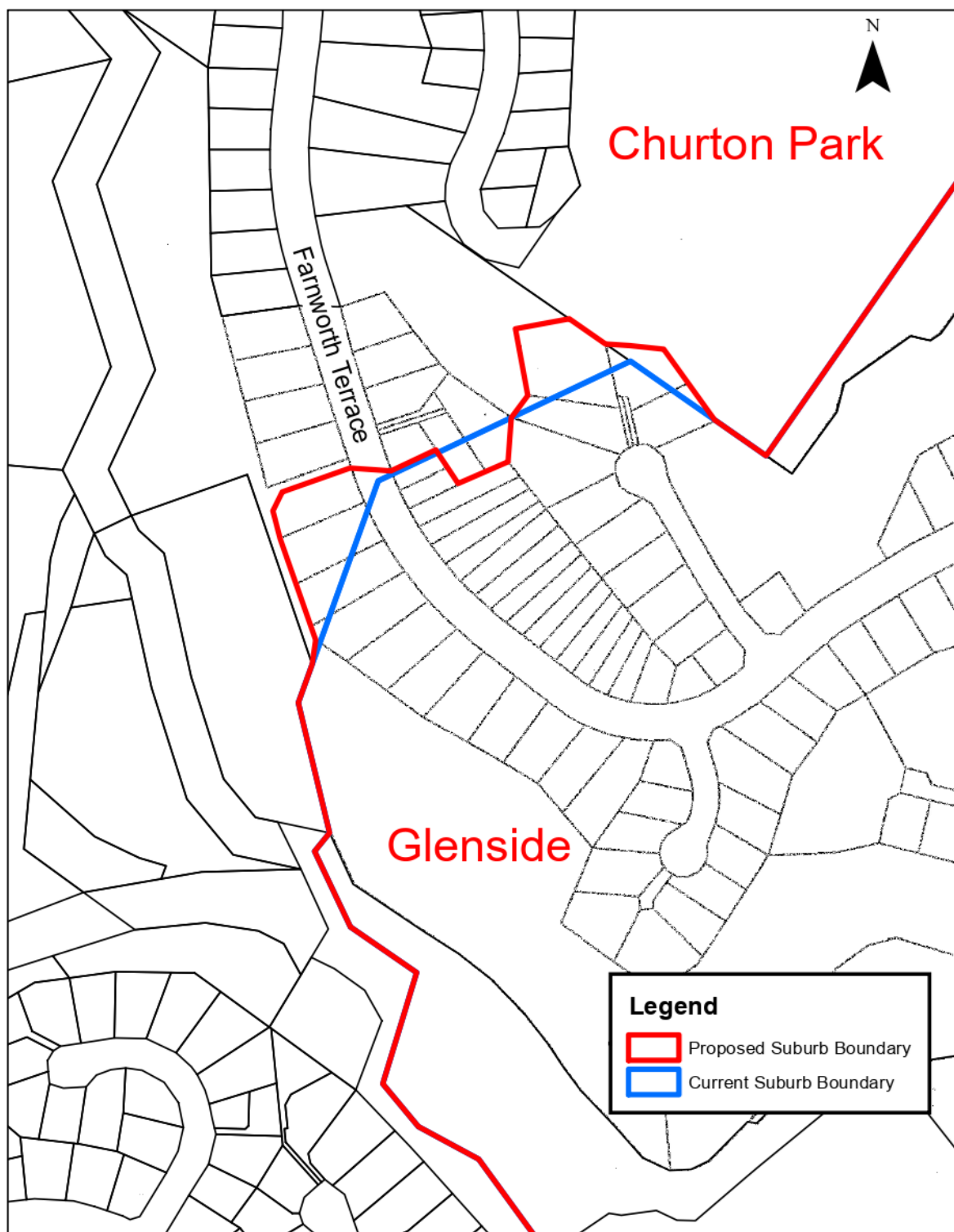
Health and safety are enhanced when addressing minimises time delays and confusion, allowing emergency services to more easily locate the site of any emergency. As address include the suburb in which properties are located, this consideration extends to the boundaries of suburbs.

F Plan 3116A

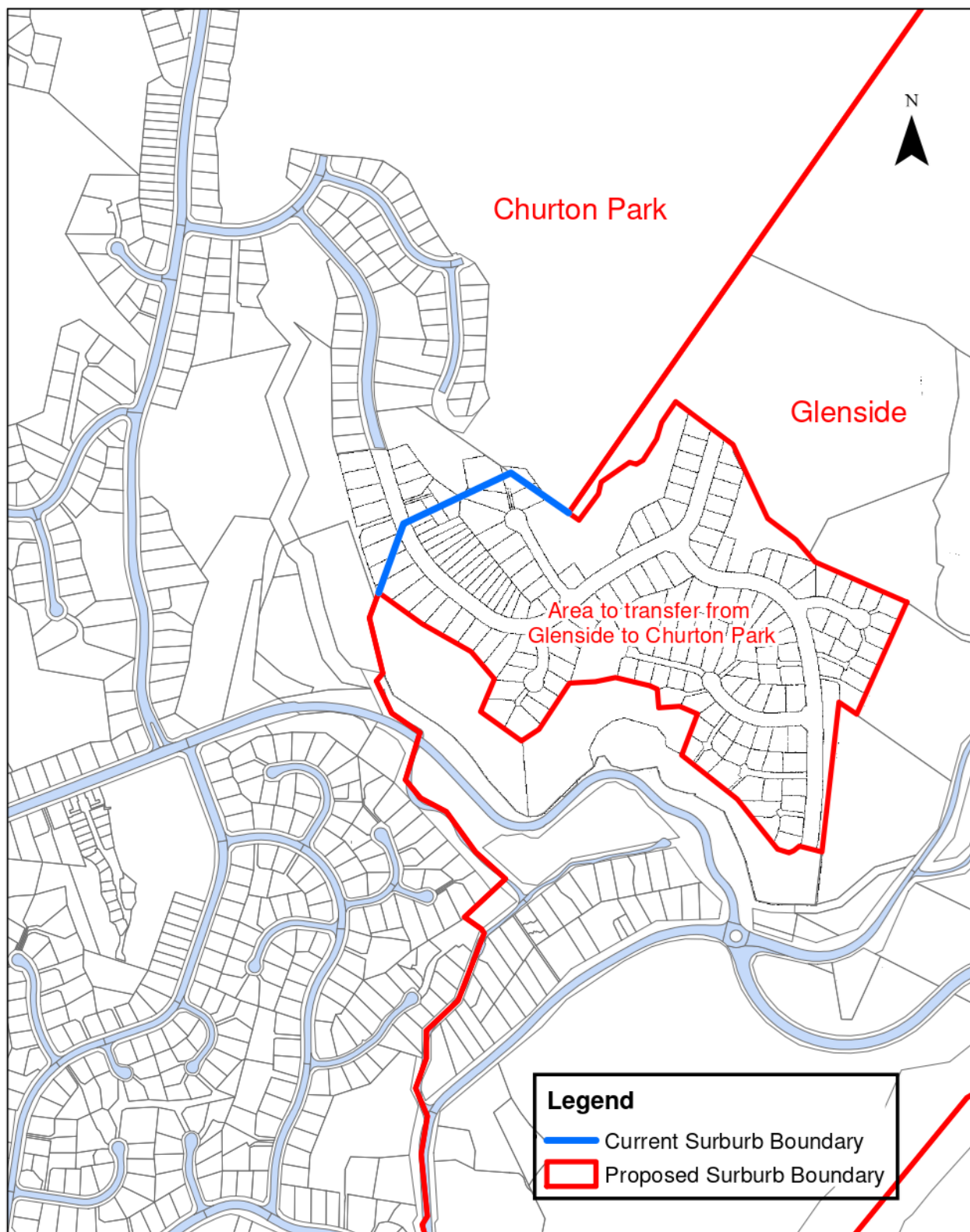
Suburb Boundary: Churton Park / Glenside

3 February 2021

1:2,500



F Plan 3116
Suburb Boundary: Churton Park / Glenside
14 October 2020



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.

Cuba Dupa Friday 26 March 2021 11.59 pm to Monday 29 March 2021 3.00am

Peachey Keen Festival Wednesday 31st March 2021 to Tuesday 6 April 2021
8.00am to 6.00pm

Pride Parade Saturday 10 April 2021 7.00am to 7.00pm

Gazley Volkswagen Wellington Marathon Sunday 27 June 2021 6.00am to
1.00pm

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. Cuba Dupa Friday 26th March 2021 11.59 pm to Monday 29th March 2021 3.00 am
 - i. Cuba Street (between Arthur St/Karo Drive and Wakefield Street) Leaving SH1 open at Vivian Street
 - ii. Manners Street (between Taranaki Street and Victoria Street)
 - iii. Marion Street Lower end (between Ghuznee Street and Swan Lane)
 - iv. Dixon Street (between Victoria Street and Taranaki Street)
 - v. Eva Street (off Dixon street)
 - vi. Garrett Street (of Cuba Street)
 - vii. Ghuznee Street (off Cuba Street)
 - viii. Egmont Street (between Ghuznee and Dixon Street - Restricted Access
 - ix. Leeds Street (off Ghuznee Street)
 - x. Inglewood Place (between Taranaki Street and Dixon Street)
 - xi. Abel Smith Street (between Victoria Street and Taranaki Street)
 - xii. Wigan Street (western section off Abel Smith Street)
 - xiii. Kensington Street
 - xiv. Swan Lane
 - xv. Furness lane
 - xvi. Lukes Lane
 - xvii. Victoria Street Slip Lane
 - xviii. Lane Closure on Vivian Street on Saturday 27 March 7pm to Sunday 29th March 5 am to allow for safe passage of pedestrians to cross Vivian Street at key event times.

- b. Peachey Keen Festival Wednesday 31st March 2021 to Tuesday 6th April 2021 8.00 am to 6.00 pm
 - i. Slip Lane (between Cambridge Terrace and Buckle Street)
 - c. Pride Parade Saturday 10th April 2021 7.00 am to 8.00 pm
 - i. Tennyson Street (Tory Street to Cambridge Street)
 - ii. Rolling Lane closure Parade starts approximately 5.00 pm (Tory Street to Cambridge Terrace to Courtenay Place, to Taranaki Street onto Taranaki Street Wharf.
 - d. Gazley Volkswagen Wellington Marathon Sunday 27 June 2021 6.00 am to 1.00 pm
 - i. Seaward Lane closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Custom House Quay, Jervois Quay to start of Cable Street.
 - ii. Two lanes will be closed between 6.00 am to 10.00 am, reducing to one lane until 1.00 pm. This is for the outward section of all races, using two of the three lanes until Jervois Quay where it would gradually funnel down to one lane by Cable Street. (Residents, business owners, Te Papa and market goers will have controlled access).
 - iii. Seaward Lane Closure: Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm.
 - iv. Seaward Lane Closure: Cable Street to Oriental Parade, Lane closure would be in place between 6.00 am to 10.00 am
 - v. Road Closure: Oriental Parade and Evans Bay parade, between Cable Street and Cobham Drive. Full road closure would be in place between 6.00 am to 12 noon. Seaward lane for normal westbound traffic would be open by approx. 11.00 am. (Residents and business owners will have controlled access)
 - vi. Road Closure: Shelly Bay Road, between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am.
 - vii. Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts park, Queens Wharf to Blue Bridge Ferry Terminal between 9.00am to 1.00pm (This is for the return journey only)
 - viii. 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.
3. Note that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.

Background

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

Discussion

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

























Options

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

Next Actions

6. These events are held annually except Peachey Keen Festival which is a new event on the 2021 calendar.

Attachments

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Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager 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. These advertisements invited the public to make submission 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. Rooding Communications, WREDA

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

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

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

The administration of events is managed under project C481. There are no unforeseen costs associated with these events.

Policy and legislative implications

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

Risks / legal

Nil

Climate Change impact and considerations

N/A

Communications Plan

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

Health and Safety Impact considered

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

REGULATORY PROCESSES COMMITTEE

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

CUBA DUPA

FRIDAY 26 MARCH 2021 11.59 PM TO MONDAY 29 MARCH 2021 3.00 AM

1. Description of Event

Cuba Dupa is an iconic family event where for two days pedestrians take over the streets to showcase and celebrate Wellington's Cuba quarter and surrounds. The diverse programme will include street performances, site-specific installations, music and performance, feature events and zones. Hospitality and community participation.

Cuba Dupa will encourage participants to engage in interactive activities and be entertained in surprising and fun ways whilst exploring and rediscovering all the nooks and crannies of the Cuba quarter.

The proposed road closures to vehicles and cyclists, are as follows: Cuba Dupa: Friday 26th March 11.59 pm to Monday 29th March 2021 3.00 am

- **Cuba Street** (between Arthur St/Karo Drive and Wakefield Street) Leaving SH1 open at Vivian Street
- **Manners Street** (between Taranaki Street and Victoria Street)
- **Marion Street Lower end** (between Ghuznee and Swan Lane)
- **Dixon Street** (between Victoria Street and Taranaki Street)
- **Eva Street** (off Dixon Street)
- **Garrett Street** (off Cuba Street)
- **Ghuznee Street** (between Victoria Street and Taranaki Street)
- **Egmont Street** (between Ghuznee and Dixon Street -Restricted Access)
- **Leeds Street** (off Ghuznee Street)
- **Inglewood Place** (between Taranaki Street and Dixon Street)
- **Abel Smith Street** (between Victoria Street and Taranaki Street)
- **Wigan Street** (western section off Abel Smith Street)
- **Kensington Street**
- **Kelvin Grove**
- **Swan Lane**
- **Furness Lane**
- **Lukes Lane**
- **Victoria Street Slip Lane**
- **Lane closure on Vivian Street on Saturday 27 March 7pm to Sunday 28th March 5 am to allow for safe passage of pedestrians to cross Vivian Street at key event times.**

Please refer to the map attachment for further detail.

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

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2. Events Directorate Support

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

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, 9 January 2021
- Social Media, 21 January 2021
- Twitter, 21 January 2021
- Facebook, 21 January 2021
- Have your say, 21 January 2021

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.

3. 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.

4. 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 11.59 pm Friday 26th March 2021 to 3.00 am Monday 29th 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.

REGULATORY PROCESSES COMMITTEE

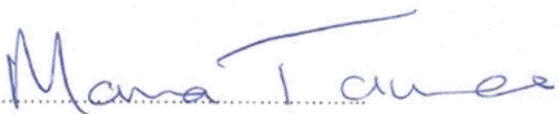
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- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business 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.
- The landowner agrees to alcohol at the Cuba Dupa from 11.59 pm Friday 26th March 2021 to 3.00 am Monday 29th March 2021 subject to an Alcohol Licence being obtained.
- 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

The Dominion Post 9 Jan 2021

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 3 February 2021 to consider the following temporary road closures for following events.

Pride Parade Saturday 10 April 2021

Road Closed 8.00 am to 7.00 pm

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

Cuba Dupa Friday 26 March 2021

Road Closed 11.59 pm to Monday 29 March 2021 3.00 am

Cuba Street (between Arthur St/Karo Dr and Wakefield Street) Leaving SH1 open at Vivian Street
Manners Street (between Taranaki St and Victoria Street)
Marion Street (Lower end between Ghuznee St & Swan Lane)
Dixon Street (between Victoria and Taranaki Street)
Eva Street (Off Dixon Street)
Garrett Street (Off Cuba Street)
Ghuznee Street (between Victoria and Taranaki Street)
Egmont Street (between Ghuznee and Dixon Street) - Restricted Access
Leeds Street (from Ghuznee Street)
Inglewood Place (between Taranaki St and Dixon Street)
Abel Smith Street (between Victoria and Taranaki Street)
Wigan Street (Western Section off Abel Smith Street)
Kensington Street (All)
Kelvin Grove (All)
Swan Lane (All)
Furness Lane (All)
Lukes Lane (All)
Victoria Street (Slip Lane)

Gazley Volkswagen Wellington Marathon 27 June 2021

6.00 am to 1.00 pm

Seaward Lane Closures 2 Lanes 6.00 am to 1.00 am
Sky Stadium Traffic Lights, along Waterloo Quay,
Custom House Quay (Jervois Quay to Cable Street).
NB: This is for outward section of all races using two of the three lanes on Jervois Quay, where it will gradually funnel down to one lane at Cable Street. (Residents, Business owners, Te papa visitors and market goers will have controlled access).

Seaward Lane Closures 6.00am to 1.00 pm
Cable Street to Oriental Parade 6.00 am to 10.00 am
Oriental Parade to Evans Bay Parade (between cable Street and Cobham). Full Road Closure would be in place between 6.00 am to 12.00 noon.

(Landward Lane for normal westbound traffic would be open by approx. 11.00 am)

(Residents and business owners would have controlled access)

Shelly Bay road between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am

(Residents and Business Owners will have controlled access),
(Road Closure ends North of Scorching Bay so public access to Café, playground and car parking are unaffected. Marshals will help residents access Herd Street from 7.30 am to 11.30 am)
Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal, between 9.00 am to 1.00 pm.
(This is for the return journey only).

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 22nd January 2021. 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.

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

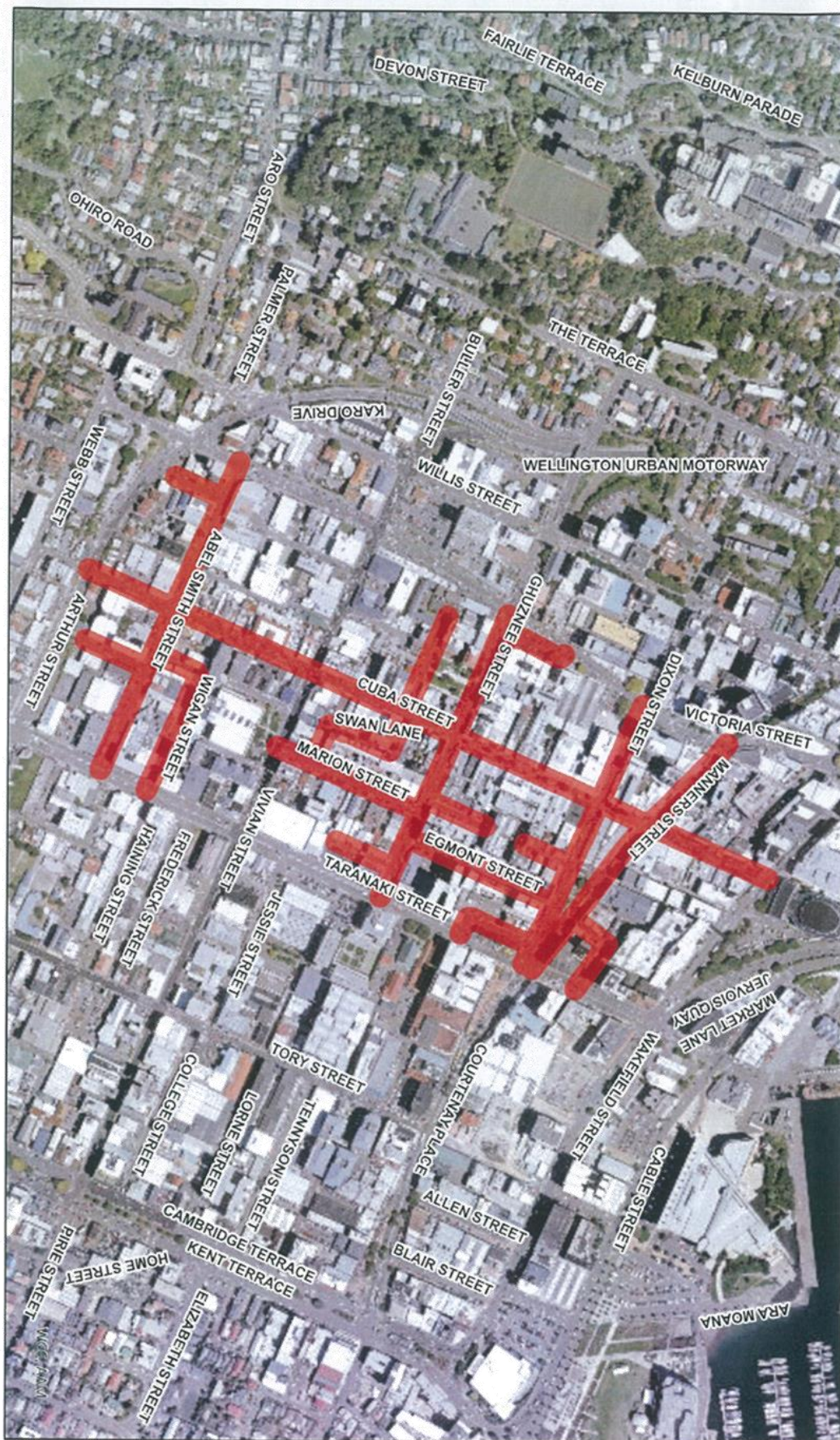
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Event Name: Cuba-Dupa

Event Type: Road Closure

From: 26/03/2021 11:59:59 pm

Until: 29/03/2021 3:00:00 am



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

PRIDE PARADE
SATURDAY 10 APRIL 2021 8.00 AM TO 7.00 PM

1. Description of Event

The Wellington Pride Parade is part of the Wellington Pride Festival and is becoming a crowd favourite on Wellington's calendar. New Zealand Creative Capital and the incredible cultural diversity within it – brings together people from across Aotearoa New Zealand to celebrate our rainbow communities.

The proposed road closures to vehicles and cyclists, are as follows: **Pride Parade: Saturday 10th April 2021, 8.00 am to 7.00 pm.**

- **Tennyson Street** (Tory Street to Cambridge Terrace) Closure 8 am to 7.00 pm
- Rolling Lane Closure parade starts approx. 6 pm**
- Tennyson Street to Cambridge Terrace to Courtenay Place, Taranaki Street, to Taranaki Street Wharf

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

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

REGULATORY PROCESSES COMMITTEE

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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 8.00 am to 7.00 pm on Saturday 10th April 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.
- 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.

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

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

Attachments

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

Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination

The Dominion Post 9 Jan 2021

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 3 February 2021 to consider the following temporary road closures for following events.

Pride Parade Saturday 10 April 2021

Road Closed 8.00 am to 7.00 pm

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

Cuba Dupa Friday 26 March 2021

Road Closed 11.59 pm to Monday 29 March 2021 3.00 am

Cuba Street (between Arthur St/Karo Dr and Wakefield Street) Leaving SH1 open at Vivian Street
Manners Street (between Taranaki St and Victoria Street)
Marion Street (Lower end between Ghuznee St & Swan Lane)
Dixon Street (between Victoria and Taranaki Street)
Eva Street (Off Dixon Street)
Garrett Street (Off Cuba Street)
Ghuznee Street (between Victoria and Taranaki Street)
Egmont Street (between Ghuznee and Dixon Street) - Restricted Access
Leeds Street (from Ghuznee Street)
Inglewood Place (between Taranaki St and Dixon Street)
Abel Smith Street (between Victoria and Taranaki Street)
Wigan Street (Western Section off Abel Smith Street)
Kensington Street (All)
Kelvin Grove (All)
Swan Lane (All)
Furness Lane (All)
Lukes Lane (All)
Victoria Street (Slip Lane)

Gazley Volkswagen Wellington Marathon 27 June 2021

6.00 am to 1.00 pm

Seaward Lane Closures 2 Lanes 6.00 am to 1.00 am

Sky Stadium Traffic Lights, along Waterloo Quay,

Custom House Quay (Jervois Quay to Cable Street).

NB: This is for outward section of all races using two of the three lanes on Jervois Quay, where it will gradually funnel down to one lane at Cable Street. (Residents, Business owners, Te papa visitors and market goers will have controlled access).

Seaward Lane Closures 6.00am to 1.00 pm

Cable Street to Oriental Parade 6.00 am to 10.00 am

Oriental Parade to Evans Bay Parade (between cable Street and Cobham). Full Road Closure would be in place between 6.00 am to 12.00 noon.

(Landward Lane for normal westbound traffic would be open by approx. 11.00 am)

(Residents and business owners would have controlled access)

Shelly Bay road between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am

(Residents and Business Owners will have controlled access),

(Road Closure ends North of Scorching Bay so public access to Café, playground and car parking are unaffected. Marshals will help residents access Herd Street from 7.30 am to 11.30 am)

Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal, between 9.00 am to 1.00 pm. (This is for the return journey only).

Any person objecting to a proposed road closure must

Contact the City Council in writing before 4pm, Friday 22nd January 2021. 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.

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

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Event Name: Pride Parade
Event Type: Parade & Road Closure
Red = Closure - Blue = Parade

Event Name: Pride Parade

From: 10/04/2021 7:00:00 am

Until: 10/04/2021 8:00:00 pm



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

GAZLEY VOLKSWAGEN WELLINGTON MARATHON
SUNDAY 27 JUNE 2021 6.00 AM TO 1.00 PM

1. Description of Event

This event has been a part of the Wellington City events calendar for many years and has been run over this route since 2003, when the event shifted to the current Sky Stadium venue. The Wellington Marathon has grown to more than 4000 participants. It is now a member of New Zealand's "Big Five" marathon events, alongside the Auckland, Queenstown, Rotorua and Christchurch marathons. The event attracts more than 2000 visitors every year, while locally it is the Wellington region's major winter festival. Due to covid 19 this event was not held in 2020.

In 2021, the event will follow the same route with the same controls as in previous events. The full application for all roading controls, including course description, course planning and event's background and benefits to Wellington is detailed below.

The event will once again feature a full marathon (42.2k) Half Marathon (21.1k) a 10K and the kids Magic Mile.

The proposed road closures to vehicles and cyclists, are as follows: Gazley Volkswagen Wellington Marathon: Sunday 27th June 2021 6.00 am to 1.00 pm.

Seaward Lane Closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Custom House Quay, Jervois Quay to start of Cable Street.

Two lanes will be closed between 6.00 am to 10.00 am, reducing to one lane until 1.00 pm. This is for the outward section of all races, using two of the three lanes until Jervois Quay where it would gradually funnel down to one lane by Cable Street.

(Residents, business owners, Te Papa and market goers will have controlled access).

Seaward Lane Closures: Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm.

Seaward Lane Closure: Cable Street to Oriental Parade, Lane closure would be in place between 6.00 am to 10.00 am.

Road closure: Oriental Parade and Evans Bay Parade, between Cable Street and Cobham Drive. Full road closure would be in place between 6.00 am to 12 noon. Landward lane for normal westbound traffic would be open by approx. 11.00 am.

(Residents and business owners will have controlled access).

Road Closure: Shelly Bay Road, between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am

Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts park, Queens Wharf to Blue bridge Ferry Terminal between 9.00 am to 1.00 pm (This is for the return journey only)

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

REGULATORY PROCESSES COMMITTEE

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Me Heke Ki Pōneke

2. Events Directorate Support

This annual sporting event is supported by the City Events team.

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, 9 January 2021
- Social Media, 21 January 2021
- Twitter, 21 January 2021
- Facebook, 21 January 2021
- Have your say, 21 January 2021

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 6.00 am to 1.00 pm on Sunday 27th June 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.

REGULATORY PROCESSES COMMITTEE

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- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 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 work with Coastguard Emergency services at Evans Bay Marina to ensure in an emergency, coastguards are able to enter the first driveway from State Highway 1 within the road closure.
- 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

Dominion Post | 16 Jan 2021

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 3 February 2021 to consider the following temporary road closures for events.

Gazley Volkswagen Wellington Marathon 27 June 2021 6.00 am to 1.00 pm

Seaward Lane Closures 2 Lanes 6.00 am to 1.00 pm

Sky Stadium Traffic Lights, along Waterloo Quay
Custom House Quay (Jervois Quay to Cable Street)

NB: This is for outward section of all races using two of the three lanes on Jervois Quay, where it will gradually funnel down to one lane at Cable Street. (Residents, Business owners, Te Papa Visitors and market goers will have controlled Access)

Seaward Lane Closures 6.00 am to 1.00 pm

Cable Street to Oriental Parade 6.00 am to 10.00 am

Oriental Parade to Evans Bay Parade (between Cable Street and Cobham) Full road closure would be in place between 6.00 am to 12.00 noon

(Seaward ward lane for normal westbound traffic would be open by approx. 11.00 am)

(Residents and Business Owners would have controlled access)

Shelly Bay road between Miramar Avenue and Scorching Bay

7.00 am to 11.30 am

(Residents and Business Owners will have controlled access)

Road Closure ends North of Scorching Bay so public access to Café playground and car parking are unaffected.

Marshalls will help residents access Herd Street from

4.30 am to 11.30 am

Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal, between 9.00am to 1.00 pm
(This is for the return journey only)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 29 January 2021. 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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Until: 27/06/2021 1:00:00 pm

From: 27/06/2021 6:00:00 am

Event Name: Gazley Marathon

Event Type: Road Closure

REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

PEACHEY KEEN FESTIVAL
31 MARCH TO 6 APRIL 2021 8.00 AM TO 6.00 PM

1. Description of Event

Wellington will host one of Aotearoa's newest and most exciting festival line-ups this summer – Peachey Keen presents Peachy Keen Festival.

Held on Easter weekend on Saturday, April 3 at the Basin Reserve, the one-day festival will see household names like Ladyhawke, Stellar and Gin Wigmore share the stage with a new generation of acts such as BENEE, Paige and The Beths.

With a focus on bringing together some of the most iconic and well-known female artists in New Zealand music, alongside some the coolest up and comers, Peachy Keen promises to be an event not to be missed.

A reflection of New Zealand's diverse and celebrated music scene, the full line-up includes homegrown superstar BENEE; NZ-born LA based Gin Wigmore; Aotearoa's queen of soul and R&B Ladi6-pop icon Ladyhawke; the legendary Stellar; Kiwi indie faves The Beths; the celebrated LA-based Chelsea Jade; song writing sensation Paige; emerging pop darlings Foley and Wellington's KITA.

The proposed road closures to vehicles and cyclists, are as follows: **Peachey Keen Festival 31 March to 6 April 2021 8.00 am to 6.00 pm**

- **Slip Lane** (between Cambridge Terrace and Buckle Street)

Please refer to the map attachment for further detail.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, 9 January 2021
- Social Media, 21 January 2021
- Twitter, 21 January 2021
- Facebook, 21 January 2021

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- Have your say, 21 January 2021

This is a New Event in the Calendar.

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 8.00 am to 6.00 pm on Wednesday 31 March to Tuesday 6 April 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.

REGULATORY PROCESSES COMMITTEE

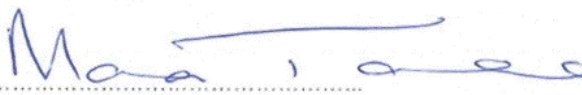
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- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road 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

 The Dominion Post | 14 Jan 2021 ▾

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 3 February 2021 to consider the following temporary road closures for events.

Peachey Keen Festival Saturday 3 April 2021

Road Closure Thursday 31 March 2021 to Tuesday April 6 2021.

8.00 am to 6.00 pm

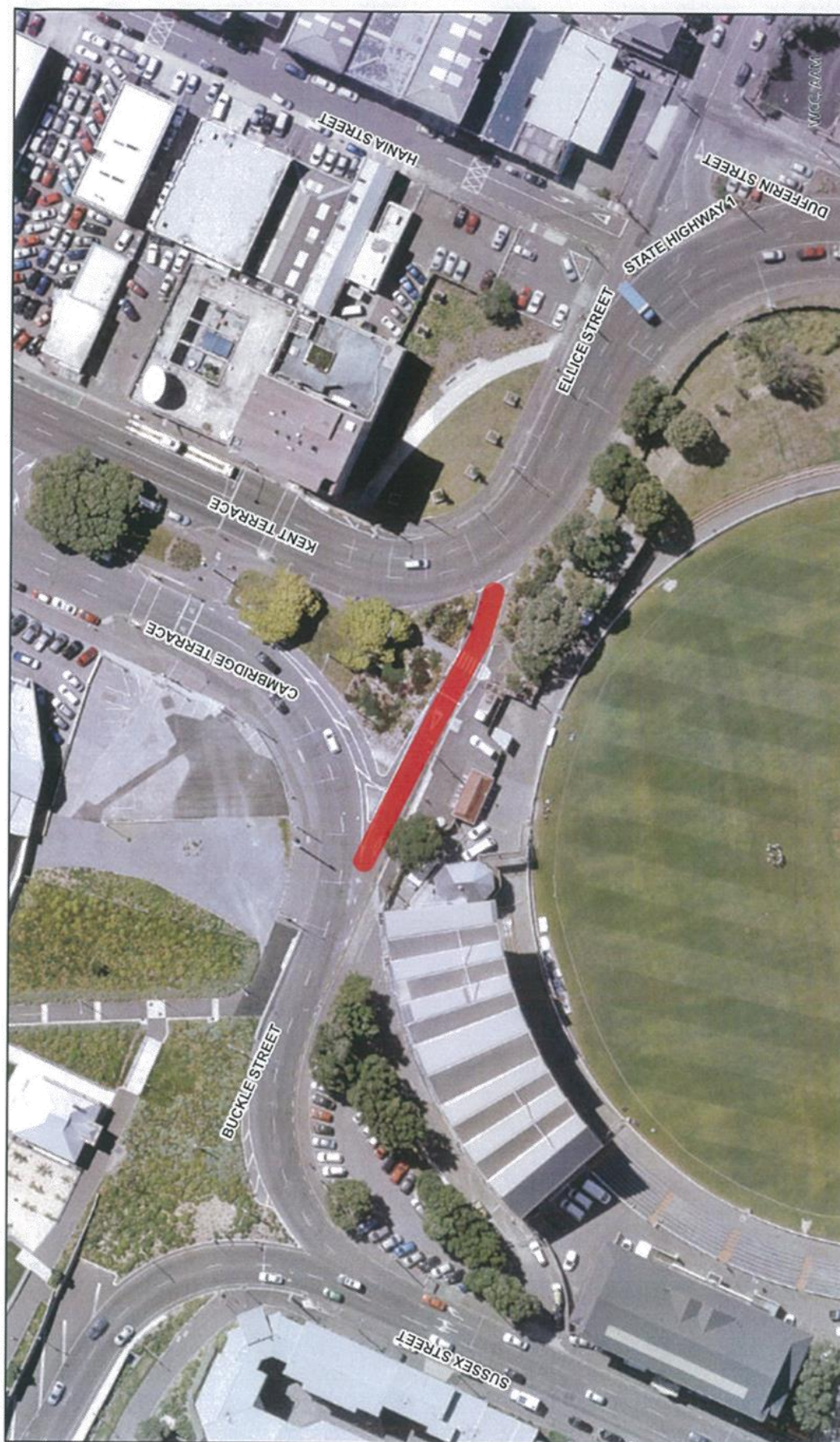
Buckle Street Slip Lane (Buckle Street to Kent Terrace)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 22 January 2021. 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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Event Name: Peachey Keen Festival

Event Type: Road Closure

From: 31/03/2021 8:00:00 am

Until: 6/04/2021 6:00:00 pm

CUSTOMHOUSE QUAY, PARKING CHANGES AND PROPOSED TRAFFIC RESOLUTION

Purpose

1. This report covers the parking changes on Customhouse Quay associated with the long-term landscape plan for the adjacent North Kumutoto area of the Wellington Waterfront and which links in with the proposed Site 9 development.

Summary

2. As part of the long-term landscape plan for North Kumutoto and linking in with the proposed Site 9 development, a new section of footpath is proposed along the eastern (Waterfront) side of Customhouse Quay. This will provide a missing pedestrian connection between Whitmore Plaza and the Waring Taylor Street gates. The overall landscape plan is designed to enhance the waterfront open space and landscape and visual amenity.
3. The new footpath will require the permanent removal of two existing metered parking spaces. These were planned to be removed at the end of November 2020 under the temporary traffic management plan required to allow the Site 9 building development to proceed and hoardings erected which enclose these two car parks, effectively cutting them off from public use.
4. The hoardings will remain in place for the duration of the Site 9 building works which are expected to be completed and the building occupied by the end of May 2022. Construction of the new footpath by the Council will follow and is expected to be in place by the end of September 2022.
5. Included with this report is a schedule of traffic resolutions required to formalise the permanent kerbside parking changes.

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. TR139-20 Customhouse Quay - Removal of metered parking spaces



Information

6. The attached Traffic Resolution details the proposed changes to parking on Customhouse Quay associated with the long-term landscape plan for the adjacent North Kumutoto area of the Wellington Waterfront and which links in with the proposed Site 9 development.
7. While there will be a net parking loss of two spaces, these changes will provide a missing pedestrian connection between Whitmore Plaza and the Waring Taylor Street gates. The new footpath will progress the overall landscape plan for North Kumutoto

and is designed to enhance the waterfront open space and landscape and visual amenity.

8. It should be noted that for major projects such as the ongoing development of the Wellington Waterfront, design decisions are made at an early stage in the project's development and any associated parking and traffic restriction changes can be seen as necessary steps to ensure the integrity of the wider design. There will therefore usually be little ability to modify these required traffic restriction changes, but it is still necessary for the Committee to formally approve them so that they can be legally enforced in the future and to avoid any anomalies between traffic/parking restrictions on the street and the legal records.

Attachments

Attachment 1. TR139-20 Custom House Quay - Removal of metered parking spaces   Page 48

Authors	Steve Spence, Chief Advisor, Transport and Infrastructure 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. One submission has been received.

Treaty of Waitangi considerations

Not applicable

Financial implications

The work required is contained in Operating and Capital Project budgets.

Policy and legislative implications

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

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. The Council's ongoing development of the Wellington Waterfront is designed to encourage use of public transport, walking and cycling rather than the private car, 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.

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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">TR139-20 Customhouse Quay – Removal of metered parking spaces
What we'd like to do	<ul style="list-style-type: none">Remove 2 metered parking spaces on Customhouse Quay.
Why we are proposing the change	<ul style="list-style-type: none">As part of the long-term landscape plan for North Kumutoto and linking in with the proposed Site 9 development a new section of footpath is proposed along the eastern (Waterfront) side of Customhouse Quay. This will provide a missing pedestrian connection between Whitmore Plaza and the Waring Taylor Street gates. The overall landscape plan is designed to enhance the waterfront open space and landscape and visual amenity.The new footpath will require the permanent removal of two existing metered parking spaces.
Location – where we propose to make the change	<ul style="list-style-type: none">Customhouse Quay, Central Wellington – waterfront.
Impact	<ul style="list-style-type: none">Net parking impact – removal of two metered parking spaces.Pedestrian impact – the installation of the new footpath enables enhanced pedestrian access and safety.Estimated annual revenue impact - loss of \$19,596. This figure represents the estimated annual loss in revenue from the two parking spaces. However, the net loss to Council can be expected to be of a lower order because motorists will choose to use other convenient parking spaces where available.
Additional Information	<ul style="list-style-type: none">Average daily traffic count – 26,400.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 24 November 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

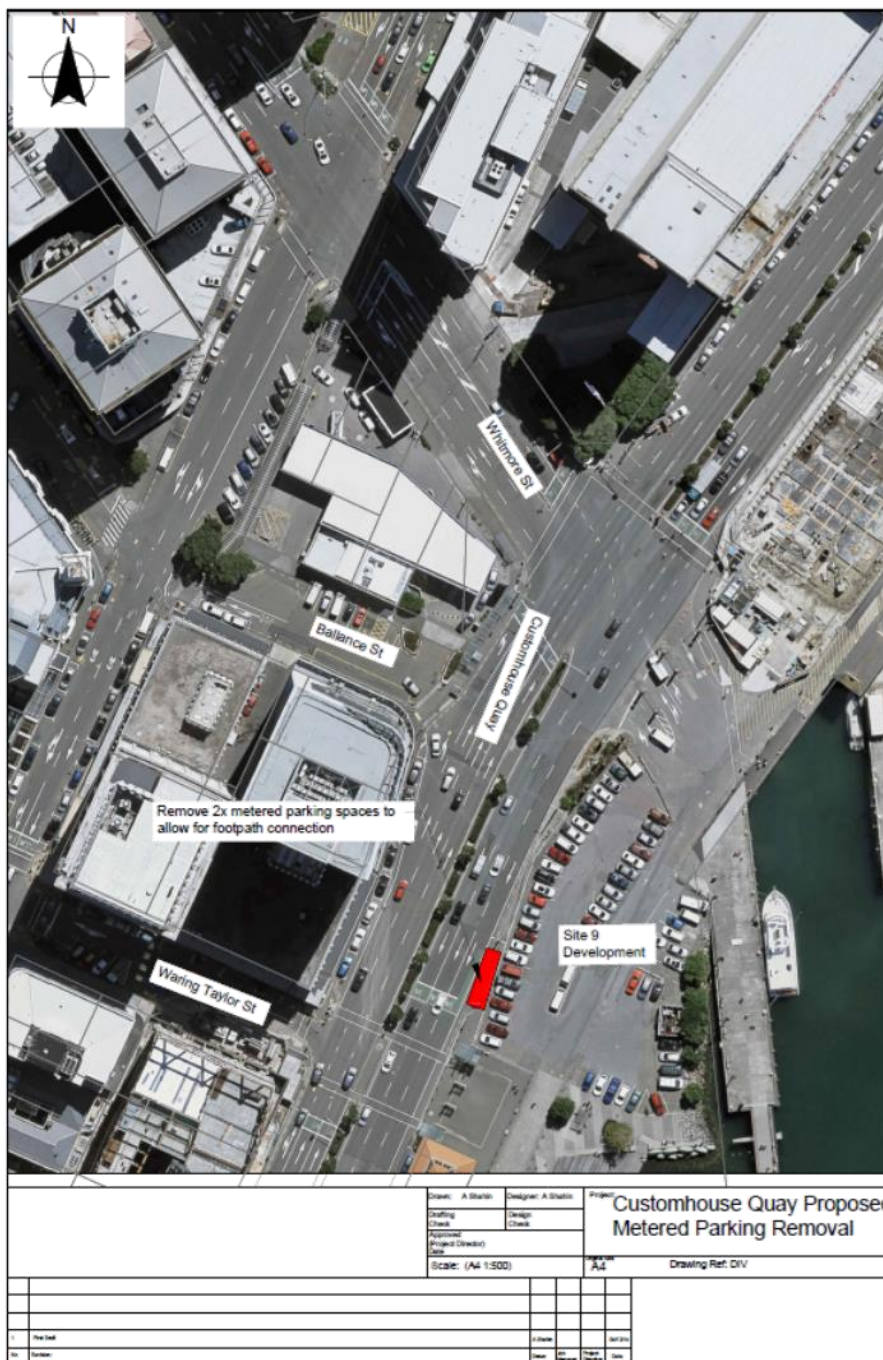
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Feedback	If you would like to provide us with specific feedback, you can do so by emailing us on trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Tuesday 24 November and finishes 5.00pm Tuesday 8 December 2020.
Next Steps	<ol style="list-style-type: none">1. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021.2. The parking spaces are planned to be removed at the end of November 2020 to allow the Site 9 building development to proceed.3. The hoardings will remain in place for the duration of the Site 9 building works which are expected to be completed by mid 2022.4. The new footpath will then be constructed and expected to be completed by September 2022.

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**Traffic Resolution Location Plan: TR139-20 Customhouse Quay, Central Wellington -
Removal of metered parking spaces**



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Legal Description:

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

Column One	Column Two	Column Three
Customhouse Quay	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 34 metres south of its intersection with the prolongation of the northern kerbline of Ballance Street (Grid coordinates x= 1748973.3 m, y= 5428399.4 m), and extending in a southerly direction following the kerbline for 15 metres.</i>

Prepared By:	Amin Shahin	(Senior Transport Engineer)
Approved By:	Soon Teck Kong	(Transport Engineering & Operations Manager)
Date:	18/01/2021	

FEEDBACK RECEIVED

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Feedback Received:

Name: Mike Mellor on behalf of Living Streets Aotearoa
Suburb: Wellington
Agree: Yes

We support the provision of a footpath along the eastern (waterfront) side of Customhouse Quay, which will be facilitated by the removal of these two parking spaces. The footpath should continue the length of Customhouse Quay and should be connected to the other side of the road by adding a pedestrian crossing across Customhouse Quay that is missing at its intersection with Whitmore St and Waterloo Quay.

Officer's response

The feedback from Living Streets supports the removal of the two parking spaces and the construction of a new length of footpath.

The new footpath will provide a missing pedestrian connection between Whitmore Plaza and the Waring Taylor Street gates as suggested by Living Streets.

The proposal by Living Streets for a new pedestrian crossing over Customhouse Quay at its intersection with Whitmore Street and Waterloo Quay is currently under consideration as part of the Lets Get Wellington Moving project. Historically this crossing was not provided because it would impose longer delays to pedestrians at other intersections along the Waterfront arterial.

SWAN LANE, CUBA STREET AND GARRETT STREET - VARIOUS PARKING CHANGES

Purpose

1. This report recommends to the Regulatory Processes Committee to approve the parking changes proposed within this package of Traffic resolutions. The approval of all proposed parking changes is required to undertake the delivery of the *Swan Lane and Garrett Street Upgrade* project which is expected to begin construction mid-2021.

Summary

2. The report outlines proposed various parking changes to Swan Lane, Cuba Street and Garrett Street which are designed to accommodate a greener corridor within Te Aro, introduce water sensitive design through the implementation of rain gardens, strengthen inner city walking connections, and establish a new environment that improves safety, gives more priority to pedestrians, provides additional bicycle racks, facilitates more community activity by providing greater public amenity, and addresses accessibility needs.
3. Project objectives are:
 - Support local business by improving the pedestrian environment, enhancing character and strengthening mid-block connections and wayfinding into the Cuba street precinct.
 - Facilitate greater activity and vibrancy by increasing public amenity through the provision of seating opportunities, amenity lighting, bicycle racks and bins.
 - Bring to life, cultural and historic narratives that strengthen the identity of place.
 - Improvement of CPTED issues including accessibility, quality and consistency of street lighting, surfaces, sightlines and calming of vehicle speeds.
 - Enhanced inner city greenspace by introducing additional planting and strengthen existing planting and gardens.
 - Strengthen Wellington's resilience through the implementation of appropriate water sensitive design solutions.
 - Open up the entrance into Glover Park and improve its interface with Garrett St.
 - Consider the whole life cycle of the proposed design elements and their maintenance requirements.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to and approve the amendments to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - TR119-20 Swan Lane, Cuba Street and Garrett Street - various parking changes

Background

4. The *Swan Lane and Garrett Street Upgrade* project is part of the laneway strategy under the Central City Framework and identified in the Long Term Plan 2018-28. The wider plan is to enable urban growth and economic development, strengthening identity of place through cultural and historic narratives, support the provision of greenspace in the inner city and implement water sensitive design solutions to support Wellington resilience and sustainable practices.
5. The Council has approved and allocated a total budget of \$3 million for the *Swan Lane and Garrett Street Upgrade* project. The project scope includes Swan Lane, its adjacent pedestrian thoroughfares, the Cuba Street interface between Swan Lane and Garrett Street, Garrett Street and the south entrance into Glover Park. This budget will also cover construction and consultancy fees, consent fees, artist fees and any other project related costs.
6. Council has undertaken consultation via an online public survey and two workshops with community stakeholders to identify the public's needs, priorities and aspirations for the area. This consultation provided clear direction on the community's aspirations for the area, which the proposed design upholds.



Key points of community focus were:

 - Implement greenspaces with versatile planting (smell, colour, native species, street trees), water sensitive design solutions; with considerations for urban ecology and connections to surrounding green networks.
 - Pedestrian prioritisation and a reduced presence of vehicles.
 - Address CPTED issues to improve safety and accessibility of mid-block connections and adjacent laneways.
 - Implement simple and durable design outcomes and functional spaces that enable community activity.
 - Minor improvements to Glover Park including surfaces and lighting and the Garrett Street interface.
7. WCC is in negotiation with the private owners of 153 Cuba Street, with the intent of establishing a partnership to address vehicle access and the design interface between the carpark, Swan Lane and Cuba Street to reduce existing conflict between pedestrians and vehicle movements (entry/egress) and establish quality design outcomes that respond to surrounding site constraints. These negotiations are yet to be realised, and do not impact on the current proposed traffic resolution. Should these negotiations eventuate at a later date, Council officers will then pursue a second traffic resolution in this location with the purpose of changing the portion of Swan Lane between Marion Street and Cuba Street into a pedestrian-only laneway.

Next Actions

8. Tender the *Swan and Garrett project upgrade* on GETS and commission a main contractor for construction. From here a programme of works will be established and a staged delivery of the project will be undertaken between mid-2021 due for completion by mid-2022.
9. Proposed parking changes will be formalised as part of the construction works and be enforceable on the reopening of these upgraded streets.

Attachments

Attachment 1. TR119-20 Swan Lane, Cuba Street and Garrett Street - various parking changes  

Page 57

Authors	Wendy Ferguson, Project Coordinator Stephanie O'Shea, Intermediate Urban Designer
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Significant community consultation has been undertaken as part of the *Swan Lane and Garrett Street Upgrade* project with the general public and a targeted stakeholder working group. The collective feedback across 180 public survey submissions and 40 public workshop attendees, proves an overwhelming interest for the type of development proposed in the *Swan Lane and Garrett Street Upgrade* project. This feedback has directly informed the final design.

The Traffic Resolution proposed parking changes were emailed to all stakeholders and a letter drop undertaken to ensure residents and building owners in the area had the opportunity to comment. This Traffic Resolution was also advertised in the Dominion Post and on WCC's website "Have Your Say".

Treaty of Waitangi considerations

The sites have potential to have archaeological significance and an archaeological authority process will be in place to manage both Māori and European historical, social and cultural significance.

Financial implications

The required funding is approved and consists of both Operational and Capital Project budgets, with the project scheduled for completion in the 2021/2022 financial year.

Policy and legislative implications

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

Risks / legal

None identified.

Climate Change impact and considerations

The sites are within the 1:50 year flood zone, as is the majority of Te Aro. The sites are all above sea level, so there is limited potential risk within a wider sea level rise. We need to move more people with fewer vehicle in Wellington; and the *Swan Lane and Garrett Street Upgrade* project encourages walking, gives more priority to pedestrian, improves condition of surfaces for accessibility, provides infrastructure for active transport modes, and reduces vehicle dominance where possible.

Communications Plan

Council will continue to engage with the community, public and local stakeholders. This will benefit Council's standing with Wellington public, backed with actions that respond to the public consultation feedback received in the *Swan Lane and Garrett St Upgrade* project.

Health and Safety Impact considered

There are no known Health & Safety implications at this stage. A design safety audit and post construction safety audit will be conducted as part of this project. Health & Safety will be improved by undertaking this project, in particular with regard to improving CPTED conditions across all sites, improving safety of all road users by slowing vehicle manoeuvring, providing greater visibility around adjoining intersections and indicating a more pedestrian prioritised environment that will benefit accessibility needs and pedestrian walking connections within the Cuba St precinct.

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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">TR119-20 Swan Lane, Cuba Street and Garrett Street- various parking changes
What we'd like to do	<ul style="list-style-type: none">Make a series of changes to Garrett Street, Swan Lane and a portion of Cuba Street that will improve pedestrian visibility and safety; increase pedestrian accessibility and provide additional public amenity space. The changes will not impact the primary functioning of the streets and Lane in terms of access to buildings, businesses and servicing requirements. We are relocating, removing and adding loading zones to better accommodate business needs and provide more visibility for both pedestrians and vehicles on Cuba Street.Garrett Street: Remove one loading zone and four metered parking spaces; Relocate one loading zone and two metered parking spaces; Retain one metered parking space; Install one raised pedestrian platform crossing in front of Glover Park.Cuba Street: Remove four metered parking spaces; Relocate one loading zone; Install one raised pedestrian platform crossing across Garrett Street at the Cuba Street intersection; Install one informal accessible crossing on Cuba Street.Swan Lane: Relocate vehicle servicing to the south dogleg of Swan Lane connecting with Marion Street (currently loading zone access off Cuba Street); Relocate and increase the area of one loading zone; Install one new loading zone.
Why we are proposing the change	<ul style="list-style-type: none">To accommodate the Swan Lane and Garrett St Laneway Upgrade which aims to improve the city's walkability, increase safety, accessibility and offer convenient and enjoyable ways to cut across city blocks; increase city greening and resilience; support local business and community events.

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	<ul style="list-style-type: none"> We are looking to increase greening on Garrett Street and provide an enhanced pedestrian focused space while still enabling servicing and public traffic access to the local businesses. The changes at Cuba Street/Garrett Street T junction aim to improve pedestrian safety by providing an accessible raised platform crossing (north/south) to help pedestrian flow down Cuba Street and providing a safer accessible crossing point across Cuba Street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Garrett Street, Te Aro - a dead-end road which adjoins Cuba Street. Cuba Street, Te Aro - the block between Ghuznee Street and Vivian Street. Proposed changes between 140 -165 Cuba Street. Swan Lane, Te Aro - adjoining Cuba Street and Marion Street via a lane, service lane and a pedestrian under-croft.
Impact	<ul style="list-style-type: none"> Parking impact: Garrett Street - removal of one loading zone and four metered carparks; Cuba Street - removal of four metered carparks; and Swan Lane - removal of three unrestricted parking spaces and addition of one loading zone. Pedestrian impact – positive. The proposals will significantly improve pedestrian amenity and safety to the walking public in the area by the introduction of measures to slow vehicle speeds and access/ egress consolidation/improvements. Estimated average monthly parking revenue impact – loss of \$ 5000.00 This figure represents the estimated monthly loss in revenue from eight metered parking spaces that will be removed with this proposal. However, the net loss to Council can be expected to be of a lower order because motorists will choose to use other convenient parking spaces where available. Consolidation of no-stopping restrictions currently in place.
Additional Information	<ul style="list-style-type: none"> Increase inner city green networks through the implementation of street trees and planted garden beds across the project site. Introduce Water Sensitive Design with rain gardens to improve water quality and support storm water management within Garrett Street and Cuba Street. Create street environments with greater pedestrian priority and a reduction in vehicle dominance. Increase walkability and accessibility across city blocks within the Cuba Street precinct. Strengthen Cuba Street arterial pedestrian route. Narrow the carriageways to reduce vehicle speeds. Introduce street furniture for public use.

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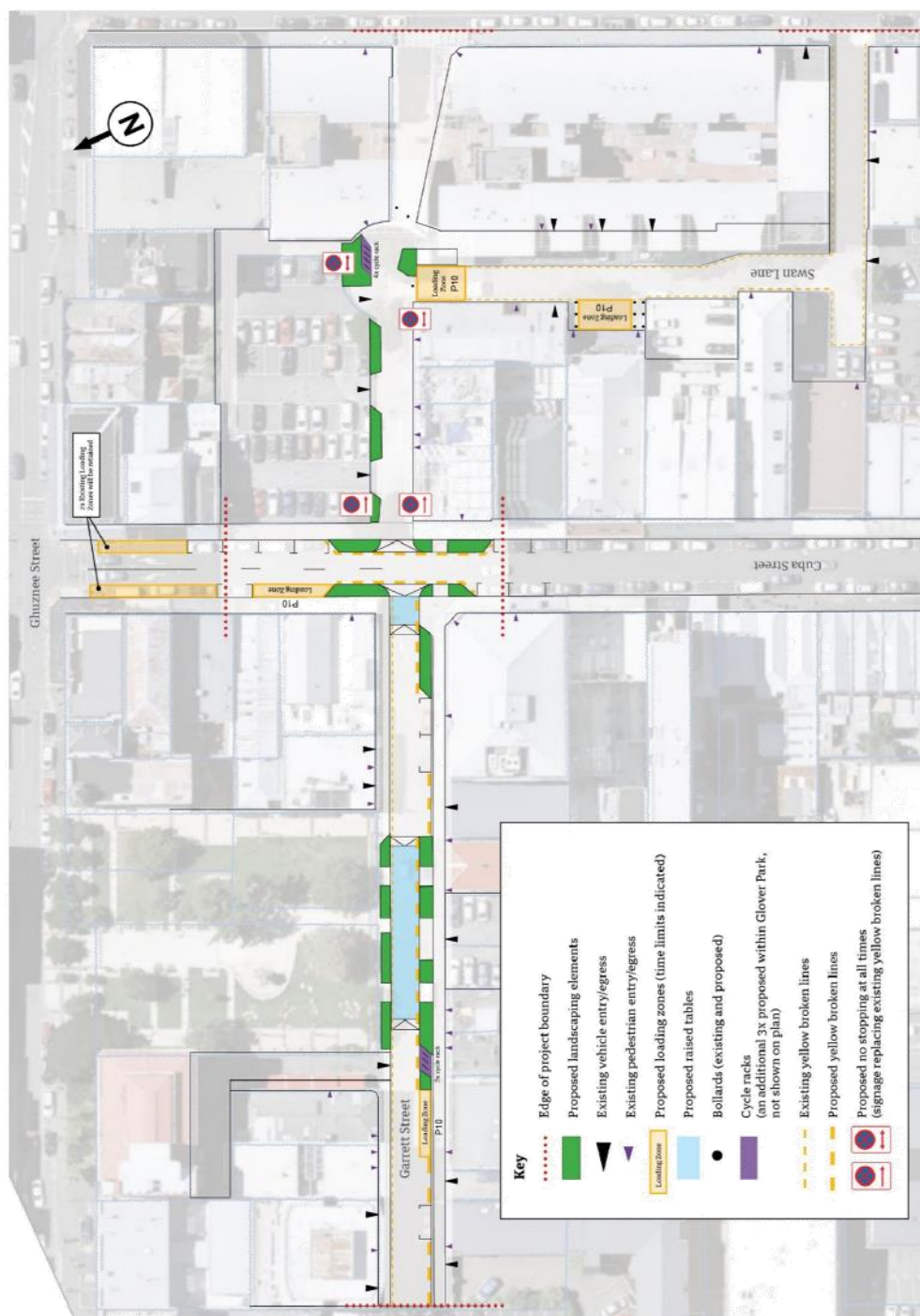
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	<ul style="list-style-type: none">• Improved street lighting provision and introduce amenity lighting into the street environment.• Additional four bike racks will support increased demand for active modes of transport (cycling in the city) in Swan Lane.• Relocation of cycle racks on Garrett Street (road and to Glover Park).• Increased servicing provision in Swan Lane (within the service lane portion).• Increased opportunity for local business activity and outdoor dining within Swan Lane.• 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 Wednesday 9 December 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 Wednesday 9 December 2020 and finishes 5.00pm Tuesday 22 December 2020.</p>
Next Steps	<ol style="list-style-type: none">1. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021.2. The current restrictions remain in place until the physical works are completed.

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Traffic Resolution Plan: TR119-20 Garrett St; Cuba St; Swan Lane, Te Aro - Swan Lane, Cuba Street and Garrett Street-various parking changes



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Legal Description:

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

Column One	Column Two	Column Three
Garrett Street	<i>No Stopping At All Time</i>	<i>Southwest side, commencing from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 7.5 metres.</i>
Garrett Street	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 24.5 metres from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 17.5 metres.</i>
Garrett Street	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 53 metres from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 8 metres.</i>
Garrett Street	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 93 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658670.485121 m, Y=5988817.535113 m) and extending in a north-westerly direction following the kerbline for 8.5 metres.</i>
Swan Lane	<i>No Stopping At All Times</i>	<i>Southwest side, following the kerbline 3.5 metres northwest of its intersection with Marion Street (Grid Coordinates X=2658726.999568 m, Y=5988713.517977 m) and extending initially in a north-westerly direction, and then following the direction of the kerbline for a total of 128.5 metres.</i>
Swan Lane	<i>No Stopping At All Times</i>	<i>Northeast side, following the kerbline 3.5 metres northwest of its intersection with Marion Street (Grid Coordinates X=2658729.36966 m, Y=5988718.909287 m) and extending initially in a north-westerly direction, and then following the direction of the kerbline for a total of 98 metres.</i>
Swan Lane	<i>No Stopping At All Times</i>	<i>Northeast side, following the kerbline 3.5 metres southeast of its intersection with Cuba Street (Grid Coordinates X=2658682.321698 m, Y=5988821.861971 m) and extending initially in a south-easterly direction, and then around the cul de sac for a total of 65 metres.</i>
Swan Lane	<i>No Stopping At All Times</i>	<i>Southwest side, following the kerbline 3.5 metres southeast of its intersection with Cuba Street (Grid Coordinates X=2658680.684527 m, Y=5988818.060219 m) and extending in a south-easterly direction for 36.5 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Garrett Street	No Stopping At All Times	Northeast side, commencing from its intersection with Cuba Street (Grid Coordinates X=2658673.312981 m, Y=5988823.952131 m) and extending in a north-westerly direction following the kerbline for 118 metres.
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Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Cuba Street	Loading Zone, P5, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles and Authorised Vehicles Only	West side, commencing 4 metres north of its intersection with Garrett Street (Grid Coordinates X=2658673.312981 m, Y=5988823.952131 m) and extending in a northerly direction following the kerbline for 13 metres.
Garrett Street	Loading Zone, P5, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 7.5 metres from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 11 metres.
Garrett Street	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 61 metres from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 8 metres.
Garrett Street	Parking place in the form of bicycles only parking, At All Times	Southwest side, commencing 69 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 6.0 metres.

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

Column One	Column Two	Column Three
Cuba Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 17 metres north of its intersection with Garrett Street (Grid coordinates x= 1748651.4 m, y= 5427111.9 m), and extending in a northerly direction following the kerbline for 11.5 metres (2 parallel carparks).

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Cuba Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 75 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.4 m, y= 5427004.0 m), and extending in a northerly direction following the kerbline for 36 metres (6 parallel carparks).
Cuba Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 122 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 29 metres (5 parallel carparks).
Garrett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 18.5 metres from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 6 metres. (2 parallel parking spaces)
Garrett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 42 metres from its intersection with Cuba Street (Grid Coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 11 metres. (2 parallel parking spaces)
Garrett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 75.0 metres from its intersection with Cuba Street (Grid coordinates x= 1748579.9 m, y= 5427137.4 m), and extending in a northwesterly direction following the kerbline for 17.5 metres. (3 parallel parking space)

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

Column One	Column Two	Column Three
Cuba Street	No Stopping, At All Time	West side, commencing 100 metres north of its intersection with Vivian Street (Grid coordinates x= 1748604.1 m, y= 5427006.6 m), and extending in a northerly direction following the kerb line for 23 metres
Cuba Street	No Stopping, At All Times	East side, commencing 100 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.4 m, y= 5427004.0 m), and extending in a northerly direction following the kerb line for 27.5 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Garrett Street	<i>No Stopping, At All Times</i>	<i>Southwest side, commencing from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a westerly direction following the kerb line for 17.0 metres.</i>
Garrett Street	<i>No Stopping, At All Times</i>	<i>Southwest side, commencing 29 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a westerly direction following the kerb line for 53.0 metres.</i>
Garrett Street	<i>No Stopping, At All Times</i>	<i>Southwest side, commencing 93.5 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a westerly direction following the kerb line for 10 metres.</i>
Garrett Street	<i>No Stopping, At All Times</i>	<i>Southwest side, commencing 107.5 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a westerly direction following the kerb line for 8 metres.</i>
Garrett Street	<i>No Stopping, At All Times</i>	<i>Northeast side, commencing from its intersection with Cuba Street (Grid Coordinates X=1748652.26 m, Y=5427112.34m) and extending in a north-westerly direction following the kerb line for 118 metres.</i>
Swan Lane	<i>No Stopping, At All Time</i>	<i>Northeast side, following the kerb line 3.5 metres northwest of its intersection with Marion Street (Grid Coordinates X=1748707.5 m, Y=5427006.4 m) and extending initially in a north-westerly direction, and then following the direction of the kerb line for a total of 98 metres.</i>
Swan Lane	<i>No Stopping, At All times</i>	<i>Southwest side, following the kerb line 3.5 metres northwest of its intersection with Marion Street (Grid Coordinates X=1748704.7 m, Y=5427000.8 m) and extending initially in a north-westerly direction, and then following the direction of the kerb line for a total of 126 metres.</i>
Swan Lane	<i>No Stopping, At All Times</i>	<i>Northeast side, following the kerb line 3.5 metres southeast of its intersection with Cuba Street (Grid Coordinates X=1748660.60 m, Y=5427110.72 m) and extending initially in a south-easterly direction, and then around the cul-de-sac for a total of 65 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Swan Lane	No Stopping, At All Times	Southwest side, following the kerb line 3.5 metres southeast of its intersection with Cuba Street (Grid Coordinates X=1748658.64 m, Y=5427105.61 m) and extending in a south-easterly direction for 36.5 metres.
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Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Cuba Street	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles and Authorised Vehicles Only	West side, commencing 10.5 metres north of its intersection with Garrett Street (Grid coordinates x= 1748651.4 m, y= 5427111.9 m), and extending in a northerly direction following the kerb line for 12 metres
Garrett Street	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles and Authorised Vehicles Only	Southwest side, commencing 82 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a westerly direction following the kerb line for 11.5 metres.
Swan Lane	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles and Authorised Vehicles Only	East side, commencing 98 from its intersection with Marion Street (Grid Coordinates X=1748707.5 m, Y=5427006.4 m) and extending in a northerly direction, following the of the kerb line for 10 metres (Indented, see attached plan Loading zone A).
Swan Lane	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles and Authorised Vehicles Only	West side, following the kerb line 100 metres northwest of its intersection with Marion Street (Grid Coordinates X=1748704.7 m, Y=5427000.8 m) and extending in a northerly direction for 9 metres (Indented, see attached plan Loading zone B).
Swan Lane	Parking place in the form of bicycles only parking, At All Times	Northeast side, commencing 45 metres southeast of its intersection with Cuba Street (Grid Coordinates X=1748660.60 m, Y=5427110.72 m) and extending initially in an easterly direction following the kerb line for 5.0 metres.
Garrett Street	Parking place in the form of bicycles only parking, At All Times	Southwest side, commencing 76 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerb line for 4.0 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Cuba Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 22.5 metres north of its intersection with Garrett Street (Grid coordinates x= 1748651.4 m, y= 5427111.9 m), and extending in a northerly direction following the kerb line for 6 metres (1 parallel carparks).
Cuba Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 75 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.4 m, y= 5427004.0 m), and extending in a northerly direction following the kerb line for 25 metres (4 parallel carparks).
Cuba Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 127.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerb line for 23.5 metres (4 parallel carparks).
Garrett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday, 8:00am - 6:00pm	Southwest side, commencing 17 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a westerly direction following the kerb line for 12.0 metres.

Prepared By: Stephanie O'Shea
Reuben Lovell-Smith
(Intermediate Urban Designer)
(Transport Engineer Assistant)

Approved By: Charles Kingsford
(Principal Transport Engineer)

Date: 19/01/2021

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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: John Mills
Suburb: Te Aro
Agree: Yes

What a fabulous revitalisation of one of Welly's secret urban pockets! Thanks to all involved, good job. We fully support this well resolved and practical design. Once complete Garrett (and Swan lane) will be jammed with young and old enjoying themselves.

I see a lot of pedestrian activity, having worked here for over 11 years. The pathway from Vivian to Garrett St via Bute St involves some weaving between cars, over rough asphalt with big holes and through a narrow opening in a fence ...a pretty crappy, hazardous and unpleasant informal path. One that has hundreds of pedestrian movements every day

We all deserve way better. Hopefully the link through from Garrett to Victoria street will become reality REALLY soon, to bring awesome flow to the Cuba quarter!

Good luck and please keep in touch if we can help at all.

Officer's response:

1. It is understood that there is significant pedestrian movement between Vivian St and Garrett Street via Bute Street, and that this connection needs improvement. This connection sits across multiple privately owned plots of land, none of which are in Council ownership and Council has decided not to pursue development here at this stage.
2. Council officers have continued to pursue negotiations with private landowners to establish a pedestrian connection between Garrett Street and Victoria Street. Council intends to continue these negotiations with the aim to establish this connection at a later date, subject to a deal being established with private owners.

Name: Grant Buchan
Suburb: Mt Cook
Agree: Yes

The carpark adjoining Swan lane should be converted to a park, otherwise this is a good proposal to provide a more inviting pedestrian space.

Officer's response:

1. The overall Council vision is to prioritise pedestrian movements along Swan Lane by removing or reducing vehicle accessways where possible, noting that such changes are dependent on negotiations with land and/or business owners. The current proposal meets current needs and futureproofs the area for potential future changes.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Name: Regan Gibbons
Suburb: Te Aro
Agree: Yes

No Comment.

Name: Isabella Cawthorn
Suburb: Porirua
Agree: Yes

TBF we could easily do with TRs that are "improvements to place function and access by active travel justify the impacts on access by vehicles". In other words, turn the dial harder towards people!

Name: Sam Donald
Suburb: Brooklyn
Agree: No

Disappointed to see that Swan lane appears to remain as access to the private carpark, rather than becoming a pedestrianised area (or at least a shared zone) as indicated in the concept design plans and images. The private carpark should be accessed directly off of Cuba St, rather than having three access points off Swan Lane, meaning that this space will remain dominated by cars. It seemed that the intent of the project was about placemaking and creating a 'laneway' feel - which doesn't appear to be happening based on the current plans

where people continue to play second fiddle to vehicles. It was a shame that what started out as a community engagement project with open workshops became a traditional "this is what we are doing, tell us what you think" process conducted behind closed doors, as happens time and again with WCC led projects. Waka Kotahi's Innovating Streets programme should be used as an example of better practice of community engagement - could this project be paused and morphed into that upcoming package of work? That might lead to something more transformational as I wonder whether the current proposal is enough of a change to bother with. More loads space should be given over to people (see 'Picnics in Parks' and 'Parking Day') Also, a contra-flow cycle lane up Cuba St should be implemented at the same time. What happened with the idea of singing Garrett St through to Victoria St?

Officer's response:

1. The overall Council vision is to prioritise pedestrian movements along Swan Lane by removing or reducing vehicle accessways where possible, noting that such changes are dependent on negotiations with land and/or business owners. The current proposal meets current needs and futureproofs the area for potential future changes.
2. The engagement undertaken shaped up a clear direction for the design of the area which directly informed the concept design. An overview of the consultation undertaken for the project can be found on the [project webpage](#).

We tailored the consultation process to ensure the community input was maximised prior to developing a concept design. Council officers are then responsible for developing the design with technical experts and specialists to ensure design elements can meet project budgets, are feasible and fit for purpose in order to meet Council maintenance requirements and NZ safety standards. The final design has upheld the design direction received from the community during early engagement.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

3. Council officers have continued to pursue negotiations with private landowners to establish a pedestrian connection between Garrett Street and Victoria Street. Council intends to continue these negotiations with the aim to establish this connection at a later date, subject to a deal being established with private owners.
4. The Swan Lane and Garrett Street upgrade project scope never included undertaking works within Cuba Street. Nevertheless, it was important that the interface with Cuba Street was addressed to ensure safety improvements and quality outcomes could be achieved within the allocated project budget.

This approach ensures future develop opportunities for Cuba Street (as a precinct) can be developed in a comprehensive and cohesive way, where appropriate budgets can be allocated that meet the scale of the project intended.

Should a project be established to re-envision Cuba Street, other matters can be considered such as a contra-flow cycleway, wider footpaths, reduced vehicles and creation of spaces that are more pedestrian friendly.

Name: Sophie Speer on behalf of Sputnik
Suburb: Hataitai
Agree: Yes

As a business that backs onto Swan Lane, we are in favour of the area becoming a park and these proposed traffic changes are necessary to make that happen, so we are in favour of the change.

Officer's response:

1. The overall Council vision is to prioritise pedestrian movements along Swan Lane by removing or reducing vehicle accessways where possible, noting that such changes are dependent on negotiations with land and/or business owners. The current proposal meets current needs and futureproofs the area for potential future changes.

Name: Kate Linzey on behalf of Architectural Centre
Suburb: Kilbirnie
Agree: Yes

The Centre commends the Council with this move toward greening the street scape in the area of Swan/Garrett/Cuba. We lament that this needs to be such a tentative proposal but recognise that small steps are still steps in the right direction.

The Centre is very supportive of the lowering of traffic speeds through Wellington streets but note that this change is not being enforced. Cars still travel much faster and running red lights is rampant.

This suggests what is needed is an attitude change by drivers to indicate that they are 'just' another road user without priority status over pedestrians.

Raised crossing may help this as they also function as a speed cushion. However, these humps have an ambiguous status, such as in Kilbirnie, when some cars consider them pedestrian crossings and others don't. It becomes even more important for everyone to come to a complete stop to establish everyone's interpretation of the hump. This has some attractive qualities but can be irritating and excessively slow.

A continuously textured &/or raised road with road sharing signs should mean pedestrians, cyclists and cars can flow around each other at an easy pace. Cars can simply slow to allow a pedestrian to cross without yelling and abusing them for being in the 'wrong' place.

The Centre appreciates the provision of consolidated cycle parks, but this should not replace general street side places to lock up. A consolidated park is great for commuters, or people who are going somewhere for a few hours.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Cyclist running errands will lock a bike exactly where they need to be. Not providing for this behaviour will mean bikes littering the foot path. Colour coding bike lock places as short or long stay could help management of bikes left in footpath space.

Officer's response:

1. Though a raised table does not give pedestrians legal right of way over the vehicle, it signals to vehicles a change in the environment and gives more emphasis on pedestrian movements and pathways, which drivers need to be aware of.

Note: The raised tables within the design are proposed to be surfaced with concrete paving which will further emphasise this change of environment to pedestrians and vehicles.

2. The purpose of the Traffic Resolution process is primarily to review proposed parking changes and formalise these so that they are legally enforceable in future.

Additional information was added to the plan within the Traffic Resolution report in order to provide some context around the larger project, but this plan lacks the full details of the design intent.

Council officers intend to host a drop-in session early 2021 that will showcase the full details of the project where officers will be available to answer further questions on the design.

All submitter's emails will be added to the drop-in session invite list and the event will be advertised on the [project webpage](#) and on Council's social media platforms once a date and time has been finalised.

Name: Jess Ducey
Suburb: Te Aro
Agree: Yes

I love the plan, but I wish it went further to pedestrianise (and/or add protected bike/scooter lanes) more of the area. I fully support removing car parks to encourage active transport, make the area safer for pedestrians, improve visibility, and create a livelier area where people want to spend time. I'm really excited about more green space in the area - the Swan Lane car park is the perfect space for a wee park, perhaps with some food trucks and seating to encourage people to linger in the area.

I'd love to see this vision stretch to more of Cuba and Ghuznee Streets, and for more of the laneways (e.g. Leeds /Eva) to further prioritise pedestrians, green space, and socialising over storing cars. As the owner of a flat in the Hannah's Centre, I wish I could look down into a lush green park, where kids could play and people could hang out, instead of on to an empty soulless concrete car park.

Love this idea - please keep it up and don't be afraid to push it further!

Officer's response:

1. The overall Council vision is to prioritise pedestrian movements along Swan Lane by removing or reducing vehicle accessways where possible, noting that such changes are dependent on negotiations with land and/or business owners. The current proposal meets current needs and futureproofs the area for potential future changes.
2. The Swan Lane and Garrett Street upgrade project scope never included undertaking works within Cuba Street. Nevertheless, it was important that the interface with Cuba Street was addressed to ensure safety improvements and quality outcomes could be achieved within the allocated project budget.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

This approach ensures future develop opportunities for Cuba Street (as a precinct) can be developed in a comprehensive and cohesive way, where appropriate budgets can be allocated that meet the scale of the project intended.

Should a project be established to re-envision Cuba Street, other matters can be considered such as a contra-flow cycleway, wider footpaths, reduced vehicles and creation of spaces that are more pedestrian friendly.

Name: jorle wiesen
Suburb: Wellington
Agree: Yes

Better than nothing BUT a lacklustre follow-up to what was originally proposed. Swan Lane is still fully accessible by vehicles, with the paved laneway shown in the renders not actually forming part of the proposal. Pretty disappointing all in all. Council need to be more drastic in their proposals. Purchase the carpark and do it properly.

Officer's response:

1. The overall Council vision is to prioritise pedestrian movements along Swan Lane by removing or reducing vehicle accessways where possible, noting that such changes are dependent on negotiations with land and/or business owners. The current proposal meets current needs and futureproofs the area for potential future changes.
2. The purpose of the Traffic Resolution process is primarily to review proposed parking changes and formalise these so that they are legally enforceable in future.

Additional information was added to the plan within the Traffic Resolution report in order to provide some context around the larger project, but this plan lacks the full details of the design intent.

Council officers intend to host a drop-in session early 2021 that will showcase the full details of the project where officers will be available to answer further questions on the design.

All submitter's emails will be added to the drop-in session invite list and the event will be advertised on the [project webpage](#) and on Council's social media platforms once a date and time has been finalised.

Note: Swan Lane is proposed to be a paved surface

Name: Susan Hutchinson
Suburb: Karori
Agree: Yes

This is a great initiative to support people who get around Wellington City on foot and with prams and wheelchairs. I particularly support the

- Raised platform along Cuba St to prioritise pedestrian movement on this busy walking street, and note this provides needed wider space than the narrow footpath
- Kerb build-outs to aid crossing Cuba Street on the desire line from Garrett Street to Swan Lane
- The provision of more green plantings and water sensitive design
- Careful placement of street furniture to allow people to linger while not disrupting walking movement
- Provision of a loading zone for Swan Lane from Marion St rather than Cuba St
- The provision of on-road cycle parking, to support users of other active modes.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I would also support returning children's play equipment to Glover Park to support families living in the central city, in this precious green space.

Officer's response:

1. Though a raised table does not give pedestrians legal right of way over the vehicle, it signals to vehicles a change in the environment and gives more emphasis on pedestrian movements and pathways, which drivers need to be aware of.
2. The low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:
 - Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
 - Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring
 - By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides pedestrians and vehicles better visibility of one-another
 - A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
 - Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement
3. The design and amenity provision of Glover Park in its entirety was never part of this project's scope, though the interface with Garrett Street was important to address.

At this time, Council does not intend to install play equipment at Glover Park.

Glover Park is a space where inner city families can play as an incidental playable space. The site is small, and the intention is to provide for a number of functions, including play. Council's approach is to provide "multifunctional space whenever possible and may not incorporate a formal playground or play equipment" *Wellington Play Spaces Policy 2015*. We do not think we can dedicate enough space for play equipment to provide children with a valuable play experience without impacting on the activities that others wish to use the Park for.

We have play equipment nearby at Cuba Street Mall, Aro Park, Waitangi Park, Frank Kitts Park, Freyberg Beach and Cobblestone Park.

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

As a regular user of these streets I strongly support improving walkability by repurposing on-street parking spaces.

This proposal will also have a positive impact for lowering pollution carbon emissions in the long term. The proposed raised table at the Cuba and Garret Street intersection should be a zebra crossing.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

1. Though a raised table does not give pedestrians legal right of way over the vehicle, it signals to vehicles a change in the environment and gives more emphasis on pedestrian movements and pathways, which drivers need to be aware of.

The crash data around zebra crossings does not strongly support that implementing one results in better pedestrian safety. It comes down to ensuring it is placed in an appropriate location that accommodates high volumes of pedestrians in order to be effective. It was deemed more appropriate in this context to implement a raised table with associated environmental changes (such as kerb build outs) to signal more pedestrian priority in the area.

Name: Leanne
Suburb: Unknown
Agree: Yes

I think that these proposals are terrific, and we need more of them to make walking and wandering nicer for pedestrians. The proposals will help with community building, I'm sure.

Things that I like include:

- * the green planting and water sensitive design
- * more space for pedestrians to walk
- * the areas on the corners to make it easier to cross the road
- * places for people to sit where they won't be in the path of people who are going somewhere
- * putting parking for cycles on the road, not the footpath, which is where vehicles (including e-scooters) should be parked, not where I have to move around them when walking.
- * a loading zone for deliveries.

Keep up the good work.

Name: James Burgess
Suburb: Wellington
Agree: Yes

I support the changes. I wish they went further, slowing traffic on Cuba St with a raised table crossing and releasing more space for the surrounding businesses to add outdoor tables.

Officer's response:

1. The Swan Lane and Garrett Street upgrade project scope never included undertaking works within Cuba Street. Nevertheless, it was important that the interface with Cuba Street was addressed to ensure safety improvements and quality outcomes could be achieved within the allocated project budget.

This approach ensures future develop opportunities for Cuba Street (as a precinct) can be developed in a comprehensive and cohesive way, where appropriate budgets can be allocated that meet the scale of the project intended.

Should a project be established to re-envision Cuba Street, other matters can be considered such as a contra-flow cycleway, wider footpaths, reduced vehicles and creation of spaces that are more pedestrian friendly.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Though a raised table was not proposed across Cuba Street, the low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:

- Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
- Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring
- By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides pedestrians and vehicles better visibility of one-another
- A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
- Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement

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

Congratulations, Living Streets Aotearoa support this traffic resolution which is one of the most pedestrian-friendly we have ever seen. This is a good step towards making all of Cuba Street a pedestrian only space, as a continuation of Cuba Mall.

We particularly support the

- Raised platform along Cuba St to prioritise pedestrian movement on this busy walking street, and note this provides needed wider space than the narrow footpath
- Kerb build-outs to aid crossing Cuba Street on the desire line from Garrett Street to Swan Lane
- The provision of more green plantings and water sensitive design
- Careful placement of street furniture to allow people to linger while not disrupting walking movement
- Provision of a loading zone for Swan Lane from Marion St rather than Cuba St
- The provision of on-road cycle parking, which is where all vehicles should be parked.

We would also support returning children's play equipment to Glover Park to support families living in the central city, in this precious central green space.

We would like to be heard in support of our submission.

Officer's response:

1. Though a raised table does not give pedestrians legal right of way over the vehicle, it signals to vehicles a change in the environment and gives more emphasis on pedestrian movements and pathways, which drivers need to be aware of.
2. The low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:

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- Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
 - Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring
 - By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides pedestrians and vehicles better visibility of one-another
 - A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
 - Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement
3. The design and amenity provision of Glover Park in its entirety was never part of this project's scope, though the interface with Garrett Street was important to address.

At this time, Council does not intend to install play equipment at Glover Park.

Glover Park is a space where inner city families can play as an incidental playable space. The site is small, and the intention is to provide for a number of functions, including play. Council's approach is to provide "multifunctional space whenever possible and may not incorporate a formal playground or play equipment" *Wellington Play Spaces Policy 2015*. We do not think we can dedicate enough space for play equipment to provide children with a valuable play experience without impacting on the activities that others wish to use the Park for.

We have play equipment nearby at Cuba Street Mall, Aro Park, Waitangi Park, Frank Kitts Park, Freyberg Beach and Cobblestone Park.

Name: Eleanor West on behalf of Generation Zero
Suburb: Wellington
Agree: Yes

We support these proposed traffic resolutions with some changes.

This project could create public space for Wellington that successfully meets a number of needs in the area. This is an area where people love to sit outside and enjoy food and drinks; spilling out of local cafes, bars and eateries, creating a bustling, community vibe. It is important that this traffic resolution helps to enhance this existing sense of place.

We can see this intention in the efforts to add bike racks, plants, improve the street lighting and furniture etc, but would like to see Garrett Street pedestrianised.

We commend the proposal to incorporate water sensitive urban design (WSUD) into street upgrades. This should be a requirement for all future street upgrades. WSUD provides multiple benefits, it reduces stormwater volumes, it increases the stormwater network's capability to manage flood flows, and stormwater gardens improve the look and feel of the street.

If incorporating WSUD becomes a default requirement for street upgrades Wellington City Council (WCC) and Wellington Water (WWL) should work together to see how this can be done on a catchment basis rather than

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street by street. Using rain gardens for WSUD should also be used as an opportunity to create green corridors for birds and other animals and should also be included in this 'catchment level' planning.

We have some concerns that this traffic resolution does not adequately prioritise pedestrians in accordance with the council's sustainable transport hierarchy, and instead places undue weight towards preserving private vehicle parking and goods vehicle access. We think the following changes could significantly improve the proposal:

1. All of the car parks on Garrett street should be removed to clearly signal that the street is prioritised for pedestrians. Even a small number of car parks will result in a high number of vehicles entering the street to search for available parking. There is no shortage of parking nearby with 5 private car parking areas immediately adjacent to Garrett Street and Swan Lane, including the large Wilsons multi-story parking garage. On the block of Cuba Street there are 28 on-street parking spaces present.

We think that a mobility parking space could be appropriate to provide greater accessibility to the area. While further reducing the number of car parks will impact council revenue, we think it is inappropriate to prioritise revenue over safe accessible use of city streets.

2. In order to further reduce vehicle traffic, WCC should work with Wilsons Parking to provide alternate access to their site at 9 Garrett street via Bute Street instead.

3. We think the provision of four loading zones in addition to the two existing loading zones is excessive. Swan Lane provides good access for delivery vehicles to the area and businesses should be encouraged to receive deliveries there instead of through additional loading zones on Cuba and Garrett Street. Relocating heavy delivery vehicle traffic to neighbouring side streets will improve safety for pedestrians and cyclists.

4. The raised table proposed for the entrance to Garrett Street should continue across Cuba Street. Cuba Street has recently had its speed limit reduced to 30km/h and a raised table is necessary to make the design of the street fit its newly set speed limit. Our observations at the site showed that this location is already a high frequency crossing point for pedestrians travelling east-west or changing sides of the street. Continuing the raised table across would support walkability, safety and accessibility.

5. As a proposal to increase walkability we think the plan should include wider footpaths, especially in areas of high pedestrian traffic such as along Cuba Street.

6. Proposed landscaping elements and informal crossing points as indicated on the traffic resolution plan imply limitations on the points at which pedestrians can cross Cuba Street and Garrett street. This is concerning as it will reduce walkability by forcing pedestrians to cross the street at right angles only, instead of the current situation that permits pedestrian movements across the street in all directions.

Landscaping elements and crossings designed in this way will have the adverse effect of speeding up traffic as current pedestrian behaviour is restricted. Landscaping elements and informal crossing points by the raised tables at Glover Park and Cuba Street should be designed to facilitate pedestrian movements in all directions.

7. Glover Park already has significant accessibility issues and so it is essential that proposed raised tables are flush with the footpath to provide access for wheelchair and mobility device users.

Thank you for the opportunity to feedback on these proposals.

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Officer's response:

1. There are multiple businesses within Garrett Street that require vehicular access to continue operating. The current proposal seeks to support this need while increasing pedestrian priority through urban design changes.
2. Council officers considered implementing 2x mobility parking bays within Garrett Street, but due to the narrow width of the street, it was not possible to meet the NZ standards that ensure a safety buffer around the parking bay for manoeuvring in and out of the vehicle.

There are currently 2x mobility parking bays on Marion Street in close proximity to the project site.

Council officers undertook a survey of all CBD mobility parking spaces and are now delivering improvements to mobility parking across the inner city. This includes a review of the quality and appropriate location of existing mobility parking bays. For more information on this work, please enquire with the Transport Department via the Contact Centre

3. It is understood that there is significant pedestrian movement between Vivian St and Garrett Street via Bute Street, and that this connection needs improvement. This connection sits across multiple privately owned plots of land, none of which are in Council ownership and Council has decided not to pursue development here at this stage.
4. The quantity of loading zones stated in the above submission is a misinterpretation of the report. Please note that three of the proposed loading zones are merely a relocation of existing loading zones. Only one additional loading zone has been provided within Swan Lane to support moving delivery and servicing to the back end of Swan Lane, off the main pedestrian route between Cuba Street and Marion Street. Loading provisions within Garrett Street have been reduced from 2 down to 1 and relocated to the west end in order to support businesses that occupy this end of the street and have greater servicing needs. The quantity of loading zones within Cuba Street remain unchanged.
5. The Swan Lane and Garrett Street upgrade project scope never included undertaking works within Cuba Street. Nevertheless, it was important that the interface with Cuba Street was addressed to ensure safety improvements and quality outcomes could be achieved within the allocated project budget.

This approach ensures future develop opportunities for Cuba Street (as a precinct) can be developed in a comprehensive and cohesive way, where appropriate budgets can be allocated that meet the scale of the project intended.

Should a project be established to re-envision Cuba Street, other matters can be considered such as a contra-flow cycleway, wider footpaths, reduced vehicles and creation of spaces that are more pedestrian friendly.

Though a raised table was not proposed across Cuba Street, the low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:

- Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
- Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring

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- By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides pedestrians and vehicles better visibility of one-another
- A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
- Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement

Note: all proposed raised tables are flush with footpath. Further to this, in the proposed upgrade, the current uneven surfacing at the entrance of Glover Park will be made accessible with a new level paved surface.

6. The recent change to a 30km speed limit within the city creates a much safer slow speed environment that has proven benefits to cyclists on the road carriageway, pedestrians crossing at unmarked locations and assists with parking manoeuvring.
7. The purpose of the Traffic Resolution process is primarily to review proposed parking changes and formalise these so that they are legally enforceable in future.

Additional information was added to the plan within the Traffic Resolution report in order to provide some context around the larger project, but this plan lacks the full details of the design intent.

Council officers intend to host a drop-in session early 2021 that will showcase the full details of the project where officers will be available to answer further questions on the design.

All submitter's emails will be added to the drop-in session invite list and the event will be advertised on the [project webpage](#) and on Council's social media platforms once a date and time has been finalised.

Name: Jonathan Coppard on behalf of Cycle Wellington
Suburb: Te Aro
Agree: Yes

Cycle Wellington supports this traffic resolution to improve pedestrian and cycling amenity in the area. However we think this traffic resolution drops the ball in its lack of improvements for cyclists travelling along Cuba Street. The speed limit on Cuba Street is 30km/h and cyclists travelling along it are expected to take the lane with cars and avoid being doored by the cars parked on both sides. In our opinion the raised table should be extended to cross Cuba Street and connect Swan Lane to Garrett Street. This would help slow speeds along Cuba Street, and make it easier for cyclists and pedestrians to cross Cuba from Swan Lane to Garrett Street.

Officer's response:

1. The Swan Lane and Garrett Street upgrade project scope never included undertaking works within Cuba Street. Nevertheless, it was important that the interface with Cuba Street was addressed to ensure safety improvements and quality outcomes could be achieved within the allocated project budget.

This approach ensures future develop opportunities for Cuba Street (as a precinct) can be developed in a comprehensive and cohesive way, where appropriate budgets can be allocated that meet the scale of the project intended.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Should a project be established to re-envision Cuba Street, other matters can be considered such as a

contra-flow cycleway, wider footpaths, reduced vehicles and creation of spaces that are more pedestrian friendly.

Though a raised table was not proposed across Cuba Street, the low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:

- Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
- Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring
- By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides pedestrians and vehicles better visibility of one-another
- A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
- Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement

Name: Paula Attrill on behalf of the Residential Owners Marion Square Body Corporate
Suburb: Te Aro
Agree: Yes

Thanks for the opportunity to provide feedback on proposed changes to Swan Lane, Garret Street and Cuba Street. Having made various contributions over the last two years towards changes being made to the area, we're pleased to see this proposal.

We note the proposal relates only to Traffic Resolution. We have an interest in the overall design changes to the area and look forward to seeing a proposal regarding the wider changes in January 2021.

This submission is provided on behalf of the residential members of the Marion Square Body Corporate, many of whom have lived in the vicinity for a considerable period of time and are very familiar with the comings and goings of the location. It has also been reviewed by the commercial representatives on the Body Corporate Committee and they have endorsed what follows.

Our feedback is focused on seven areas:

Opportunity to minimise unwanted activity

We fully support any changes that assist with minimising the extent to which graffiti, tagging, people hanging around, theft, vagrancy, sleeping in the vicinity, use of the Swan lift as a toilet, greater safety of pedestrians etc can occur.

Improved lighting, and improved ease of use for foot traffic will greatly assist and we look forward to the design proposal when it's available.

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Rubbish bins

We have been in discussions with the Council regarding the location and management of issues with the rubbish bins located along the Wilson's car park facing wall of Marion Square for some time.

The use of this strip of land to store rubbish bins commenced after the 2016 Kaikoura earthquake and was convenient for a period. Over time use of this land, part of which is owned by Marion Square, has been taken advantage of by business owners and rubbish collectors, and recently more businesses have started to use the land to store rubbish bins (including some as far away as Vivien St). At times the area has been a shambles with all manner of rubbish dumped there which in turn has caused concern about the general hygiene of the area.

Dialogue by the Council with business owners and rubbish collectors needs to continue in order that the issue is resolved. We were given an undertaking by the Council that this issue would be sorted out earlier this year. We remain concerned about this issue and would like it resolved.

Swan Lane

We support the notion of plantings in the vicinity - this is a great development. However, we are not keen about any planting which impedes visibility around the Swan Lane lift area or attracts people to loiter. This is an area especially at risk with all manner of activity, especially on weekends, and we are strongly of the view that it should be kept well lit with maximum visibility. People need to have a clear line of sight around the lift area to ensure their personal safety.

Cycle racks

We support the establishment of these - could there be more installed?

Bollard and loading zone

We agree with the changes in this area to direct service traffic to access the area via Marion St. The additional proposed loading zone will also assist service traffic.

Pedestrianisation of Swan Lane

We recommend the access way in to Swan Lane off Cuba Street is limited to pedestrians - not vehicles. The proposal indicates that increased dining area is anticipated however we cannot see how that is possible with continued vehicle access.

We can see how the use of service vehicles on Swan Lane will be reduced but there is considerable general vehicle access through Swan Lane, and we can't see how this increases the dining area, especially with the inclusion of landscaping in the area.

If Swan Lane is to continue to be used for vehicle access to the car park, we recommend relocating the entry point to the parking area. One option might be close to the buildings further down Cuba St.

We also recommend the addition of raised tables on Swan Lane to ensure the speed of vehicles in the area is minimised.

Garrett Street

We support the proposed changes for Garrett St.

Again, thanks for the opportunity to provide feedback on the Traffic Management proposal for the area. We are looking forward to attending the Drop In Session regarding the wider design changes intended for early 2021.

Officer's response:

1. The purpose of the Traffic Resolution process is primarily to review proposed parking changes and formalise these so that they are legally enforceable in future.

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Additional information was added to the plan within the Traffic Resolution report in order to provide some context around the larger project, but this plan lacks the full details of the design intent.

Council officers intend to host a drop-in session early 2021 that will showcase the full details of the project where officers will be available to answer further questions on the design.

All submitter's emails will be added to the drop-in session invite list and the event will be advertised on the [project webpage](#) and on Council's social media platforms once a date and time has been finalised.

Note: The upgrade proposes an increase in street lighting to ensure NZ safety lighting standards are met across the entire project site. In addition, a variety of amenity lighting is proposed to establish a warm and welcoming environment for people (street furniture lighting, tree up-lights etc).

Though not marked on the plan within the traffic resolution report, additional cycle racks are proposed to be located within Glover Park along with the cycle racks proposed on Garrett Street and Swan Lane.

Part of our standard process includes undertaking safety audits to ensure we maintain clear sightlines etc. All garden bed planting within the project site is low planting to ensure sight lines are not obstructed. Upgrades are proposed for the area around the elevator in Swan Lane to improve safety, including improved lighting and establishing a thoroughfare to remove potential entrapment concerns implicated by the adjoining parking bay. An anticipated increase in foot traffic will also bring more passive surveillance to the area.

Wellington City Council is aware of the issues caused by the placement of private waste management companies bins in the Swan Lane vicinity and we are committed to ensure that public land is not used for private waste collection across the city. Council officers will continue to work with both business owners and waste management companies to find a waste management solution that works for all parties, while considering the current and future enhancements to the project upgrade

2. The overall Council vision is to prioritise pedestrian movements along Swan Lane by removing or reducing vehicle accessways where possible, noting that such changes are dependent on negotiations with land and/or business owners. The current proposal meets current needs and futureproofs the area for potential future changes.

Name: Tim Jones
Suburb: Mt Victoria
Agree: Yes

I strongly support this traffic resolution. As someone who frequently walks in and through the Cuba St precinct, I'm excited to see the Council proposing these steps that will help improve the pedestrian experience and make this part of town more walkable and more liveable.

In particular, I support:

- * A raised platform along Cuba St to prioritise pedestrian movement on this busy walking street, which provides needed wider space than the narrow footpath
- * Kerb build-outs to aid crossing Cuba Street on the desire line from Garrett Street to Swan Lane
- * The provision of more green plantings and water sensitive design
- * Careful placement of street furniture to allow people to linger while not disrupting walking movement
- * Provision of a loading zone for Swan Lane from Marion St rather than Cuba St
- * The provision of on-road cycle parking, which is where all vehicles should be parked.

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Absolutely Positively
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I also support returning children's play equipment to Glover Park to support families living in the central city, in this precious green space.

I'm very encouraged by this traffic resolution - it's a good way to end the year!

Officer's response:

1. Though a raised table does not give pedestrians legal right of way over the vehicle, it signals to vehicles a change in the environment and gives more emphasis on pedestrian movements and pathways, which drivers need to be aware of.
2. The low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:
 - Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
 - Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring
 - By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides pedestrians and vehicles better visibility of one-another
 - A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
 - Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement
3. The design and amenity provision of Glover Park in its entirety was never part of this project's scope, though the interface with Garrett Street was important to address.

At this time, Council does not intend to install play equipment at Glover Park.

Glover Park is a space where inner city families can play as an incidental playable space. The site is small, and the intention is to provide for a number of functions, including play. Council's approach is to provide "multifunctional space whenever possible and may not incorporate a formal playground or play equipment" *Wellington Play Spaces Policy 2015*. We do not think we can dedicate enough space for play equipment to provide children with a valuable play experience without impacting on the activities that others wish to use the Park for.

We have play equipment nearby at Cuba Street Mall, Aro Park, Waitangi Park, Frank Kitts Park, Freyberg Beach and Cobblestone Park.

Name: Peter Anderson
Suburb: Te Aro
Agree: Yes

Hi, understand this submission is bit late but having been in Garrett Street for fifty plus years believe following points are valid.

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In general, have no problem with general plan but note following

1. Living opposite the loading zone at start of Garrett Street we note this loading zone is very busy from 7.0 am on with constant stream of courier's vans and service vehicles given the use it would

seem more appropriate to keep this loading zone and transfer the car parks up the road to the other loading zone to limit the amount of vehicles driving up Garrett (the vehicles all turn using the adjacent drive way).

2. We believe the raised area at start of Garrett Street should extend across Cuba Street as this is very busy pedestrian area that will only increase with the upgrade of Swan Lane and a raised area affords some protection, a visual barrier and speed limiter.

We note that one of the old trees in park on left side of Garrett St entrance was removed – We hoping the Council in line with world-wide interests will re plant this tree - there's also a tree in middle of the park that's had fence around since the redevelopment that should be able to be removed – and there was a comment from Council recently that they might put in synthetic grass which we would be concerned with give its unnatural and on average 20 / 40 urban dogs use this park daily.

Otherwise looking good, Cheers, Peter

Officer's response:

1. It is intended that the servicing previously accommodated by the existing loading zone at the east end of Garrett Street (proposed to be removed in this Traffic Resolution) will be sufficiently accommodated by the existing 3 loading zones located on Cuba Street which are in close proximity to Garrett Street entry. 1 loading zone has been relocated to the west end of Garrett Street in order to support businesses that occupy this end of the street and have greater servicing needs.
2. The Swan Lane and Garrett Street upgrade project scope never included undertaking works within Cuba Street. Nevertheless, it was important that the interface with Cuba Street was addressed to ensure safety improvements and quality outcomes could be achieved within the allocated project budget.

This approach ensures future develop opportunities for Cuba Street (as a precinct) can be developed in a comprehensive and cohesive way, where appropriate budgets can be allocated that meet the scale of the project intended.

Should a project be established to re-envision Cuba Street, other matters can be considered such as a contra-flow cycleway, wider footpaths, reduced vehicles and creation of spaces that are more pedestrian friendly.

Though a raised table was not proposed across Cuba Street, the low planted kerb-build outs and drop-kerb crossing provide a range of safety benefits including:

- Reduced vehicle speeds due to a change in the road environment on approach and the narrowing of the carriageway
- Slower vehicle turning movements into/out of Swan Lane and Garrett Street as kerb build outs require tighter vehicle manoeuvring
- By removing parking around the intersection, parking activity is reduced; plus, the implementation of kerb buildouts creates greater space around the intersection which provides

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pedestrians and vehicles better visibility of one-another

- A dedicated drop-kerb crossing across Cuba Street encourages pedestrians to cross at the safest cross point to the intersection, which is set back from the intersection's main vehicle pathways
 - Having an allocated cross point makes it easier for vehicles to monitor and anticipate pedestrian movement
3. It was necessary that the tree in Glover Park was removed as it was dead, but an additional 6 trees are proposed to be planted on Garrett Street at the interface of Glover Park, as part of the project upgrade.
 4. The request to remove the fencing around existing trees within the park will be passed onto Park Sport and Recreation team who manage the operation and maintenance of Glover Park. Typically, once a tree has become well established, any associated fencing and protection infrastructure would be removed.
 5. With regards to a synthetic grass reinstatement within Glover Park, it is proposed that a hybrid lawn specification replaces only the south west lawn. This decision has been made due to the current licensed private business use which has a heavier impact on the condition of the existing natural lawn and requires greater maintenance. This hybrid lawn product contains a mix of both synthetic and natural grass and will reduce maintenance costs in the long term while retaining a natural aesthetic.
 6. The purpose of the Traffic Resolution process is primarily to review proposed parking changes and formalise these so that they are legally enforceable in future.

Additional information was added to the plan within the Traffic Resolution report in order to provide some context around the larger project, but this plan lacks the full details of the design intent.

Council officers intend to host a drop-in session early 2021 that will showcase the full details of the project where officers will be available to answer further questions on the design.

All submitter's emails will be added to the drop-in session invite list and the event will be advertised on the [project webpage](#) and on Council's social media platforms once a date and time has been finalised.

TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider 14 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 16 proposed resolutions were issued for consultation between 24 November 2020 and 8 December 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 14 are being recommended for approval (refer to table below).
5. The following traffic resolution was deferred after the consultation period:
 - TR13-21 (Part of) Elizabeth Street - Car share parking, was deferred post-consultation. A site meeting was undertaken with a number of submitters, who had requested a meeting, our transport engineer and sustainability manager. A decision was made by officers to defer this proposal while a new location for car sharing is investigated.
6. The following traffic resolution was withdrawn after the consultation period:
 - TR17-21 (Part of) Duncan Terrace - No Stopping At All Times. Due to overwhelming feedback in opposition to the proposal, during consultation, a decision was made by officers to withdraw this traffic resolution.
7. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of transport 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. TR01-21 (Part of) Garden Road - No Stopping At All Times
 - b. TR02-21 (Part of) St Michaels Crescent - Alteration of residents parking space; No Stopping At All Times
 - c. TR03-21 (Part of) The Terrace - Relocation of mobility, metered and loading zone parking spaces
 - d. TR04-21 (Part of) Forres Street - Installation of mobility parking space
 - e. TR05-21 (Part of) Holloway Road - No Stopping At All Times
 - f. TR06-21 (Part of) Makara Road - No Stopping At All Times
 - g. TR07-21 (Part of) The Esplanade - No Stopping At All Times

- h. TR08-21 (Part of) Sar Street - No Stopping At All Times
- i. TR09-21 (Part of) The Terrace - Car share parking
- j. TR11-21 (Part of) Abel Smith Street - Car share parking
- k. TR12-21 (Part of) Wilson Street service lane - Car share parking
- l. TR14-21 (Part of) Johnsonville Road - Bus stop removal
- m. TR15-21 (Part of) Portmore Place - Stop control
- n. TR16-21 (Part of) Bracken Road - No stopping At All Times

Background

8. Sixteen proposed traffic resolutions were publicly advertised in the Dominion Post on 24 November 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 associations and businesses. Electronic copies were also available on the Wellington City Council website.

Discussion

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







Options











10. The attached 'Traffic Resolutions Summary Table RPC 3 February 2021' 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 transport safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

Next Actions

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

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 3 February 2021 ↓ 	Page 89
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 3 February 2021. ↓ 	Page 95
Attachment 3.	TR01-21 Garden Road, Northland - No Stopping At All Times ↓ 	Page 104
Attachment 4.	TR02-21 St Michaels Crescent - Alteration of residents parking space; No Stopping At All Times ↓ 	Page 111
Attachment 5.	TR03-21 The Terrace- Relocation of mobility, metered and loading zone parking spaces ↓ 	Page 115
Attachment 6.	TR04-21 Forres Street - Installation of mobility parking space ↓ 	Page 121

Attachment 7.	TR05-21 Holloway Road - No stopping At All Times ↓ 	Page 126
Attachment 8.	TR06-21 Makara Road - No Stopping At All Times ↓ 	Page 144
Attachment 9.	TR07-21 The Esplanade - No Stopping At All Times ↓ 	Page 164
Attachment 10.	TR08-21 Sar Street - No Stopping At All times ↓ 	Page 168
Attachment 11.	TR09-2 The Terrace - Car share parking ↓ 	Page 178
Attachment 12.	TR11-21 Abel Smith Street - Car share parking ↓ 	Page 185
Attachment 13.	TR12-21 Wilson Street service lane - Car share parking ↓ 	Page 193
Attachment 14.	TR14-21 Johnsonville Road - Bus stop removal ↓ 	Page 200
Attachment 15.	TR15-21 Portmore Place - Stop control ↓ 	Page 205
Attachment 16.	TR16-20 Bracken Road - No Stopping At All Times ↓ 	Page 214

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 3 February 2021

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)		
TR01-21	(Part of) Garden Road, Northland - No Stopping At All Times	Unrestricted Parking	No Stopping At All Times	Safety/Accessibility	Residents	-3 unrestricted parking spaces	N/A	1,811	N/A	Positive	This proposal is to install 53 metres of broken yellow lines along the northern side of Garden Road. We have received safety and accessibility concerns from residents and local drivers traveling through the top section of Garden Road. The road width in this section measures approximately 6.2 metres. With the current parking arrangement allowing vehicles to park on both sides of the road this only leaves a lane width of 2.2 metres for vehicles to travel through. To ensure there is adequate space for a vehicle to safely travel through this section of road and also unhindered access for emergency service vehicles we propose the installation of broken yellow lines.	Yes = 4 No = 1 Not stated = 0
TR02-21	(Part of) St Michaels Crescent, Kelburn - Alteration of residents parking space; No Stopping At All Times	Residents Parking	Residents Parking/ No Stopping At All Times	Safety/Accessibility	Resident	No change	N/A	519	N/A	Positive	This proposal is to install 1.5 metres of broken yellow lines along the north side of St Michaels Crescent and the proposed alteration of residents parking bay, separating it into two parking bays by extending the western end by 0.5 metres and the eastern end by 2.2 metres. There is currently a residents parking bay that extends over the entrance to the access path. Vehicles regularly block the path restricting access for the residents at no.25, no.27, no.29 and no.31 that are served by this shared access path to safely enter their properties.	Yes = 0 No = 0 Not stated = 0
TR03-21	(Part of) The Terrace, Wellington Central - Relocation of mobility, metered and loading zone parking spaces	Class Restricted Parking /Metered Parking	Class restricted Parking/Metered Parking	Safety/Accessibility	Mobility Park users	No change	N/A	12,634	N/A	No change	This proposal is to relocate the mobility park, the loading zone and relocate one metered parking space on the western side of The Terrace. We have received safety and accessibility concerns from two mobility park users and the CCS disability action group about the current mobility park outside no.158 The Terrace. The current mobility park does not meet the mobility park guidelines due to the length being 5.7 metres which is not long enough for vehicles that are back loading. There is no current mobility ramp to safely access the footpath and the gradient measures 12% which is well above the 3% threshold. This creates safety concerns for the mobility park users as it does not allow wheelchair users to safely exit the vehicle. We are therefore proposing to relocate the mobility park to outside no.152 The Terrace where the gradient measures approx. 2% and a minimum length	Yes = 1 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 3 February 2021

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)		
											of 6.5 metres can be achieved and a mobility ramp can be installed.	
TR04-21	(Part of) Forres Street, Seatoun – Installation of mobility parking space	Unrestricted Parking	Class Restricted Parking	Safety/Accessibility	Village hall staff	No change	N/A	166	N/A	No change	This proposal is to install a mobility parking space on the south side of Forres Street. We have received safety and accessibility concerns from the coordinator of the Seatoun Village Hall regarding the lack of a mobility park for mobility users who attend events at the Seatoun Village Hall and St Christopher's. There is currently no on-site parking for Village Hall users. We propose the installation of a mobility park outside the Community Centre to improve accessibility for those requiring mobility parking.	Yes = 2 No = 0 Not stated = 0
TR05-21	(Part of) Holloway Road, Aro Valley - No Stopping At All Times	Unrestricted	No Stopping At All Times	Safety/Accessibility	Residents	-2 unrestricted parking spaces (other parking spaces were currently considered to be unsafe to park so have not been added to this count)	N/A	534	N/A	Positive	This proposal is to install broken yellow lines along various locations on Holloway Road (see traffic resolution). We have received safety and accessibility concerns from residents about vehicles (particularly emergency services vehicles) traveling through Holloway Road. High parking demand and unorganised parking arrangement on this street has created accessibility issues at a time of an emergency. The road width varies along Holloway Road measuring approximately between 4.3 metres to 9 meters. The current parking arrangement allows vehicles to park on both sides or staggered along the road. This can commonly leave insufficient width for larger service/emergency vehicles to manoeuvre through and access to all properties. Officers propose installing broken yellow lines to ensure accessibility and safety through these residential areas.	Yes = 22 No = 1 Not stated = 2
TR06-21	(Part of) Makara Road, Karori - No Stopping At All Times	Unrestricted Parking	No Stopping At All Times	Safety/Accessibility	WCC	-5 unrestricted parking spaces	N/A	2,300	N/A	No change	This proposal is to install broken yellow lines along various locations on Makara Road (see traffic resolution). We have carried out a detailed investigation on the existing carriageway width and the available space to accommodate parking while allowing a safe thoroughfare along this winding street of Makara Road with residential activities. To complement the introduction of the double centre-line in places and parking we are proposing no stopping restrictions at various locations (between Khouri Avenue and the Skyline Walkway Track). This is to ensure that all vehicles travelling along Makara Road are able to stay within their lane at all	Yes = 10 No = 6 Not stated = 1

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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)		
											times without coming into a head-on conflict and potentially a serious crash. The proposed restrictions align with council's newly adopted Parking Policy (adopted August 2020), 4.1 <i>Parking Policy Objectives Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</i> Amendments were made following unfavourable feedback from residents due to the loss of on street parking availability.	
TR07-21	(Part of) The Esplanade, Island Bay - No Stopping At All Times	Unrestricted Parking	No Stopping At All Times	Safety	Public	-3 unrestricted parking spaces	N/A	4,500	N/A	Positive	This proposal is to install 9 metres of broken yellow lines along the northern side of The Esplanade and install 29 metres of broken yellow lines along the southern side of The Esplanade. We have received safety concerns from the public about the pedestrian crossing facility on The Esplanade connecting Shorland Park to the foreshore. We have proposed changes to the pedestrian crossing facility to provide additional width of the central refuge together with added broken yellow lines to improve visibility to pedestrians.	Yes = 2 No = 0 Not stated = 0
TR08-21	(Part of) Sar Street, Wadestown - No Stopping At All Times	Unrestricted Parking	No Stopping At All Times	Safety/Accessibility	Residents	Loss of parking spaces relates to areas that do not meet the safe road user parking guidelines	N/A	500	N/A	Positive	This proposal is to install 30 metres of broken yellow lines along the northern side of Sar Street opposite no.67-71 Sar Street, install 88 metres of broken yellow lines along the southern side of Sar Street along the frontage of no.76-80 Sar Street, install 10 metres of broken yellow lines along the northern side of Sar Street opposite no.76 Sar Street and install 13 metres of broken yellow lines along the northern side of Sar Street opposite and north of no.80 Sar Street. We have received safety and accessibility concerns from residents about vehicles parking and generally traffic travelling through the top section of Sar Street. The road width in these sections measures approximately 5.6 metres, with the current parking arrangement allowing vehicles to park on either sides or staggered along the road. This leaves insufficient width for larger service/emergency vehicles to manoeuvre through. This work has been completed due to safety considerations.	Yes = 9 No = 1 Not stated = 0

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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)		
TR09-21	(Part of) The Terrace, Wellington Central – Car share parking	Resident Parking	Class Restricted Parking	Efficiency/Sustainability	WCC	-2 resident parking spaces +2 car share parking spaces	N/A	13,275	N/A	Positive	This proposal is to install two car share parking spaces along the western side of The Terrace. Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option in addressing this. This location was selected in conjunction with providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city and accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i> .	Yes = 13 No = 0 Not stated = 0
TR11-21	(Part of) Abel Smith Street, Te Aro - Car share parking	Class Restricted Parking	Class Restricted Parking	Efficiency/Sustainability	WCC	-2 coupon parking spaces +2 car share parking spaces	N/A	2,768	N/A	Positive	This proposal is to install two car share parking spaces along the western side of The Terrace. Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option in addressing this. This location was selected in conjunction with providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city and accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i> .	Yes = 12 No = 1 Not stated = 0
TR12-21	(Part of) Wilson Street Service Lane, Newtown - Car share parking	Time Limited Parking	Class Restricted Parking	Efficiency/Sustainability	WCC	- 1 P60 parking spaces +1 car share parking spaces	N/A	N/A	N/A	Positive	This proposal is to install one car share parking space along the eastern side of Wilson Street service lane. Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option in addressing this. This location was selected in	Yes = 10 No = 0 Not stated = 0

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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)		
											conjunction with providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city and accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i> .	
TR14-21	(Part of) Johnsonville Road, Johnsonville – bus stop removal	Class restricted Parking	Time Limited Parking	Accessibility/ Efficiency	GWRC/ WCC/JCA	+ 4 time limited parking spaces	N/A	14,118	N/A	No change	This proposal is to remove bus stop and reinstate the P10 time limited parking spaces. The bus stop outside no.28 is no longer in service and is no longer required. We are removing the redundant bus stop restriction and reinstating the P10 restrictions to provide more short-term parking in the area. There was an agreement between Greater Wellington (GW), Wellington City Council (WCC) and the Johnsonville Community Association (JCA) to remove this bus stop and turn it into parking. The bus stop does not service any Metlink scheduled buses. Commercial services such as (school buses) would need to use the Johnsonville Road bus stop south of Broderick Road or the Moorefield Road Bus Stop A.	Yes = 1 No = 2 Not stated = 0
TR15-21	(Part of) Portmore Place, Grenada Village – stop control	No signage	Stop Control	Safety	Resident	N/A	N/A	Grenada Drive 2,540, Portmore Place 200	N/A	No change	This proposal is to install a stop control on Portmore Place at its intersection with Grenada Drive. We have received concerns from resident about the safety of turning traffic at this intersection. We have investigated and determined that this intersection warrants a stop control to ensure safety of road users.	Yes = 6 No = 1 Not stated = 1
TR16-21	(Part of) Bracken Road, Newlands - No Stopping At All Times	Unrestricted Parking	No Stopping At All times	Safety/Accessibility	Newlands College	-2 unrestricted parking spaces	N/A	4,507	N/A	Positive	This proposal is to install 6 metres and 9 metres of broken yellow lines along the eastern side of Bracken Road. We have received safety and accessibility concerns from Newlands College about the visibility for buses entering and exiting the bus stop on Bracken Road, outside Newlands College. This will improve safety and accessibility for pedestrians and buses and traffic on this route.	Yes = 0 No = 0 Not stated = 0

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a.	Garden Road, Northland (TR01-21) No Stopping At All Times		
	<u>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</u>		
	Column One	Column Two	Column Three
	Garden Road	<i>No Stopping, At All Times</i>	<i>North Side, commencing 71 metres east of its intersection with Northland Road (Grid coordinates X=1,747,191.89m Y=5,428,301.06m) and extending in an easterly direction following the northern kerb line for 53 metres.</i>
b.	St Michaels Crescent, Kelburn (TR02-21) Alteration of residents parking space; No Stopping At All Times		
	<u>Delete from Schedule E (Residents parking) of the Traffic Resolutions Schedule</u>		
	Column One	Column Two	Column Three
	St Michaels Crescent	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 31 metres west of its intersection with Kelburn Parade and extending in a northerly direction following the northern kerbline for 16 metres.</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</u>		
	Column One	Column Two	Column Three
	St Michaels Crescent	<i>No Stopping, At All Times</i>	<i>North side, commencing 187 metres south from its intersection with Upland Road (Grid coordinates x=1,747,651.53m Y=5,427,632.70m) and extending in an easterly direction following the northern kerb line for 1.5 metres.</i>
	<u>Add to Schedule E (Residents parking) of the Traffic Resolutions Schedule</u>		
	Column One		
	St Michaels Crescent	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 181 metres south from its intersection with Upland Road (Grid coordinates x=1,747,651.53m Y=5,427,632.70m) and extending in an easterly direction following the northern kerb line for 5.5 metres.</i>
	St Michaels Crescent	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 188 metres south from its intersection with Upland Road (Grid coordinates x=1,747,651.53m Y=5,427,632.70m) and extending in an easterly direction following the northern kerb line for 11 metres.</i>
c.	The Terrace, Wellington Central (TR03-21) Relocation of mobility, metered and loading zone parking spaces		
	<u>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</u>		

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	Column One	Column Two	Column Three
	The Terrace	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 89 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 11.5 metres.
<u>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</u>			
	Column One	Column Two	Column Three
	The Terrace	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 66 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
	The Terrace	Mobility Park At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	West side, commencing 47.5 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)
<u>Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule</u>			
	Column One	Column Two	Column Three
	The Terrace	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 83 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the western kerb line for 11 metres.
<u>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</u>			
	Column One	Column Two	Column Three
	The Terrace	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 66 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the western kerb line for 17 metres. (3 parallel carparks)

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	The Terrace	<i>Mobility Park At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 94 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the western kerb line for 6.5 metres. (1 parallel carpark)</i>
d.	Forres Street, Seatoun (TR04-21) Installation of mobility parking space		
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Forres Street	<i>Mobility Parking, P60 Monday – Sunday 8am-8pm</i>	<i>South side, commencing 82 metres west of its intersection with Falkirk Ave (Grid coordinates X=1,753,278.84m Y=5,423,911.81m) and extending in a westerly direction following the southern kerb line for 6.5 metres.</i>
e.	Holloway Road, Aro Valley (TR05-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Holloway Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 20 metres east of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an easterly direction following the northern kerb line for 10 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>South side, commencing 12 metres west of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in a westerly direction following the southern kerb line for 22 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 153 metres south-west of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in a westerly direction following the northern kerb line for 50 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 245 metres south-west of its intersection with Old</i>

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			<i>Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in a westerly direction following the northern kerb line for 42 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 38 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the west kerb line for 18 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>South-east side, commencing 135 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the eastern kerb line for 53 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>South-east side, commencing 209 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
	Holloway Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 255 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the west kerb line for 33 metres.</i>
f.	Makara Road, Karori (TR06-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Makara Road	<i>No stopping at all times</i>	<i>West side, commencing 391 m from its intersection with Allington Road (grid coordinates X= 1,744,057.8m, Y= 5,428,003.3m), and extending in a northerly direction following the western kerbline for 74 metres.</i>
	Makara Road	<i>No stopping at all times</i>	<i>West side, commencing 475 m from its intersection with Allington Road (grid coordinates</i>

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			X= 1,744,064.1.0m, Y= 5,428,060.0m), and extending in a northerly direction following the western kerbline for 33 metres.
	Makara Road	No stopping at all times	West side, commencing 567 m from its intersection with Allington Road (grid coordinates X= 1,744,043.0m, Y= 5,428,134.0m), and extending in a northerly direction following the western kerbline for 8 metres.
	Makara Road	No stopping at all times	West side, commencing 636 m from its intersection with Allington Road (grid coordinates X= 1,743,995.6m, Y= 5,428,186.5m), and extending in a northerly direction following the western kerbline for 10 metres.
	Makara Road	No stopping at all times	West side, commencing 673 m from its intersection with Allington Road (grid coordinates X= 1,743,978.4m, Y= 5,428,219.5m), and extending in a north-westerly direction following the western kerbline for 38 metres.
	Makara Road	No stopping at all times	West side, commencing 758 m from its intersection with Allington Road (grid coordinates X= 1,743,906.1m, Y= 5,428,236.8m), and extending in a north-westerly direction following the western kerbline for 13 metres.
	Makara Road	No stopping at all times	West side, commencing 776 m from its intersection with Allington Road (grid coordinates X= 1,743,887.5m, Y= 5,428,237.8m), and extending in a north-westerly direction following the western kerbline for 32 metres.
	Makara Road	No stopping at all times	West side, commencing 818 m from its intersection with Allington Road (grid coordinates X= 1,743,865.5m, Y= 5,428,276.1m), and extending in a north-westerly direction following the western kerbline for 36 metres.
	Makara Road	No stopping at all times	East side, commencing 75 m from its intersection with Khouri Avenue (grid coordinates X= 1,744,060.5m, Y= 5,428,010.6m), and extending in a northerly direction

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			<i>following the eastern kerbline for 119 metres.</i>
	Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 252 m from its intersection with Khouri Avenue (grid coordinates X= 1,744,048.4m, Y= 5,428,139.9m), and extending in a north-westerly direction following the eastern kerbline for 152 metres.</i>
	Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 404 m from its intersection with Khouri Avenue (grid coordinates X= 1,743,947.5, Y= 5,428,244.1m), and extending in a north-westerly direction following the eastern kerbline for 39 metres.</i>
	Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 443 m from its intersection with Khouri Avenue (grid coordinates X= 1,743,906.5m, Y= 5,428,244.5m), and extending in a north-westerly direction following the eastern kerbline for 166 metres.</i>
g.	The Esplanade, Wellington (TR07-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	The Esplanade	<i>No Stopping, At All Times</i>	<i>North Side, commencing 119 metres west of its intersection with Reef Street (Grid coordinates X=1,748,272.9m Y=5,421,599.3m) and extending in a westerly direction following the northern kerb line for 9 metres.</i>
	The Esplanade	<i>No Stopping, At All Times</i>	<i>South Side, commencing 103 metres west of its intersection with Reef Street being measured from the prolongation of the southern kerb line of Reef Street (Grid coordinates X=1,748,288.476m Y=5,421,594.285) and extending in a westerly direction following the southern kerb line for 29 metres.</i>
h.	Sar Street, Wadestown (TR08-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Sar Street	<i>No Stopping At All Times</i>	<i>East side, commencing 560 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5</i>

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			<i>m) and extending in a northerly direction following the eastern kerbline for 30 m.</i>
	Sar Street	<i>No Stopping At All Times</i>	<i>South side, commencing 712 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in an easterly direction following the northern kerbline for 88 m.</i>
	Sar Street	<i>No Stopping At All Times</i>	<i>North side, commencing 731 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in an easterly direction following the northern kerbline for 10 m.</i>
	Sar Street	<i>No Stopping At All Times</i>	<i>North side, commencing 781 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in an easterly direction following the northern kerbline for 13 m.</i>
i.	The Terrace, Wellington Central (TR09-21) Car share parking		
	<i>Delete from Schedule E (Resident Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	The Terrace	<i>Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>West side, commencing 238 metres north of its intersection with Salamanca Road (Grid Coordinates X=2658400.354887 m, Y=5989390.900454 m) and extending in a northerly direction following the kerbline for 14.5 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	The Terrace	<i>Car Share, At All Times</i>	<i>West side, commencing 244 metres north of its intersection with Salamanca Road (Grid coordinates X=1748378.52m, Y=5427679.86m) and extending in a northerly direction</i>

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			<i>following the western kerb line for 11 metres.</i>
j.	Abel Smith Street, Te Aro (TR11-21) Car share parking		
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Abel Smith Street	<i>Car Share, At All Times</i>	<i>North side, commencing 110.5 metres east of its intersection with The Terrace (Grid coordinates X=1748111.39m, Y=5427038.45m) and extending in an easterly direction following the northern kerb line for 11.5 metres.</i>
k.	Wilson Street service lane, Newtown (TR12-21) Car share parking		
	<i>Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Wilson Street Service Lane	<i>P60, At All Times</i>	<i>Eastside, commencing 8.5 metres from the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly then westerly direction for 33.5 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Wilson Street Service Lane	<i>P60, At All Times</i>	<i>Eastside, commencing 11 metres north of the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly direction for 31 metres. (one 90-degree angle park)</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Wilson Street Service Lane	<i>Car Share, At All Times</i>	<i>Eastside, commencing 8.5 metres north of the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly direction for 2.5 metres. (one 90-degree angle park)</i>
l.	Johnsonville Road, Johnsonville (TR14-21) bus stop removal		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Johnsonville Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 40m south of its intersection with Bill Cutting Place (Grid</i>

Table of Traffic Resolutions Legal Description RPC 3 February 2021

			<i>Coordinates X=402581.200m, Y=808694.869m) and extending in a southerly direction following the kerbline for 23 metres.</i>
<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Johnsonville Road	<i>P10, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 41.5 metres south of its intersection with Bill Cutting Place (Grid Coordinates x= 1751478.7 m, y= 5434973.9 m), and extending in a southerly direction following the western kerb line for 47.5 metres.</i>
m.	Portmore Place, Grenada Village, Grenada Drive (TR15-21) Stop control		
<i>Add to Schedule G (Give way & Stop) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Portmore Place	<i>Stop Control</i>	<i>Westbound traffic, at its intersection with Grenada Drive.</i>
n.	Bracken Road, Newlands (TR16-21) No stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Bracken Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 94 metres south of its intersection with Beazley Avenue (Grid coordinates X=1,752,685.40m Y=5,435,481.19m) and extending in a southerly direction following the eastern kerb line for 6 metres.</i>
	Bracken Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 184 metres south of its intersection with Beazley Avenue (Grid coordinates X=1,752,685.40m Y=5,435,481.19m) and extending in a southerly direction following the eastern kerb line for 9 metres</i>

We are proposing a change in your area

Absolutely Positively
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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"> TR01-21 Garden Road – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 53 metres of broken yellow lines along the northern side of Garden Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from residents and local drivers traveling through the top section of Garden Road. The road width in this section measures approximately 6.2 metres. With the current parking arrangement allowing vehicles to park on both sides of the road this only leaves a lane width of 2.2 metres for vehicles to travel through. To ensure there is adequate space for a vehicle to safely travel through this section of road and also unhindered access for emergency service vehicles we propose the installation of broken yellow lines.
Location – where we propose to make the change	<ul style="list-style-type: none"> Garden Road, Northland – outside no.1 to no.9
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles travelling on Garden Road. Net parking impact – observations indicated up to 3 cars park in this area from time to time. Pedestrian impact – increased pedestrian safety as vehicles will park next to the footpath to exit their vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,811. 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 24 November 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</p>

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	24 November and finishes 5.00pm Tuesday 8 December 2020.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. If approved, the proposal will be installed within the following 3 months

Traffic Resolution Plan: TR01-21 Garden Road, Northland - No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Garden Road	<i>No Stopping, At All Times</i>	<i>North Side, commencing 71 metres east of its intersection with Northland Road (Grid coordinates X=1,747,191.89m Y=5,428,301.06m) and extending in an easterly direction following the northern kerb line for 53 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Anne
Suburb: Northland
Agree: Yes

I am a Northland resident and I support the proposed yellow lines on Garden Road.
It is very challenging driving up and down via the narrow parts of this road.

Perhaps you could consider residents' parking stickers and/or subsidies for affected Garden Road residents to build car decks or other similar off-street parking options, where this might be possible.

Name: Gillian Blythe
Suburb: Northland
Agree: Yes

This will support safe driving on Garden Road.

Name: NorthlandC
Suburb: Northland
Agree: No

Additional "no stopping" is required on Garden Rd. I regularly drive, walk and cycle up and down it, and consider it the most hazardous and tricky road in Wellington. It has too much traffic, too many parked cars, blind corners, is hilly, is narrow, and is frequently log jammed by oncoming drivers uncertain as to whom should reverse/ back-up. Whilst supportive of additional no-stopping being added to this area, it should be either a) on both sides of the road (preference), or b) the uphill side of the road. Putting the no stopping on the downhill side will create additional ambiguity of which traffic has the right-of-way, i.e. is it the traffic driving downhill on the left hand side, or is it the traffic driving up hill past parked cars (but on the right hand side). You can argue that two drivers meeting will think the other should back-up, as conventionally down hill gives-way, but also driver overtaking parked cars gives-way! Hope this makes sense! I fear this option proposed is not the optimal option here.

Officer's response:

Thank you for providing feedback on this traffic resolution for Garden Road.

Regarding point a) While parked vehicles on both sides may reduce the traffic flow on Garden Road to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. The traffic volume is at a level where this form of operation does not cause excessive delays. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.

As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street therefore we will not look at removing parking from both sides of the road.

FEEDBACK RECEIVED

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In regards to point b) The reason we are aiming to install broken yellow lines on the northern side on Garden Road is to encourage vehicles to park next to the footpath which improves pedestrian safety, encouraging pedestrians to safely be able to exit their vehicles onto the footpath. Downhill traffic needs to give way to uphill traffic there is a sign at the start of Garden Road that reminds vehicles to do this.

Name: HamishG
Suburb: Northland
Agree: Yes

I agree with this proposal. However, at rush hour there has been a significant increase in traffic on this road and it is not just from residents of Northland and Wilton, but drivers from Karori "rat running" through the Garden Road-Randwick Rd-Whitehead Road and Old Karori Rd to avoid traffic congestion on Glenmore Street.

I would ask that WCC traffic engineers consider putting speed humps on Randwick road to discourage this rat running and this would probably reduce the amount of traffic on Garden Road during rush area, hence not needing the parking restrictions.

It is pretty unfair on the residents living on Garden Road that they are losing their parking spaces due to an increase in traffic that is out of suburb drivers using Garden Road as a short cut.

This is something for the WCC to consider.

Officer's response:

Thank you for providing feedback on this traffic resolution for Garden Road.

Regarding your request for speed humps on Randwick road, as part of this assessment we found this location has been operating relatively safely over the last five years with no reported crashes. 85% of all vehicles captured in our latest traffic survey were travelling at 47km/hr along Garden Road which is below the posted speed limit of 50m/hr.

We are unable to justify any immediate changes at this present time on Randwick Road.

Name: Sara Clarke on behalf of Creswick Valley Residents' Association
Suburb: Northland
Agree: Yes

This submission is on behalf of the members and supporters of Creswick Valley Residents' Association.

The Council proposes installing no stopping lines (NSAAT) along the northern side of the top stretch of Garden Road (from approximately the location of the footpath to Northland Road, down to #9 Garden Road).

FEEDBACK RECEIVED

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At this location, for as long as I have been driving Garden Road, cars have parked on the northern side, at and downhill of the footpath junction. We assume that the reasoning behind the proposed change is that having all parked cars on the southern side on this upper stretch (parked facing uphill), will eliminate the pinch point that sometimes occurs near the exit from the Northland road footpath. There is little, if any, net change in the number of carparks that will be available.

CVRA has, since 2017, been requesting that no stopping markings be installed **along the whole length of one side** of Garden Road (and on both sides at corners), eliminating pinch points and stopping drivers from having to "slalom" down the road. Your proposal does this here and **CVRA therefore supports this particular proposal.**

There are other locations on Garden Road where no stopping markings are also required.

Further:

1. This is now the third traffic resolution that we have made related to parking on Garden Road since 2016. As we have stated on all previous occasions, we consider that Garden Road should be considered in an area-wide parking plan, that also encompasses the village and roads around the tunnels, which are increasingly used by commuters for parking. The plan should be designed to ensure safe use of the roads for all users - including public transport, cyclists and pedestrians, as well as the need for residents parking. CVRA would welcome the opportunity to work with the Council on such a plan.
2. We have previously noted that the area at the top of Garden Road by the Northland Road footpath could be reconfigured to provide additional parking, if the overgrowth were removed and lines painted.
3. Finally, a considerable proportion of the uphill traffic at peak hours on Garden Road is Karori-bound traffic (via either the Northland tunnel or down Randwick Road) that is avoiding the tailback on Glenmore Street that is caused by having to give way to traffic at the Kelburn viaduct. We - and Karori commuters - would like to consider options to manage the traffic at this roundabout to ease the congestion on Glenmore Street. We would welcome a discussion on this too.

Officer's response:

Thank you for taking the time to respond to this traffic resolution on Garden Road.

We are proposing the installation of broken yellow lines on the northern side of Garden Road to encourage vehicles to park alongside the footpath ensuring greater pedestrian safety when exiting parked vehicles.

TR136- 17 addressed the lower section of Garden Road, which was the higher priority at the time. Since then TR11-20 has been approved for additional broken yellow lines outside 12 Garden Road and we have continued to increase the broken yellow lines in other sections of Garden Road when required, ensuring a staggered approach that addresses specific areas and the relevant concerns raised.

1. Council has approved a new parking policy which can be found through the link below
<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

FEEDBACK RECEIVED

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We are at the early stages of developing operational guidelines for the implementation of the new parking policy. As part of the implementation a working group will be created to identify the main areas of concern. If the areas, you have identified warrants the new parking scheme council will seek engagement from the residents' association and local residents to ensure we have a collaborative approach to addressing the areas parking concerns.

We will also pass this onto the Transport Planning Team who aims to look at the area as a whole and investigate areas for improvement as part of the long term plan.

2. We have logged a job to our contractors to get the overgrown area at the top of Garden Road removed to allow for additional parking space. This may take up to 6 weeks to be completed.

3. We would be happy to set up a meeting with Creswick Valley Residents' Association and our transport engineer, in the new year, to discuss the concerns you have with this roundabout.

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">TR02-21 St Michaels Crescent – Alteration of residents parking space; No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">Install 1.5 metres of broken yellow lines along the north side of St Michaels Crescent.Proposed alteration of residents parking bay, separating it into two parking bays by extending the western end by 0.5 metres and the eastern end by 2.2 metres.
Why we are proposing the change	<ul style="list-style-type: none">We have received a safety and accessibility concern from a local resident regarding their inability to enter their property up a shared access path on St Michaels Crescent.There is currently a residents parking bay that extends over the entrance to the access path. Vehicles regularly block the path restricting access for the residents at no.25, no.27, no.29 and no.31 that are served by this shared access path to safely enter their properties.
Location – where we propose to make the change	<ul style="list-style-type: none">St Michaels Crescent, Kelburn – opposite no.30
Impact	<ul style="list-style-type: none">Improves safety and accessibility for residents on St Michaels Crescent.Net parking impact - no change.Pedestrian impact – positive impact as pedestrians will be able to safely enter their properties.
Additional Information	<ul style="list-style-type: none">Average daily traffic count – 519.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 24 November 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
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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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 9 December 2020.2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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Traffic Resolution Plan: TR02-21 - St Michaels Crescent, Kelburn - Alteration of residents parking space; No Stopping At All Times



We are proposing a change in your area

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Legal Description:

Delete from Schedule E (Residents parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
St Michaels Crescent	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm	North side, commencing 31 metres west of its intersection with Kelburn Parade and extending in a northerly direction following the northern kerbline for 16 metres.

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

Column One	Column Two	Column Three
St Michaels Crescent	No Stopping, At All Times	North side, commencing 187 metres south from its intersection with Upland Road (Grid coordinates x=1,747,651.53m Y=5,427,632.70m) and extending in an easterly direction following the northern kerb line for 1.5 metres.

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

Column One	Column Two	Column Three
St Michaels Crescent	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm	North side, commencing 181 metres south from its intersection with Upland Road (Grid coordinates x=1,747,651.53m Y=5,427,632.70m) and extending in an easterly direction following the northern kerb line for 5.5 metres.
St Michaels Crescent	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm	North side, commencing 188 metres south from its intersection with Upland Road (Grid coordinates x=1,747,651.53m Y=5,427,632.70m) and extending in an easterly direction following the northern kerb line for 11 metres.

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

No Feedback received.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none">TR03-21 The Terrace – Relocation of mobility, metered and loading zone parking spaces
What we'd like to do	<ul style="list-style-type: none">Relocate the mobility park on the western side of The Terrace.Relocate the loading zone on the western side of The Terrace.Relocate one metered parking space on the western side of The Terrace.
Why we are proposing the change	<ul style="list-style-type: none">We have received safety and accessibility concerns from two mobility park users and the CCS disability action group about the current mobility park outside no.158 The Terrace.The current mobility park does not meet the mobility park guidelines due to the length being 5.7 metres which is not long enough for vehicles that are back loading. There is no current mobility ramp to safely access the footpath and the gradient measures 12% which is well above the 3% threshold. This creates safety concerns for the mobility park users as it does not allow wheelchair users to safely exit the vehicle.We are therefore proposing to relocate the mobility park to outside no.152 The Terrace where the gradient measures approx. 2% and a minimum length of 6.5 metres can be achieved and a mobility ramp can be installed.
Location – where we propose to make the change	<ul style="list-style-type: none">The Terrace, Wellington Central – outside no.152 to no.158
Impact	<ul style="list-style-type: none">Improves safety and accessibility for mobility park users.Net parking impact – no net parking loss or gain. Metered parking, mobility parking and loading zone parking spaces are retained.Pedestrian impact – no change.

We are proposing a change in your area

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Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 12,634.• 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 9 December 2020.2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021.3. If approved, the proposal will be installed within the following 3 months.

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N

152

Proposed mobility ramp

Proposed mobility parking space

154

Existing loading zone proposed to be relocated 6.5 meters south, removing 1x metered parking space

The Terrace

158

Existing mobility park, proposed to be relocated to outside no.152 The Terrace and existing park replaced with a metered parking space

The Terrace, Wellington Central
Proposed relocation of mobility parking space

Scale: (A1 1:750)

Drawn: Diana Cross
Checked: Jorgi Cheek
Designed: (Project Director)
Date:

Dissemination Ref: DV

A. Although the information depicted has been prepared with care and a good faith, 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/phase display may not be survey accurate, and can only be relied on as a general guide.
This map is based on the New Zealand Topographic Map (NZTM) project, which is a New Zealand Geographic Dataset 2010. It includes information on the New Zealand Topographic Map (NZTM) project, which is a New Zealand Geographic Dataset 2010. It includes information on the New Zealand Topographic Map (NZTM) project, which is a New Zealand Geographic Dataset 2010. It includes information on the New Zealand Topographic Map (NZTM) project, which is a New Zealand Geographic Dataset 2010.

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
The Terrace	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 89 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 11.5 metres.

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

Column One	Column Two	Column Three
The Terrace	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 66 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carpark)
The Terrace	Mobility Park At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	West side, commencing 47.5 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)

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

Column One	Column Two	Column Three
The Terrace	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 83 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the western kerb line for 11 metres.

We are proposing a change in your area

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

Column One	Column Two	Column Three
The Terrace	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 66 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the western kerb line for 17 metres. (3 parallel carparks)</i>
The Terrace	<i>Mobility Park At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 94 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the western kerb line for 6.5 metres. (1 parallel carpark)</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

FEEDBACK RECEIVED

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Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Nordeng
Suburb: Te Aro
Agree: Yes

I support having more Cityhop and Mevo parking in the city. I don't own a car and only use car shares. By increasing the number of car shares in the city for people who live in apartments, we reduce the carbon footprint of these people by removing cars from the community.

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">TR04-21 Forres Street - Installation of mobility parking space
What we'd like to do	<ul style="list-style-type: none">Install a mobility parking space on the south side of Forres Street.
Why we are proposing the change	<ul style="list-style-type: none">We have received safety and accessibility concerns from the coordinator of the Seatoun Village Hall regarding the lack of a mobility park for mobility users who attend events at the Seatoun Village Hall and St Christopher's.There is currently no on-site parking for Village Hall users.We propose the installation of a mobility park outside the Community Centre to improve accessibility for those requiring mobility parking.
Location – where we propose to make the change	<ul style="list-style-type: none">Forres Street, Seatoun - opposite no.23
Impact	<ul style="list-style-type: none">Improves safety and accessibility for mobility park users.Net parking impact – convert one unrestricted parking space to a mobility parking space.Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none">Average daily traffic count – 166.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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>

We are proposing a change in your area

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

Next Steps

1. Feedback collated by Wednesday 9 December 2020.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021.
3. If approved, the proposal will be installed within the following 3 months.

Traffic Resolution Plan: TR04-21 Forres Street, Seatoun – Installation of mobility parking space



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Forres Street	<i>Mobility Parking, P60 Monday – Sunday 8am-8pm</i>	<i>South side, commencing 82 metres west of its intersection with Falkirk Ave (Grid coordinates X=1,753,278.84m Y=5,423,911.81m) and extending in a westerly direction following the southern kerb line for 6.5 metres.</i>

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

Approved By: Soon Teck Kong **(Transport Engineering &
Operations Manager)**

Date: 18/01/2021

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Feedback Received:

Name: Edith Campbell
Suburb: Seatoun
Agree: Yes

There is a plan I understand to locate a Mobility Park in Forbes Street in Seatoun. As a holder of a card to use such a facility I heartily agree with the proposal. I am a resident in the suburb.

I mostly would use it in the evening to attend meetings held in the Village Hall, so having it reserved until at least 8.00pm would be helpful to at least cover one's arrival to establish a place. For me these regular meetings are - one weekly, another monthly, occasionally at other times of day. I know there are several other regular meetings both in the mornings and afternoons so all day availability would be good (road can be busy with vehicles parking for the School across the road).

On your map I notice the suggested position is on the west side of the drive-on access between the Church and the Hall. I would like to suggest a position on the **east** side of that drive-on access. A little further east there is an opening in the fence with the path leading directly to the ramp for the Hall. As I use a stick, I find parking near this opening gives the easiest (and smoothest) access. I think it would be wide enough also for a wheelchair. Of course, currently the Hall has much greater use than the Church, so taking the park's proximity to the Hall ramp seems reasonable. There is a street light just across the road.

I look forward to the installation!

Name: Ana Frka
Suburb: Seatoun
Agree: Yes

Hi, I am the coordinator at the Village Hall. It is fantastic that a mobility parking space will soon be installed outside the Village Hall. After chatting to a couple of mobility park users, I think that both the location and the hours recommended for the space should be altered to better suit the users of the hall. There are regular evening classes and activities held at the hall that usually begin at either 7 or 7.30pm and the hours available should be extended to reflect this, 9.30 - 8pm. Secondly the position of the park should be moved to the eastern side of the drive on access so it is outside the hall rather than the church.

Officer's response:

Thank you for your response regarding the traffic resolution for the mobility park on Forbes Street.

Based on the feedback received we have altered the time of the mobility park to extend from 8am-8pm to ensure that it is available for those who wish to use this parking space to attend night meetings.

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Regarding the location of the mobility park we have proposed to install this on the western side of the vehicle crossing. This is to ensure wheelchair users can use the vehicle crossing, which has been specifically designed so wheelchair users can safely access the footpath. If we relocated the mobility park to the eastern side of the driveway, wheelchair users who use backloading vehicles would need to travel along the live lane to the front of the vehicle to be able to use the vehicle crossing to access the footpath which would put them in an unsafe situation. We therefore believe the location on the western side of the driveway is the safer location for the mobility park.

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	
What we'd like to do	<ul style="list-style-type: none"> • TR05-21 Holloway Road - No Stopping At All Times • Install 10 metres of broken yellow lines along the northern side opposite no.15-19 Holloway Road. • Install 22 metres of broken yellow lines along the southern side outside no.31-33 Holloway Road. • Install 50 metres of broken yellow lines along the northern side outside no.56-60 Holloway Road. • Install 42 metres of broken yellow lines along the northern side opposite no.71-77 Holloway Road. • Install 18 metres of broken yellow lines along the northern side outside no.80-90 Holloway Road. • Install 53 metres of broken yellow lines along the southern side opposite no.94-106 Holloway Road. • Install 15 metres of broken yellow lines along the southern side outside no.113 Holloway Road. • Install 33 metres of broken yellow lines along the northern side outside no.116-118 Holloway Road.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received safety and accessibility concerns from residents about vehicles (particularly emergency services vehicles) traveling through Holloway Road. • High parking demand and unorganised parking arrangement on this street has created accessibility issues at a time of an emergency (see page 3 for additional information) • The proposed restrictions align with Council's newly adopted Parking Policy (adopted August 2020), <i>4.1 Parking Policy Objectives Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</i> • The road width varies along Holloway Road measuring approximately between 4.3 metres to 9 meters. The current parking arrangement allows vehicles to park on both sides or staggered along the road. This can commonly leave insufficient width for larger service/emergency vehicles to manoeuvre through and access to all properties. • Officers propose installing broken yellow lines as per the attached plans to ensure accessibility and safety through these residential areas.

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	<p>Extra background</p> <ul style="list-style-type: none"> • Impeding the safe passage of emergency and large utility vehicles caused by cars parked on both sides of the road is a major health and safety issue, • Residents reported that on two occasions, in recent years, fire engines have been unable to get up the street to attend events of fires, a house recently burnt down in one of these incidents, cars had to be towed out of the way before the fire engine could pass. On another occasion an ambulance was delayed attending to a medical emergency at the end of the street, having to navigate a tight passage between parked cars. • On several occasions, refuse trucks have failed to pick up rubbish due to the accessibility problems up the street. • We have discussed with Council structure engineers on the options to cut back the bank and provide recessed parking bays. There was little benefit as the extra width is not sufficient for additional parking. • We have met on site with emergency services on the 12th November 2020 to address key locations on the street.  <ul style="list-style-type: none"> • We understand the challenges residents are facing and would like to work with them to come up with a new resident's parking scheme. We will be in touch to discuss the potential future residents parking scheme as part of the parking policy.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Holloway Road, Aro Valley
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for vehicles travelling on Holloway Road. • Pedestrian impact – This will result in an improvement for pedestrians as there will be improved visibility between driver and pedestrians to make it safer and easier for pedestrians to cross the road.

We are proposing a change in your area

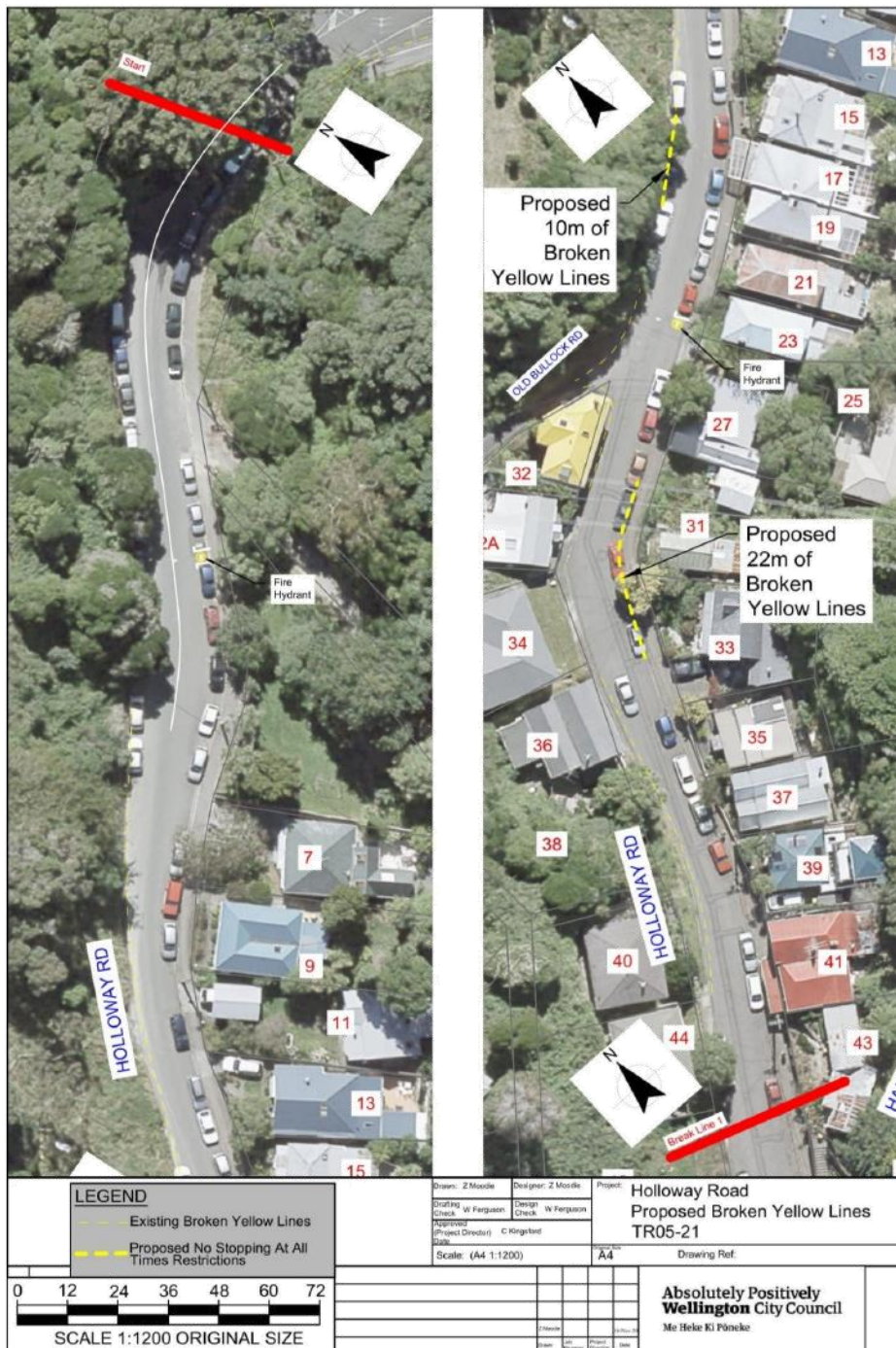
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	<ul style="list-style-type: none"> Net parking impact – a parking survey was carried out to determine the location of public parking along Holloway Road. The survey showed only 2 vehicles would be impacted by the proposed broken yellow lines as public generally know not to park in areas that would restrict/block access for large service/emergency vehicles, this proposal is to formalise this transport corridor as an access route for local residents.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 534. A review of the NZ Transport Agency Crash Analysis System has revealed 6 reported crashes on Holloway Road between 2015 and 2020. Five of the reported crashes involved parked cars. We have carried out two vehicle parking surveys (one during the day and another in the evening) to better understand parking behaviour and arrangement along the street. A morning survey showed 119 vehicles parked on Holloway Road, 38 registered to local residents. Holloway Road leads to the Waimapihi Reserve. Mountain bikers using the surrounding tracks were noted to park their vehicles in this location in the evenings. The survey showed 71% occupancy of unrestricted parking spaces during the morning and 82% during the evening. 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. If approved, the proposal will be installed within the following 3 months

We are proposing a change in your area

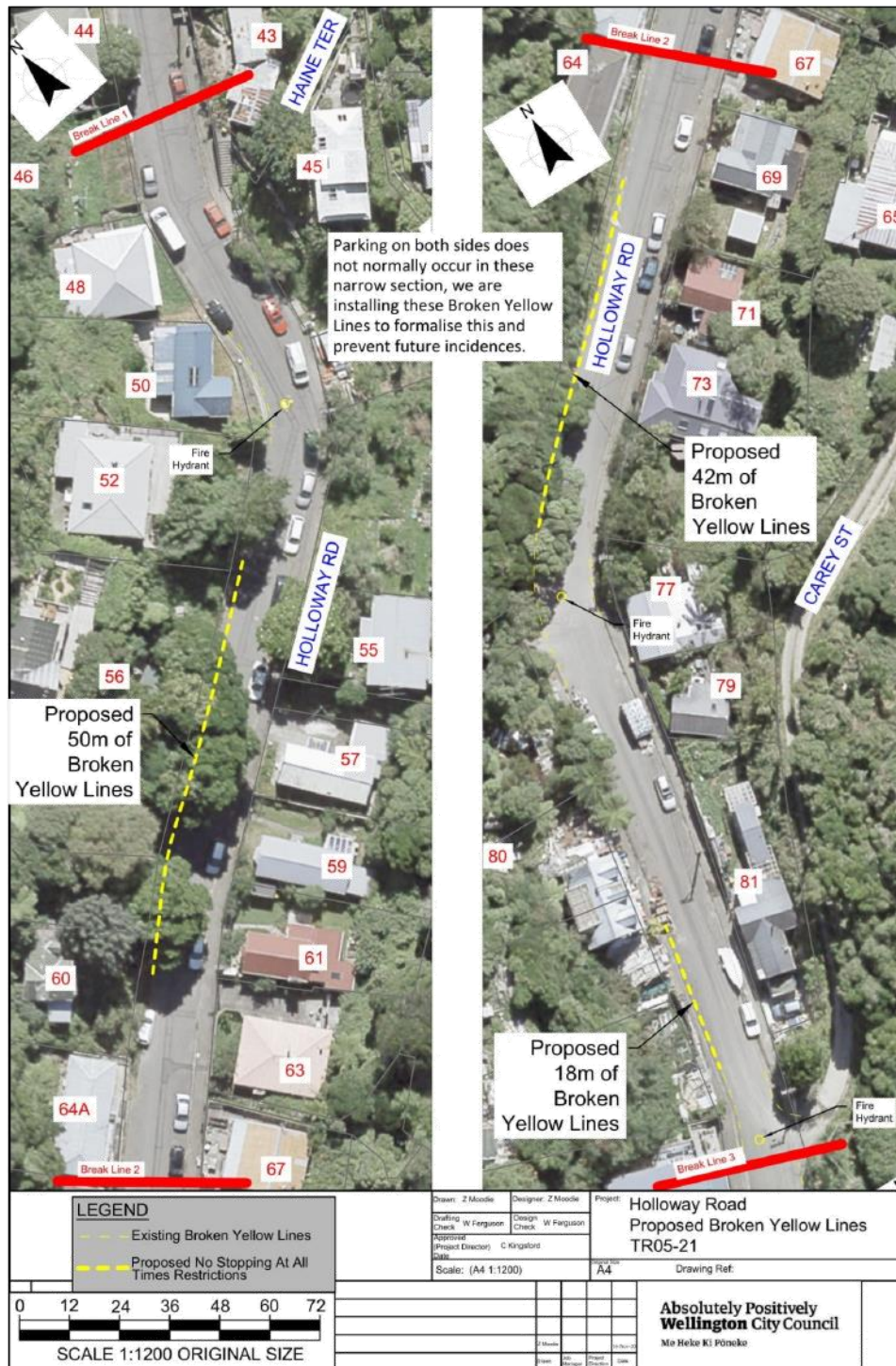
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Traffic Resolution Plan: TR05-21 Holloway Road, Aro Velly– No Stopping At All Times



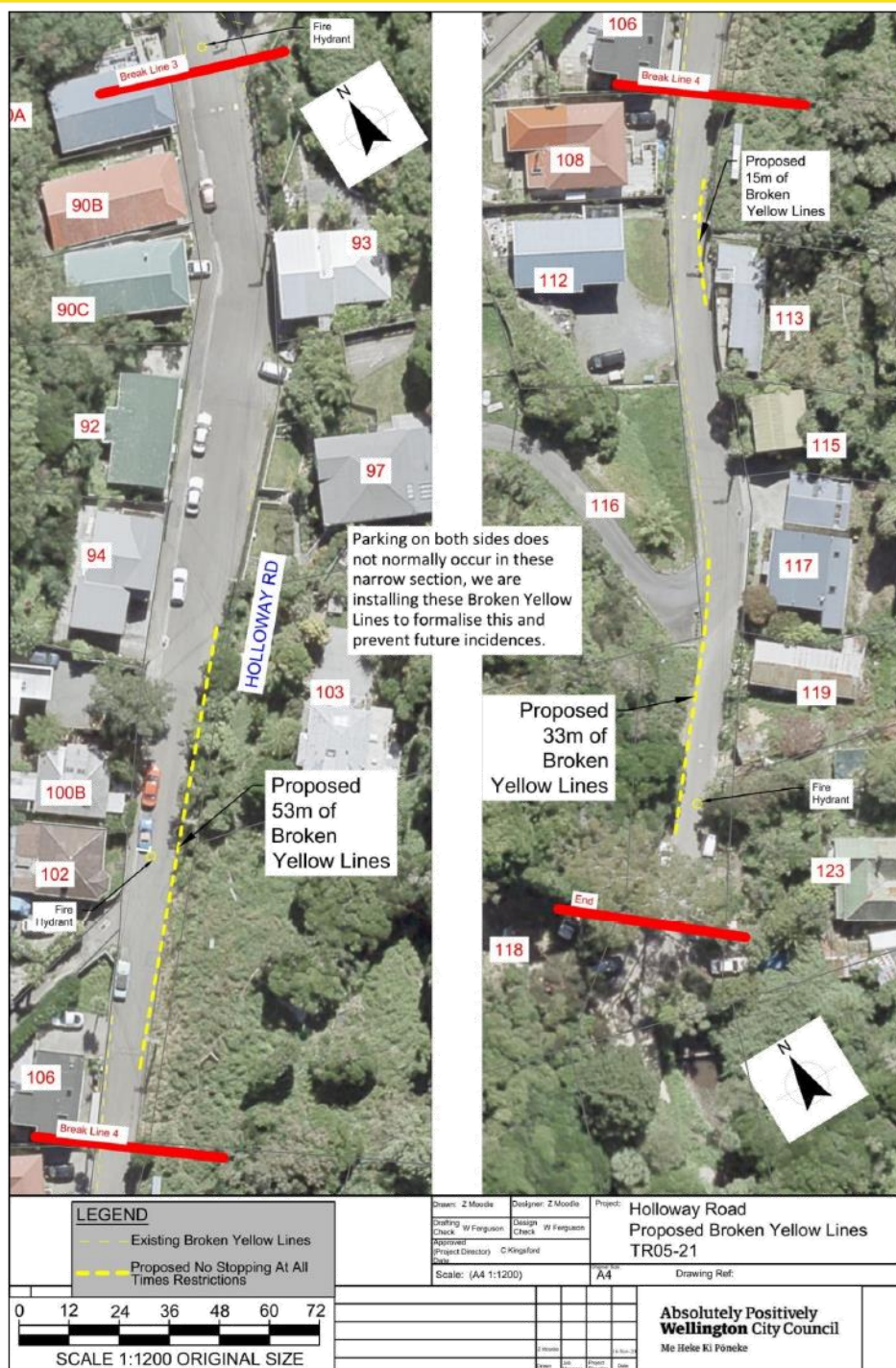
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Legal Description:

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

Column One	Column Two	Column Three
Holloway Road	No Stopping, At All Times	North side, commencing 20 metres east of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an easterly direction following the northern kerb line for 10 metres.
Holloway Road	No Stopping, At All Times	South side, commencing 12 metres west of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in a westerly direction following the southern kerb line for 22 metres.
Holloway Road	No Stopping, At All Times	North side, commencing 153 metres south-west of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in a westerly direction following the northern kerb line for 50 metres.
Holloway Road	No Stopping, At All Times	North side, commencing 245 metres south-west of its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in a westerly direction following the northern kerb line for 42 metres.
Holloway Road	No Stopping, At All Times	West side, commencing 38 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the west kerb line for 18 metres.
Holloway Road	No Stopping, At All Times	South-east side, commencing 135 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the eastern kerb line for 53 metres.

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Holloway Road	<i>No Stopping, At All Times</i>	<i>South-east side, commencing 209 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
Holloway Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 255 metres south of its intersection with Brosnahan Terrace (Grid coordinates X=1,747,101.9m Y=5,426,859.0) and extending in a southerly direction following the west kerb line for 33 metres.</i>

Prepared By: Zackary Moodie (Intermediate Transport Engineer)

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

FEEDBACK RECEIVED

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Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: russell
Suburb: Unknown
Agree: Maybe

thanks for 7 pages today- any chance of delivering the additional copies (x 10) for the off st homes as discussed
no mention of speed restrictions - should be no more than 30 km (or less) and lsz!
also had heard there was going to be white line boxes to boundary no parking.
3 obvious errors?
pp5 outside 27 should be same 31 and the yellow lines should be outside 40 -32
have you found out from roading what's happening to footpath kerb and channel there????-
work needs to be integrated
when will chip sealing be done and the follow up in 6 months asphaltting on upper Holloway -
apparently from brosnahan down it will be asphalted (no intermediate chip seal?
have you been advised when the street works will be finished???
pp6 opp 52 should be no parking both sides at this -the worst cnr
pp7 103 to 106 the yellow lines should be on other side of road 94 to 106 and as well as opposite
198 and 112
great to see progress

Name: Leo
Suburb: Unknown
Agree: Yes

Love the plan.

Just one request; when putting in the new broken yellow lines, could the existing broken yellow lines in front of the access steps to 97 Holloway be given a spruce up.

Thanks for all the work that has obviously gone into this proposal.

Name: Luke
Suburb: Aro Valley
Agree: Yes

I have read the proposal for broken yellow lines on Holloway road and I hope it will help with the narrow access. I do want to bring up the situation around the driveway at my house - 63 Holloway - as I have been nearly unable to enter or exit the drive on occasions where other cars are parked across the street. So far I've just left notes requesting that people avoid that space so that I can get out of the driveway and that has helped, but I worry that the extra restrictions on parking space that will push people back into the area and cut off access to the drive, potentially trapping me in. Would it be possible to extend the proposed yellow lines between 56 and 60 by a couple meters to prevent this issue?

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Name: John Whitty
Suburb: Aro Valley
Agree: Yes

I live at Number 57. Generally, I agree with the changes outlined but wish to comment.

I am not sure if the whole northern side between 7 and 27 will have broken yellow lines. It should have. There was a time when a former regional councillor who lived in one of the houses would apply black paint to the yellow lines opposite his house. I hope that there will no longer remain a gap in the yellow lines in this area.

Your paper makes no mention of the need for white lines delineating other no-parking areas. This is a major omission in my opinion.

For some time, the access way for the garage at 55 and driveway at 57 were plagued by vehicles blocking access. I had to paint white lines to discourage this behaviour. I would hope the Council will paint white lines wherever there are garages or driveways in the future.

Do street dwellers have to paint their own white lines? I know on other streets the Council performs this service.

Name: Lesleigh
Suburb: Aro Valley
Agree: Yes

Yes, yes yes to your proposal. Thank you

Name: Mark Albon
Suburb: Aro Valley
Agree: Yes

I am in support of broken yellow lines in Holloway Rd and would support the placing of yellow lines the full length of Holloway Rd on the right-hand side traveling south or up the road.

This would ensure emergency vehicles will be unhindered in their efforts to respond to any emergency.

Name: Rhiannon Davies
Suburb: Aro Valley
Agree: Yes

Just dropping you a line to say a massive thank you for the safety measures you're putting in place.

The fact that fire appliances can't get up the street should they need to if people are parked up the street on both sides is horrifying to say the least.

We've already lost two houses to fire on Holloway because they couldn't be reached. It's vastly reassuring that steps are being taken to keep this from happening.

FEEDBACK RECEIVED

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Please pass on my heartfelt thanks to the team working on this.

Name: Russell Campbell
Suburb: Aro Valley
Agree: Yes

I am strongly in support of the proposed changes to parking restrictions in Holloway Road.

The addition of more broken yellow lines, as outlined, is imperative to facilitate the passage of wide vehicles, including fire engines, rubbish and recycling trucks, and large delivery vans.

The loss of convenience for some residents is unfortunate but must be weighed against the welfare of the street community as a whole.

Name: Bindy Bonnette
Suburb: Aro Valley
Agree: Yes

I'm keen to submit support for the yellow lines proposal and my further support for residential parking. I think we have to do something because it simply isn't safe with the current access for emergency vehicles or delivery/rubbish pickups.

I can see some parking will likely increase outside my property so I'm keen to have more secured parking for residents now the traffic is increased by access to the tracks and children being dropped off and picked up at my neighbour's piano lessons.

I have had my car swiped several times myself over the last few years so I think this is a good move - the last yellow lines adjustment made the corner outside my property #77 significantly safer for turning and not hitting parked vehicles (mine and my visitors). So I support more lines but I want residential parking to be considered as my parkable curb options are fast dwindling.

Name: Malcolm Frazer
Suburb: Aro Valley
Agree: Yes

As the owner of 31 Holloway Road I want to express my support for the proposed broken yellow lines.

I would also like to support the white center line shown on page 4 of 8 on the online version of the document (the line from the entrance of Holloway Road to just short of number 7 Holloway Road)

This center line does not currently exist nor is it mentioned in the text of the document. There have been a number of times when a vehicle has swerved at the last movement to avoid hitting me as they were way over on the wrong side of the road.

In general I would support more broken yellow lines, like at the fire hydrants in the first section of the road (up to break line 1, number 44/43 Holloway road) though I notice there are L bars in the diagrams of the Traffic Resolution Plan at the two Fire Hydrants in the lower section of the road (also not mentioned in the text) hopefully these will be included in the new marking, though I believe

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Yellow Lines will be more effective as the only people that have respect for the current L bars marking driveways are some of the residents of Holloway Road (not all of them).

Name: Tom Grocott
Suburb: Aro Valley
Agree: Maybe

We are the tenants at number 32 and are concerned about the proposed 22m of broken yellow lines opposite our property on the southern side of the road.

We would contend that this is easily one of the widest parts of Holloway Road (particularly opposite our property) and also a section with many houses, so placing the lines here will make an already difficult parking situation worse. We understand the reason for placing the lines as some sections of the road are very narrow, but this section is wide in comparison to other areas where lines have been proposed.

It would make more sense here to extend the broken yellows lines that already exist between 32A Holloway road (yellow house) and 44 Holloway Road on the northern side. At the moment there is a gap between 32 and 34 Holloway Road with no lines.

We have a toddler (and a new-born due in January), so walking longer distances to our vehicle will be very inconvenient.

I hope you will consider this proposal to extend the lines between no.32 & no.34 on the northern side (nobody parks on the northern side anyway), particularly once the width of the road at this section is taken into account.

I look forward to hearing back on this.

Name: Susan Cooke
Suburb: Aro Valley
Agree: Yes

I am strongly in favour of the additional yellow lines, as proposed, along Holloway Road, primarily because the current number of cars parked in narrow parts of the street make it extremely difficult for emergency vehicles to access all parts of the street.

I recognise that additional yellow lines will reduce the amount of parking for residents in Holloway Road but feel that this difficulty is less important than the safety of residents should there be a fire in the street that cannot be accessed easily by fire engines. This is particularly the case given that many of the houses in the street are in close proximity to the surrounding bush.

Please let me know if you have any questions or would like me to make a more formal submission.

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Name: Frances Forsyth
Suburb: Aro Valley
Agree: Yes

Thank you for giving me the opportunity to comment on proposed changes to road markings in Holloway Road.

I am particularly happy with the proposed broken yellow lines on the northern side outside 56-60 Holloway Road. However, I would like it even more if the lines were extended to meet existing broken yellow lines at 50 Holloway Road.

Car turning and long vehicle turning areas in this dead-end street are limited and there are high levels of visiting vehicles that require space to turn around. My garage door is being continually battered by turning vehicles. Please make the following additions to your plan.

- Move the proposed broken yellow lines outside 31 and 33 to the other side of the road from 32-34.
- Paint white brackets one metre either side of all driveways in the street to show that parking is limited there. I have incurred considerable personal costs as a result of people parking too close to my driveway. These costs arise from me being one and a half hours late to work on many occasions while waiting for cars to be towed so I can get my car out of the garage. There is no public transport to my office and the cost of a return taxi to my office is more than the fine for the people who parked illegally. I have also had to postpone onsite client visits and fieldwork because of not being able to get my car out of the garage. This has an impact on my clients as well as me. I don't know what I will do if someone parks across my driveway at the time, I need to collect grandchildren from school.
- Put up signage warning that the road is unsuitable for long vehicles
- Start ticketing the commuters who park on the white lines in the long vehicle turning area at the intersection of Holloway Road and Aro Street, or paint broken yellow lines there and install signage indicating that it is a long vehicle turning area. Aro Valley has nowhere else where long vehicles can turn safely.
- Paint broken yellow lines in the vehicle turning area at 123 and 118 Holloway Road.
- Install signage indicating where the vehicle turning areas are in the street. This is particularly important for shuttle vans with trailers which seem to be frequent visitors to the street. I watched a shuttle driver last week who had to enlist a resident's support to remove his trailer in order to turn at the Bullock Track intersection.

We also need resident's parking areas (RPAs). One good place for this is outside our children's playground area. This would allow residents to move their own vehicles from outside the houses at 7-27 to free up parking when they are expecting visitors. This is particularly important for residents who work from home.

A several other RPAs are needed to provide parking for residents in households in Haines Terrace and Carey Street. It must be recognised that some of the households in Holloway Road are rental flats where car ownership is higher than family households. Suitable places for RPAs include 57-73 and 79-81 inclusive.

Finally, I would be very interested to know how the average daily traffic count of 534 was derived. I doubt very much that it included a Friday afternoon and early evening. I have lived in Holloway Road for 39 years and have never seen vehicle movement pipes used to survey traffic. When we had a 5pm Friday ceremony with Andy Foster to recognise the relationship of the Carey Street name with the First World War we were continually having to make way for vehicles. It was a real eye opener.

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Name: John Woolf
Suburb: Aro Valley
Agree: Yes

I am pleased to see the Council presenting a well thought out engineering proposal to solve the extremely hazardous situation we have endured in Holloway road for far too long.

Currently emergency vehicles such as fire engines, and ambulances find it impossible to safely navigate the street in the event of an emergency, with two occasions in the last two years where a fire engine could not get to a fire, with a house burning to the ground as a result on one of these occasions. If any one of these incidents had resulted in death or injury, the Council would have been held responsible, for not having a safe traffic management plan in place.

Earlier this year I was in an ambulance which was delayed getting out of the street, because cars were parked on both sides of the road outside the area around 57 - 59 Holloway, which meant the ambulance could not easily pass. A fire engine being wider would not have been able to pass at all.

Rubbish trucks regularly cannot get up the street to collect the rubbish on the appointed day (Wednesday). If I see the truck the next day, I always ask why they are late collecting, and they always say, 'couldn't get up the street because it was blocked with parked cars.' On Wednesday 29 July I noted this event in my diary if you wish to check with the rubbish collection contractor.

On occasion, I have even not been able to get my own car past cars parked on both sides of the road outside 100 Holloway, and a couple of times have had to park the car and walk home, because the way ahead was impassable.

Clearly this is an untenable and dangerous situation, and I would ask the Council to implement the proposed engineering solution as it is presented, and not devolve into a compromise political solution because of Councillors wishing to cater to the perceived parking needs of individuals in the street.

Name: Patricia Sloan & Helen Bradford
Suburb: Aro Valley
Agree: Yes

Thank you for the opportunity to respond to the proposed yellow lines on Holloway Road. We are fully supportive as only last year a fire engine was unable to access our property at 108 Holloway Road.

Comments:

#Install 10 metres of yellow lines along northern side opposite 15 - 19 Holloway Road: this is still a narrow area - this should be extended from no.13 to 23.

FEEDBACK RECEIVED

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Install 53 metres of broken yellow line no. 94 – 106 and then southern side outside 113: at 106, 108 and 112 we have off road parking. We already experience getting blocked in by vehicles parking on the south side & it is a very narrow area restricting emergency vehicles. By blocking off road parking we would have the opposite desired impact - cars will be forced to park further up the road and block off road parking. The knock on effect is for us to resort to parking on the road. We recommend the yellow lines are extended from 94 to 115 to avoid blocking.

Name: Roger Bolam
Suburb: Aro Valley
Agree: Yes

Thanks for distributing the above Proposal.

As a property owner of 54-56 Holloway Rd I'm fully in support of Council's stated objective to provide unimpeded access to emergency vehicles, rubbish trucks and other utility vehicles. It's an important and well overdue initiative. Thank you.

I do however object to BYL's being painted on straight sections of the road with excellent visibility and where there is sufficient room for vehicles to park on each side of the road and for large vehicles to pass safely between them.

Where the proposed BYL is noted from 52 to 60 Holloway Rd the road is 6.6m wide from curb to curb with a 3m width between parked cars as per my photo below. Many vehicles have parked in this section of the road over the last 50+ years without causing any obstruction to large trade vehicles - including concrete trucks.

Several times a year I personally need to park here with a trailer for up to 6 hours a day to remove substantial quantities of green waste from my property, deliver firewood etc however with the proposed markings this would no longer be possible and there will be insufficient alternative parking for this purpose in the future.

In summary, my submission is that the proposed BYL in the section of the road I have referred to is not necessary to achieve the stated purpose.

As an addendum to my earlier submission of 2 December below, I attach two photos of the road below 52-60 Holloway Rd yesterday with cars parked on each side.

While I was working on my property all day with my car and trailer parked in a section where the BYL is proposed several cars and two large trucks happily passed through with several friendly waves and no obstruction at all being caused. The measured distance was 3.1m between the parked cars.

These photos support my submission that this section of BYL's is unnecessary in achieving the stated objective "to provide unimpeded access to emergency vehicles, rubbish trucks and other utility vehicles" as no current obstruction exists.

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Name: TomP
Suburb: Aro Valley
Agree: Yes

I am a resident of this street and currently live in fear that my house will burn to the ground for lack of emergency vehicle access. This proposal goes a long way towards addressing my concerns.

Name: nadine
Suburb: Aro Valley
Agree: Yes

I have a life threatening allergy (anaphylaxis) that means that I periodically need urgent care from emergency services. If an ambulance is delayed getting to my house, I could die or suffer brain damage. I strongly support this traffic resolution, so that me and my neighbours have access to emergency services when we need it.

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Name: Eugene Wolfin
Suburb: Aro Valley
Agree: Yes

Please! It gets so bad sometimes, you'll be aware that wide vehicles like emergency service vehicles have trouble or simply cannot get up Holloway Road, but even for us with regular cars it can be very troublesome. This can't happen soon enough.

Name: Fran1997H
Suburb: Berhampore
Agree: Yes

I work full-time on Holloway road, travelling to and from work is extremely difficult on Holloway road, because of how many cars there are parked on the roadside, thus making the road very narrow and had to travel up and down it. On one occasion, the taxi I was hit by another car because the road was narrow between two cars. There has also been plenty of times road works have been going on and has made it more impossible to go move up the street with hardly any room to move around them or even turn around, I often have to get out and walk to my destination. Because cars are so heavily parked on the road, often they are forced to move up onto the footpath, creating spaces where people can't access the footpath, this makes it incredibly unsafe for parents and caregivers with prams and younger children, and elderly as they often have to walk along the road, sometimes on blind corners. There are also a large number of people that cycle into the city to and from the Holloway road, the narrow road also affects them and their safety. Another safety issue I would like to point out is because the roads are so narrow with so many parked cars, there is an issue of how a fire truck, ambulance or police car when called would ever be able to make it up Holloway road in an emergency.

Name: Ingrid
Suburb: Aro Valley
Agree: Yes

Please actively work with the residents of the street to solve the on-street parking problems.

Name: Christina Maria
Suburb: Aro Valley
Agree: Yes

Really pleased to see you are looking at including Holloway Rd in the 'Residents Parking Zone' as many cars parked in Holloway do not belong to residents due to the St being the closest free parking to the CBD. If we were to get residents parking, I believe it would help with the reduction of private car use as less people would be driving in from other parts of Wellington to park up.

Name: Holloway resident
Suburb: Aro Valley
Agree: Yes

Great changes! Bring it on.

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Name: Captain_-hindsight
Suburb: Newtown
Agree: Yes

I cycle Holloway Rd from Aro St to get to the Polhill track off Brosnahan. There is insufficient room for bikes and cars to pass one another let alone two cars. The lack of sightlines is an additional danger.

Name: Martin Wilson
Suburb: Aro Valley
Agree: No

I see no need for dotted yellow lines all the way between 52-60 Holloway Rd. If the residents at 55 & 57 wish to protect their driveway access, they could have some dotted lines opposite. We need, and use, all the parking we can get, and I and other neighbours are often forced to park on this strip. Its safe, its wide. Its less desirable to park there because there is no gutter and its under trees. But its OK for parking.

Install 50 metres of broken yellow lines along the northern side outside no.56-60 Holloway Road.

Officer's response:

For the section of Broken Yellow Lines outside 31-33 it is preferable for broken yellow lines to be installed on the inside of bends or corners that do not provide safe forward visibility as they are perceived safety risks. Parking should be prohibited where it causes a two-way single lane situation around a blind bend. A single lane situation also does not provide sufficient width for larger service/emergency vehicles to manoeuvre through safely.

With the adoption of the new parking policy officers are revising the application of Residents Parking Scheme throughout Wellington City and how it will be applied going forward, with new and old residents parking schemes. Holloway Road and the surrounding streets will be considered under the new parking scheme once the operational guideline is finalised.

The section #56-60 Holloway Road is about 6.5m wide with the recommended minimum carriageway width at 6.9m. This allows for wider vehicles to pass with parking on one side. Council has been informed that an ambulance has been delayed in an emergency event in the section of #56-60 Holloway Road due to vehicle parking on both sides. It is proposed that broken yellow lines are installed as per plan.

Request for L-Bars on either side of a driveway is done on a case by case basis. We will work separately with individual residents to tally who would like L-Bars marked.

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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	
What we'd like to do	<ul style="list-style-type: none">• TR06-21 Makara Road - No Stopping At All Times Amended – post consultation <ul style="list-style-type: none">• Install 119 metres of broken yellow lines along the eastern side of Makara Road between no.52-66 Makara Road.• Install 152 metres of broken yellow lines along the eastern side of Makara Road between no.74-100 Makara Road.• Install 166 metres of broken yellow lines along the eastern side of Makara Road along the frontage of no.100.• Install 74 metres of broken yellow lines along the western side of Makara Road between no.53-67 Makara Road.• Install 33 metres of broken yellow lines along the western side of Makara Road between no. 67-71 Makara Road.• Install 8 metres of broken yellow lines along the western side of Makara Road between no.77-81 Makara Road.• Install 10 metres of broken yellow lines along the western side of Makara Road outside no.85 Makara Road.• Install 38 metres of broken yellow lines along the western side of Makara Road between no.89-95 Makara Road.• Install 13 metres of broken yellow lines along the western side of Makara Road between no.97-99 Makara Road.• Install 32 metres of broken yellow lines along the western side of Makara Road between no. 99-115 Makara Road.• Install 36 metres of broken yellow lines along the western side of Makara Road between no. 117-119 Makara Road. Original scheme <ul style="list-style-type: none">• Install 113 metres of broken yellow lines along the western side of Makara Road between no.53-71 Makara Road.

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	<ul style="list-style-type: none"> • Install 119 metres of broken yellow lines along the eastern side of Makara Road between no.52-66 Makara Road. • Install 18 metres of broken yellow lines along the western side of Makara Road between no.77-81 Makara Road. • Install 10 metres of broken yellow lines along the western side of Makara Road outside no.85 Makara Road. • Install 38 metres of broken yellow lines along the western side of Makara Road between no.89-95 Makara Road. • Install 152 metres of broken yellow lines along the eastern side of Makara Road between no.74-100 Makara Road. • Install 105 metres of broken yellow lines along the western side of Makara Road between no.97-119 Makara Road. • Install 166 metres of broken yellow lines along the eastern side of Makara Road along the frontage of no.100.
Why we are proposing the change	<ul style="list-style-type: none"> • We have carried out a detailed investigation on the existing carriageway width and the available space to accommodate parking while allowing a safe thoroughfare along this winding street of Makara Road with residential activities. To complement the introduction of the double centre-line in places and parking we are proposing no stopping restrictions at various locations (between Khouri Avenue and the Skyline Walkway Track). • This is to ensure that all vehicles travelling along Makara Road are able to stay within their lane at all times without coming into a head-on conflict and potentially a serious crash. • The proposed restrictions align with council's newly adopted Parking Policy (adopted August 2020), <i>4.1 Parking Policy Objectives Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</i>
Location – where we propose to make the change	<ul style="list-style-type: none"> • Makara Road, Karori
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for vehicles travelling on Makara Road between St Anselms Church (no.30 Makara Road) and the Skyline Walkway.

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	<ul style="list-style-type: none"> • Net parking impact – a parking survey was carried out to determine the location of current public parking within Makara Road between St Anselms Church and the Skyline Walkway. The survey showed only 5 vehicles would be impacted by the proposed no stopping restrictions with sufficient parking made available in the designated marked parking bays. The public in general knows where to park which would not restrict/block access for service vehicles. The proposed changes are to formalise the function of this transport corridor as per Council's policy. • Removal of kerbside parking that would otherwise restrict/block access for vehicles along the transport corridor. • Pedestrian impact - no change.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 2,050. • A review of the NZ Transport Agency Crash Analysis System shows 13 reported crashes (including five head-on crashes) within 50 m of Makara Road between St Anselms Church and the Skyline Walkway between 2010 and 2020. Four of the reported crashes resulted in minor injury. This history of crashes has raised safety concerns from the local residents travelling along Makara Road. • 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR06-21 Makara Road, Karori – No Stopping At All Times



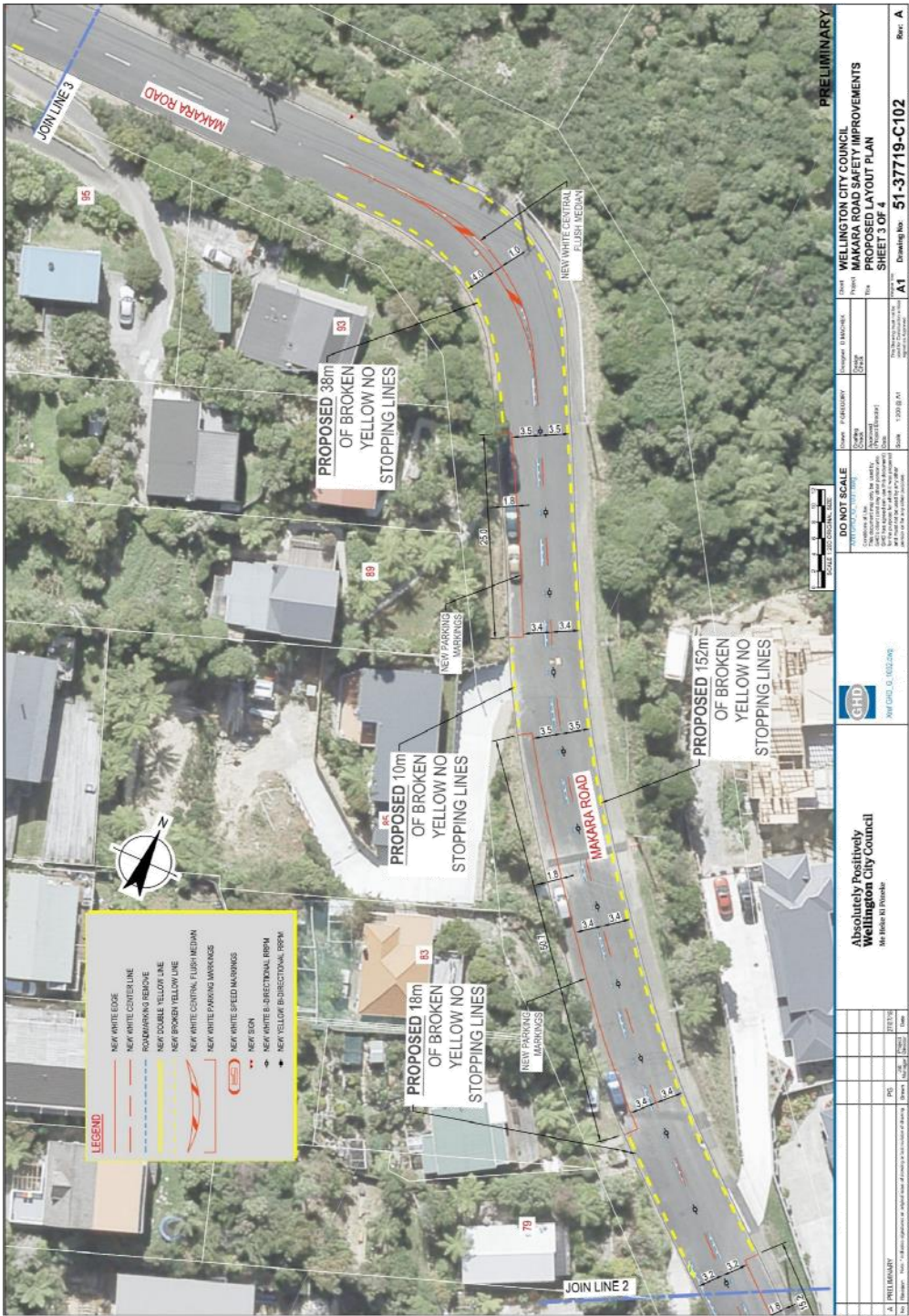
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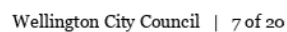


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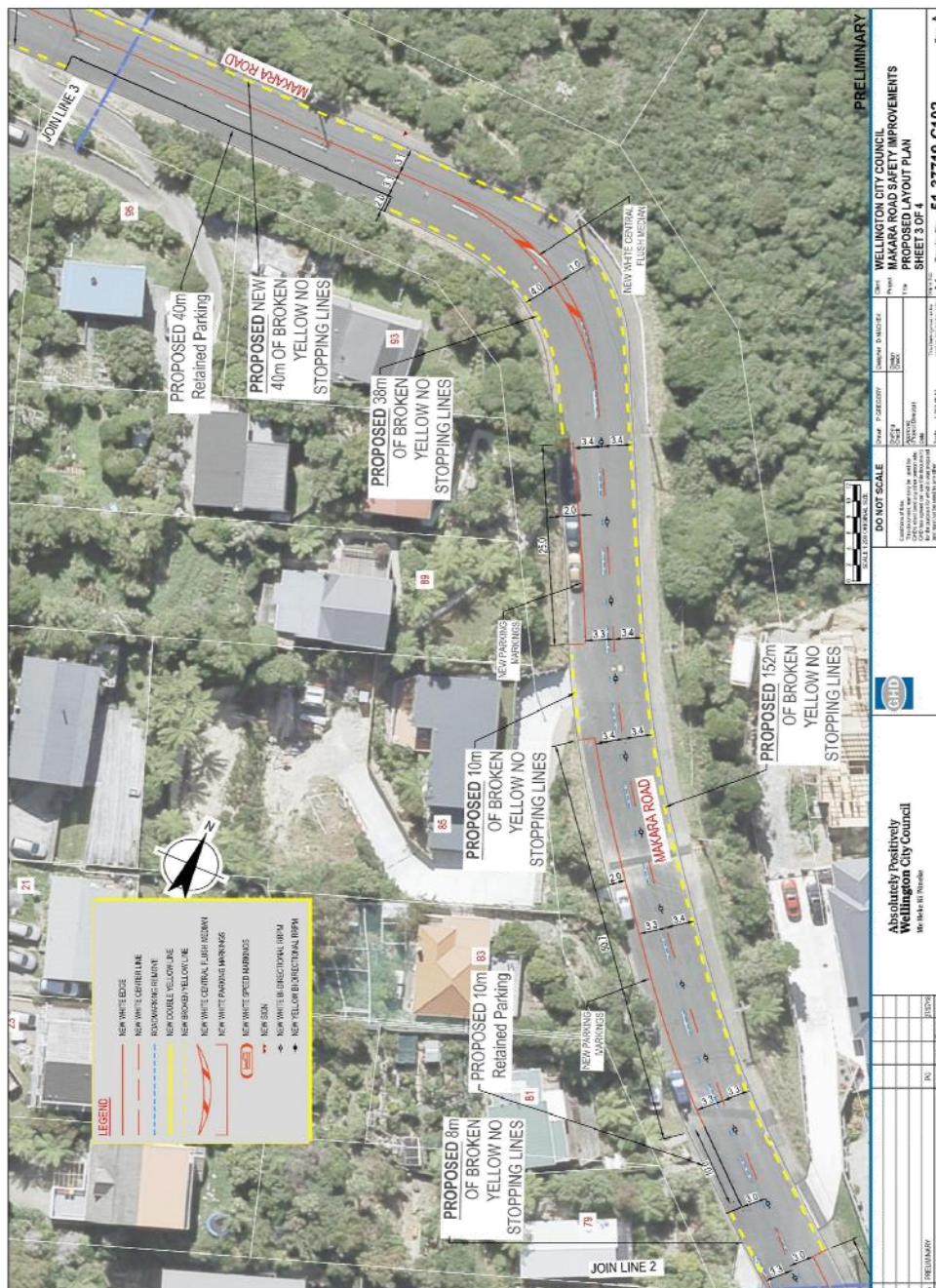


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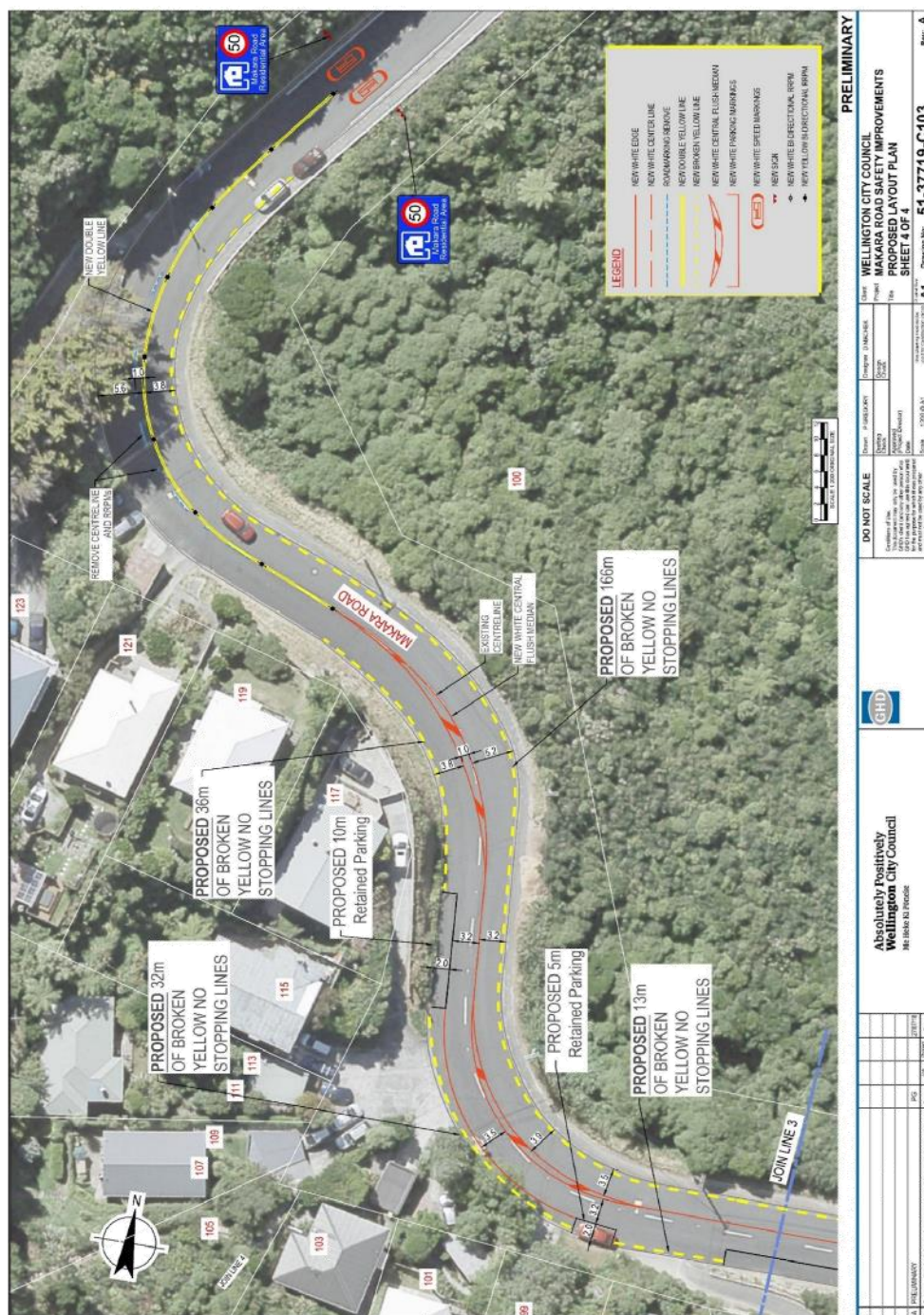
AMENDED - POST CONSULTATION Traffic Resolution Plan: TR06-21 Makara Road, Karori – No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Makara Road	No stopping at all times	West side, commencing 391 m from its intersection with Allington Road (grid coordinates X= 1,744,057.8m, Y= 5,428,003.3m), and extending in a northerly direction following the western kerbline for 74 metres.
Makara Road	No stopping at all times	West side, commencing 475 m from its intersection with Allington Road (grid coordinates X= 1,744,064.1.0m, Y= 5,428,060.0m), and extending in a northerly direction following the western kerbline for 33 metres.
Makara Road	No stopping at all times	West side, commencing 567 m from its intersection with Allington Road (grid coordinates X= 1,744,043.0m, Y= 5,428,134.0m), and extending in a northerly direction following the western kerbline for 8 metres.
Makara Road	No stopping at all times	West side, commencing 636 m from its intersection with Allington Road (grid coordinates X= 1,743,995.6m, Y= 5,428,186.5m), and extending in a northerly direction following the western kerbline for 10 metres.
Makara Road	No stopping at all times	West side, commencing 673 m from its intersection with Allington Road (grid coordinates X= 1,743,978.4m, Y= 5,428,219.5m), and extending in a north-westerly direction following the western kerbline for 38 metres.
Makara Road	No stopping at all times	West side, commencing 758 m from its intersection with Allington Road (grid coordinates X= 1,743,906.1m, Y= 5,428,236.8m), and extending in a north-westerly direction following the western kerbline for 13 metres.
Makara Road	No stopping at all times	West side, commencing 776 m from its intersection with Allington Road (grid coordinates X= 1,743,887.5m, Y= 5,428,237.8m), and extending in a north-westerly direction following the western kerbline for 32 metres.
Makara Road	No stopping at all times	West side, commencing 818 m from its intersection with Allington Road (grid coordinates X= 1,743,865.5m, Y= 5,428,276.1m), and extending in a north-westerly direction following the western kerbline for 36 metres.

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Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 75 m from its intersection with Khouri Avenue (grid coordinates X= 1,744,060.5m, Y= 5,428,010.6m), and extending in a northerly direction following the eastern kerbline for 119 metres.</i>
Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 252 m from its intersection with Khouri Avenue (grid coordinates X= 1,744,048.4m, Y= 5,428,139.9m), and extending in a north-westerly direction following the eastern kerbline for 152 metres.</i>
Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 404 m from its intersection with Khouri Avenue (grid coordinates X= 1,743,947.5, Y= 5,428,244.1m), and extending in a north-westerly direction following the eastern kerbline for 39 metres.</i>
Makara Road	<i>No stopping at all times</i>	<i>East side, commencing 443 m from its intersection with Khouri Avenue (grid coordinates X= 1,743,906.5m, Y= 5,428,244.5m), and extending in a north-westerly direction following the eastern kerbline for 166 metres.</i>

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

Approved By: Soon Teck Kong **(Transport Engineering & Operations Manager)**

Date: 18/01/2021

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Feedback Received:

Name: Shannon Wilson
Suburb: Karori
Agree: Yes

May we please submit the following request for the Council's TR06-21 Makara Road proposal, which we very much approve and appreciate bar one detail:

As we have no off-street parking, and a 3-year-old son, we would very much appreciate the broken yellow lines proposed on the western side of Makara Road between 77-81 be cancelled to enable us to park outside our home. This would be particularly appreciated as the residents between 79-83 also require parking outside their homes, resulting in no space for our two vehicles until just before 95 Makara Road, as the eastern side of the road will also have broken yellow lines installed opposite our house preventing parking outside our home on both sides of the road.

The broken yellow lines everywhere else are really appreciated, as the road can become very narrow where two vehicles are parked on opposite sides of the road.

Any assistance would be greatly appreciated,

Name: Christopher and Kira Laing
Suburb: Karori
Agree: Maybe

I live at 85B Makara rd, and so will be directly impacted by the proposals.

My feedback is neither entirely in support of nor entirely opposed to the changes. I have numbered my comments for ease of reference.

1. I am generally supportive of restricting parking on Makara Rd if it will make both road users and pedestrians safer. Creating no parking zones in the tight corners is a good example of a smart change.
2. However, it seems to me that the changes will have a negative overall impact on the safety of Makara Rd, particularly for residents.
3. The proposed parking restrictions would seemingly create the ability to park in a limited area on both sides of the road. This will exacerbate an already serious problem - the problem is not that there are too many parked cars, but that the narrow road requires people to cross the centreline when cars are parked. When two cars are parked opposite one another, only one car can fit at a given time. Due to the high traffic flow along the road, this narrow pass will create a dangerous stretch of road ripe for head-on collisions.

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4. Moreover, the current spacing of parked cars generally serves to slow the flow of traffic down. The speed of many vehicles both up and down the road is already an issue, and one which the council should consider addressing. The removal of parking spots for cars at staggered intervals along the road will allow vehicles more of a "free run" and will involve them speeding past my driveway even faster than they do already. It is already difficult to safely cross Makara Rd with a baby in a pram - something which we are forced to do, given that the only footpath is on the opposite side of the road.

5. Many of our neighbours have small children and have no off-street parking. Those currently parking in zones designated for new yellow lines will inevitably move their cars to the new parking bays, favouring those who leave their cars parked for long periods such as people employed in the CBD, and disfavours those who need to come and go during the day with small children, such as the aforementioned neighbours of ours. This will force these people to park some distance away, and somehow manhandle their toddlers, pets, shopping, and other difficult items perhaps several hundred metres along the footpath and then across a busy road. At present, they can park outside their houses and safely transport their children and goods to their house without much danger.

6. As a response to these concerns, I would firstly suggest allowing parking on one side of the street on long, straight stretches - the side opposite the footpath would be best suited and safest for residents. By this I mean the entire stretch, not just limited bays.

7. Secondly, if (6) is not possible, I would ask that a solution be found to ensure that those residents who presently rely on the safety of parking reliably outside their own homes be assured the ability to do so. I do not know whether specific bays can be allocated to a specific residence, but if so, this would go quite some way to resolving some of these concerns.

8. Thirdly, I would ask that a solution be found to combat the inevitable increase in speed that will result from a freer roadway.

In summary: yellow lines in the corners is a good idea, restricting parking to small bays is not.

Name: Lynette Taylor
Suburb: Karori
Agree: No

I think the proposal to install broken yellow lines along sections of Makara Road will be far too restrictive for residents. For example, I live at 71 Makara Road, where I have no driveway or off-street parking, as is the case for others on Makara Road. I have no choice but to park on the road – and usually do so further up the hill, except when I have to load or unload my car, in which case I park beside my letterbox. If yellow 'no parking' lines are installed from 53-71 as proposed, I would be unable to park the car beside my pathway to pack/unpack heavy loads from the car as at present. And it is difficult enough doing so (& then carrying them up 60-odd steps!), without having to carry them from further away. It would mean, too, that others making deliveries would be unable to find parking nearby.

I also think that restricting parking on the western side from Nos 57-71 is unnecessary as the street is wide enough there for cars to pass safely in either direction. If the intention is to improve accessibility, then I think that the residents' needs should be considered. It is often hard to find

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parking along that stretch of road, when residents' as well as visitors' cars are there, without totally removing parking options there. I think that a lot more vehicles will be affected by the changes than the 11 cited in your notice – and that there would definitely not be 'sufficient parking' available as stated. I have on a number of occasions been blocked from parking near my house because visitors' cars filling the currently available spaces above and below #71. If restrictions are to be imposed, then I think that it will be necessary to allocate 'residents only' parking along much of Makara Road.

I've lived at 71 Makara Road for over 30 years and haven't heard of any serious accidents along the road. The only danger I've witnessed on Makara Road has related to heavy traffic driving too fast down the road. For example, over the last few months there have been articulated logging trucks driving at unsafe speeds down the hill on many occasions. Perhaps speed limits could be imposed for much of Makara Road to ensure that safe speeds are observed by all drivers, who could then pass parked vehicles more safely.

I agree that 'no parking' lines are sensible on the curves in Makara Road where vision is restricted or non-existent – but people are unlikely to park there anyway.

I would ask the Council to reconsider these proposals in the interests of their rate-payers and allow parking on the western side of Makara Road between 57 and 71.

Name: Kevin Thomsen and Roslyn Hefford
Suburb: Karori
Agree: No

We are residents and ratepayers of 53 Makara Road which will be directly impacted by the proposed changes. We have lived in our current address for the last 21 years and have personally seen the growth of the Kaori suburb throughout this time.

We are writing to register our objection to the proposed changes and the rationale that has been given for the changes. The real problem is the speeding on the road not the parking.

We question (and are unconvinced) on why you have decided to focus on restricting parking in front of our house and around the corner (as a solution) rather than putting in place speeding disincentives. Speeding (which includes heavy trucks) has increased significantly over the last 10 years and we would strongly urge the city council to focus on this rather than parking. Moreover, the number of minor injuries accidents (13 in 10 years) that you have referenced as one of the key reasons for the installation of no parking lines is a very weak rationale indeed.

We would like our part of the street to remain as it stands at present and urge the council to instead install speeding humps. Furthermore, opposite us live staff of both the Porirua City Council and the Wellington City Council both bringing council marked vehicles home and use the non regulated park on our side of the street to park council vehicles which limits the availability of these park for other residents of our little corner of Makara Road.

We look forward to your positive reception of our submission.

Name: Culley Angus
Suburb: Karori
Agree: Yes

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Suggest you also restrict parking to one side of the road only on the straight section of road south of join line 3. I often see cars needing to go over the centre line to get passed parked cars on this stretch of road (with cars parked on the footpath side). As there will be less parks available after the introduction of broken yellow lines elsewhere on the road cars will use both sides of this section of road to park and there will be very little room to get through. If there is any oncoming traffic this may become a dangerous pinch point.

Name: TrickyTree
Suburb: Karori
Agree: Yes

It is a good idea and pleased to see this as I've seen some close calls with logging trucks and other vehicles. I live on Makara Road and people drive like lunatics and seen people lose control round the bends. My only concern is that by removing parked cars, the idiots who drive like its a racetrack already may now have more cause to think that the path is clearer ahead and drive even faster. I suggest adding low rise road humps at key points to discourage speeding after this change. Thanks

Name: Tor
Suburb: Karori
Agree: No

My main concern with this proposal is the Install of 105 metres of broken yellow lines along the western side of Makara Road between no.97-119 Makara Road, this would greatly restrict parking in particular for spill over parking for the houses numbered from 93 - 117 Makara road. We do not have the capacity on our combined driveways to accommodate visitors cars and so they must park on the road, in this proposal you have shown that there will be two sections of unmarked road available to park in on the east and west side approximately in the area on the map of 93 -95 Makara road. If this is the only parking area for all these houses both sides of the road will be used to park on creating an even worse traffic hazard with a bottleneck at this point. I would like to propose that we keep a section free of yellow lines from 99 Makara road to 117 Makara road. I would also like to add that creating all these no parking areas on Makara road will make it a free run for the people who seem to take great joy in going as fast as possible up and down Makara road, surely there is some merit in having parked cars on the road to slow these drivers down. I do however agree with the proposal to have 152 metres of yellow lines on the eastern side of Makara road as I have seen people parking on this side and causing traffic issues. Thank you for your time

Name: X101
Suburb: Karori
Agree: Yes

I would like to see consideration given to the corner of Khouri Ave and Makara Road (downhill side). This has, within the last, year become a significantly parked on stretch of road. Downhill traffic often cuts the corner that intersects with Khouri Ave, with cars parked close to the corner (downhill side outside No 2 Khouri Ave) this area becomes more dangerous for traffic turning into Khouri Ave. I would like to see broken yellow lines on Makara road from the corner of Khouri Ave heading downhill on the eastern side - approx. 10meters. Note this has only become an issue in the last 2-3 months - the number of parked cars has increased to a point where it is becoming dangerous.

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Downhill traffic passing the Khouri Ave corner, when traffic is waiting to turn into Khouri Ave, can have nowhere to go other than slam on the breaks and try to miss the turning and parked cars.

Name: 123
Suburb: Karori
Agree: Yes

I am concerned that cars will park on both sides of the road in places (eg from 95 Makara Rd down) where there are no dotted yellow lines - this will mean only one car can go through at once and will

be dangerous. I suggest instead there are dotted yellow lines on one side the whole way along Makara Rd, meaning cars can only park on one side, the footpath side.

Name: Captain_-hindsight
Suburb: Newtown
Agree: Yes

The existing road is made unsafe my allowing on street parking.

Name: p & a
Suburb: Karori
Agree: No

We are happy to have no parking marked on the eastern side of Makara road between 52 & 66 Makara Road, but we do not agree with the decision to to install broken yellow lines between 53 & 71. With 7 residences affected on the western side with 3 that have no off road parking and 2 that have limited parking, it is an issue.

We would like our submission to be considered.

Recently there has been a very high frequency of heavy trucks coming through and this may have been part of the reasoning behind this proposal. Certainly, at weekends it would be impossible to have people visiting as there would be no reasonable parking available.

One area that should be considered is where Makara Road joins Allington Road. There does need to be a broken yellow line on one side. More often than not there are cars parked on both sides and it becomes extremely difficult to navigate through there.

Name: S Prestidge
Suburb: Karori
Agree: No

In particular I do not agree with the proposal to install 105 metres of broken yellow lines between 97 and 119 Makara Road. We are the owners and residents at 99 Makara Rd.

There are regularly 4 or 5 cars parked on the western side of the road full time which cannot be accommodated by off street parking in this area. The install of broken yellow lines on the western side of Makara Rd would push these cars down to the section of road between 95 and 97. At present this section of road on the eastern side also regularly has 4 or 5 cars parked there. Pushing more cars further down into this area will require them to park on the western side of the road, against a large bank that has no verge or footpath.

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Cars on both sides of the road will narrow the road unacceptably and in the past cars parked in this section on the western side have been sideswiped. Motorists rarely park here because of the risks to cars, and to drivers/passengers getting out of or into their vehicles.

Makara Rd is a regular logging truck route for trucks coming from Makara, at all hours of the day and the narrowing of this section of road with large trucks passing through it is unsafe for other road users. The road is a regular route for cyclists who use the road at similar times to the logging trucks and parked cars on both sides will push trucks, cyclists and cars further into the centre of the road. I strongly believe that this goes against the stated desired effect of ensuring "that all vehicles traveling along Makara Road are able to stay in their lane at all times without coming into a head-on conflict and potentially a serious crash."

The current state with cars parked along the western side particularly between 99 and 117 does not significantly narrow the road as the eastern side is not used for parking around the blind corner. Moving parked cars down the hill will require motorists to park and cross the road twice to get back to their residences on the western side of the road. At present cars already take this section of road too quickly, and it is very unsafe crossing from the footpath to the residences on the western side of the road due to the limited visibility of the blind corner. Reducing parking will not make this safer, I believe it will not slow cars and may speed them up, causing crossing the road to become even more unsafe.

The section of road outside 99 Makara Rd is against a verge which allows easy access for parked motorists to load and unload, it is clearly a preferred position for parking as there is almost always a car parked here. On a personal note we have very limited off street parking due to the angle of the access, and although we do not need to regularly park there ourselves we will have no safe parking on our side of the road where we can safely unload our children should this proposal go ahead.

I believe that the proposal should be amended to allow parking between 97 and 117, or the western outer side of the curve to Makara Rd as is current state. I would also question why the proposal does not include broken yellow lines between 95 and 97 as this is a section of road that is less suitable for parking and I believe causes unsafe narrowing of the road.

Name: Mike G
Suburb: Karori
Agree: Yes

I would like to add some suggestions. Exiting and entering Terawhiti Terrace is dangerous. Yellow lines are needed (10 metres) all outside number 52 Makara Rd. Yellow lines are needed on the downhill exit of Terawhiti Terrace so exiting cars have a clearer view of cars coming up hill. As well as this a short footpath should be constructed instead so pedestrians have a safer place to cross. The trees on the corner outside number 52 Makara Rd need to be cut back to give pedestrians and cars greater visibility of cars coming downhill around the corner.

Name: Christian Karori
Suburb: Karori
Agree: Yes

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I support the change of reducing parking however I have concerns that this will significantly increase vehicle speed including cyclists travelling through Makara Rd. There is a particular a blind corner around Terawhiti terrace where children cross the street frequently and cars and cyclists pass through very fast. I have witness few near missed incidents and believe there will be a major accident if no action is taken.

Name: AET
Suburb: Karori
Agree: Yes

I agree with this but would like to note an additional issue that is not addressed here. My parents own a unit in the block of 36 Makara Road. Since the building of several units at 38 Makara road, turning left out of their driveway is extremely difficult. The view of the road is blocked by cars on the road and the new fence which has been built there. This would also be very dangerous for cars

turning out from St Anselms church. Extending the no parking further down the road would really help with this.

Name: timo
Suburb: Karori
Agree: Yes

Preventing parking on Makara Road will make it much safer to move people and goods on this windy road, especially for people riding bikes uphill.

Name: KJ and MD Plummer
Suburb: Karori
Agree: No

As residents of 6 / 36 Makara Rd, we submit that a major safety issue has not been addressed by your proposed plan

There are NO No Stopping markings on the eastern side of Makara Rd from number 30 up to Khouri Rd

When exiting from 36 Makara Rd there is a major hazard with visibility as the neighbour's fence and parked cars obscure down hill traffic

There have been a number of close shaves / near misses as can be attested by residents and visitors. The residents of Pavillion on the Park have already gone to the expense of altering our own fence to improve visibility but with the recent construction on our Northern side the solid fence right on the footpath has made the situation worse.

We exit our driveway on to Makara Rd with driver's window lowered and always take extreme caution, as cars and cyclists travelling into Karori on Makara Rd are often travelling fast, quietly and down hill.

FEEDBACK RECEIVED

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Me Heke Ki Pōneke

It can be a close call to get out on to the road and head down past the church, without getting hit - because of the limited visibility.

Therefore, we urge you to install **yellow no stopping lines** on this section - the eastern side - of Makara Rd.

Officer's response:

Officers have considered shifting the alignment of the roadway to allow for more parking where safe and practical.

Future speed surveys will be conducted to measure the vehicular speed in the area.

Makara Road has an Average Daily Traffic count of 2,050 with 4% being larger service and delivery trucks which includes articulated logging trucks travelling along this road. When there are vehicles parked on bends or corners, there is insufficient forward visibility which increases public safety risk. In sections where parking reduces the road to a two-way one lane situation around a blind bend, there is insufficient road width for larger service/emergency vehicles to manoeuvre through safely.

This proposal is to improve the road delineation, provide adequate road width and ensure sufficient forward visibility by restricting sections of parking, implementing flush medians and white edge lines to ensure vehicles can safely stay in their lane without crossing the centre line.

Installing flush medians and white edge lines will also visually narrow the roadway and is used as a traffic calming measure to reduce traffic speeds.

Officers will review the effectiveness of these broken yellow lines and propose changes as required.

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.

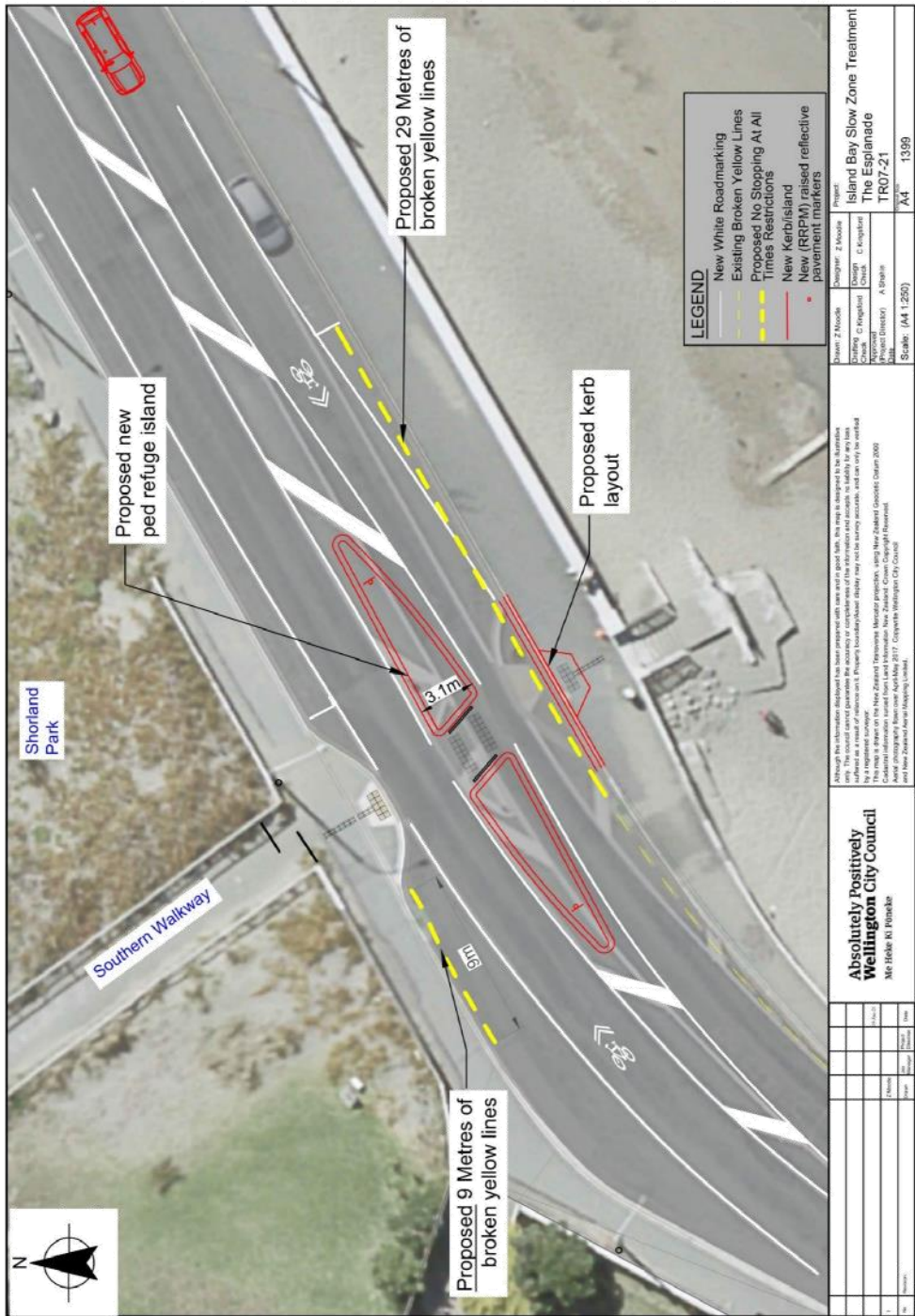
Proposal:

Reference	<ul style="list-style-type: none"> TR07-21 The Esplanade - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 9 metres of broken yellow lines along the northern side of The Esplanade. Install 29 metres of broken yellow lines along the southern side of The Esplanade.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from the public about the pedestrian crossing facility on The Esplanade connecting Shorland Park to the foreshore. We have proposed changes to the pedestrian crossing facility to provide additional width of the central refuge together with added broken yellow lines to improve visibility to pedestrians.
Location – where we propose to make the change	<ul style="list-style-type: none"> The Esplanade, Wellington
Impact	<ul style="list-style-type: none"> Improves safety for pedestrians and drivers on The Esplanade. Net parking impact – removal of three unrestricted parking spaces. Pedestrian impact - Improves pedestrian safety.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 4,500. 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 9 December 2020. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 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
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Traffic Resolution Plan: TR07-21 The Esplanade, Wellington–No Stopping At All Times



We are proposing a change in your area

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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
<i>The Esplanade</i>	<i>No Stopping, At All Times</i>	<i>North Side, commencing 119 metres west of its intersection with Reef Street (Grid coordinates X=1,748,272.9m Y=5,421,599.3m) and extending in a westerly direction following the northern kerb line for 9 metres.</i>
<i>The Esplanade</i>	<i>No Stopping, At All Times</i>	<i>South Side, commencing 103 metres west of its intersection with Reef Street being measured from the prolongation of the southern kerb line of Reef Street (Grid coordinates X=1,748,288.476m Y=5,421,594.285) and extending in a westerly direction following the southern kerb line for 29 metres.</i>

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

Approved By: Soon Teck Kong **(Transport Engineering & Operations Manager)**

Date: 18/01/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Captain_-hindsight
Suburb: Newtown
Agree: Yes

Agree with removal of car parks. The pedestrian refuge, and kerb redesign, may each create pinch points for cyclists who will need to take the lane. Please find a solution- for example cycle sharrows, a raised table to slow traffic.

Name: Mike Mellor on behalf of Living Streets Aotearoa
Suburb: Wellington
Agree: Yes

We support the enhancement of this important connection between Shorland Park and the beach. We suggest that this should be further enhanced by turning the crossing into a formal zebra crossing, or (or, preferably, and) by raising it onto a footpath-level platform.

General

It's good that WCC is specifically mentioning the impact on pedestrian safety in Traffic Resolutions. The Action Plans in the *Wellington Urban Growth Plan Urban Development and Transport Strategy 2014–2043* include "Improve pedestrian accessibility and safety" (p.48), so we suggest enhancing this as follows:

- * as well as safety, pedestrian accessibility needs to be included;
- * when new or improved pedestrian crossings are being looked at (as in TR07-21 above), the inclusion of footpath-level platforms, enhancing pedestrian accessibility, safety and convenience, should be considered by default.

We would like to be heard in support of this submission.

Officer's response:

Pedestrian survey and traffic counts were conducted at this crossing point to evaluate if this pedestrian facility warranted zebra crossing treatment under the NZTA requirements. It did not meet the requirements warranted for this treatment and officers chose to enhance the facilities central island as proposed.

The Esplanade is classified as a Collector road, which is primarily designed to accommodate high traffic volumes of all forms and to facilitate movement between key destinations. Physical speed calming measures would affect the capacity and level of service on this route, cause discomfort for bus passengers, and result in on-going maintenance costs due to the high stress the physical traffic calming measures would endure. For these reasons we avoid installing speed humps or other similar speed calming treatments on collector roads. Officers have proposed to implement a slow zone for the area as an alternative traffic calming measure.

Due to the pinch point created between the refuge island and kerb officers have included the use of cycle sharrows in the proposed slow zone area.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none">• TR08-21 Sar Street - 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 Sar Street opposite no.67-71 Sar Street.• Install 88 metres of broken yellow lines along the southern side of Sar Street along the frontage of no.76-80 Sar Street.• Install 10 metres of broken yellow lines along the northern side of Sar Street opposite no.76 Sar Street.• Install 13 metres of broken yellow lines along the northern side of Sar Street opposite and north of no.80 Sar Street.
Why we are proposing the change	<ul style="list-style-type: none">• We have received safety and accessibility concerns from residents about vehicles parking and generally traffic travelling through the top section of Sar Street.• The road width in these sections measures approximately 5.6 metres, with the current parking arrangement allowing vehicles to park on either sides or staggered along the road. This leaves insufficient width for larger service/emergency vehicles to manoeuvre through. This is inadequate road width for traffic thoroughfare and we, therefore propose installing broken yellow lines as per the attached plans.• The proposed restrictions align with Council's newly adopted Parking Policy (adopted August 2020), <i>4.1 Parking Policy Objectives Support Safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</i>
Location – where we propose to make the change	<ul style="list-style-type: none">• Sar Street, Wadestown – various sections between no.67 and no.80

We are proposing a change in your area

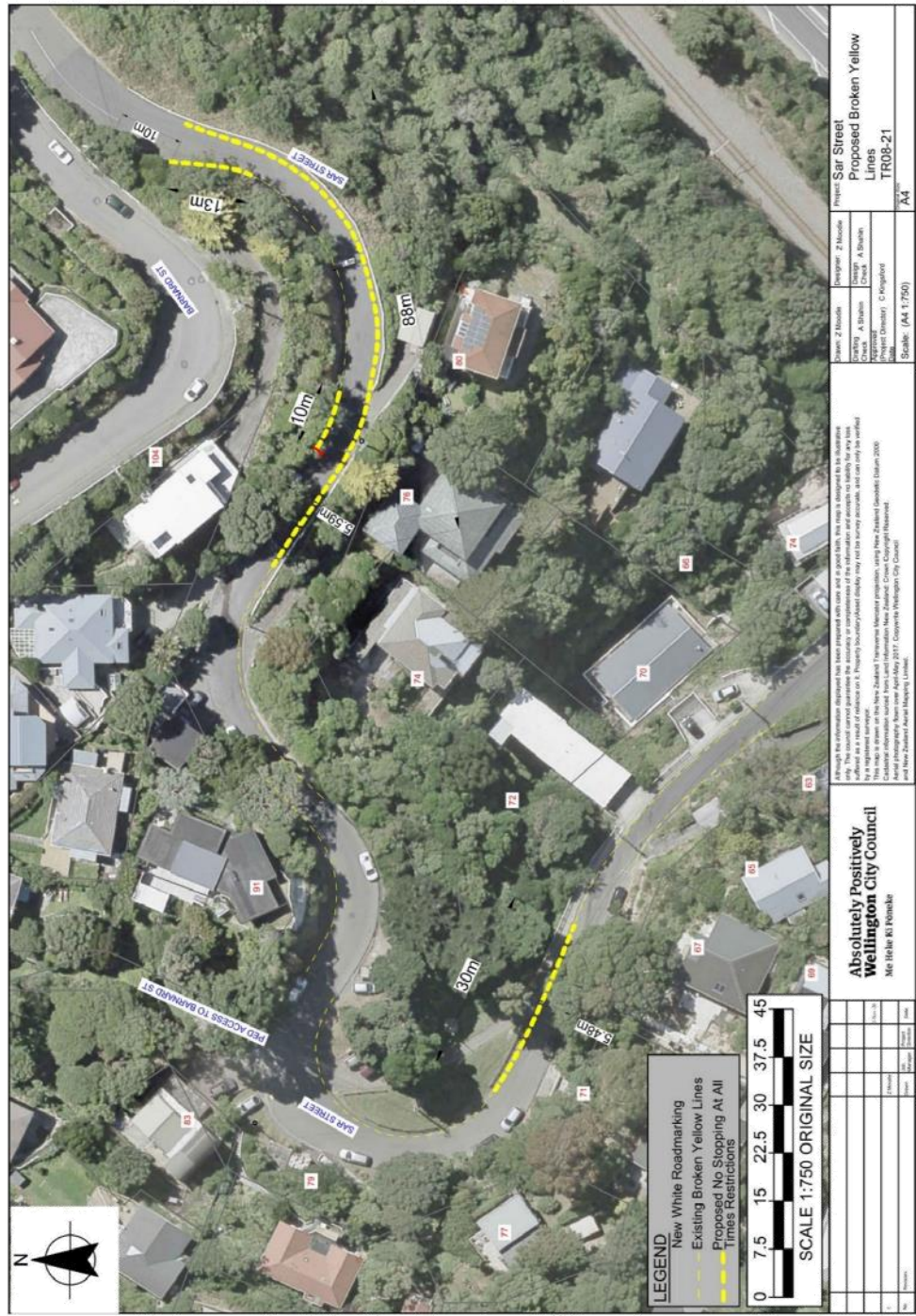
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Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles on Sar Street. Net parking impact - Removal of parking, that would restrict/obstruct access for others and service vehicles including emergency vehicles. Pedestrian impact – improved safety in this area.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 500. There is a current Minor Works Project underway to investigate the provision of a footpath along this section of Sar Street. This will require road widening in some sections and a review of the parking layout. In the interim the proposed no stopping restrictions will improve safety for pedestrians and cyclists travelling on Sar Street. Council is currently reviewing the new Parking policy regarding future resident parking schemes. Sar Street and the surrounding area will be considered in this review. 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 9 December 2020. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
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Traffic Resolution Plan: TR08-21 Sar Street, Wadestown–No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Sar Street	No Stopping At All Times	East side, commencing 560 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 30 m.
Sar Street	No Stopping At All Times	South side, commencing 712 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in an easterly direction following the northern kerbline for 88 m.
Sar Street	No Stopping At All Times	North side, commencing 731 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in an easterly direction following the northern kerbline for 10 m.
Sar Street	No Stopping At All Times	North side, commencing 781 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in an easterly direction following the northern kerbline for 13 m.

Prepared By: Zackary Moodie (Intermediate Transport Engineer)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 18/01/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Name: Kate Rea
Suburb: Unknown
Agree: Yes

I live at 67 Sar Street. I support the proposed changes of adding broken yellow lines as outlined in the letter. The situation is very frustrating and dangerous with cars often parking facing in both directions, making it almost impossible to get through. It is steadily getting worse. I would also like to request that the council add residents only parking to the street as many houses do not have off street parking and the car parking is often filled up by commuters on weekdays. This makes it very difficult to find a car park if you leave in the morning and return before 5pm, or if you come home from night shift.

Name: Philip Webb
Suburb: Wadestown
Agree: Yes

While I appreciate work done recently in painting white parking marks outside my property at 77 Sar Street, I also thought these yellow dotted lines further up the street as described, were going to happen then as well. I feel this needs more URGENT attention, as not only are parked cars causing problems for easy access of trucks etc. There is also a real danger to pedestrians on a blind corner, and I worry there will one day be a fatal accident. Taking my dogs for a walk each evening I find myself forced to walk out on the road, due to parked cars.

I believe delaying the proposal to committee to 3rd February, with work being done within the following three months is too late. Can I suggest that the proposal meeting and work are brought forward please.

Name: Craig Burt
Suburb: Wadestown
Agree: Yes

My wife and I own the properties at 67 and 69 Sar Streets. We have owned the property at 67 Sar Street since 2002 and have lived on the street for the last 10 years. For the last 5 years we have had numerous email and telephone conversations with the council, specifically emails have been sent to Lindsey Hill (unfortunately emails prior to 2018 to another recipient have been lost) and most recently Zackary Moodie who we have found very receptive. It has been frustrating seeing the lack of urgency to resolve the current parking issues which could potentially be life threatening if emergency services have limited or restricted access. We applaud WCC transport engineers for proceeding with these parking restrictions.

In a previous submission TR125-18 dated November 2018 relating to the addition of yellow lines further down Sar Street we requested the addition of yellow no parking lines in the area now being proposed so it is good to see this happening, albeit 2 years after the request in the previous submission .

FEEDBACK RECEIVED

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We are also supportive of the addition of yellow dotted lines to the South Side of Sar Street (further up) restricting parking to a single side of the road to create a safer area for pedestrians walking down Sar street from Barnard Streets. We understand a Tonkin Taylor plan has been prepared connecting the footpath from Barnard Street to Sar Street which would be ideal in providing a dedicated pedestrian zone in this area. We are always nervous when walking and scootering up and down this section of the road with our kids. As a temporary measure it would be good to see a painted buffer area or flexible bollards de-marking the pedestrian zone while the footpath options are further investigated.

The removal of approximately 14 carparks whilst being necessary to create better flow and space for the footpath will mean more **difficulty** for residents parking in the street.

Our two properties (67 and 69) along with [59 Sar Street](#) are the only houses in this area without off street carpark space and rely on the availability of on street car parking. On the weekends we have no issue with parking, with plenty of space between 65 and [71 Sar Street](#). During the week it becomes a real issue with commuters using Sar Street as their preferred free parking lot. Being the closest street to Thorndon Quay / Old Hutt Road within walking distance to the city and the first street out of Coupon parking zone, commuters use this as their free parking area, making parking for residents during the day difficult. Currently my wife has real issues finding parking after dropping the kids off at school (currently too young to walk the 2.7km uphill to Wadestown school). She often has to park up at the Sar Street / Barnard Street intersection 300 metres away and carry a sleeping 2-year old 14 kg child back down the road to our house.

With the proposed removal of parking spaces any available parking spaces is only going to make any available spaces further away and increase the difficulty in finding a park within walking distance of our house. Over the last year we have noticed that parking by commuter traffic in Sar Street has increased.

We fully support the proposal but believe that Resident Only Parking is necessary. As previously discussed with Zackary Moodie in correspondence prior to this proposal being sent out for consultation, our concern is that these processes take extended periods of time for changes to happen and was why we had requested discussions around resident parking to also be part of this consultation document.

We agree and understand that proposal is in accordance with the council's newly adopted Parking Policy Objectives Supporting Safe Movement, but also believe that this is not the only document that needs to be taken into account when making these decisions. By making it harder for commuters to have free parking in close proximity to the centre of the city this will encourage more use of public transport or other means of commuting. The WCC Transport Procurement Strategy document 2020-2023 sets out a number of Strategic Objectives that we believe should be factors in this conversation. A number of these objectives that are relevant in this conversation are:
Liveable City - Help create safe, healthy and liveable communities by investing in transport network improvements which contribute to our vision for the city and the wellbeing of our residents.

Carbon Reduction - Support initiatives to reach net zero emissions by 2050

Sustainability - We are committed to a better environment and sustainability outcomes.

Public Health - Develop the transport system so more people choose to walk, ride bikes and use public transport and to reduce exposure to harmful emissions

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An implemented trial of residential parking zone in St Mary Bay by Auckland Transport in July 2012 showed that this method of parking restrictions was successful in reducing the impact of commuter parking affecting residential zones. We believe that by restricting parking to commuters in the Sar Street / Barnard Street area (may not need to be the entire street) but definitely in sections where parking for Residents (particularly those with no off street parking) is an ongoing issue then commuters will more likely consider other forms of Public Transport.

In WCC 'Smarter Ways to Manage City Parking' document published November 2019, responses to the question around 'how to prioritise parking in residential areas' - residents parking was clearly the number one priority with majority of respondents indicating commuter parking was not a priority. This document also indicated that the response to 'how to combat parking in residential areas when it exceeds supply' the majority of responses favoured introducing new resident only parking areas (with a fee per permit). The overall theme by respondents was that of prioritising and promoting more effective public transport. Another high level theme was improving residents parking areas including dissuading commuters from parking in resident parking areas. We would encourage the transport engineers carrying out this proposal to assess all the effects that these proposals have on the residents in the area along with the positive aspects of this proposal of freeing up of the carriage way.

As a ratepayer and owner of a number of properties falling under the WCC boundaries it is hard to understand why parking for commuters, most of which are potentially outside of the WCC boundaries, are being prioritised over residents who are affected on a daily basis.

Name: BlackyChay
Suburb: Wadestown
Agree: Yes

Well overdue. This stretch of road is a nightmare for local residents with out of town commuters using it for free parking close to town without thinking (or caring about) the impact on accessibility or safety of where they haphazardly park

Name: LilyB
Suburb: Wadestown
Agree: Yes

This stretch of road is a nightmare for local residents not to mention it is used as free parking for commuters, without thinking of accessibility and safety for people living in this area. No chance for Fire truck or ambulance to go through on many days

Name: Mhill
Suburb: Wadestown
Agree: No

I think adding some broken lines up by 80 is good however taking away even more parks when we already have so few is not! I live further down towards the bottom of Sar and already will often have to park up on Barnard (10 mins walk away). If you're going to add lines, please make sure it is residents who get the remaining parks. I also don't think the 88 metres needs to be so long, there

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are already yellow lines across the street. The problem is only when people park on both sides of the street.

Name: Civility
Suburb: Wadestown
Agree: Yes

The current proposal is great, but it has a significant omission which will create a hazard for pedestrians. Broken yellow lines should be extended above 80 Sar St, on the harbour side, to where Sar Street connects with Barnard Street and the footpath starts. This will create a safer carpark free strip for pedestrians. Otherwise commuter cars will park on both sides of Sar Street and pedestrians will be forced out into the flow of traffic. This was part of the problem for the area which the proposal relates to. Cars can (and do) safely park on the hill side at this point, which is fine. This Council decision is as much about pedestrian safety as it is about car parking. So yes, we support this, but the BYL need to be extended further up the street on one side, as otherwise you are shunting the problem up the Sar St and creating a hazardous route for pedestrians.

Name: SThomo
Suburb: Wadestown
Agree: Yes

The broken yellow lines should also be extended for a further 20m down the road below 76 Sar street/ opposite no. 91. The road narrows considerably around the corner and there is no footpath. It is a real health and safety concern as pedestrians have to walk in the middle of the road around a blind corner, in wet weather it is especially dangerous as stormwater and debris flow freely across the road at this point. The 88m of broken yellow lines along the southern side of Sar st along the frontage of no76-80 will be fantastic and I am extremely pleased they are being considered. There are now a number of commuter cars that park on both sides of the road, making the road so narrow that trucks cannot pass through. There was an ambulance there this (1/12) morning that was stopped before the parked cars and would not have been able to fit through. Other emergency services would not have been able to pass through either if they had needed to.

Name: timo
Suburb: Karori
Agree: Yes

Preventing parking on this narrow, windy road will make it safer to move people and goods, especially for people riding bikes.

Name: Tony & Margaret Vial
Suburb: Unknown
Agree: Yes

We wish to thoroughly endorse any changes you can make to parking in Sar Street. We have been driving up and down this street for over 20 years and over the last few years it has become very difficult to navigate through sections of the street because of inconsiderate parking of commuter vehicles – mainly between Monday to Friday.

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Absolutely Positively
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Me Heke Ki Pōneke

We have enclosed 2 photos taken today as an example of dangerously parked vehicles. The first is taken from the northern end of Sar Street, looking south. It is impossible to see around the corner, from both uphill and downhill vehicles, until you are right on it! And then if vehicles do meet it is difficult for either vehicle to reverse. Furthermore, just around the corner on the opposite side of the street there are often other vehicles parked which means that there is barely enough room for a car to get through. Last week we came across some trucks that could not get through at all - impossible problems for large rubbish trucks!

The second photo is of the same stretch of street looking back up the hill, and fortunately there were no vehicles parked on the opposite side today.

What we should like to see are Yellow lines placed on the seaward side of the street from the northern end of Sar Street right down to the area where the road widens (2 bends down), and Yellow lines on the opposite side of the road on the bends, and other places where there is any likelihood of vehicles being parked opposite each other.

Further to our email on 24/11 we should like to acknowledge the new yellow lines just around the corner from this photo, BUT where is it safe to walk? With no footpath and no ability to see around the corner, we are forced to walk on the road facing oncoming traffic both ways. Many people use this street for walking into town and it is currently decidedly unsafe. It is still a very challenging and dangerous backing exercise if two vehicles meet on this corner. Yellow lines on the outer side of this corner would help to solve this problem. Do hope this could be taken into consideration.



Officer's response:

With the adoption of the new parking policy officers are revising the application of Residents Parking Scheme throughout the city and how it will be applied going forward, with new and old residents

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parking schemes, Sar Street and the whole of Wadestown will be considered under the new scheme once the implementation guidelines are finalised.

There is a current Minor Works Project underway to investigate the provision of a footpath along this section of Sar Street. This will require road widening in some sections and a review of the kerbside parking layout. In the interim the proposed no stopping restrictions will improve safety for pedestrians and cyclists travelling on Sar Street and vehicular thoroughfare in the meantime.

Due to good public and resident support and the observed increase in kerbside parking demand with safety concerns in this area, over recent months officers have installed the broken yellow lines' prior to the Council Regulatory Processes Committee meeting on Wednesday 3 February 2021.

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">• TR09-21 The Terrace – Car share parking
What we'd like to do	<ul style="list-style-type: none">• Install two car share parking spaces along the western side of The Terrace.
Why we are proposing the change	<ul style="list-style-type: none">• Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Historically Wellington car sharing has proven to remove as many as 11 cars in each location it is put in (through sale or deferred purchase). There have been lower carbon emissions, and increased parking availability as residents join up and make use of the flexible services available to car sharing members. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option in addressing this.• This location was selected in conjunction with providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city.• This accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i>.
Location – where we propose to make the change	<ul style="list-style-type: none">• The Terrace, Wellington Central – outside no.196
Impact	<ul style="list-style-type: none">• Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).• Net parking impact - addition of two car share parking spaces and the removal of two residents parking spaces. Vehicle parking bays are being converted from residents parking to shared parking.

We are proposing a change in your area

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	<p>The shared vehicles will be available to all members of the public and have been shown to enable as many as 11 vehicle reductions per car put in place, so the immediate area may see a reduction in parking pressure after the car share spaces are put in place.</p> <ul style="list-style-type: none"> • Pedestrian impact – positive impact as pedestrians may benefit from a decrease in traffic volume, on the road network. Vehicle parking bays are being converted from residents parking to shared parking. The shared vehicles will be available to all members of the public and have been shown to enable as many as 11 vehicle reductions per car put in place, so the immediate area may see a reduction in parking pressure after the car share spaces are put in place.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 13,275. • Find out more about Council's Zero Carbon plans at: http://www.zerocarboncapital.nz • Read more about car sharing at: https://wellington.govt.nz/services/parking-and-roads/smart-transport/car-share-schemes • 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. 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: TR09-21 The Terrace, Wellington Central – Car Share



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	West side, commencing 238 metres north of its intersection with Salamanca Road (Grid Coordinates X=2658400.354887 m, Y=5989390.900454 m) and extending in a northerly direction following the kerbline for 14.5 metres.

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

Column One	Column Two	Column Three
The Terrace	Car Share, At All Times	West side, commencing 244 metres north of its intersection with Salamanca Road (Grid coordinates X=1748378.52m, Y=5427679.86m) and extending in a northerly direction following the western kerb line for 11 metres.

Prepared By:	Tom Pettit Reuben Lovell-Smith	(Sustainability Manager) (Transport Engineer Assistant)
Approved By:	Charles Kingsford	(Principal Transport Engineer)
Date:	18/01/2021	

WCC Contact:

Tom Pettit
Sustainability Manager
Wellington City Council
Tahiwi 113 The Terrace Wellington
PO Box 2199, Wellington 6140
Phone: 04 499 4444
Email: tom.pettit@wcc.govt.nz

FEEDBACK RECEIVED

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Feedback Received:

Name: Tessa Luff
Suburb: Mount Victoria
Agree: Yes

I am in support of the addition of a car share parking space. I do not own a car for environmental reasons. While I rarely require one, I do find it convenient once in a while to use a car share company to go longer distances or when public transport is not suitable e.g. to transport items. If car shares were not an option, I would be more likely to consider owning a car. More generally, an increase in car share parking spaces will mean increased use of car shares by Wellingtonians. Car sharing is a fantastic enterprise encouraging an as is use of motor vehicles. It means that people may be less likely to purchase a motor vehicle and therefore drive it more often. This is better for congestion, pollution and prevention of climate change.

Name: Nordeng
Suburb: Te Aro,
Agree: Yes

I support this change.

Name: redpanda
Suburb: Wellington Central
Agree: Yes

I use the cityhop cars on the terrace often, very convenient location for me and my partner.

Name: BenP
Suburb: Wadestown
Agree: Yes

The more car share spaces the better, especially closer to Wadestown.

Name: DeniseS
Suburb: Te Aro
Agree: Yes

I already use Cityhop car share, and this location would be very convenient for me.

Name: Kyle
Suburb: Northland
Agree: Yes

I am in favour of this

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Name: DR
Suburb: Thorndon,
Agree: Yes

Please make car share a "normal thing" to do in Welly.

Name: kjs
Suburb: Te Aro
Agree: Yes

Support additional car share locations

Name: Civility
Suburb: Wadestown
Agree: Yes

No comment.

Name: Ben Carter
Suburb: Wellington Central
Agree: Yes

Would love to see more car sharing locations in Wellington.

Name: Tor Porter
Suburb: Mount Cook
Agree: Yes

We need more car shares in general around the CBD, but we also need the council to start seriously thinking about spaces outside of Te Aro. There are several areas in all suburbs with reasonably high density living that also need car share vehicles and spaces and they need to not be isolated (the suggestion of a space in Newtown is great, but without others cars in the same scheme nearby around it that people can book if this one is busy/in use no one is going to switch. Depending on where you live in/around Newtown, you could have a 15minute walk to the Newtown Car Share location suggested by WCC, which is not unreasonable. But if this vehicle isn't available, the next nearest cars currently are located at either Z petrol station on Taranaki Street or Tennyson Street, over half an hour away on foot. I ask you in all honesty, does anyone in WCC think this is reasonable? Yes you could get a bus, but you may not live next to/overly near a stop/route (you could get to Tennyson or Majoribanks locations relatively easily but not to Taranaki Street from Newtown), but you also have to time this right so that you don't have to wait 10 minutes for a bus to get to the car... Within the CBD/Te Aro area you have placed vehicle locations no more than 10-15 minutes apart on foot. It will be great to have a car in Newtown again (there was one previously in virtually the same location), but it needs two or three others around it to make it work. They need to be placed at reasonably regular intervals, much like you plan for bus stops or electric car recharging points. For example for Newtown to work, I would suggest at least one car share space near Countdown/Toi Whakaari at the intersection of John Street/Hanson Street/Tasman Street; one near the Massey Campus/High School on Wallace Street/Wright Street/Hargreaves/ Bidwell; one somewhere near the Basin Reserve near MacDonalds/BP; one near the hospital on Hall

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Street/Adelaide Road/Mein Street; and one nearer the Zoo as a bare minimum to give people choice of locations, a variety of vehicles (vans, small and medium vehicles, electric/hybrid/petrol) and prices (different sized vehicles cost different amounts per hour/day). You also need to start expanding into Aro Valley, Berhampore, Hataitai, Brooklyn, Kelburn and Pipitea. As you move outwards from the city, you will be tempted to allow fewer spaces as the population density gets thinner, but actually you need to ensure people don't have long distances to travel to have access to a car share vehicle. By all means, chose locations near blocks of flats or houses without private parking, as these make the most sense. If WCC can make spaces for electric charging points, you can find spaces for car share spaces too. In fact, why not consider putting both in the same spots/next to each other and installing both simultaneously??

Officer's response:

There are currently a number of car share spaces closer than you have indicated. In addition, we are considering making them close to our installations for EV charging as this would serve a complementary purpose

Name: RyanA
Suburb: Wellington Central
Agree: Yes

I live on the terrace and do not have access to parking. Hence, I rely on car share facilities like this. A close by parking space will greatly benefit my family.

Name: timo
Suburb: Karori
Agree: Yes

Encouraging car sharing is a great idea. More of this across the city please!

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">• TR11-21 Abel Smith Street – Car share parking
What we'd like to do	<ul style="list-style-type: none">• Install two car share parking spaces along the northern side of Abel Smith Street.
Why we are proposing the change	<ul style="list-style-type: none">• Wellington City Council is proposing provision for car sharing spaces around the city for travel demand management. Car sharing has proven in Wellington to remove as many as 11 cars (through sale or deferred purchase) in each location it is put in, lower carbon emissions, and increased parking availability as residents join up and make use of the flexible services available to car sharing members. Particularly as Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the little space we have got – and having shared cars is a perfect way to do that.• This location was selected in conjunction with providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city. <i>This accords with the Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy.</i>
Location – where we propose to make the change	<ul style="list-style-type: none">• Abel Smith Street, Te Aro – outside no.140
Impact	<ul style="list-style-type: none">• Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).• Net parking impact - addition of two car share parking spaces and removal of two Coupon parking spaces. Vehicle parking bays are being converted from public parking to shared parking. The shared vehicles will be available to all members of the public and have been shown to enable as many as 11 vehicle reductions per car put in place, so the

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	<p>immediate area may see a reduction in parking pressure after the car share spaces are put in place.</p> <ul style="list-style-type: none"> • Pedestrian impact – positive impact as pedestrians may benefit from a decrease in traffic volume.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 2,768. • Find out more about Council's Zero Carbon plans at: http://www.zerocarboncapital.nz • Read more about car sharing at: https://wellington.govt.nz/services/parking-and-roads/smart-transport/car-share-schemes • 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 24 November 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you. 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR11-21 Abel Smith Street, Te Aro – Car share parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Abel Smith Street	<i>Car Share, At All Times</i>	<i>North side, commencing 110.5 metres east of its intersection with The Terrace (Grid coordinates X=1748111.39m, Y=5427038.45m) and extending in an easterly direction following the northern kerb line for 11.5 metres.</i>

Prepared By: Tom Pettit (Sustainability Manager)
Reuben Lovell-Smith (Transport Engineer Assistant)

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

WCC Contact:

Tom Pettit
Sustainability Manager
Wellington City Council
Tahiwi 113 The Terrace Wellington
PO Box 2199, Wellington 6140
Phone: 04 499 4444
Email: tom.pettit@wcc.govt.nz

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Feedback Received:

Name: Ingrid
Suburb: Aro Valley
Agree: Yes

This would be a great location for a Cityhop car!

Name: Tessa Luff
Suburb: Mount Victoria
Agree: Yes

I am in support of the addition of a car share parking space. I do not own a car for environmental reasons. While I rarely require one, I do find it convenient once in a while to use a car share company to go longer distances or when public transport is not suitable e.g. to transport items. If car shares were not an option, I would be more likely to consider owning a car. More generally, an increase in car share parking spaces will mean increased use of car shares by Wellingtonians. Car sharing is a fantastic enterprise encouraging an as is use of motor vehicles. It means that people may be less likely to purchase a motor vehicle and therefore drive it more often. This is better for congestion, pollution and prevention of climate change.

Name: Nordeng
Suburb: Te Aro,
Agree: Yes

I support this change.

Name: redpanda
Suburb: Wellington Central
Agree: Yes

This would be a convenient location for me.

Name: BenP
Suburb: Wadestown
Agree: Yes

I support car share parks closer to the inner city and northern suburbs.

Name: DeniseS
Suburb: Te Aro
Agree: Yes

I already use Cityhop car share, and this location would be extremely convenient for me.

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Name: Kyle
Suburb: Northland
Agree: Yes

I am in favour of this

Name: DR
Suburb: Thorndon,
Agree: Yes

Please make car share a "normal thing" to do in Welly

Name: kjs
Suburb: Te Aro
Agree: Yes

Support additional car share locations

Name: Jeff
Suburb: Te Aro
Agree: Yes

Subject to two things:

- 1: this is a very busy and narrow road, still has a 50km limit and is used as a rat-run from Willis St to The Terrace. The top of Abel Smith St is only really one way and goes past a school. The speed bumps need to be raised and re-painted near the proposed parking spaces.
- 2: the is a very large, dangerous gum tree hanging over the footpath, parking spaces and road. It needs to be trimmed or preferably removed.

Officer's response:

Thank you for your feedback,

1. We are not looking to raise the height of speedhumps on Abel Smith Street. We can repaint any faded road markings on the humps where required.
2. We will pass on your feedback regarding the Gum tree to our Tree Team.

Name: VictorM
Suburb: Te Aro
Agree: No

While the concept of shared parking is admirable, in this instance, the identified parking spots come with a serious disadvantage: a large eucalyptus straddles the boundary between 140 Abel Smith St and the footpath running past that property.

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The branches overhang the identifies car parking spots and produce a large amount of debris, much of which lands on cars parked nearby and clogs the guttering along that section of Abel Smith St.

The debris includes twigs, branches, leaves, fallen blossom and birds' droppings. Parking a car under this tree has resulted in deterioration to paintwork, clogged ventilation and filthy front and rear windscreens.

Shared vehicles will suffer the same effects.

Suggestions

1. find alternative parking spots
2. remove the eucalyptus

Officer's response:

These spaces have been selected in conjunction with the providers of the car share service and the trees are considered unlikely to significantly affect the provision of the service to an unacceptable quality.

Name: Ben Carter
Suburb: Wellington Central
Agree: Yes

Would love to see more car sharing locations in Wellington.

Name: Tor Porter
Suburb: Mount Cook
Agree: Yes

We need more car shares in general around the CBD, but we also need the council to start seriously thinking about spaces outside of Te Aro. There are several areas in all suburbs with reasonably high density living that also need car share vehicles and spaces and they need to not be isolated (the suggestion of a space in Newtown is great, but without others cars in the same scheme nearby around it that people can book if this one is busy/in use no one is going to switch. Depending on where you live in/around Newtown, you could have a 15minute walk to the Newtown Car Share location suggested by WCC, which is not unreasonable. But if this vehicle isn't available, the next nearest cars currently are located at either Z petrol station on Taranaki Street or Tennyson Street, over half an hour away on foot. I ask you in all honesty, does anyone in WCC think this is reasonable? Yes you could get a bus, but you may not live next to/overly near a stop/route (you could get to Tennyson or Majoribanks locations relatively easily but not to Taranaki Street from Newtown), but you also have to time this right so that you don't have to wait 10 minutes for a bus to get to the car... Within the CBD/Te Aro area you have placed vehicle locations no more than 10-15 minutes apart on foot. It will be great to have a car in Newtown again (there was one previously in virtually the same location), but it needs two or three others around it to make it work. They need to be placed at reasonably regular intervals, much like you plan for bus stops or electric car recharging points. For example, for Newtown to work, I would suggest at least one car share space near

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Countdown/Toi Whakaari at the intersection of John Street/Hanson Street/Tasman Street; one near the Massey Campus/High School on Wallace Street/Wright Street/Hargreaves/ Bidwell; one somewhere near the Basin Reserve near MacDonalds/BP; one near the hospital on Hall Street/Adelaide Road/Mein Street; and one nearer the Zoo as a bare minimum to give people choice of locations, a variety of vehicles (vans, small and medium vehicles, electric/hybrid/petrol) and prices (different sized vehicles cost different amounts per hour/day). You also need to start expanding into Aro Valley, Berhampore, Hataitai, Brooklyn, Kelburn and Pipitea. As you move outwards from the city, you will be tempted to allow fewer spaces as the population density gets thinner, but actually you need to ensure people don't have long distances to travel to have access to a car share vehicle. By all means, chose locations near blocks of flats or houses without private parking, as these make the most sense. If WCC can make spaces for electric charging points, you can find spaces for car share spaces too. In fact, why not consider putting both in the same spots/next to each other and installing both simultaneously??

Officer's response:

There are currently a number of car share spaces closer than you have indicated. In addition, we are considering making them close to our installations for EV charging as this would serve a complementary purpose. Ultimately, the broader question of creating a network is exactly what we are seeking to do.

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">TR12-21 Wilson Street service lane – Car share parking
What we'd like to do	<ul style="list-style-type: none">Install one car share parking space along the eastern side of Wilson Street service lane.
Why we are proposing the change	<ul style="list-style-type: none">Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Historically Wellington car sharing has proven to remove as many as 11 cars in each location it is put in (through sale or deferred purchase). There have been lower carbon emissions, and increased parking availability as residents join up and make use of the flexible services available to car sharing members. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option in addressing this.This location was selected in conjunction with providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city.This accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i>.
Location – where we propose to make the change	<ul style="list-style-type: none">Wilson Street service lane, Newtown – at no.3
Impact	<ul style="list-style-type: none">Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).Net parking impact - addition of one car share parking space and removal of one P60 parking space. Vehicle parking bays are being converted from public parking to shared parking.

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	<p>The shared vehicles will be available to all members of the public and have been shown to enable as many as 11 vehicle reductions per car put in place, so the immediate area may see a reduction in parking pressure after the car share spaces are put in place.</p> <ul style="list-style-type: none"> • Pedestrian impact – positive impact as pedestrians may benefit from a decrease in traffic volume, on the road network.
Additional Information	<ul style="list-style-type: none"> • Find out more about Council's Zero Carbon plans at: http://www.zerocarboncapital.nz • Read more about car sharing at: https://wellington.govt.nz/services/parking-and-roads/smart-transport/car-share-schemes • 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR12-21 Wilson Street service lane, Newtown– Car share parking



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Legal Description:

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

Column One	Column Two	Column Three
Wilson Street Service Lane	P60, At All Times	Eastside, commencing 8.5 metres from the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly then westerly direction for 33.5 metres.

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

Column One	Column Two	Column Three
Wilson Street Service Lane	P60, At All Times	Eastside, commencing 11 metres north of the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly direction for 31 metres. (one 90-degree angle park)

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

Column One	Column Two	Column Three
Wilson Street Service Lane	Car Share, At All Times	Eastside, commencing 8.5 metres north of the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly direction for 2.5 metres. (one 90-degree angle park)

Prepared By:	Tom Pettit Alastair Helm	(Sustainability Manager) (Transport Engineer Assistant)
Approved By:	Charles Kingsford	(Principal Transport Engineer)
Date:	18/01/2021	

WCC Contact:
Tom Pettit
Sustainability Manager
Wellington City Council
Tahiwi 113 The Terrace Wellington
PO Box 2199, Wellington 6140
Phone: 04 499 4444
Email: tom.pettit@wcc.govt.nz

FEEDBACK RECEIVED

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Feedback Received:

Name: Nordeng
Suburb: Te Aro,
Agree: Yes

I support this change

Name: redpanda
Suburb: Wellington Central
Agree: Yes

I use cityhop car share services often.

Name: BenP
Suburb: Wadestown
Agree: Yes

I support more car share spaces

Name: Webwill
Suburb: Seatoun
Agree: Yes

I would like to see a Cityhop cargo van installed in this area. As I live in the Eastern suburbs and regularly use the cityhop cargo van for my business, I find it a nuisance to travel all the way into the city to pick the van up. Having an area in Newtown would be a wonderful help.

Officer's response:

This is a decision that would be made by the car share provider. Please feel free to be in touch with them to suggest!

Name: Kyle
Suburb: Northland
Agree: Yes

I am in favour of this

Name: DR
Suburb: Thorndon,
Agree: Yes

Please make car share a "normal thing" to do in Welly

Name: Jeff
Suburb: Te Aro
Agree: Yes

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No comment.

Name: Ben Carter
Suburb: Wellington Central
Agree: Yes

Would love to see more car sharing locations in Wellington.

Name: Captain_-hindsight
Suburb: Newtown
Agree: Yes

I'll defer purchasing a car if this happens soon. Our car was stolen so I don't currently own a car.

I like that the space is off the main carriageway as this street is a safer cycling route and should have a cycle lane in future.

Name: Tor Porter
Suburb: Mount Cook
Agree: Yes

We need more car shares in general around the CBD, but we also need the council to start seriously thinking about spaces outside of Te Aro. There are several areas in all suburbs with reasonably high density living that also need car share vehicles and spaces and they need to not be isolated (the suggestion of a space in Newtown is great, but without others cars in the same scheme nearby around it that people can book if this one is busy/in use no one is going to switch. Depending on where you live in/around Newtown, you could have a 15minute walk to the Newtown Car Share location suggested by WCC, which is not unreasonable. But if this vehicle isn't available, the next nearest cars currently are located at either Z petrol station on Taranaki Street or Tennyson Street, over half an hour away on foot. I ask you in all honesty, does anyone in WCC think this is reasonable? Yes you could get a bus, but you may not live next to/overly near a stop/route (you could get to Tennyson or Majoribanks locations relatively easily but not to Taranaki Street from Newtown), but you also have to time this right so that you don't have to wait 10 minutes for a bus to get to the car... Within the CBD/Te Aro area you have placed vehicle locations no more than 10-15 minutes apart on foot. It will be great to have a car in Newtown again (there was one previously in virtually the same location), but it needs two or three others around it to make it work. They need to be placed at reasonably regular intervals, much like you plan for bus stops or electric car recharging points. For example for Newtown to work, I would suggest at least one car share space near Countdown/Toi Whakaari at the intersection of John Street/Hanson Street/Tasman Street; one near the Massey Campus/High School on Wallace Street/Wright Street/Hargreaves/ Bidwell; one somewhere near the Basin Reserve near MacDonalds/BP; one near the hospital on Hall Street/Adelaide Road/Mein Street; and one nearer the Zoo as a bare minimum to give people choice of locations, a variety of vehicles (vans, small and medium vehicles, electric/hybrid/petrol) and prices (different sized vehicles cost different amounts per hour/day). You also need to start expanding into Aro Valley, Berhampore, Hataitai, Brooklyn, Kelburn and Pipitea. As you move outwards from the city, you will be tempted to allow fewer spaces as the population density gets thinner, but actually you need to ensure people don't have long distances to travel to have access to

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a car share vehicle. By all means, chose locations near blocks of flats or houses without private parking, as these make the most sense. If WCC can make spaces for electric charging points, you can find spaces for car share spaces too. In fact, why not consider putting both in the same spots/next to each other and installing both simultaneously??

Officer's response

There are currently a number of car share spaces closer than you have indicated. In addition, we are considering making them close to our installations for EV charging as this would serve a complementary purpose

Name: timo
Suburb: Karori
Agree: Yes

Encouraging car sharing is a great idea. More of this across the city please!

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"> TR14-21 Johnsonville Road – bus stop removal
What we'd like to do	<ul style="list-style-type: none"> Remove bus stop and reinstate the P10 time limited parking spaces.
Why we are proposing the change	<ul style="list-style-type: none"> The bus stop outside no.28 is no longer in service and is no longer required. We are removing the redundant bus stop restriction and reinstating the P10 restrictions to provide more short-term parking in the area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Johnsonville Road, Johnsonville – outside no.28
Impact	<ul style="list-style-type: none"> Improved accessibility and efficiency in customer parking for businesses in the area. Net parking impact - addition of four time-limited parking spaces. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> There was an agreement between Greater Wellington (GW), Wellington City Council (WCC) and the Johnsonville Community Association (JCA) to remove this bus stop and turn it into parking. The bus stop does not service any Metlink scheduled buses. Commercial services such as (school buses) would need to use the Johnsonville Road bus stop south of Broderick Road or the Moorefield Road Bus Stop A. Greater Wellington will have these conversations with the commercial services to ensure this happens. Average daily traffic count – 14,118. 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 24 November 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>

We are proposing a change in your area

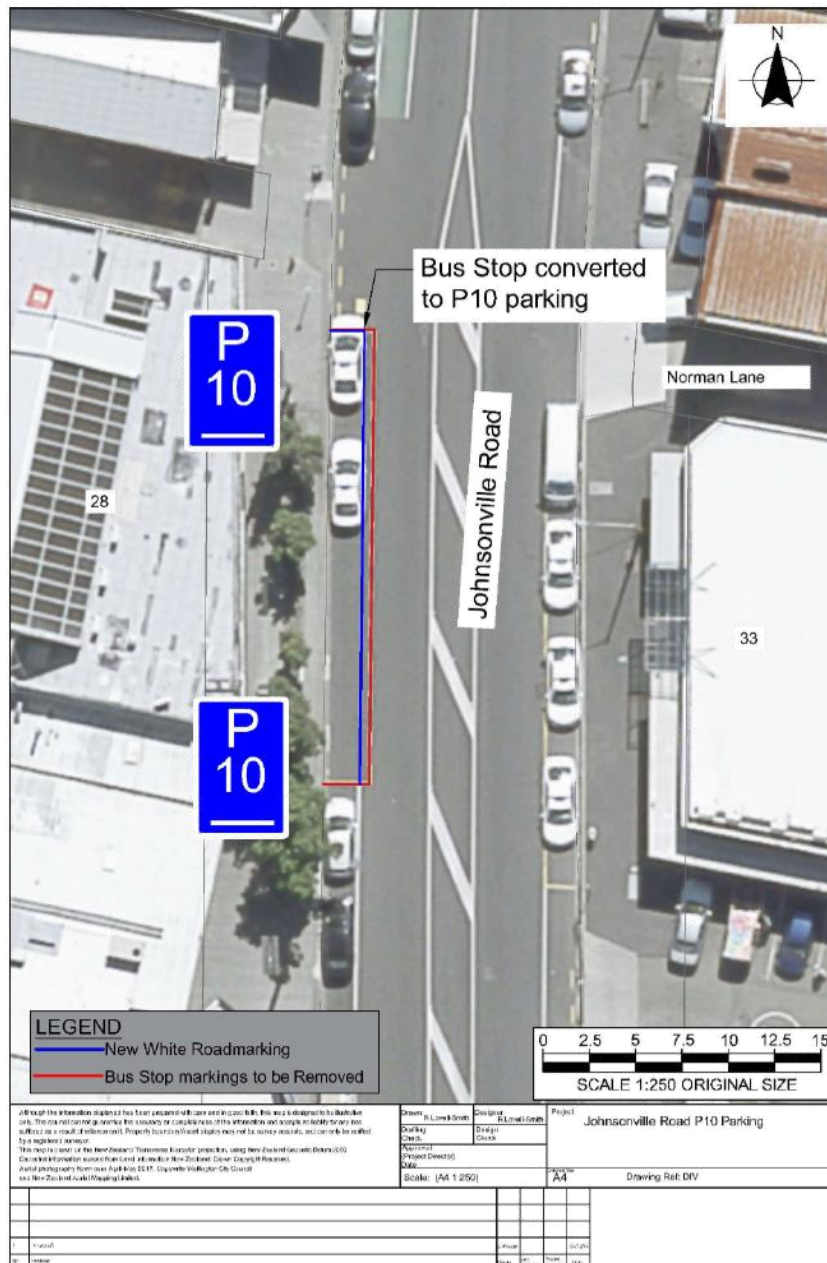
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	Please note if you are giving feedback the consultation period opens 9.00am Tuesday 24 November and finishes 5.00pm Tuesday 8 December 2020.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 9 December 2020.2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021.3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR14-21 Johnsonville Road, Johnsonville – bus stop removal



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Johnsonville Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 40m south of its intersection with Bill Cutting Place (Grid Coordinates X=402581.200m, Y=808694.869m) and extending in a southerly direction following the kerbline for 23 metres.</i>

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

Column One	Column Two	Column Three
Johnsonville Road	<i>P10, Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 41.5 metres south of its intersection with Bill Cutting Place (Grid Coordinates x= 1751478.7 m, y= 5434973.9 m), and extending in a southerly direction following the western kerb line for 47.5 metres.</i>

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

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: ZaphodHarkonnen
Suburb: Johnsonville
Agree: No

Two more on street parks are not going to make an appreciable difference to the accessibility of central Johnsonville. If parking must be present, I would prefer something denser than car size parks. Motorcycle or bicycle parking would be much more useful and encourages use of more efficient transport usage. Also how does the council plan to enforce P10 parks. Without regular enforcement there will be no incentive for drivers to leave after the time period has passed.

Officer's response:

Thank you for your feedback.

There was an agreement between Greater Wellington (GW), Wellington City Council (WCC) and the Johnsonville Community Association (JCA) to remove this bus stop and reinstate parking at this location. Parking will be enforced by WCC Parking Services. if you see a vehicle parked illegally you can call 04 499 4444 to report the vehicle.

Name: psykke
Suburb: Churton Park
Agree: Yes

About time.

Name: redpanda
Suburb: Wellington Central
Agree: No

Should be moving away from cars - why not put a car share space or spaces there? Should be facilitating car share to go between Wellington and outer suburbs.

Officer's response:

Thank you for your feedback.

There was an agreement between Greater Wellington (GW), Wellington City Council (WCC) and the Johnsonville Community Association (JCA) to remove this bus stop and reinstate parking at this location.

Car share spaces are usually proposed by car share providers in areas where a demand has been determined, however we will pass on your interest in a car share space at this location.

We are proposing a change in your area

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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"> TR15-21 Portmore Place – Stop control
What we'd like to do	<ul style="list-style-type: none"> Install a stop control on Portmore Place at its intersection with Grenada Drive.
Why we are proposing the change	<ul style="list-style-type: none"> We have received concerns from resident about the safety of turning traffic at this intersection. We have investigated and determined that this intersection warrants a stop control to ensure safety of road users.
Location – where we propose to make the change	<ul style="list-style-type: none"> Portmore Place, Grenada Village - at its intersection with Grenada Drive
Impact	<ul style="list-style-type: none"> Improves safety at this intersection. Net parking impact – not applicable. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count: <ul style="list-style-type: none"> Grenada Drive Estimate - 2,540 Portmore Place Estimate - 200 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 24 November 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 24 November 2020 and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 9 December 2020. The proposal will go to Regulatory Processes Committee on Wednesday 3 February 2021. If approved, the proposal will be installed within the following 3 months.

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Wellington City Council**
Me Heke Ki Pōneke

STOP

Grenada Drive

Portmore Place

1, 2, 3, 4, 6, 8, 10, 62, 64

Drawn: [Name]	Design: [Name]	Project: [Name]
Check: [Name]	Design: [Name]	Project: [Name]
Approved: [Name]	Project: [Name]	Project: [Name]
Scale: (A4 1:250)	Scale: (A4 1:250)	Scale: (A4 1:250)

Portmore Place Proposed Stop Control TR 15-21

Absolutely Positively Wellington City Council

Me Haka Ki Pōneke

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule G (Give way & Stop) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Portmore Place	<i>Stop Control</i>	<i>Westbound traffic, at its intersection with Grenada Drive.</i>

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

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

FEEDBACK RECEIVED

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Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mary Moncur
Suburb: Grenada village
Agree: Yes

I have no issue with the stop sign, but the main problem is the lack of sight lines from the right when turning right from Portmore Place onto Grenada Drive. A Mirror on a pole on the other side of Grenada Drive to provide a better view of oncoming traffic would solve this problem.

I am a resident at 3 Portmore Place and during my time here I have not seen an accident on this corner but have had many near misses when pulling out onto Grenada Drive as traffic coming from my right tends to speed up the hill and with the sight line restricted it is an accident waiting to happen. I think a sight mirror on the opposite side of the road is also necessary.

Name: Grant and Peggy
Suburb: Grenada village
Agree: Yes

1, great idea

2, can a mirror be instilled on the western side of the intersection please, this corner has a blind area to the RHS, it's very difficult seeing oncoming traffic

3, Why is the letter addressed to the occupier, you do not send my rates bill to the occupier

Name: Morné
Suburb: Grenada village
Agree: Yes

Thank you for your letter regarding the proposed stop control at Portmore Place.

I live on Portmore Place and appreciate the effort to make the road safer. I support the initiative to erect the stop control. It is needed.

In my experience, cars travelling south on Grenada drive approach the intersection too fast. I often take a taxi from the airport and always have to remind drivers to slow down. Non-residents are unfamiliar with the intersection. Since it appears at the top of a blind rise there is a potential for an accident. I have had several near misses exiting Portmore Place. Also, at the end of a long day residents may be in a rush to be home in time for dinner. A reminder may prove helpful.

Consequently, in addition to the stop control. I encourage you to please consider a more visible road sign, road marking or whatever else may be appropriate to remind drivers to slow down when travelling from north to south up the hill approaching Portmore Place.

Thanks again.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Cherie Pomare
Suburb: Grenada village
Agree: Maybe

The intersection you have proposed a Stop control sign for is a dangerous intersection for two reasons:

1. Lack of visibility when turning right from Portmore Place onto Grenada Drive.

With the bend of the road, there is not a lot of road on the right that is visible. This is especially compounded by reason 2 below...

2. Speed of cars on Grenada Drive

We have lived at Portmore Place for 2 & a half years. Cars speed on Grenada Drive. They speed from the very beginning where you exit the motorway and ascend to Grenada Village. They speed down the long, smooth slope from the roundabout at Mark Avenue, towards Portmore Place, and then as they ascend to the end of Grenada Drive. We have heard "racers" at night gunning their cars up and down for sport, sometimes in the very early hours of the morning. We have seen evidence of wheelies on Grenada Drive of tyre tracks that have spun on the 3 laned section of the road for sport. And I hear and see local residents ignoring the 50km speed limit.

As a resident of Portmore Place, I KNOW I have to come to a complete stop before turning onto Grenada Drive. It's obvious. A Stop sign is still a good reminder for all residents and visitors to do so. But if you want to stop it being a dangerous intersection, then you will have to include changes such as:

- speed bumps before Portmore Place and at strategic places along Grenada Drive
- an appropriate roundabout at Portmore Place to ensure traffic slows down when approaching from Grenada Drive
- a traffic mirror on a pole opposite the entrance to Portmore Place

Given that many drivers are happy to ignore the 50km speed limit, I do not think lowering the speed limit will have any effect at all.

If a car were to have a collision or lose control on Grenada Drive between Mark Avenue and Portmore Place, it would be devastating if they crash on the side of the gully. There is little room between the road's edge and an enormous drop into the deep gully. So, any move to lessen the occurrence of such a tragedy along Grenada Drive will be a good move.

A stop sign is a good idea. But it doesn't properly address the dangers of the intersection which are 1. Speed at which cars travel on Grenada Drive, and 2. Lack of visibility of oncoming traffic on Grenada Drive (when turning right from Portmore Place). If you actually want to make this a safe intersection, you will need to address these two issues. They won't be fixed with a stop sign.

Thank you for being able to make a submission regarding this intersection.

FEEDBACK RECEIVED

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Name: Rod Halliday
Suburb: Grenada village
Agree: Yes

I write in SUPPORT of the proposed stop sign at the end of Portmore Place. I am a resident on this street at #5 Portmore and was one of the first occupiers to move in.

I have two points to make.

1. To be fair, most drivers come to a complete stop at the end of the street anyway, so to that end a sign is not really needed for residents. But for visitors and general public it would be wise. The corner has a tight sightline to the North and there have been several near misses. It's only a matter of time before someone is T-Boned.

Another idea to improve visibility would be a mirror on the opposite side of the intersection.

2. The main issue here is the SPEED at which vehicles drive along Grenada Drive past the Portmore Place intersection. This is regularly observed at 60km/hr, which is the difference between seeing a vehicle coming in time, or not. Better controlling speed on Grenada Drive would have a far greater benefit to the safety of this intersection. In my view additional measures could include.
 - Erecting a 'concealed road' sign on Grenada Drive on approach to Portmore Pl.
 - Erecting a '50kmhr' speed sign on approach to Portmore Pl.
 - Erecting a 'slow' sign on approach to Portmore Pl.

Please get in touch if you wish to discuss any of the above, but in my view more is needed, in addition to the STOP sign.

Name: Tracey and Garry Veale
Suburb: Grenada village
Agree: Yes

We received your notice for the proposed changes for the Portmore Place intersection and not that the proposed change seems like basic risk mitigation rather than a real solution but agree something needs to be done.

The speed of vehicles on Grenada Drive is quite alarming at times and I've regularly seen vehicles going through the dip in Grenada Drive going around 80kms. So, some form of speed control through this area of Grenada Drive would be beneficial, however possibly not practical,

A reflective mirror, to augment the proposed plan although unsightly to enable both cars at the intersection and vehicles approaching Portmore Place would be hugely beneficial.

Name: Craig Pomare
Suburb: Grenada village
Agree: No

FEEDBACK RECEIVED

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Me Heke Ki Pōneke

I will also submit a formal response via email. FYI, I live on Portmore Place so deal with the issue raised every day as I turn right in my car from Portmore Place into Grenada Drive.

In summary, I do NOT support the proposal as the proposed solution does not deal with the underlying 2 major issues and does not address the safety issues:

- (1) Visibility: when turning right from Portmore Place into Grenada Drive, you must as a driver stop anyway as you have about 35 metres of visibility due to the curvature of the road and outcrop of rock
- (2) Speed of traffic coming up Grenada Drive towards the intersection with Portmore Place: a car travelling legally at 50 km/h up Grenada Drive leaves you with about 2.5 seconds to react and turn right into Grenada Drive. Typically, this means you just floor your accelerator to make the turn. I would suggest many cars do not travel at the legal speed up Grenada Drive which leaves you with even less time to react when leaving Portmore Place.

IMPACT

You claim the impact will be to improve safety, however given you must stop anyway given visibility issues and speed of Grenada Dr traffic this makes life no safer for either set of drivers.

POSSIBLE SOLUTIONS

- (1) Stop sign as suggested: not supported as you need to stop anyway for safety purposes. Simply placing a stop sign does not deal with either the visibility issue or the speed at which cars come up Grenada Drive.
- (2) Mirror: directly opposite the intersection Portmore/Grenada Dr that would allow drivers leaving Portmore Place to see traffic coming up Grenada Drive
- (3) Speed bump: placed about 35-40m from the Portmore/Grenada Dr intersection on Grenada Drive. This would force traffic coming up Grenada Drive to slow at the point where they are just visible to traffic waiting to turn from Portmore Place.

I've submitted online but wanted to provide an image that shows the visibility issue and some solutions.

ADDRESS

We live in Portmore Place and use a vehicle every day that turns right from Portmore Place into Grenada Drive so would be directly impacted by the proposal.

WHY THE CHANGE AND IMPACT OF THE PROPOSAL

You note the following:

- Why the change: "received concerns from residents about the safety of turning traffic."
- Impact: "improves safety".

PROPOSAL

You note that a stop sign will "ensure safety of road users." which is a grand statement that is not correct. The proposal ignores:

- (1) The reality of how the intersection is actually used day-to-day
- (2) The real problems causing the safety issue.

FEEDBACK RECEIVED

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(1) How is the intersection actually used every day?

When turning right from Portmore Place into Grenada Drive, you must as a driver stop anyway as you have about 35 metres of visibility due to the curvature of the road and outcrop of rock.

(2) What are the real problems causing the safety issue?

(a) Visibility

As noted above, the first issue is visibility. Refer the attached picture, taken from the driver's seat of my car when stopped at the Portmore/Grenada intersection, which shows you have less than 35m visibility when turning right. Hence why you must stop anyway.

(b) Speed of traffic coming up Grenada Drive towards Portmore intersection

A car travelling legally at 50 km/h up Grenada Drive leaves you with about 2.5 seconds to react and turn right into Grenada Drive. Typically, this means you just floor your accelerator to make the turn. I would suggest many cars do not travel at the legal speed up Grenada Drive which leaves you with even less time to react when leaving Portmore Place.

Summary

Given these issues, simply adding a stop sign will not deal with the safety issue as it just formalises a behaviour that's in place anyway, but also more importantly does not deal with the driver's visibility or the speed of traffic coming up Grenada Drive.

Alternative solutions

If the desire is to help with safety at the intersection, then the practical options are:

(1) Install a mirror directly opposite the intersection Portmore/Grenada Dr that would allow drivers leaving Portmore Place to see traffic coming up Grenada Drive (see slide 1 in the attached file)

(2) Install speed bump about 35-40m from the Portmore/Grenada Dr intersection on Grenada Drive (this is in the picture as a red box and roughly in line with the lamp post in the picture). This would force traffic coming up Grenada Drive to slow at the point where they are just visible to traffic waiting to turn from Portmore Place (see slide 2 in the attached file).

(3) Remove some of the hill on the corner Portmore/Grenada Dr to improve visibility (see slide 3 in the attached file). Not as good an option as slowing traffic coming up Grenada Drive.



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Mohammed Hassan
Suburb: Unknown
Agree: Yes

My feedback on the proposed stop control is that in addition to the stop control a mirror is installed so that the driver from Portmore place can see whether vehicles are approaching from right hand side of Grenada Drive. I also think this will add better visual control as the vision for the driver is limited to short distance due to level of Grenada Drive. Optionally you may consider putting a speed control on Grenada Drive to slow down the vehicles approaching Portmore Place

Officer's response to all submitters:

Thank you for providing feedback on this traffic resolution for Portmore Place,

We will investigate speed concerns on Grenada Drive and investigate installing signs on Grenada Drive warning of the concealed road.

Regarding requests to install traffic mirror, Wellington City Council no longer install or maintain traffic mirrors. This is because:

- they provide limited visibility when raining, at dawn or at dusk
- they have image distortion
- a driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- glare or reflections can dazzle or disorientate driver
- they get easily broken and vandalised.

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"> TR16-21 Bracken Road – No stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 6 metres and 9 metres of broken yellow lines along the eastern side of Bracken Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from Newlands College about the visibility for buses entering and exiting the bus stop on Bracken Road, outside Newlands College.
Location – where we propose to make the change	<ul style="list-style-type: none"> Bracken Road, Newlands – outside Newlands College
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians and buses and traffic on this route. Net parking impact - removal of two unrestricted parking spaces. Pedestrian impact – positive due to improved access for bus boarding.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 4,507. 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 24 November 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 24 November and finishes 5.00pm Tuesday 8 December 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 9 December 2020. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 3 February 2021. 3. If approved, the proposal will be installed within the following 3 months.

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Wellington City Council**
Me Heke Ki Pōneke

36

34

32

Bracken Road

Ring Lane

1

0 5 10 15 20 25 30
SCALE 1:500 ORIGINAL SIZE

Proposed 6 metres
Broken Yellow Lines

Newlands
College

Present Bus Stop,
2.45-3.30pm,
School Days Only

Proposed 9 metres
Broken Yellow Lines

Present Bus Stop
At All Times

Bracken Road, Newlands
Proposed Broken Yellow Lines

Client: A. Vale Designer: A. Vale Project: Bracken Road, Newlands
Drafting: Design:
Checked: Check:
Notes:
Scale: (A4 1:250) Drawing Ref: DN

We are proposing a change in your area

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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
Bracken Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 94 metres south of its intersection with Beazley Avenue (Grid coordinates X=1,752,685.40m Y=5,435,481.19m) and extending in a southerly direction following the eastern kerb line for 6 metres.</i>
Bracken Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 184 metres south of its intersection with Beazley Avenue (Grid coordinates X=1,752,685.40m Y=5,435,481.19m) and extending in a southerly direction following the eastern kerb line for 9 metres</i>

Prepared By: Alastair Helm (Transport Engineer Assistant)

Approved By: Soon Teck Kong (Transport Engineering & Operations Manager)

Date: 18/01/2021

No feedback received.

DEVELOPMENT CONTRIBUTION REMISSION REPORT FOR 29 BRANDON STREET -SR396536

Purpose

1. This report asks the Regulatory Process Committee to review the information regarding the remission request for 29 Brandon Street, SR396536 and to make a decision.

Summary

2. The developer applied for a building consent to refurbish an existing central city building.
3. The project involved increasing the size of a mezzanine level and changing vehicle parking space into commercial space. At one time the vehicle parking space had previously been commercial space.
4. Council officers undertook an initial development contributions assessment in 2017 that resulted in a development contribution estimate charge of \$2,273.14 which only took into account the additional gross floor area created and not the converted car parking, this estimate was provided to the Developer.
5. The Developer applied for their code of compliance certificate in 2020 which triggered the development contributions officer to review the whole project, upon doing so he realised that the initial assessment was incorrect, and the amount of development contributions owing is actually \$116,149.01 incl GST.
6. The developer was not expecting this substantial increase and as such is requesting that the full amount be remitted.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to remit the development contributions by 20% leaving a balance of \$92,919.20 owing.

Background

7. In 2017 the developer applied for a building consent to refurbish an existing central city building.
8. Part of this work involved converting vehicle parking space into usable commercial space.
9. It appears that the development contributions officer, at the time, assessed the works and sent out an assessment based only on the increase in gross floor area stated on the building consent application form but did not investigate further.

10. Unfortunately, that meant she did not pick up on the fact that the applicant was converting vehicle parking space into commercial space and therefore the credit she calculated and applied was incorrect.
11. Development contributions are not charged on vehicle parking space and as such it must be excluded from the gross floor area when assessing development contributions and the credit. The development contributions officer incorrectly included the vehicle parking space in her gross floor area calculation.
12. When the Developer applied for their code of compliance certificate, this triggered a review of the development contributions assessment and our current development contributions officer discovered the mistake made by his predecessor.
13. The current development contributions officer notified the Developer of the mistake and provided the assessment of the revised development contributions amount to the Developer.
14. The Developer and the development contributions officer have been working together to ensure the development contributions assessment is accurate. However due to the mistake the Developer has decided to request a full remission of the development contributions.

Discussion

15. The Developer makes the following arguments with regards to receiving a remission for the development contributions:
 - Officers made a mistake with the initial assessment which meant the Developer could not budget correctly for development contributions;
 - prior to 1994 the vehicle parks were in fact commercial space, so they are reverting to the existing floor size and therefore it does not result in growth,
 - they have not added any additional connections to water or wastewater, and
 - the Developer amended its plans to accommodate the needs of the WCC library and were not aware this would result in increased development contributions
16. **In response to:** Officers made a mistake with the initial assessment which meant the Developer could not budget correctly for development contributions;
17. Officers acknowledge the mistake with the initial assessment and apologise
18. However, it should be noted that the initial assessment is a guide to how much the development contributions will cost based on the plans submitted at the time of the assessment. The letter that accompanies the assessment states that if the plans are amended then the Council can reassess and change the development contributions payable.
19. The Developer has made additional changes to the project over the last 3 years, which included a change to the gross floor area (an increase of 216m²). This change alone equates to development contributions of \$23,366.18.

20. **In response to:** prior to 1994 the vehicle parks were in fact commercial space, so they are reverting to the existing floor size and therefore it does not result in growth;
21. When assessing a development for development contributions we calculate how many EHU's (equivalent household units) the development is assessed at before the work is undertaken and an EHU credit is then given for this number.
22. The Development Contribution Policy states that *"A credit is given for the number of EHUs assessed for the development or use existing at the time the application is assessed for the development contribution payable, to recognise situations where existing structures on the site or uses on the site mean that the development being assessed will not contribute to growth to the extent that the assessed number of units of demand implies."*
23. Therefore, we must only look at the immediate previous use of the space and cannot take into account historic use of the space.
24. The commercial space was converted to vehicle parks sometime in the early 1990's. The Development Contributions Policy came into force in 2005 and the current Development Contributions Policy and infrastructure planning is based on what was existing as at 2015, therefore we would have taken the vehicle parking into account when planning our infrastructure and cannot base our credits/assessment on what was in place prior to this.
25. Converting the vehicle park area to commercial space will intensify the use of the building triggering more demand on traffic and roading infrastructure. Even if past uses of the building could be considered it is likely current configurations of the building will more effectively utilise the building to greater use putting greater demands on infrastructure than in the past. As a result, it is appropriate to charge development levies to reflect this growth demand.
26. **In response to:** they have not added any additional connections to water;
27. Demand for water supply through Council's infrastructure depends on the fixtures in the development and how they are used. There are a number of variables influencing the impact on Council's infrastructure created by the increased service requirements of the development such as flow rate, velocity, etc that factor into demand. Therefore, the development can put more demand on Council's infrastructure without the need to change an existing connection. This is the case here and as a result development contribution are appropriate.
28. **In response to:** The developer amended its plans to accommodate the needs of the WCC library and where not aware this would result in increased development contributions;
29. The fact that we are the tenant is irrelevant to the development contribution argument, however based on the initial estimate it is understandable why the developer thought that there would be no increase in development contributions. The Development

Contributions Policy has been in place since 2005 and most developers are aware that increased floor space results in increased development contributions charges.

30. Taking the above arguments into account, officers believe we are entitled to charge the full amount for development contributions, however we understand that the initial mistaken development contribution calculation meant that the developer was not able to budget correctly for this project. Therefore, officers recommend that Councillors remit the development contributions by \$23,229.80 (20%), leaving a balance of \$92,919.21 owing.

Options

1. 31. The Policy enables remissions of development contributions to be granted in exceptional circumstances at the Council's discretion and states that these decisions will not be regarded as creating precedent or expectations.
2. 32. The Committee can choose to remit the development contributions for 29 Brandon Street in full, in part or reject the remission application. Options available to the Committee include, but are not limited to:
 - reject the remission application and the Developers will be liable for the full amount of \$116,149.01.
 - remit by 20% (\$23,299.80) leaving a balance of \$92,919.20
 - remit by 50% (\$58,074.50) leaving a balance of \$58,074.50; or
 - remit in full (\$116,149.01) leaving a balance of \$0

Next Actions

31. Council officers will invoice the development contributions for 29 Brandon Street; the amount will be dependent upon the Committee's decision.

Attachments

Attachment 1. Developers remission request for 29 Brandon Street [↓](#) 

Page 222

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Liam Hodgetts, Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable

Treaty of Waitangi considerations

Not applicable

Financial implications

The financial implications of Council granting the remission will result in Council collecting less money to fund the growth portion of our infrastructure.

Policy and legislative implications

Not applicable

Risks / legal

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

Climate Change impact and considerations

Not applicable

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable



21 January 2021

City Consenting & Compliance Committee
Wellington City Council
WELLINGTON

Attention: Committee Members

C/- Robert Anderson
E-Mail: Robert.Anderson3@wcc.govt.nz

Dear Members

Development Contribution Assessment SR 396536 – 29 Brandon Street, Wellington
Application for Council to Grant a Remission of Development Contributions

Cornerstone Partners Limited is the commercial property manager and consultants to the Cornerstone Group commercial property portfolio. The portfolio includes the building at 29 Brandon Street, Wellington registered in the name of a Cornerstone Group company known as Harbour City Centre Limited.

1. Background:

The Cornerstone Group purchased the two buildings known as the Harbour City Centre from Kirkcaldie & Stains in 2014. The front building, adjacent to Lambton Quay, has the Street address 179 to 183 Lambton Quay. The rear building, often referred to as the annex, has the Street address 29 Brandon Street.

The rear annex building was built in 1905 and subsequently partially demolished to allow for the construction of the front building in 1928/1929. The rear annex building was for many decades the DIC Department Store comprising retail shops and commercial office levels. Due to the rear annex building being earthquake prone Kirkcaldie & Stains had converted the Mezzanine and Level 1 into car parking with the ground floor remaining retail shops. There remained some commercial office accommodation on part Level 2 and all of Level 3.

The Cornerstone Group sought to earthquake strengthen and refurbish the rear annex building to 100% NBS and “tie” it to the front building to prevent ‘pounding’ in an earthquake. This had the added benefit of lifting the front buildings NBS rating from 80% to 100%.



The Cornerstone Group engaged Dunning Thornton as its engineers, HMOA as the architects, and LT McGuinness Limited as the construction contractor to undertake the work. The overall project was a major undertaking and took 3 years to complete.

2.Proposal:

The project involved earthquake strengthening and refurbishing the annex building to recreate useable commercial floors as had previously existed, and been consented for, when it was the DIC Department Store. The refurbishment included car parking on the Mezzanine Level as had been created by Kirkcaldie & Stains.

Attached is a copy of HMOA Architects plan A1002 dated 12 February 2017 of the Mezzanine Level showing the car parking and a small commercial office area.

3.Leasing Opportunities:

As the project progressed it attracted considerable interest from the commercial leasing market. To this end the Cornerstone Group were able to secure a lease of the 3 upper commercial floors to FNZ. This left the ground floor with frontage to both Brandon and Panama Streets. There had been considerable interest in creating several retail commercial shops on both the Brandon Street and Panama Street sides of the rear annex building.

During this process, the Cornerstone Group became aware that the Wellington City Council were looking to relocate the main Wellington City library following the closure of its building. The commercial market talk was that the WCC were looking at several sites including Level 1 at 256 Lambton Quay, Wellington – a building that the Cornerstone Group happened to have a conditional contract on to purchase.

Believing that Wellington City would be better served with the library being relocated to a ground floor location in a building that had an NBS rating of 100% the Cornerstone Group approached Peter Brennan of the WCC to propose that the WCC lease all the ground floor of the rear annex to relocate the library to. The added advantage was that the ground floor had dual frontage to both Brandon and Panama Streets. This ultimately led to a successful leasing negotiation with WCC/Peter and the library has now been relocated to these premises.

During the lease negotiations with the WCC/Peter the Cornerstone Group agreed to forgo creating any separate retail shops in order that the WCC had all the ground floor and the full Street frontage on both Brandon and Panama Streets. In addition, the Cornerstone Group also agreed to amend its original plans for the Mezzanine Level and drop car parks to create additional commercial floor area for the Library.

Attached is a copy of HMOA Architects plan A1031 dated 4 September 2019 showing the alterations to the original A1002 Mezzanine Level plan that Cornerstone agreed to make to accommodate the WCC library requests.



Although undoubtedly a good commercial tenant for the Cornerstone Group, the Cornerstone Group took a community minded approach to this leasing transaction as it genuinely believed that the City would be best served if the library were located on the ground floor of the annex with its dual access from Brandon and Panama Streets, rather than Level 1 at 256 Lambton Quay. Although a cynic may doubt this motive, it is worth noting that the Cornerstone Group went on to purchase the building at 256 Lambton Quay so the WCC library would have been its tenant in any case.

4. Development Contributions Assessment:

Once the Cornerstone Group had received the WCC building consent for this project (SR 396536) the then Development Contributions Officer forwarded to the Cornerstone Group the development contribution assessment. This assessment pursuant to the Wellington City Council's Development Contributions Policy (2015/16) assessed the contribution payable to be **\$2,273.14** inclusive GST.

Attached for your information is the WCC email and letter with Development Contribution Summary sheet attached, both dated 1 December 2017.

5. Code Compliance Certificate & Development Contribution Reassessment:

After the WCC official opening of the library on 14 July 2019, the WCC then put an 'Earthquake Prone Building' notice on the exterior doors of the entranceways to the library on both Bandon and Panama Streets. Somewhat confused by this action, the Cornerstone Group entered into communications with Bede Robertson of the WCC Consents team querying the notice. The Cornerstone Group knew an application for the CCC had been made to the WCC and believed the issuing of the CPU meant that, notwithstanding the CCC had not yet issued, the WCC were satisfied the building was 100% NBS – based on the engineer's letter submitted as part of the application paperwork for the CPU. However, it now appears that the placement of the earthquake prone notice is technically correct.

The Cornerstone Group has been advised by the WCC that until the CCC has issued for SR 396536 the earthquake prone notice will remain in place. As you will appreciate, this has caused considerable confusion and anxiety for the Cornerstone Groups tenants located in the front and annex buildings. In addition, this has caused some anxiety for the public who, when looking to enter the library, see the earthquake prone notice on the entry doors. It now appears that to mitigate this confusion the WCC has put up a further notice on the exterior doors explaining why the earthquake prone notice is in place. In short, the Cornerstone Group's current understanding is that until the CCC is issued the earthquake prone notice must remain.

Accordingly, the issuing of the CCC is now extremely important to both the Cornerstone Group and its tenants. Presumably, it is also important to the WCC as its library staff must have to deal with enquiries from the public on a regular basis as to why there is an earthquake prone building notice on the entry doors to the library.

In seeking to have the CCC issued by the WCC the Cornerstone Group was then presented with a reassessment of the Development Contributions that is a sum considerably greater the 2017 assessment of \$2,273.44. The reassessment is the sum of **\$116,149.01** inclusive GST.



Attached for your information is the WCC's email (Robert Anderson) dated 19 January 2021 together with the Development Contribution Summary advising the reassessment sum is \$116,149.01 inclusive GST.

After a helpful meeting with the Cornerstone Groups management team, and the Council's City Consenting & Compliance team (Robert Anderson & Nicole Tydda), two action points became clear being the following:

1. The Cornerstone Group would work with Robert Anderson to clarify the areas that are believed to be the subject of a development contribution reassessment; and
2. The Cornerstone Group would write to the Committee requesting that the Council exercise its discretion pursuant to section 2.6 of the Wellington City Council Development Contributions Policy (2015/16) to remit/waive payment of any further development contributions.

6. WCC Policy Section 2.6: Remission and Postponement:

We trust the above sections of this letter have provided a useful background and context for the Committee to see how this issue arose.

The Cornerstone Group request that, after its careful deliberation, the Committee exercise its discretion pursuant to Section 2.6 Policy 2015/16 to remit/waive the payment of any further development contributions for the project at 29 Brandon Street. The reasons for this request are as follows:

1. The WCC's initial assessment in 2017 was for a development contribution of \$2,273.14. The Cornerstone Group made financial decisions and plans based on this known cost.
2. Both Harbour City Centre buildings have been in existence since 1928/1929 and have had service connections to water and sewerage in place since that time. The refurbishment of the rear annex building did not add any additional connections to the existing connections. In addition, the refurbishment has not added any additional floor area to the original buildings.
3. The Cornerstone Group amended its original plans to eliminate many of the proposed car parks on the Mezzanine Level to accommodate the needs of the WCC library leasing arrangement by creating additional commercial floor area. The Cornerstone Group was unaware that this would result in a reassessment of the development contributions.
4. In the Cornerstone Groups opinion, it is unfair and inequitable for the WCC to now reassess the development contributions. Section 1.1 WCC Policy 2015/16 sets out that the underlying philosophy for development contributions is a method by which Council seeks "to *obtain contributions to fund infrastructure required as a result of growth*". In the Cornerstone Groups opinion, the effect of the refurbishment on infrastructure is nil as the rear annex building had for many decades been the DIC Department Store comprising levels of shopping and commercial office floors.



5. Finally, whether strictly correct or not, the WCC putting an earthquake prone notice on the building 2 days after the official opening of the library by Mayor Andy Foster, has caused the Cornerstone Group considerable trouble and management time in dealing with its tenants in both buildings who were upset and concerned that the Cornerstone Group's communications that the buildings were now 100% NBS were incorrect and misleading.

7. Conclusion:

Based on the background summary and reasons set out within this letter, the Cornerstone Group respectfully request that the Committee now resolve to:

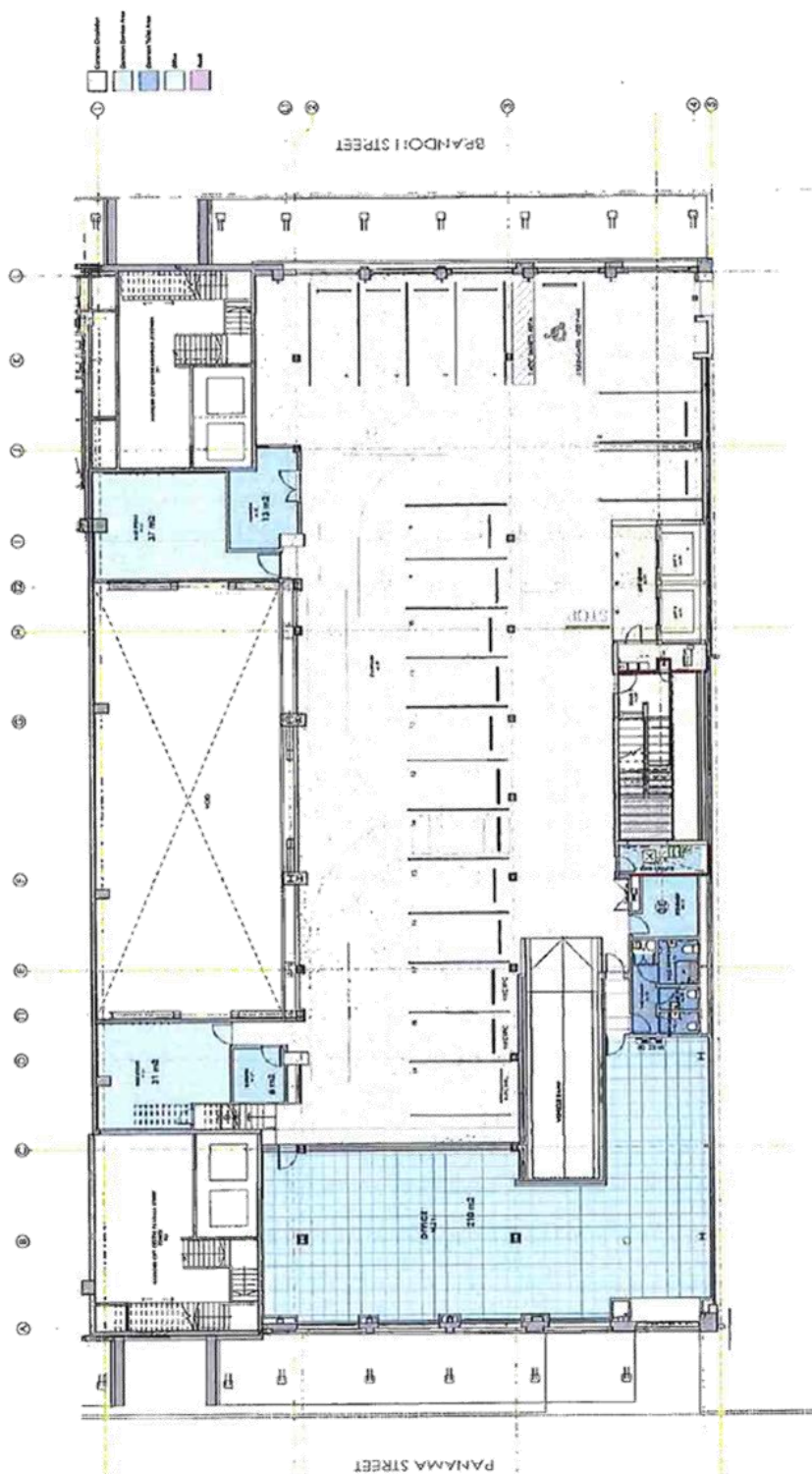
1. Exercise its discretion and remit/waive the payment of any further development contributions for the refurbishment of the rear annex building.
2. Have the WCC consenting team now issue the CCC against SR 396536.
3. Have the earthquake prone notices on the exterior doors to the library on the ground floor of the rear annex building removed.

Should you require any further information or wish to convene a meeting with the Cornerstone Group management team, please contact the writer.

Yours faithfully

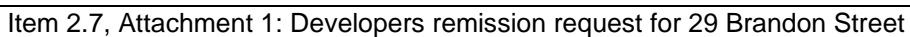
A handwritten signature in blue ink that reads 'A. C. Cotterrell'.

Andrew Cotterrell
Legal Director & Board Chairman
Cell: 0275 490 746, email: andrew@cspartners.co.nz



HERRIOT MELHUSH O'NEILL ARCHITECTS 29 BRANDON STREET, WELLINGTON TEL: 04-493 9300 WWW.HMOA.CO.NZ		PROJECT HARBOUR CITY CENTRE ANNEXE BUILDING REFURBISHMENT DATE: 13 NOV 2017 SCALE: B A1 Scale @ A3 1:100	PLAN Loading, Mezzanine Level 2
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ALL DIMENSIONS SHOWN IN METRES - UNLESS OTHERWISE STATED. ALL WORK IS TO BE IN ACCORDANCE WITH THE NZBC. CONSULT THE ARCHITECT FOR ANY CHANGES TO THE PLAN. THIS DRAWING IS THE PROPERTY OF THE ARCHITECTS AND IS NOT TO BE REPRODUCED OR COPIED WITHOUT THE ARCHITECTS' WRITTEN PERMISSION.	Rev. Description 1. Initial 2. Final 3. Final 4. Final
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Andrew Cotterrell

From: Mari North <Mari.North@wcc.govt.nz>
Sent: Friday, 1 December 2017 4:08 pm
To: Jack Barber; Corey McMeeking
Subject: Development Contributions 29 Brandon St - SR 396536
Attachments: Brandon St DC Assmt.pdf; Brandon St DC Assmt letter.docx



Follow Up Flag: Follow up
Flag Status: Flagged

Tēnā kōrua,
Please find attached the Development Contributions assessment for 29 Brandon St.
I have also attached the explanatory letter.
Please contact me if you would like to discuss this further.
Ngā mihi,

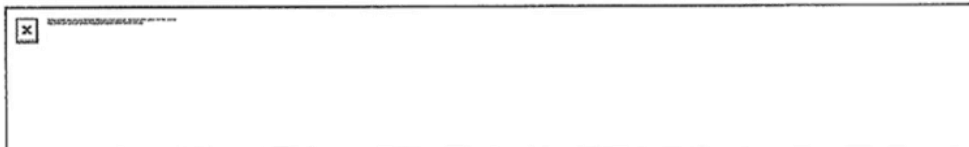
Mari North

Development Contributions Officer | City Planning | Wellington City Council

P (04) 801 3282

E Mari.North@wcc.govt.nz | **W** Wellington.govt.nz |  

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1 December, 2017

Harbour City Centre Ltd Level 4 150 Featherston Street Wellington Central Wellington 6011	SR Number: 396536 File Reference: 1032421
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Dear Sir/Madam,

Development contribution assessment re consent application (SR 396536)

We have assessed your building consent application (SR 396536) under the terms of Wellington City Council's Development Contributions Policy (2015/16). As a result of the assessment it has been determined that you are required to pay a development contribution fee.

Developments such as building construction or land subdivision generally increases demand on city resources and services such as reserves and public infrastructure (water pipes, reservoirs, roads and footpaths). Development contributions are required to offset some of the costs borne by the City Council in upgrading infrastructure and facilities to meet these increased demands.

The contribution for your development is: \$2,273.14.

Attached is your Development Contribution Summary dated 1 December, 2017 which outlines how your contribution has been calculated and will be utilised and the amount payable in terms of a city-wide contribution and a water catchment-based contribution.

Please note that if you amend your proposal then the Council can reassess and change the development contribution payable.

You do not have to make this payment immediately. We will invoice you for your development contribution when you apply for a 224C (subdivision) or a Code Compliance Certificate (building consent), whichever is made first.

If you require further information please visit the Council's website www.Wellington.govt.nz to view the Development Contributions Policy.

Please contact me on the number or email below if you would like to discuss your contribution fee further.

Yours sincerely,

Mari North
Development Contributions Officer
Wellington City Council
Telephone (04)801 3282
Email: mari.north@wcc.govt.nz

Development Contribution Summary

Property

WUFI: 1032421
Address: 29 Brandon Street
Legal Description: LOT 1 DP 10806

Property Type: Survey
Status: Current

Service Requests with Development Contribution Items

SR Code: 396536 SR Type: aBLDG CONSENT Online
SR Item Description: C2 - Harbour City Centre Annexe Building - Stage 2 of 2 - Refurbishment of existing retail car parking and offices. Demolition and reconstruction of level 3.

DC Attribute Type	Actual Value	Calculation Value	Calculation Value Change Reason
Year	2015-2016	2015-2016	
Base SR Number	396536	396536	
Base Assessment	Yes	Yes	
No. of Existing Dwellings	0	0	
Final No. of Dwellings	0	0	
No. of Existing Lots	0	0	
Final No. of Lots	0	0	
No. of Existing Units	0	0	
Final No. of Units	0	0	
Existing Square Metres	8375	8375	
Final Total Square metres	8395	8395	
Max EHU per Level	0.48	0.48	
Zone (Locality)	KS - Inner City (Not Pkg)	KS - Inner	
Development Contribution	2273.14	2273.14	
Equivalent Household Unit	0.48	0.48	
Equivalent Household Unit - Residential	0.00	0.00	
Equiv-Household Unit - Non Residential	0.48	0.48	

Development Contribution Fees Breakdown

Type	Rate (GST Inclusive)	EHU	Total Fee (GST Exclusive)	Gst	Total Fee (GST Inclusive)
ZoneKS Dev Contr NonRes - Reserves	0	0.48	0.00	0.00	0.00
ZoneKS Dev Contr NonRes - Roading	0	0.48	0.00	0.00	0.00
ZoneKS Dev Contr NonRes - WasteWater	1362.75	0.48	568.80	85.32	654.12
ZoneKS Dev Contr NonRes - WaterSupply	1147.70	0.48	479.04	71.86	550.90
ZoneKS Dev Contr NonRes-City - Reser	0	0.48	0.00	0.00	0.00
ZoneKS Dev Contr NonRes-City - Roading	1508.80	0.48	629.76	94.46	724.22
ZoneKS Dev Contr NonRes-City - StormWa	189.75	0.24	39.60	5.94	45.54
ZoneKS Dev Contr NonRes-City - WasteWa	139.15	0.48	58.08	8.71	66.79
ZoneKS Dev Contr NonRes-City - WaterSup	387.55	0.48	161.76	24.26	186.02
ZoneKS Dev Contr Resid - Reserves	1627.25	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid - Roading	0	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid - WasteWater	1362.75	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid - WaterSupply	1147.70	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City - Reserves	522.10	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City - Roading	1508.80	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City - StormWate	189.75	0.24	39.60	5.94	45.54
ZoneKS Dev Contr Resid-City - WasteWate	139.15	0	0.00	0.00	0.00

Assessment updated date: 1/12/2017 15:48:01

Page 1 of 2

Development Contribution Summary *(cont.)*

Property

WUFI: 1032421
Address: 29 Brandon Street
Legal Description: LOT 1 DP 10806

Property Type: Survey
Status: Current

Service Requests with Development Contribution Items

Development Contribution Fees Breakdown

Type	Rate (GST Inclusive)	EHU	Total Fee (GST Exclusive)	Gst	Total Fee (GST Inclusive)
ZoneKS Dev Contr Resid-City - WaterSupp	387.55	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City-ComInfraStr	0	0	0.00	0.00	0.00
ZoneKS Dev Contr City - Com_OpenSpace	172.50	0	0.00	0.00	0.00
Total:					2273.14

Assessment updated date: 1/12/2017 15:48:01

Andrew Cotterrell

From: Robert Anderson <Robert.Anderson3@wcc.govt.nz>
Sent: Tuesday, 19 January 2021 12:20 pm
To: Corey McMeeking
Cc: John Yiappos; Andrew Cotterrell; Nicole Tydda
Subject: RE: 1605_FW: Development Contribution Assessment SR 396536 - 29 Brandon Street
Attachments: SR 396536 DC Summary.pdf

Thanks for that information Corey
I've recalculated the DC and the amount owing is now \$116,149.01 inc GST. As before the stormwater component has been deducted as it is not relevant to this situation. I've attached an amended summary.

Kind regards

Robert Anderson

Assessment Officer (Dev Cont) | City Consenting & Compliance | Wellington City Council
E robert.anderson3@wcc.govt.nz | W Wellington.govt.nz |

(Please note that I am only available Mon, Tues and Thurs)

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Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

From: Corey McMeeking <Corey@cspartners.co.nz>
Sent: Tuesday, 19 January 2021 9:08 am
To: Robert Anderson <Robert.Anderson3@wcc.govt.nz>
Cc: John Yiappos <John@cornerstonepartners.co.nz>; Andrew Cotterrell <Andrew@cornerstonepartners.co.nz>; Nicole Tydda <Nicole.Tydda@wcc.govt.nz>
Subject: FW: 1605_FW: Development Contribution Assessment SR 396536 - 29 Brandon Street

Hi Robert

Please see revised plans. I have got the Architect to review with the existing photos and information we had so this is the most accurate.

I have also attached the original development contributions assessment. So this raises the question of interpretation of the policy as the original assessment and letter seems to correspond with our assessment of development contributions.

"Developments such as building construction or land subdivision generally increases demand on city resources and services such as reserves and public infrastructure (water pipes, reservoirs, roads and footpaths). Development contributions are required to offset some of the costs borne by the City Council in upgrading infrastructure and facilities to meet these increased demands.

The contribution for your development is: \$2,273.14.

Attached is your Development Contribution Summary dated 1 December, 2017 which outlines how your contribution has been calculated and will be utilised and the amount payable in terms of a city-wide contribution and a water catchment-based contribution. "

Andrew Cotterrell will be following up this week with the letter for the committee.

Regards
Corey

From: Stephanie Gardner <steph@hmoa.net.nz>
Sent: Monday, 18 January 2021 5:16 PM
To: Corey McMeeking <Corey@cspartners.co.nz>
Cc: Max Herriot <max@hmoa.net.nz>
Subject: RE: 1605_FW: Development Contribution Assessment SR 396536 - 29 Brandon Street

Hi Corey,

Max and I had another look at the pictures and made the attached modifications.
The areas with ELEC. on them seem to have had transformers in them.
Max seems to recall they were leased by the WCC!

We also removed the lifts as per email below.
Unfortunately this does not help your GFAs.

Thanks + Regards,

STEPHANIE GARDNER
ASSOCIATE
REGISTERED ARCHITECT

+64 4 385 0038 +64 21 949 030
Level 1 21 Blair Street Wellington 6011
PO Box 6570 Wellington 6141
www.hmoa.net.nz

NZIA Practice Wellington, Christchurch, Auckland, Tauranga.
NZGBC Member

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Development Contribution Summary

Property

WUFI: 1032421
Address: 29 Brandon Street
Legal Description: LOT 1 DP 10906

Property Type: Survey
Status: Current

Service Requests with Development Contribution Items

SR Code: 396536 SR Type: aBLDG CONSENT Online
SR Item Description: C2 - Harbour City Centre Annex Building - Stage 2 of 2 - Refurbishment of existing retail car parking and offices. Demolition and reconstruction of level 3.

DC Attribute Type	Actual Value	Calculation Value	Calculation Value Change Reason
Year	2015-2016	2015-2016	
Base SR Number	396536	396536	
Base Assessment	Yes	Yes	
No. of Existing Dwellings	0	0	
Final No. of Dwellings	0	0	
No. of Existing Lots	0	0	
Final No. of Lots	0	0	
No. of Existing Units	0	0	
Final No. of Units	0	0	
Existing Square Metres	8375	4584	
Final Total Square metres	8395	5657	
Max EHU per Level	25.55	25.55	
Zone (Locality)	KS - Inner City (Not Pl)	KS - Inner	
Development Contribution	120997.13	120997.13	
Equivalent Household Unit	25.55	25.55	
Equivalent Household Unit - Residential	0.00	0.00	
Equivalent Household Unit - Non Residential	25.55	25.55	

Development Contribution Fees Breakdown

Type	Rate (GST Inclusive)	EHU	Total Fee (GST Exclusive)	Gst	Total Fee (GST Inclusive)
ZoneKS Dev Contr NonRes - Reserves	0	25.55	0.00	0.00	0.00
ZoneKS Dev Contr NonRes - Roading	0	25.55	0.00	0.00	0.00
ZoneKS Dev Contr NonRes - WasteWater	1362.75	25.55	30276.75	4541.51	34818.26
ZoneKS Dev Contr NonRes - WaterSupply	1147.70	25.55	25498.90	3824.83	29323.74
ZoneKS Dev Contr NonRes-City - Reser	0	25.55	0.00	0.00	0.00
ZoneKS Dev Contr NonRes-City - Roading	1508.80	25.55	33521.60	5028.24	38549.84
ZoneKS Dev Contr NonRes-City - StormWa	189.75	12.775	2107.88	316.18	2424.06
ZoneKS Dev Contr NonRes-City - WasteWa	139.15	25.55	3091.55	463.73	3555.28
ZoneKS Dev Contr NonRes-City - WaterSup	387.55	25.55	8610.35	1291.55	9901.90
ZoneKS Dev Contr Resid - Reserves	1627.25	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid - Roading	0	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid - WasteWater	1362.75	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid - WaterSupply	1147.70	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City - Reserves	522.10	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City - Roading	1508.80	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City - StormWate	189.75	12.775	2107.88	316.18	2424.06
ZoneKS Dev Contr Resid-City - WasteWate	139.15	0	0.00	0.00	0.00

Assessment updated date: 19/01/2021 12:00:29

Page 1 of 2

Development Contribution Summary *(cont.)*

Property

WUFI: 1032421
Address: 29 Brandon Street
Legal Description: LOT 1 DP 10806

Property Type: Survey
Status: Current

Service Requests with Development Contribution Items

Development Contribution Fees Breakdown

Type	Rate (GST Inclusive)	EHU	Total Fee (GST Exclusive)	Gst	Total Fee (GST Inclusive)
ZoneKS Dev Contr Resid-City - WaterSupp	387.55	0	0.00	0.00	0.00
ZoneKS Dev Contr Resid-City-ComInfraStr	0	0	0.00	0.00	0.00
ZoneKS Dev Contr City - Com_OpenSpace	172.50	0	0.00	0.00	0.00
				Total:	120997.13

Assessment updated date: 19/01/2021 12:00:29